

## NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 19<sup>th</sup> January 2016

HELD: AECOM, 6<sup>th</sup> Floor, No.1 New York Street, Manchester @ 14:30.

PRESENT:	Shaun Reynolds	Highways England
	Simon Clarke	Highways England
	Frank Mohan	AECOM
	Catherine Zoeflig	AECOM
	Michelle Zenner	Warrington Borough Council
	Richard Flood	Warrington Borough Council
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

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1. DT provided a summary to the history of the site, recapped the scoping meeting from June 2014 and the set out the current development profile and access strategy and explained that the applicant has now secured all points of access. It was explained that the planning application would be for outline consent but with full approval on the access strategy.
  2. It was agreed that all parties will work together and that a step-by-step approach was favoured by all.
  3. Trip Rates:
    - TRICS to be used, with validation from local surveys.
    - FB to circulate 2014 and 2015 traffic surveys to all parties and produce a trip rate report for agreement, which will feed into the scoping report.
    - CZ to provide the latest Omega TA trip rates to HTP.
  4. Modelling:
    - FM explained that the Highways England VISSIM model has not been progressed beyond the March 2015 report. HE/AECOM to progress.
    - SR proposed that the use of one model, rather than two, would keep the modelling together.
    - It was agreed by all parties that the use of the VISSIM model would be beneficial.

- WBC and HTP to discuss and agree on the additional points of coverage required for the local highway network. The area further east, linking the site to Birchwood, would be favourable.
  - As assessment work progresses it may be prudent that consideration is given to different access scenarios such as a through-route across the site.
  - SR reiterated that the VISSIM model was to be extended at the developer's expense and that AECOM will act as modellers. AECOM and HTP to liaise.
  - It was agreed that, further to a review of the current traffic surveys, there may be a need to commission additional surveys between the site and Birchwood.
  - It was agreed that the 2014 and 2015 traffic surveys are still valid for use.
  - MZ confirmed that WBC has ATC data for the A49.
  - SR confirmed that the HE has traffic data for the SRN.
  - SR will consider if further diverge assessments will be required for Junction 9 of the M62.
  - It was discussed that the HE would like to see modelling carried out for opening year, plus full build-out for mitigation tests and then 10 years hence (the latter with no further mitigation required). *MZ has confirmed that WBC will be happy with these modelling years.*
  - WBC to consider other modelling years.
5. Network constraints and future plans:
- SR explained that the M62 network is quite full and depending on traffic distribution Junction 21 of the M6 (to the south) may need to be included within the scoping area and so could J22 (to the north).
  - MZ stressed that the A49 is also quite full.
  - SR mentioned Smart Motorways and Ramp Metering in terms of current and future plans for this section of the SRN.
  - There may be a need to consider future plans for the Croft Interchange (J21A M6/J10 M62).
  - *SR has confirmed that HE policy states that no mitigation works are allowed within the HE highways boundary.*
6. Committed developments:
- MZ/RF to provide more information. MZ has confirmed that Mike Davies (Planning) should be contacted to obtain a full picture of committed development in the area.

7. Mitigation:
  - MZ said that WBC will seek to ensure that the traffic generated from the development is mitigated.
  - MZ said that no specific measures identified for this area of Warrington at this time, but mentioned that WBC may want to look at the Fordton junction with A49.
  - DT asked WBC to also consider potential mitigation measures.
8. Other matters:
  - SR requested interface details on proposed boundary treatment along northern edge of site. HE require that the risk of pedestrian intrusion is minimised and that vehicle restraint is considered and accounted for. The HE will not fund any additional vehicle restraint systems required as part of this development. DT anticipated bunding along the boundary.
  - SR asked if the 50m buffer was wide enough and for this to be investigated.
  - SR/SC to check policy/ guidance regarding the location of the proposed balancing ponds in close proximity to the SRN where not protected from boundary treatment.
9. Next meeting end of February – date to be confirmed.