

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 8th March 2016

HELD: WBC, New Town House, Warrington @ 14:00.

PRESENT:	Richard Flood	Warrington Borough Council
	Michelle Zenner	Warrington Borough Council
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

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1. DT explained the latest development profile and set out that we are awaiting the latest masterplan for circulation. RF expressed his desire for all parties to work together, whilst each being sympathetic to the desires and pressures of each other's clients.
 - DT explained that the previously identified retirement homes are now included as part of the 1,200 dwellings and will be treated as ordinary dwellings for trip rate purposes. There is now a separate care home facility of 100-beds.
 - MZ expressed the need to ensure that appropriate and desirable walking and cycling links are included within the masterplan, including those for recreational use. DT said that each parcel/use would be assessed accordingly
 - WBC happy with splitting the local centre and food store car parks, back-to-back with good pedestrian linkages – but no vehicular through route. DT explained that this would make access simpler from the eastern part of the development and that car parks would be designed to have sufficient capacity to accommodate some of the school drop off requirement.
 - The principle of providing school drop-off and collection car parking and turn around facilities on the end of the access road that serves the primary school was agreed. MZ proposed localised widening (e.g. 7.5m) of this access road. FB to investigate accordingly. It is unlikely that green verges will be provided on the road past the school and TROs and Keep Clear markings could assist with the further control of parking in front of the school if required.
 - It was discussed that staff parking would be provided on the school site (and coach turn around facilities), but a travel plan will be required to encourage non-car modes of travel. It was agreed that a 2-form entry school would be assumed for within the TA modelling and that this will result in some external trips.
 - It was agreed that good pedestrian links to the school should be created, but that no desirable pedestrian links will be made between the school and Windermere Avenue in order to prevent this area becoming an attractive drop-off and collection area.

2. Accesses:

- Blackbrook Avenue/Mill Lane – southbound deflection on Mill Lane to be checked. Vehicle tracking to be issued to WBC.
- Radley Lane – DT gave background to proposals that resulted from the recent public consultation. MZ requested that it be modified to reflect their design guide. FB agreed to modify the alignment and show vehicle tracking.
- Poplars Avenue (central) – DT explained changes that are planned re: bus stop location and controlled crossing to both switch sides further to Network Warrington meeting. Discussion held over detail of controlled pedestrian crossing. FB to rework and issue with tracking.
- Proposed parking areas at Poplars Avenue well received by WBC.
- Grasmere Avenue – segregated footway to be highlighted.
- Poplars Avenue (west) – Tracking at Cotswold Road/Poplars Avenue corner to be provided. Tracking to focus on large vans and rigid vehicles.
- Birch Avenue – alternative parking area options to be drawn up.
- Mill Lane – FB to reconsider the need for the off-road cycle facility. FB to provide tracking at the third party access and tweak radii as required.
- Peel Cottage Lane – MZ to investigate the requirements for service strips. HTP to investigate existing refuse collection to Peel Hall Cottage.

3. Phasing:

- DT ran through initial phasing plan and set out that phasing would be dealt with in detail in the TA.
- WBC are not able to make a decision on the quantum of development loading onto Poplars Avenue until modelling results are in.

4. Bus strategy:

- DT explained that we have worked up a comprehensive bus strategy with Network Warrington which includes for extension to existing services during early phases of development and a flagship route from the town centre, through the site, to Birchwood.
- WBC are happy for us to speak directly to their colleague Alyn Jones.

5. Trip Rates:

- MZ recommended that food store trip rates to be based on the generic category within TRICS rather than the discount food store option. FB to run a comparison test.
- Future reports for comment to be sent directly to Gavin Coupe at ATKINS copying in MZ and RF.
- FB set out that there will be a trip rate note that includes for trip rates over the morning and afternoon peak periods (0700-0930 and 1600-1830 respectively), to assist AECOM with modelling the peak hours.

- DT set out that a level of development trip rates will be internalised due to the location of Primary school and local centre facilities, and also subject to a discount factor yet to be proposed to account for, for example, the proposed bus strategy (which includes bus passes to new residents).
6. Committed development:
- FB summarised these as: Land at Benson Road (2015/26220), Birchwood Shopping Centre (2015/25880), Birchwood Park (2015/26044) and Calver Park (2015/26685).
 - MZ agreed to send through her highway consultation responses on these. (Received – thank you).
 - It was agreed that the B&Q extension at Winwick (2015/26628) did not need to be included under committed developments as it is considered that this will not have a peak hour weekday impact in real terms.
7. Spine Road as a through-route scenario:
- RF requested that the scenario that has the spine road as a through route and the links to Winwick Road be considered (i.e. removes/relocates the existing closure and creates a signalled junction with Winwick Road) as this would help reduce the impact on Long Lane/A49 junction from development traffic. RF said that this is something that officers need to be able to demonstrate to Members has been considered in detail.
 - A discussion took place regarding the implications and achievability of this and HTP agreed to carry out some further investigation.
8. Any other business
- Growth factors were discussed. WBC advised that the same mechanism used for growing existing network flows used in the Omega application should be applied to the Peel Hall application.
 - The AECOM modelling timescale and the TA program was discussed. RF/MZ strongly advised against an interim TA being submitted with the planning application given their experience with the Omega application and stressed that they would push for the application not to be validated if all the modelling work was not completed.
 - It was noted that the Omega application will not go to committee until after the May 2016 elections.
 - MZ said that the number of planning applications had more than doubled and that officer response times had increased accordingly. RF said that there may be a new protocol introduced to help manage the resources available. DT/FB said they appreciated the time and cooperation received to date.