



Statement of Community Involvement

Peel Hall, Warrington

May 2016

*results*  
communications

communications and engagement for the built environment

Prepared by **Results Communications Ltd** for and on behalf of  
Satnam Planning Ltd.  
© Results Communications Ltd. All Rights Reserved.

Results Communications Ltd  
Beaufront Business Park  
Anick Road  
Hexham  
Northumberland  
NE46 4TU  
Tel: 01434 603025  
[www.resultscommunications.co.uk](http://www.resultscommunications.co.uk)  
[consultations@resultscommunications.co.uk](mailto:consultations@resultscommunications.co.uk)

Cover Image: Proposed masterplan for  
Peel Hall, Warrington  
**01 May 2016**

## Contents

---

<b>1.0</b>	<b>Introduction</b> Context Background and Proposals Structure of the Statement	<b>Page 4-5</b>
<b>2.0</b>	<b>Consultation to Date</b> Discussions with Stakeholders Public Consultation Undertaken Feedback Providing the Opportunity to be Involved	<b>Page 6-8</b>
<b>3.0</b>	<b>Analysis of Findings</b> Feedback from the Public Consultation	<b>Page 9</b>
4.0	Feedback and Applicant's Response	<b>Page 10-72</b>
5.0	Conclusion	<b>Page 73</b>
	Appendices	

### 1.0 Introduction

1.1 This Statement of Community Involvement (SCI) has been prepared by Results Communications Ltd on behalf of our client, Satnam Planning (“our Client” or “the Applicant”).

1.2 The Applicant is seeking to develop part its landholdings at Peel Hall, Warrington. An Outline Application has been prepared for the development of a residential-led, mixed-use development which would bring a new neighbourhood to the town.

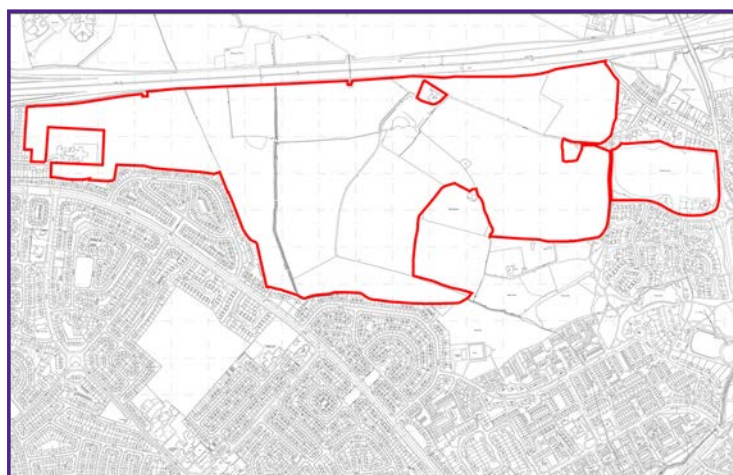
1.3 The proposed scheme has been developed following a series of meetings with planning officers, highways officers and other stakeholders, and public consultations with the community of Peel Hall and beyond.

1.4 The purpose of this document is to set out the consultation undertaken by Results Communications and the applicant prior to the submission of the Planning Application.

#### Context

1.5 Community Involvement is now at the heart of the planning system, particularly as part of the process of developing proposals, while also streamlining the planning application process.

1.6 Current guidance on community participation in the planning process is contained in a wide range of policy documents issued by Central Government since the enactment of the Planning and Compulsory Purchase Act 2004, which introduced changes to the planning system.



Above: OS Map with red line boundary around the Peel Hall site

#### National Policy Context

##### Planning Policy Statements

1.7 The Government issued Planning Policy Statements, commencing with Planning Policy Statement 1 (PPS1) in 2005 to replace PPG1 which was published in 1997. The Statements set out the Government’s over-arching planning policies on the delivery of sustainable development through the planning system.

1.8 The guidance contained a series of principles which were to be applied to ensure that development plans and decisions on planning applications contributed to the delivery of sustainable development. Those principles included community involvement in the development of a vision for a local authority area and development proposals.

1.9 The guidance sets out the context for local participation in the preparation of community strategies and local development documents, with a specific requirement for local authorities to prepare a Statement of Community Involvement (SCI) which sets out policies for involving the community in accordance with the Planning and Compulsory Purchases Act 2004 (Point 44, Planning Policy Statement 1).

1.10 Planning policy has moved on significantly since and in 2007 the Planning White Paper, ‘Planning for a Sustainable Future’ identified the need for community consultation to be an integral part of the planning process. One of the key aims of the Paper was to “require promoters who are developing particular schemes to consult and to do so in a way that meets best practice standards”.

1.11 In 2011, the Coalition Government clarified the role of community involvement in planning through the ‘Localism’ Act. In this context, our client has actively engaged with the local community and stakeholders in order to seek their views while formulating the proposals for the site.

1.12 In 2012 the Coalition Government continued its reforms to the planning system, creating a simplified framework for councils and communities to use as they develop plans which respond to their specific areas.

##### National Planning Policy Framework, 2012

1.13 Historically, people have been put off from getting involved in the planning process because planning policy itself became so elaborate and forbidding – and to an extent was regarded as the preserve of specialists, rather than people in communities.

1.14 The National Planning Policy Framework changes that. By replacing over a thousand pages of national policy with around 50, written simply and clearly, the National Planning Policy Framework creates a more accessible planning process,

### 1.0 Introduction

---

encourages involvement and engagement, and allows people and communities to become involved in planning and help to shape their communities.

1.15 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

1.16 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. Planning policies and decisions must reflect, and where appropriate, promote relevant EU obligations and statutory requirements.

1.17 This Framework does not contain specific policies for nationally significant infrastructure projects for which particular considerations apply. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant national policy statements for major infrastructure, as well as any other matters that are considered both important and relevant (which may include the National Planning Policy Framework.) National policy statements form part of the overall framework of national planning policy, and are a material consideration in decisions on planning applications.

#### Local Policy Context

1.18 In accordance with the requirements of the Planning and Compulsory Purchase Act 2004, Warrington Borough Council prepared a Statement of Community Involvement (SCI) as part of the Local Planning Framework. The Borough Council adopted the SCI in April 2014.

1.19 This document provides a revision to the SCI adopted in April 2010 as a result of the changes in regulations brought about by the publication of the Town and Country Planning (Local Planning) (England) Regulations 2012 as well as changes to local development management protocols.

1.20 The Local Planning Framework is the development plan for Warrington Borough. The principles for spatial standards and how they will contribute to the achievement of the Warrington Health and Wellbeing Strategy, within the context of national planning policies.

1.21 The revised SCI of April 2014 applies to the whole of

the administrative area of Warrington Borough Council and is therefore relevant to this application for Peel Hall, Warrington.

1.22 Neighbourhood Planning has been introduced through the Localism Act and seeks to devolve certain planning powers to local communities to give them more say in how their area develops.

Warrington Borough Council Statement of Community Involvement, April 2014

1.23 Warrington's Local Plan includes Development Management Policies, which set out the criteria against which planning application for the development and use of land and buildings will be considered. It also sets out the council's policy for engaging the community in the preparation of planning documents that make up the Local Planning Framework and for consultation on planning applications.

1.24 The document's Introduction states: *"The Council promotes the importance of early engagement and therefore encourages applicants to undertake pre-application discussions, prior to the submission of a planning application. The objective of pre-application discussion should be to confirm whether the principle of development is acceptable and the subsequent discussion of more detailed matters such as highways etc. to enable better co-ordination between public and private resources to improve the outcome for the wider community."*

1.25 Section 1 sets out how and who the council will consult in the preparation of the Local Plan documents, how it will enable people to be involved in development plans and planning applications.

1.26 Section 3 establishes the authority will involve local communities in the consideration of individual planning applications. Of relevance to this planning application is Section 3.17 which sets out how Major Planning Applications have been categorised in Government guidance and Section 3.22 sets out the expectations of Developer Engagement for the various tiers of categorisation.

1.27 Accordingly, the Warrington SCI identifies a number of reasons for consulting with and involving the community in planning applications and development decisions and these are in accord with the principles of the project team's iterative and involving processes as part of the design and development of the proposal for the site at Peel Hall, Warrington.

1.28 Similarly, the Warrington SCI identifies a range of methods of community involvement and engagement which can be adopted. These methods can be used by developers and other applicants to the planning department. These methods include the standard statutory consultation as well as leaflets and brochures, public exhibitions and surgeries with stakeholders. The SCI contains information to planning applicants and is a helpful guide.

### 2.0 Consultation to Date

---

2.1 This section of the report details the pre-application consultation undertaken prior to the submission of the planning application. The consultation strategy was formulated having regard to the relevant planning policy, Warrington Borough Council's Statement of Community Involvement and guidance on pre-application consultation set out in that document.

#### Public Consultation Undertaken

2.2 The site is located in North Warrington, south of the M62 and East of the A49. The site includes a 44.5ha developable area (net) within a gross site area of 59.45ha. It is surrounded by established residential development on three sides with farmland to the south east of the site.

2.3 The Consultation Strategy devised allowed for a public consultation event, to be held during a weekend in the Church of the Resurrection and St Bridget. This venue was used for consulting about an earlier development proposal for this site and would ensure accessibility for consultees. The strategy also allowed for an online consultation lasting 21 days following the public consultation event.

2.4 The Consultation Strategy included two opportunities to view the development proposals in two ways:

- Saturday 23 January 2016 - public exhibition between 11.30am and 5pm, although parish councillors, borough elected members and other key stakeholders were also invited to attend from 10.30am
- Sunday 24 January - 13 February 2016 - online consultation at [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk) on behalf of the applicant.

#### Raising Awareness

2.5 A press release summarising the proposals and advertising the public consultation exhibitions was issued by Results Communications to all local newspapers, TV and radio stations. The release publicising the consultation on 23 January 2016 was issued on 15 January 2016 and is included at Appendix 1.

2.6 A leaflet, publicising the public consultation, was hand-delivered through almost 2,000 homes and businesses adjacent to and around the site. This is included at Appendix 2. A total of 5,000 invitations were printed and couriered to a Warrington delivery company along with a delivery area which included some 4,500 addresses to be delivered. The leaflet was also emailed as an e-invitation to stakeholders including:

- Helen Jones MP for North Warrington, and David Mowatt MP for South Warrington
- Warrington Borough Council Development Management Committee
- Borough ward councillors
- Planning officers dealing with this development proposal
- Parish councillors

- Local schools and nurseries

2.7 The development proposals were also publicised on the news page of [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk). See Appendix 3. The company's Facebook page also featured the article.

2.8 A deliberate effort was made to reach out to a Facebook campaign - <https://www.Facebook.com/FightAgainstPeelHallDevelopment/> - opposing long-standing proposals to develop Peel Hall to ensure the public consultation was as wide-reaching as possible. The press release was posted to the page by Results Communications, with one of the administrators also uploading the e-invitation at Appendix 2 to publicise the public consultation event on 23 January.

2.9 It is worth noting that although Helen Jones MP did not engage with the applicant during this period, she did respond to her e-invitation by issuing a press statement to the Warrington Guardian, which subsequently ran a number of articles during and after the public consultation. We also understand that a number of attendees to the public exhibition do not take up the local media or Facebook but were informed about the consultation by Ms Jones' office via an email database of interested parties in this regard. We appreciate the efforts of Ms Jones' office in complementing our publicity strategy to increase the reach of the public consultation.

#### The Public Exhibition and Online Consultation

2.10 In recognition of the scale of the proposal and anticipated interest the public consultation would attract it was decided that the best method of consultation would be to run the public exhibition on a Saturday between 10.30am and 5pm to allow as many people as possible to attend at times convenient to them. The online exhibition of the display boards was deliberately programmed to commence from 10am the following day, Sunday 24 January 2016. This approach has been tried and tested, and has proven effective at encouraging people to attend public consultations and discuss the proposals rather than simply view them online and form an opinion without the benefit of a broader picture achievable through discussion and negotiation during offline consultation events. This approach also increases the likelihood of discussions during the public consultation resulting in revisions to the displayed proposals to mitigate concerns or issues at a local level, regardless of the level of desk-top and site-based research undertaken in the development of the proposals.

2.11 Two sets of display boards were prepared to clearly set out the details of the site, its context and history, and the proposals. The display boards showed the site in context, the extent of the site being brought forward, indicative phasing and traffic routing proposals, and design precedents for the residential units. The display boards are included at Appendix 4. Feedback forms were made available during the public consultation to enable attendees to provide feedback during

## 2.0 Consultation to Date



Above: The invitation, press releases and online publicity to raise awareness about the public consultation

their visit or afterwards, via post or email to the dedicated email address, [peelhall@resultscommunications.co.uk](mailto:peelhall@resultscommunications.co.uk) .

2.12 The feedback form, edited to be interactive use, was also uploaded to the website, providing consultees with the opportunity to provide feedback via this form, or via the dedicated email address, [peelhall@resultscommunications.co.uk](mailto:peelhall@resultscommunications.co.uk) . The Feedback Form included space for consultees to identify any concerns they may have about the proposals. The Feedback Form is included at Appendix 5.

### Providing the Opportunity to be Involved

2.13 In the spirit of involving the community within the planning process during the public exhibition and application period, the exhibition boards are being hosted on the website of Results Communications, at [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk) although the period for providing feedback has closed and is marked as such.

2.14 The community was provided with a number of ways to engage with the proposals and the project team, including:

- Contacting the team c/o Results Communications' website and Contact Us facility which sends an immediate SMS alert that someone wishes to be contacted
- Contacting the team via a dedicated email address, [peelhall@resultscommunications.co.uk](mailto:peelhall@resultscommunications.co.uk), which is administered by the Managing Director of Results Communications
- A secondary email address, [consulting@resultscommunications.co.uk](mailto:consulting@resultscommunications.co.uk), via which consultees could report problems accessing, viewing, downloading or commenting on the exhibition boards
- A landline contact telephone number for Results Communications
- An opportunity to reaffirm a desire to be kept informed about the progress of the development proposals. This information is stored on Results Communications' server and will be used to update consultees who have provided feedback. Results Communications Ltd is registered under the Data Protection Act 1998 and with the Information Commissioner's Office. Details of how we process information is available to view or download on our website, [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk) .

2.15 Attendees to the public exhibition have taken advantage of having this range of methods of communicating with the project team during the public consultation.

2.16 It was noted that the rationale behind the consultation being online to provide the best opportunity for consultees to engage was a proven success by the timings of emails that consultees had requested information or a call back, predominantly seeking information before and during the public consultations, and afterwards, when sending feedback and requesting acknowledgement / receipt confirmation.

## 2.0 Consultation to Date

---

### Feedback

2.18 Attendees were encouraged to give feedback on the proposals by way of a questionnaire Feedback Form (see Appendix 5).

2.19 Feedback was received during the Public Consultation and afterwards, via email and Feedback Forms provided during the event and downloaded from the website of Results Communications, at [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk), upto and including the deadline of 23.59pm on 13 February 2016.



## 3.0 Analysis of Findings

3.1 This section provides a summary and discussion of the responses received during the consultation process.

3.2 Responses have been during the public consultation in writing via Feedback Forms and via email.

3.3 Feedback was received over two periods - during the public consultation event and between the close of public consultation event and the close of the online engagement via [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk).

### Findings from the Public and Online Consultations

3.4 A total of 284 people were registered as attending the public consultation event on 23 January 2016. Our click-counter recorded 286, with the additional two attendees accounted for by two people who refused to sign the attendance sheet on arrival or departure.

3.5 A total of 165 people provided feedback during the public consultation event

3.6 A further 12 people provided feedback via post between the close of the public consultation event and the close of the feedback deadline at 23.59pm on 13 February.

3.7 A total of 57 emails were received following the close of the public consultation period by Feedback Form or email.

3.8 A further 23 feedback forms containing feedback were received via email to the dedicated email address [peelhall@resultscommunications.co.uk](mailto:peelhall@resultscommunications.co.uk) or to [consultations@resultscommunications.co.uk](mailto:consultations@resultscommunications.co.uk).

3.9 It is worth noting that four emails contained blank or incomplete feedback forms. All of the senders were contacted

by email and/or, where supplied, their contact number. Only one consultee resent their completed feedback form.

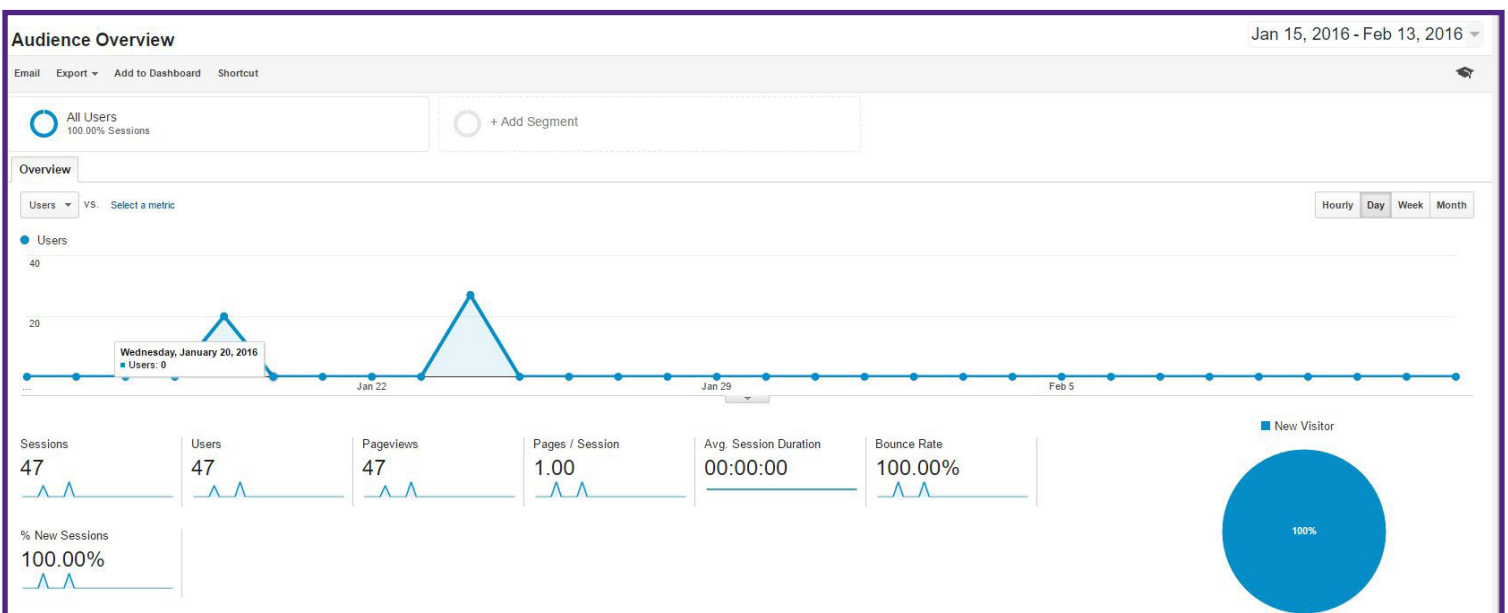
3.10 Of the feedback forms received, a total of 154 indicated they do not support the proposal by ticking or otherwise marking the relevant box on the feedback form.

3.11 Analysis of activity at [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk) found just 47 new visitors, or users, visited the website between the leaflet delivery commencing on 15 January and the feedback period closing on 13 February.

3.12 All narrative feedback received via email or feedback form between 11.30am on 23 January 2016 and 23.59pm on 13 February 2016 has been included in this SCI, and is contained within Section 4.

3.13 Comments received can be summarised under the following broad headings:

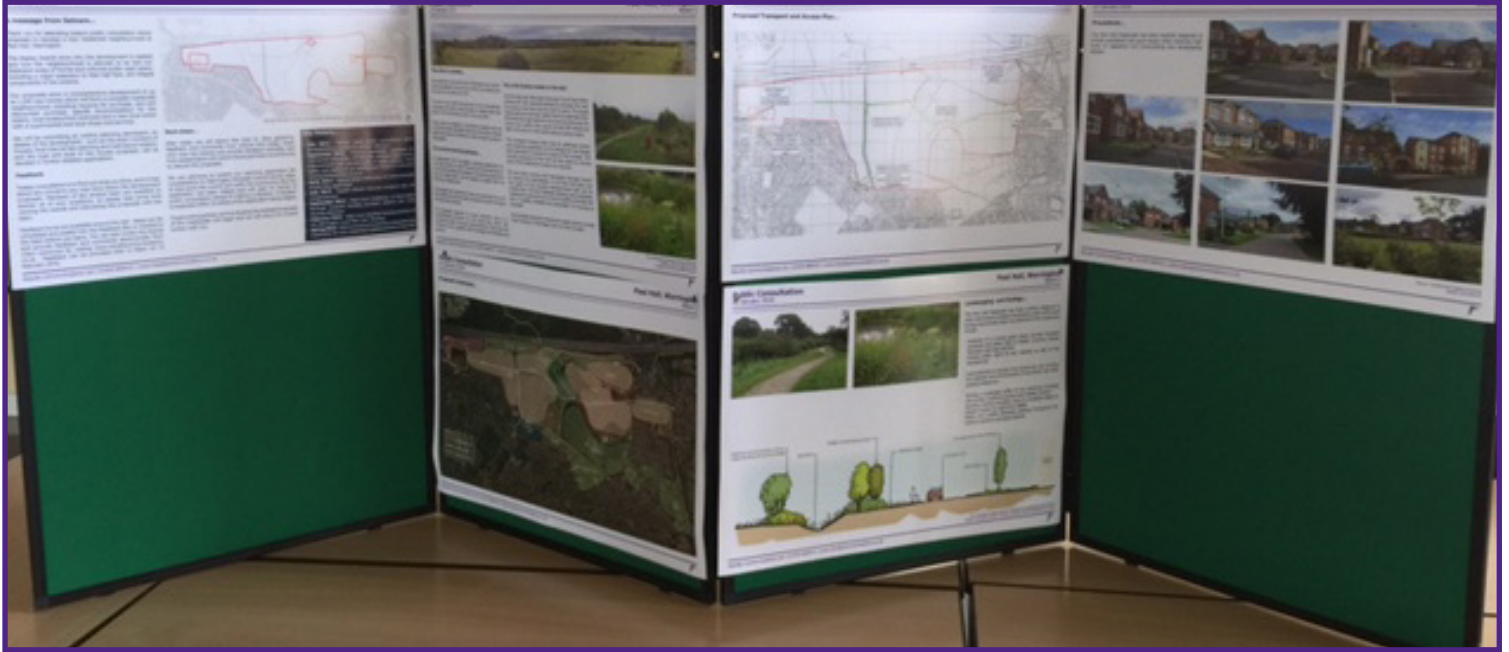
- Roads/Infrastructure/Pollution
- Green space and Ecology
- Housing Demand and Design
- Alternative Sites
- Local Facilities
- Flooding
- Programme.



## 4.0 Feedback and Applicant's Response

4.1 When planning and preparing the Public Consultation a conscious decision was made to ensure that the information presented was as accessible as that provided by the local authority when carrying out its statutory consultations. comments in response from the applicant and the project team.

4.2 A range of comments and feedback points of discussion were received during the 21-day consultation feedback period following the public consultation on 23 January 2016 and are detailed in the tables over the following pages, along with



Above: Selection of photographs from the consultation event

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Concerned about the already congested road/transport problems that exist in this area. A large development such as this will only aggravate the situation. Effects on the ecology / wildlife - not many green spaces left! Potential flooding? 1,200 homes - what about schools/services to support these families? Loss of quiet spaces in Warrington - everywhere is becoming over developed - we need an escape from everyday hustle and bustle.</p>	<p>Additional traffic is an inevitable by-product of any new development; we are exploring how the impact can be mitigated within the existing infrastructure. Ecology assessments have found no evidence of protected or at-risk species, although existing wildlife can continue to inhabit retained spaces and new shrubbery etc. Community facilities, including a local hub and school, are proposed. Quiet formal and informal spaces are proposed within this development.</p>
<p>I think that these proposals will add to traffic problems in Warrington which are already bad. It will also destroy wildlife in the area. Both of which will make it a less pleasurable place to live causing house prices to drop and house insurance to rise.</p>	<p>Additional traffic is an inevitable by-product of any new development; we are exploring how the impact can be mitigated within the existing infrastructure. Wildlife/species will be relocated where applicable, although there are natural havens included within the proposal.</p>
<p>We need open spaces for wildlife and pleasure. We already have a very heavy load of traffic and don't need any more. The roads around this are not made for the traffic we have; sorry no more. Have some respect for the people living in the area. Thanks but no thanks.</p>	<p>Formal and informal open spaces are included within the proposal. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<p>The wildlife on the site will be lost. I live on Newhaven Road and back onto the residential site. I see all types of wildlife, two foxes live behind my house, herons, and birds etc. The land floods from time to time; what happens when all the land is given up to residential houses? The road network cannot cope as it is at present and having an access onto Poplars houses will make getting in and out of Newhaven and surrounding areas impossible. On some days it already takes 30 minutes to get to the Winwick junction of the M62. Also the price of houses will be affected; I paid extra for the view at the back of my house. Don't build on Peel Hall!!!</p>	<p>Ecology assessments have found no evidence of protected or at-risk species, although existing wildlife can continue to inhabit retained spaces and new shrubbery etc. Flood management will be achieved through infrastructure and landscaping measures. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p> <p>There is no evidence this proposal will negatively affect house prices. There is no right to a view under planning legislation.</p>
<p>The traffic congestion resulting from the proposed development will be intolerable. Flooding is already affecting my garden; this new build will increase the risk of water run-off, causing more flooding as the rainwater is not being absorbed by the land as it is at the present. The services in this area are already at breaking point - doctors/hospitals and schools cannot cope at present. The water pressure has been steadily dropping over the years to very low point; this will only get even worse.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. Flood risk and mitigation forms an integral part of the design of the proposed development. Flood management will be achieved through infrastructure and landscaping measures.</p> <p>Community facilities are proposed, including a new school, which should alleviate the demand currently being experienced. Sufficient levels of pressure will be achieved for the proposed development.</p>
<p>I do not support the plans to build on the land. Leave Warrington alone. Too many cars. Go away.</p>	
<p>I am not against new houses but traffic is the problem, especially the island going up to Mill Lane.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team.</p>
<p>Concerns about school provision, size of the development and road access.</p>	<p>A school is proposed within the development; traffic mitigation and impact continues to be a priority of the project team.</p>
<p>As a resident of Houghton Green village I have been opposing this development since 1989 after the traffic problems are horrendous at best and this development can only make things worse. It was purchased as farmland and that is how it should stay.</p>	<p>This proposal responds to previously expressed concerns while helping Warrington Borough Council achieve its five year supply. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The land is accepted by the council as developable, and for the purpose proposed.</p>
<p>Do not agree with what has been discussed.</p>	

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I think the proposal is preposterous. There is no way the area can cope with the added traffic and population. People are struggling already to get their kids into chosen schools; dentist and doctors are under strain. Peel Hall is the only green space for thousands of already residents and is home to a great deal of wildlife; there is a Facebook group that has catalogued this. The A49 and M62/M6 roundabouts are already no-go areas at most times of the day; I dread to think what it will be like with an added 2,000 cars. You will also devalue people's properties. I am struggling to see any positives if this decision is put through. The impact on the people now living in the area that will be affected will be drastic. Joining Winwick, Fearnhead and Orford up will make one big red brick nightmare. Warrington has had enough. No to Satnam. No to killing Peel Hall. No to more building.</p>	<p>Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. Peel Hall Park will remain and is not included within the developable area. Ecological assessments have found no evidence of protected or at-risk species; nor is there evidence that this site is a Site of Special Scientific Interest (SSSI) but Environment Impact Assessments will continue to be carried out. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. There is no evidence this proposal will devalue existing properties.</p>
<p>Totally disagree with the proposed building of 1,200 homes. We don't have enough doctors, dentists, primary schools in the area as it is, so to bring another 2,400+ people into the area is laughable. Yes, you do say you MIGHT build a health centre. Also the extra traffic being brought into an area that constantly gets grid-locked at peak times is diabolical. We are also losing the only green area left in this area for dog-walking/pleasure - also the wildlife and rare flowers.</p>	<p>Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement. Additional community facilities, including a local hub which could accommodate health service providers, a new school and green spaces are included within the proposal. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<p>We have major concerns about the amount of traffic generated by the new proposals. Our local schools and doctors surgeries are already full to bursting. We originally moved to this area because of the green spaces. Our children grew up here exploring and enjoying the wild area and now our grandchildren do the same. There is insufficient information relating to traffic density and the impact on the existing congestion in the area.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Additional community facilities, including a local hub which could accommodate health service providers, a new school and green spaces are included within the proposal. This application is Outline at this stage; more information will follow in Detailed proposals.</p>
<p>Traffic congestion at Mill Lane/Blackbrook Avenue 750 dwellings equates to 1,500 cars (two per family, minimum) Also concern over surface water drainage, existing land in the area is so wet. Covering all the green area with approximately 50 per cent concrete and tarmac will make area worse. What provision has been planned for social infrastructure i.e. schools, shops and sports facilities?</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Flood risk and mitigation forms an integral part of the design of the proposed development. Flood management will be achieved through infrastructure and landscaping measures. Additional community facilities, including a local hub which could accommodate health service providers, a new school and green spaces are included within the proposal.</p>
<p>The roads in the area cannot cope with the traffic now, let alone when most homes have two cars. Delph Lane is a country road except for over the motorway. This little section is 70mph but cars still doing 70mph down to roundabout near the Mill House pub. Speed hump desperately needed. 6.30am until 9.30am and 3pm until 7pm a nightmare. No-one slows down. It's a rat-run for people going to work to miss the motorway and Winwick Road.</p>	<p>Traffic speeds outside of the site boundary are a matter for the local authority and police to monitor and enforce. It may be possible to introduce traffic calming measures but again, this would be a matter for the relevant authorities rather than the applicant and this development proposal to address.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>We think this proposal is a bad one. The current roads will not be able to cope with the extra traffic. Also why use green sites around Warrington area.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council.</p>
<p>I do not support the proposal on grounds of insufficient road access to proposal; existing roads are already over-stretched.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<p>Very against the proposal! The field is used by young footballers for training sessions. Where else will they go? Traffic congestion will be awful! Wildlife - we need it.</p>	<p>The proposal includes improvements to the facilities currently used for recreation and sport and will be available for use. Traffic matters are still under discussion. Wildlife will benefit from the ecological and landscaping elements within the development.</p>
<p>It is already too congested with traffic in this area and even short journeys take a long time to complete, especially from 8am onwards with people going to work and school. If anything happens on the motorway the area comes to a standstill already with all traffic coming through the area. With extra housing and cars this problem would be even worse than it now is and is it bad already.</p> <p>Getting GP and dental appointments have become increasingly difficult to obtain and an extra influx of housing and people would make this situation untenable. This would also affect school places as a good number of new housing brings with it young families. Many schools in this area already rely on mobile classrooms - more added to schools would mean less outdoor space for pupils to play/exercise.</p> <p>Flooding in the area is also a major concern. New flood defences have already been built in Cinnamon Brow and over Christmas these were sorely tested. By building all these extra homes, there would be less ground available for flood water to drain away from. My own garden already suffers badly when it rains heavily. This has become worse of the 35 years I have lived here.</p> <p>The whole area would become grid-locked and not a pleasant place to live.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p> <p>Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p> <p>Flood risk and mitigation forms an integral part of the design of the proposed development. Flood management will be achieved through infrastructure and landscaping measures.</p>
<p>I am concerned about the provision for schooling, shops, doctors' surgeries etc. Such a large development will have a significant impact on existing services. I am also concerned about the amount of traffic that will be routed via Mill Lane/ Blackbrook Avenue access point. If all 750 properties have two vehicles (as a minimum), it will create a large amount of congestion.</p> <p>I worry about the impact of the development on the surface water in the area. Drainage is already a problem (with your reps admitting that is significant silting already).</p>	<p>Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p> <p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Flood risk and mitigation forms an integral part of the design of the proposed development. Flood management will be achieved through infrastructure and landscaping measures.</p>
<p>Not needed. Far too many houses being built in this town during the past four years. No to build.</p>	<p>Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>We are against this proposed development because logistically it is flawed for the following reasons:</p> <ul style="list-style-type: none"> <li>- 1,200 homes average two people/house i.e. 2,400 people all in employment at various sites across the area. Bus system could not cope. There are two cars/house - 2,400 cars! Environment concerns.</li> <li>An extra 2,400 cars at peak times on already congested roads. Where is the doctors' surgery and dental surgery that could accept 2,400 new patients?</li> <li>Why more shops? Birchwood Mall ten minutes East; Westbrook ten minutes West; Alban Retail ten minutes South and redeveloped town centre ten minutes South.</li> <li>Plans to develop through an existing busy sportsfield is against public opinion.</li> </ul>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The development includes a bus service, with routes running through the development and onward to local destinations. Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p> <p>The existing playing fields are being relocated and will not be 'developed through'.</p>
<p>Not enough consideration given to the volume of traffic which will inevitably increase on the A49 (Winwick Road). What about the provision of GP services in the current climate where there are a shortage of GPs? Wildlife? I hope that the "money maker" of Satnam considers the "little people" opinion however I am sure they won't!</p>	<p>Existing infrastructure restricts the nature and location of access points. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p>
<p>The traffic planning proposals are abysmal. The whole area is already a rat-run for traffic and just getting off the estate at rush-hour is a nightmare. The proposed access off Poplars Avenue onto Windemere Avenue is laughable. How are you going to get upto 500 cars in and out there? The same applies to both Mill Lane and Ballater Drive. This has NOT been properly thought through and NO consideration has been given to current residents who will have to cope with heavy traffic and noise for years. The area being built on is home to a variety of wildlife and is the only green space left in this part of Warrington. I sincerely hope this proposal is quashed.</p>	<p>Existing infrastructure restricts the nature and location of access points. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Consideration to accesses and traffic flow has led the proposed design. Ecological assessments have found no evidence of protected or at-risk species; nor is there evidence that this site is a Site of Special Scientific Interest (SSSI) but Environment Impact Assessments will continue to be carried out. The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council.</p>
<p>As resident of Houghton Green village I have been opposing this development since 1989. The area is landlocked and has no suitable access route especially through Mill Lane. Traffic in this area is a nightmare to negotiate at peak times despite what previous traffic surveys have produced. This area was purchased as farmland and that is how it should stay!</p>	<p>These development proposals respond to previously expressed concerns and constraints. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<ul style="list-style-type: none"> <li>• Road access: Delph Lane is busy already (main route to M6/M62 from Cinnamon Brow). Construction work will make this worse (for a long period). Additional vehicles from new houses will increase this (already have been let down by lack of cross North Warrington routes promised). Route into town centre and to Birchwood already very busy at peak</li> <li>• Nature: This is a lung for residents and nature in this part of Warrington. Only open space easily accessible in this part of Warrington (by foot)</li> <li>• Whole project challenges the notion of the environment we chose to live in. In addition, creation of any all-weather facilities effectively removes additional open space.</li> </ul>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p> <p>The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. The existing playing fields are being relocated within the development and will be in addition to the retained and new green spaces proposed.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I am very concerned on a few levels about this proposal. In the first instance, there is very little green space in this area of Warrington and it seems developers will not rest until they have housed-over every last scrap of it.</p> <p>Secondly, on a more practical level, the additional traffic in the area will be considerable - bordering on horrendous during rush hours. 1,200 homes will mean at least 1,200 cars; probably more like 2,000 which the roads simply aren't up to.</p>	<p>Peel Hall Park is remaining and is not included within the developable area. The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. The existing playing fields are being relocated within the development and will be in addition to the retained and new green spaces proposed.</p> <p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<p>We object strongly to development as proposed as follows:</p> <ul style="list-style-type: none"> <li>• Traffic problems are already severe on Mill Lane / Blackbrook during rush hour</li> <li>• Object strongly to playing fields being used. Current generation needs exercise area</li> <li>• Plenty of brownfield sites available. Wealthy developers should be supporting re-use of these sites</li> <li>• Incremental development - 150 homes is only a start. The increase in traffic when there are 1,200 has no easy way off the estate</li> <li>• Secondary school places are not nearby - therefore major problems on all roads out of Cinnamon Brow and Poplars Avenue</li> <li>• The development is far too intense for the surrounding area. It will swamp local facilities - Doctors/Dentists/Schools etc.</li> </ul>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p> <p>The playing fields are being relocated and will be improved to create fit-for-purpose facilities</p> <p>The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. Phased development is a recognised delivery programme for sites such as this.</p> <p>Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p>
<p>How many times are we going to have to fight to keep our beautiful open spaces; apart from that what about the bulging state of Warrington, with houses springing up in every bit of open space, not to mention the extra traffic. We have educated our children and grandchildren with play, walks, looking and finding peace and tranquility in a very built-up part of Orford so we need some place away from the fumes of traffic.</p> <p>This was designated green land for a reason; if we need more houses build them elsewhere that doesn't suffer the amount of road congestion. There are plenty of spaces outside of the north for people to live and we don't need overcrowding which causes depression, crime, drugs and vandalism. Please leave us alone.</p>	<p>The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p> <p>The existing playing fields are being relocated within the development and will be in addition to the retained and new green spaces proposed.</p> <p>There is no evidence this proposal will cause the anti-social behaviour this consultee refers to.</p>
<p>You should not do it because it's God's creation and people like that spot. Children like to play hide and seek in the trees or like playing ball. It's a great field that children like playing on or children might like walking their dog. I'm a child and I love playing on that field and walking my dog. So don't put in 1,200 houses. I'm angry.</p>	<p>The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement. Peel Hall Park will remain, and is not included within the developable area.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I believe the proposals will not work because all the roads around the proposed site are already heavily congested with traffic. The exit roads from the proposed sites will already be joining congested roads; no amount of public transport would make any difference to the traffic as people and cars leaving the area would most likely be joining the main traffic route trying to join the motorway or to cut through the town. There could be a possibility of flooding into the lower areas of the site due to the large-scale building.</p> <p>The traffic as it stands now is extremely bad. The plan shows the exit routes but it does not show the outlying areas of housing that the traffic leaving the site would have to go through. I think that this should be shown as it impacts on everyone in the outlying areas not just the outskirts of the plan.</p> <p>We will also be left with no green areas for wildlife and local people to use.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure, and have been working with Warrington Borough Council's specialist advisors to help deliver the 840 homes per year the council needs over the next 20 years to meet locally-arising housing needs.</p> <p>The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council.</p> <p>Peel Hall Park is remaining and will remain outside the developable area with the site boundary.</p> <p>The impact on the wider area has been discussed during consultation and will continue to be considered and mitigated as these proposals progress.</p>
<p>This green space means the world to me and my family; we walk the dogs, play games, have picnics and enjoy the wildlife and changing seasons on Peel Hall Park. I live in a built-up area and this space is needed and valued. I'm so upset Satnam are back and want to take this area of freedom and beauty to just build houses anywhere - does not make sense?! Please leave mine and my family's green space alone.</p>	<p>Peel Hall Park is remaining and will remain outside the developable area within the site boundary. Peel Hall Park does not form part of the development proposals.</p> <p>The site is in private ownership and, subject to the appropriate permissions, can be developed in accordance with relevant planning policy.</p>
<p>I am not at all happy with these proposals. I live in a very old village which if those plans are passed it will be turned into a town. Traffic down Mill Lane at peak times is horrendous; a nightmare trying to get out; it is dreadful. Not happy with the proposed building on playing field behind our house. We will have traffic noise and definitely don't want three-storey flats behind us. Our property is an expensive four-bedroom detached.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p> <p>Discussions about indicative house-types are at an early stage; this proposal is at Outline stage only and proposed Schedules of Accommodation would only be prepared for Detailed Planning Applications, at the appropriate time. Building typology would be consulted on at a later date if appropriate.</p>
<p>We came today to view the proposals and after hearing the reasonings I am very concerned. Firstly after speaking about the issue of transport/roads the only noble 'excuse' given was that there would be more buses. We do not need more buses and they can be unreliable at times. We are very worried as the person we spoke to could only say that the buses would benefit us - we had to reiterate three times we could not use buses to get to work, however our comments were not listened to. On top of this, the man we spoke to admitted he does not use buses - why should we? Furthermore, we were actually told to record the name of Colin and his statement was very offensive when we heard him speaking to someone and said (in a very patronising tone) Greenbelt areas such as "Culceth and Lymm wouldn't want this" implying the area to be inferior. I have a respectable job and find this very insulting. All in all, a very unpleasant experience and the people today reinforced my negative attitude.</p> <p>Can you please ensure that next time there are credible professionals available to speak to. When even the people proposing the schemes are unclear, this is very worrying. It may also be beneficial to have actual images that reflect the proposed houses - not just random houses!</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. A bus service is required due to the size of the proposed development, which is needed to help Warrington Borough Council achieve the 840 homes per year it needs over the next 20 years to meet locally-arising housing needs. While this consultee would not require to use a bus as transport, they cannot speak for future occupants of the proposed development.</p> <p>We cannot comment on this statement as it has not been verified, and the context in which the discussion took place is unclear. It was not and is not the intention of any member of the project team to appear to patronise a consultee or imply an area or community is inferior.</p> <p>The project team comprises a wealth of experience and expertise in specialist areas in development and planning. Any lack of clarity can be attributed to the Outline nature of the proposal, rather than to an attempt to keep the proposal vague. The houses shown were indicative; this was explained.</p>



## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>The proposal for further housing in this area is unnecessary and unwanted. The traffic situation in this area is already very congested and it can take 30 minutes to travel half a mile some mornings. A further 1,000-2,000 cars would gridlock the area and make the lives of local residents even more difficult. In addition local facilities such as GPs/schools etc. are already stretched to capacity. The park is the last bit of green space in the area!</p>	<p>Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years. The results of that study are now final. Rather than the estimated 360-500 homes per year believed to be required previously, the council now confirm they require at least 840 homes per year in the town to meet locally-arising housing needs. This increased housing need must be addressed quickly and the housing proposed on Peel Hall will also assist to provide some of the additional housing now required.</p> <p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p>
<p>Living on Birch Avenue, the concerns are the Avenue is not wide enough to take extra traffic. As an access route it will be difficult. Built in 1936, many houses do not have a drive and park cars on the road. Also, the road is already in quite a state: potholes and needs attention. More thought in widening the road needs to be considered. Also, the traffic will be impacted on Winwick Road, and, in rush hour, there will be a greater impact. Also, services will be impacted upon, more doctors, dentists and schools are needed. Shops and other services. The impact on the north of Warrington will be increased.</p>	<p>Birch Avenue is proposed as an access for just 20 new homes, however we are exploring how the impact can be mitigated within the existing infrastructure, and what measures could be implemented as part of this proposal.</p> <p>Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p>
<p>We think that this proposal will increase traffic in already congested areas. We are concerned about the loss of open green space. We hope that if the proposal goes ahead, the green corridors/spaces will be in place. The local schools will not be able to absorb extra children - the proposed schools would need to be completed very early on. In any case, school-hours traffic will increase.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Green spaces will be included within the development - through both retained areas and the creation of formal and informal spaces. Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal.</p>
<p>We do not need this housing in this area, the road infrastructure isn't built to cope with [an] estimated two cars at each of these properties. WBC seems to be selling open field area next to Mill House for even more houses to be built on. Don't Satnam already have enough? Why should the residents of this area have to put up with a proposed 10/15 years of constant building and contractor wagons around them? Not needed. Not wanted.</p>	<p>Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years. The results of that study are now final. Rather than the estimated 360-500 homes per year believed to be required previously, the council now confirm they require at least 840 homes per year in the town to meet locally-arising housing needs.</p>
<p>Will have to be a through-road. Totally unsuitable for any more traffic. Playing fields to be taken up should be left as they are. The road to Winwick is totally impossible to take any more traffic. According to Marshalls a lot of this ground is in flood plain so should not be built on. If sea levels rise where will all the water go to? This development should not take place.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p> <p>Flood risk and mitigation forms an integral part of the design of the proposed development. Flood management will be achieved through infrastructure and landscaping measures.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>As a local resident I have two main concerns. Firstly that there will be a lot of congestion near the Mill House / Delph Lane. Even now, without any development if two large vehicles pass traffic can back up in both directions along Delph Lane. Also that there will be an awful lot of wildlife habitat lost.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Wildlife habitat will be retained and new spaces created. Ecological assessments have not confirmed the presence of protected or at-risk species.</p>
<p>We do not need any more houses in this area; we are congested as it is. Each morning the area is grid-locked. Loss of yet more green areas. Pollution. Doctors's surgeries, schools - all full up. Residents fed up.</p>	<p>Warrington Borough Council have confirmed they require at least 840 homes per year in the town to meet locally-arising housing needs over the next 20 years. This increased housing need must be addressed quickly and the housing proposed on Peel Hall will assist to provide some of the additional housing now required, while retaining and increasing green spaces. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p>
<p>No building should take place on this site. Roads unsuitable all over and not enough access points. How are over an extra 150 cars going to exit Mill Lane? It's bad enough now with about 40 dwellings. Lots more accessible sites around Warrington for this kind of housing. Please leave our village and surrounding area for people to come and enjoy.</p>	<p>The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. We are working with the council's specialists to ensure the best possible solution is achievable for this site.</p>
<p>The last thing we need in this area is more housing. The infrastructure can't cope with the current traffic. Adding 1,200 houses is just going to compound the problem. Two access roads isn't enough and them feeding onto Poplars Avenue and Enfield Park Road is ill thought out. Saying more buses will be promised will not solve the issue as they are not used now! Also we are losing more greenbelt which is a nature defence against flooding. Besides it being the only place in the area where children can play. Who is going to buy the houses? Where do they work? We do not want these houses; we do not need them.</p>	<p>Warrington Borough Council have confirmed they require at least 840 homes per year in the town to meet locally-arising housing needs over the next 20 years. This increased housing need must be addressed quickly and the housing proposed on Peel Hall will also assist to provide some of the additional housing now required. Existing infrastructure restricts the nature and location of access points. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The land is not greenbelt; it is former agricultural land and has and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. Peel Hall Park, where children can play, will be remaining and will not form part of the developable area within the site boundary.</p>
<p>At the public consultation larger plans should have been displayed to show the impact of your disastrous proposals. The roads will not be able to cope with the extra traffic, endangering lives, adding to pollution, increasing waiting times for doctors. A&amp;E Warrington is already averaging eight-hour waits. Not enough jobs.</p>	<p>The walls and display space at the venue (chosen for its proximity to the site and its previous use for consulting about proposals for this site) was limited, however the display boards were of an acceptable size to ensure they were accessible and legible. Existing infrastructure restricts the nature and location of access points. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. A new employment zone is proposed within the development.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>My main concern is the volume of building in this low-lying area and the further risk of flooding. I am also concerned about the possibility of having enough of the required infrastructure in place, leading to chaos on our already over-crowded roads at rush hours.</p>	<p>Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses.</p> <p>Infrastructure provision can be dealt with through developer contributions as standard but are a matter for the local authority to implement.</p>
<p>Concerned about the impact on traffic around the area:</p> <ul style="list-style-type: none"> <li>The exits seem insufficient to accommodate the volume of traffic. The suggestion to help with this problem is offering the use of public transport is simply 'unrealistic' and in my opinion a proposal that the majority of people would not entertain</li> <li>The current traffic situation around the area needs addressing under the current status; without adding another 1,200 homes to the roads, most of which owning two or possibly three cars.</li> </ul> <p>My other concerns is the risk of flooding to surrounding areas increasing in view of the green land being dramatically decreased. I assume more details of how this will be prevented will be thoroughly planned.</p>	<p>Existing infrastructure restricts the nature and location of access points. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The size of the site and proposed scheme requires a bus service to be included.</p> <p>Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses.</p>
<p>The housing estates bordering the last modest area of green land have a high population density and the public facilities are barely adequate.</p> <p>We do not need any more houses in Orford. We do not want to be deprived of any more green land. Playing fields and sports facilities are sterile environments and are not a substitute for what we have in Peel Hall now. Peel Hall is an area of old farmland that has now become overgrown and wild, its fields and woodland is full of wildlife and plants similar to the well-managed Risley Moss. Peel Hall is a precious facility for the people of Orford. The Council should purchase the land and manage it as a Nature Conservation.</p>	<p>Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced. Warrington Borough Council have confirmed they require at least 840 homes per year in the town to meet locally-arising housing needs over the next 20 years. This increased housing need must be addressed quickly and the housing proposed on Peel Hall will assist to provide some of the additional housing now required, while retaining and increasing green spaces.</p>
<p>We do not support the proposed plan. We are most concerned about the large amount of extra traffic in an area already congested at busy times, with link roads to the motorways.</p> <p>We support our local MP and local councillors who also oppose this proposal.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The size of the site and proposed scheme requires a bus service to be included.</p>
<p>The infrastructure of the area is unable to accommodate another 2,000+ cars.</p> <p>Recent events have proven once again that covering huge areas of greenfield sites creates flood risks to existing properties that the small brooks proposed will not alleviate.</p> <p>The schools in the area are already overcrowded, leaving parents with no true choice of where their children attend. Poplars Avenue, Birch Avenue and Delph Lane are unsuitable access points as all have narrow residential roads. North Warrington does not need any more housing, especially "affordable housing" turning these areas into huge estates.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The size of the site and proposed scheme requires a bus service to be included. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced. Warrington Borough Council have confirmed they require at least 840 homes per year in the town to meet locally-arising housing needs over the next 20 years.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>We will lose the last open space in our area and the wildlife that goes with it.                      More traffic on Delph Lane and Mill Lane (speeding traffic).                      Schools in the area are already full going by the number of cars on Perth Close and Capesthorpe Road in the mornings and at home time.                      Too many cars on the road in Delph Lane. This proposal will only increase problems and the danger of accidents.</p>	<p>Peel Hall Park is not being developed and will remain outside of the developable area within the site boundary. Additional existing green spaces will remain, with further formal and informal spaces created within the proposed development. community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.                      Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<ul style="list-style-type: none"> <li>• Whilst Peel Hall Park and woodlands will be retained their character and ability to sustain wildlife will be hugely affected by having a huge development built around the area. We need to encourage not discourage wildlife</li> <li>• This is the only substantial piece of open countryside left in North Warrington - a large number of people use the area for recreation and health (walking etc.) - this is encouraged by Government/NHS</li> <li>• The access routes to the site are very restricted. Delph Lane is a very narrow and dangerous country lane, which is the direct route to access the M6 North. It would be made massively more dangerous with large amounts of extra traffic and people will be killed/injured</li> <li>• A very small development extending along Mill Lane would [be] the only feasible route as it would have limited impact and would be in keeping</li> <li>• Traffic into Warrington town centre is already problematic - more traffic without adequate roads will make it worse. Similarly, traffic going towards Birchwood and the M62 is already horrendous. Much new housing has already been built near the town centre</li> <li>• It is not clear that the development will resolve the housing need of the people of Warrington - first time buyers, affordable housing</li> <li>• The land was sold very cheaply for agriculture not for development - why has this changed?</li> <li>• See the wildlife data being collated by Peel Hall Conservation Group - many species and some rare</li> <li>• Motoring noise - why would anyone want to live this close to the motorway?? Day and night</li> <li>• Where is the employment that owners of these homes will have - Birchwood, Liverpool, Manchester etc. - see previous comments re traffic problems</li> </ul>	<p>Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. In 2013, the Planning Inspector found the context of the land is that it is on the urban fringe adjacent to the M62 motorway where there are air quality and noise issues.                      Existing infrastructure restricts the nature and location of access points. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The size of the site and proposed scheme requires a bus service to be included.                      A smaller development off Mill Lane was refused at Appeal in 2013.                      Warrington Borough Council have confirmed they require at least 840 homes per year in the town to meet locally-arising housing needs over the next 20 years. Housing already built has not delivered the supply the council must deliver to meet its obligations.                      Over the past year Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years. The results of that study are now final. Rather than the estimated 360-500 homes per year believed to be required previously, the council now confirm they require at least 840 homes per year in the town to meet locally-arising housing needs.                      This increased housing need must be addressed quickly and a planning application on the Omega site has already been submitted to provide for some of that increase. The housing proposed on Peel Hall will also assist to provide some of the additional housing now required.                      We have been working with Warrington Borough Council to examine the deliverability of the Peel Hall plans and the quality of the housing neighbourhood that can be created here. The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed. Our proposal responds to the proven urgent need to provide more housing in Warrington over the next 20 years.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>The scheme has some good points but there is concern over access to the new area creating a mass increase in traffic on Brook Lane. Our MP Helen Jones is not in favour of the development and I would back up her observations. A smaller development on the M62 boundary linking to Orford might be a more acceptable development.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The previous proposal prompted the Planning Inspector to call for a strategic and sustainable development proposal, however the viability of a smaller development will be explored.</p>
<p>Bought a house in area 25 years ago because of the open spaces. Our children used to play on the land, as our grandchildren now. We feel there is still a number of empty houses in the Warrington area.</p>	<p>The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required.</p>
<p>Football field off Ballater Drive will not be built on. Traffic in this area is already very bad, and to add another 1,200 cars is ludicrous. The land should be left as a nature reserve.</p>	<p>The existing playing fields are to be relocated and improved; this would not be possible in their current location. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<p>We think they are terrible - the roads will be more crowded than ever and they are busy enough no. We do not need more houses. How are the doctors going to cope? They are already too crowded and the schools as well.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required. Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p>
<p>I do not support the building of all these houses:</p> <ul style="list-style-type: none"> <li>• It would cause traffic chaos; most houses have more than one car</li> <li>• It would mean schools would be over-subscribed</li> <li>• You would never get a doctor when you needed one - this means dentists as well</li> <li>• More shops would be needed</li> <li>• You have to apply for planning for paving over your land due to water run-off</li> <li>• Local wildlife and green space would suffer</li> <li>• Local house prices would fall</li> <li>• Local insurance would go up</li> <li>• Warrington does not need more houses; people in the area have not started to suddenly breed like rabbits</li> <li>• Warrington is already building everywhere; using brownfield sites very often</li> </ul>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Additional community facilities, including a local hub which could accommodate health service providers or a local shop, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced. Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. There is no evidence that this proposal would cause house prices to fall or insurance premiums to rise. The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>There is plenty of housing already available in Warrington. We are concerned because of the impact on the local infrastructure. Particularly more traffic on the busy roads which already have pot-holes, are poor surface. We want the park left for residents in his highly populated area to enjoy.</p>	<p>The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council. Peel Hall Park is remaining, and sits outside of the developable area within the site boundary.</p>
<p>MAD!!! I would like to know what the developers propose to do to mitigate traffic noise, pollution and accidents resulting from additional traffic using Blackbrook Avenue and Poplars Avenue?                      How will existing houses be protected from this noise and pollution?                      What are the proposals to protect wildlife?                      This is the last area of green space this side of the M62! It is totally unacceptable for it to be used in this way. Warrington is big enough!                      We should build on brownfield sites not greenfield sites!                      Existing road infrastructure - Blackbrook Avenue, Poplars Avenue and Mill Lane - cannot cope with an additional 2,000+ homes (assuming 1 2/3 cars per home; not an unreasonable estimate!).</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.                       Measures during construction phases can be implemented to mitigate the impact of noise and pollution.                      Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council. Peel Hall Park is remaining, and sits outside of the developable area within the site boundary.</p>
<p>We do not need more valuable green space taken up for development. They are not making any more green spaces!                      Warrington Council has identified enough development land without using the Peel Hall site.                      When will Satnam get the message that this community do not need and require this development.</p>	<p>Our proposal responds to the proven urgent need to provide more housing in Warrington over the next 20 years.                      The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council.</p>
<p>I would have liked to see the existing playing fields retained as they form part of the village scene. Also it would be more acceptable if the houses were in keeping with the existing property i.e. not three storeys high.</p>	<p>The existing playing fields are being relocated and improved to create fit-for-purpose facilities. The houses shown during consultation were indicative of style, with all typologies and heights subject to further consultation and detailed design.</p>
<p>I do not support the proposals of the new housing estate because I do not agree with the extra traffic that will pass my house, or getting rid of the wildlife in the area. Why can't they use all the brownfield sites?                      The noise from the traffic now going past my house is a pain, especially at rush hour in a morning and at night. Why do these people do these things? It's just stupid!!</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council.</p>
<p>I am opposed to the proposal primarily because there is no shortage of housing in Warrington at the moment - there is in fact a surplus which should reasonably cope with increasing demand. There are also brownfield sites that are more appropriate for housing development rather than on valued greenfield sites.</p>	<p>The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>How many times does no mean no?                      This is a public park and a vital green space for the community. When it is bulldozed it is gone.                      No matter how you dress it up with your landscaping, the park is finished!                      Add to all of this the extra traffic, and disruptions with the building, this to me is beyond the pale.                      If this goes through there is no justice.</p>	<p>Peel Hall Park, which sits outside of the site boundary and developable area, will remain.                      Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<p>Our only concerns are the use of Birch Avenue to enter the proposed site. I know you say that Poplars will be the main entry but Birch Avenue cannot sustain any more traffic unless the road is widened, which would mean the houses on [the] left would need to come down.</p>	<p>Birch Avenue is intended as an access for just 20 new proposed homes. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<p>Traffic is already a problem in the area; this will exacerbate this. The area is already quite densely packed with housing. There is a need for as much open space available to be protected. The parkland is a useful resource for the two nearby primary schools to study wildlife.                      How many times will this proposal be put forward before finally being rejected according to the wishes of the community (not money interests)?                      Warrington has a lot of newly built flats etc. which are standing empty - demand?                      Look to brownfield sites; New Town deemed this land unsuitable when they were developing Warrington - what were the criteria for leaving the land undeveloped? Still relevant!</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Existing green and open spaces, including Peel Hall Park, will be retained, and additional spaces created as part of the development proposal. Availability of flats does not meet the demand for a range of housing which this proposal will help to deliver to provide the minimum of 840 homes per year the council needs to meet locally-arising housing needs.                      The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council.</p>
<p>The lack of improvement to roads is a great worry. Already they get very busy in the mornings and the extra buses will not help the situation. The green area is at present a wildlife haven and I do not believe there is great enough justification to change this. The answer of "Warrington needs new houses" is incorrect; Rightmove has several houses for sale over six months at varying prices. If this is proposal were to go ahead I would almost certainly leave Warrington.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required.</p>
<p>No better proposal than last year. Area is wholly inappropriate for building on by location, land features and need. There are plenty of houses already in the area and plenty for sale already; we don't need any more. We do need the last portion of natural land between the area and the M62. None of the local infrastructure could cope and likely to render the whole region liable to flooding.</p>	<p>The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council. The presence of existing housing on the market is not the issue; this proposal is about delivering new homes. The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. Additional community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. These facilities would help to meet the additional demand currently being experienced.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Object strongly to the volume of traffic. Object - number properties will add to volume of traffic. In this area we have one primary school, one high school - one doctors' surgery and one dentist. The majority of people travel to work in the North West from Fearnhead, Cinnamon Brow. How are they going to add to the flow of traffic? What is going to happen to the existing residents?</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The proposal includes additional community facilities, including a local hub which could accommodate health service providers, and a new school. These facilities would help to meet the additional demand currently being experienced.</p>
<p>For a start the two plans are different plans. One the Mill House is in and the next it is out of plan. Amount of traffic already bad. There is no green left in Warrington. Talking to staff they couldn't answer questions because of lack of information. Never received information in post. Traffic on Delph Lane, size of Delph Lane. Car speed.</p>	<p>This consultee is referring to the 'current' and 'proposed' plans when stating they are different. The Mill House pub is excluded from the development proposals and the site boundary. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. This consultation was for an Outline planning application and this consultee appears to expect a level of detail appropriate for a Detailed proposal.</p>
<p>Too many houses in an already populated area. No real mention of schools (my daughter could not get into her local school last year despite living quarter of a mile away). The majority of residents appear to be against the proposal. Local MP Helen Jones also opposed to the development. Believe it is about making money for the developers. What about dentists/ doctors and public transport? Increase in traffic, especially at peak times. There are other sites, brownfields, that could be used. Who wants to live next to a motorway?! I am sure this will be fought for the third/fourth time!!</p>	<p>The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required. The proposal includes additional community facilities, including a local hub which could accommodate health service providers, and a new school. It is not possible to confirm if the 'majority' of residents are against; this would only be possible if all North Warrington residents engaged with the consultation and the number of respondents suggests this is not the case. Traffic impact and mitigation continues to be a priority of the project team.</p>
<p>Green land taken away from remaining areas in Cinnamon Brow. Trees should not be taken down. Construction too disruptive to residents and will cause more pollution. Jobs - not enough in Warrington to suit the type of people. The houses as professionals will work further away - infrastructure cannot cope. Roads will not cope - the plans are not realistic - too many houses. I thought planners and developers were meant to be educated?! The council had stopped development of this land for a reason. The area cannot cope with surface water - too many impermeable surfaces - flooding will increase and this is ridiculous considering current flood situations. The flood control areas have already breached and south of M62 gets surface run-off from Winwick (north of M62). It is not a viable development. Listen to the people!</p>	<p>Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. The removal of some trees is inevitable, however many will be retained and additional planting implemented as part of the landscaping strategy. Traffic impact and mitigation continues to be a priority of the project team. The council has not 'stopped development' of this land; the site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses.</p>



## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Traffic congestion - increased volume of traffic - construction workers, plant, temporary traffic lights. Traffic on a daily basis is already a major issue with cars commuting to Birchwood Science Park. Birchwood Park Avenue and Cinnamon Brow hold a significant volume of commuters. Children walk to school. What about the safety of our children walking to school with increased traffic?</p> <p>Disruption - of living next to a building site for 15 years! Traffic noise, congestion, dirt, inconvenience, temporary traffic signals.</p> <p>Social housing - this is a respectful, quiet, part-retired, part-working families community. It is safe for our children, clean, safe for family walks, retired couple walks, dog walks, children on bikes, scooters, rollerboots, walking to school. Low crime rate. Safe. Social housing does not bring the above! Capenhurst Avenue/McColls shop is a perfect example of social housing. We moved to this area two years ago as it was a semi-rural, safe, green, quiet, peaceful area. There are very few areas like this. It is child-friendly/family-friendly so why ruin it? Do the investors want this to make money out of buying land or is this a government/local council requirement? If this plan is approved, our family will sell up and leave. I do not want to live on a building site. I do not want an over-crowded, new-build ugly jam-packed estate on my doorstep. This is not an area for flats/apartments. Leave it as it is.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Provision of road safety measures is a matter for the local authority, and will be discussed as part of this proposal.</p> <p>Construction is by nature disruptive and intrusive, but through a phased, managed programme this will be mitigated and controlled using recognised, tried and tested methods.</p> <p>Many people who live in social housing are respectful, quiet and hard-working individuals and families, just as some in privately-owned homes cause a nuisance for others. This consultee's experience of social housing tenants is not necessarily the norm, and it is a matter for the Landlord or Registered Provider to address incidences of anti-social behaviour using recognised recourse.</p> <p>The range of homes provided through this proposal will vary but the detailed proposals for specific typologies, heights and appearance are yet to be worked up and would be as part of a Detailed proposal, and which would also be subject to public consultation.</p>
<p>I'm really upset that this proposal has been submitted. We the residents of Warrington are angry Satnam seem relentless in stealing our much-loved, much-appreciated and much-valued green space. The added pressure of traffic is another concern again affecting the lives of a Warrington resident for the worse. Please go away. Don't be mean; keep it green.</p>	<p>This consultee appears to be speaking on behalf of all of the residents of Warrington. We do not understand that all residents of Warrington have indicated they are happy for this individual to do so, and we are aware of a number of individuals who voiced support for the proposal during the public consultation but who have chosen not to indicate so as part of this feedback period. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<p>Blackbrook Avenue cannot deal with traffic now. Pedestrians difficulty crossing roads at peak times. Green land lost. Doctors' surgeries overload. Difficulty getting to see doctor as no appointments available. Schools overcrowded. NHS Warrington Hospital cannot cope now with amount of residents' casualties.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated. Peel Hall Park is remaining and sits outside of the developable area. Community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal.</p>
<p>This plan is even more horrendous than the last, turned down by public inquiry less than three years ago! No provision for buffering Houghton Green Village is made.</p> <ul style="list-style-type: none"> <li>The 150 houses, turned down due to inadequate access along Mill Lane, remain</li> <li>In addition, the public open space buffer between Houghton Green and Ballater Drive disappears, with (a) a major access road built immediately behind houses on Mill Lane/Radley Lane, and (b) 100 further houses proposed in place of the playing fields!</li> </ul> <p>Houghton Green's identity as a semi-rural village disappears. It is swallowed into the urban mass. Horrendous!!!</p>	<p>This proposal presents a strategic and comprehensive masterplan of the whole site, rather than a piece-meal approach, as advocated by the Planning Inspector in 2013. Phase 1 includes the 150 new homes off Mill Lane, all accessed off the northern end of Mill Lane.</p> <p>The existing playing fields are being relocated, rather than disappearing, and improved as part of this proposal. Building homes at the outer edges of the site is a more appropriate use of land than have traffic passing playing fields to access residential areas internally.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>As in previous consultations these houses are not needed in this area. There is absolutely no way that traffic coming and going into Mill Lane can be facilitated safely. This is a very narrow road which already sees congestion as a No Through Road, with visitors to The Plough public house. Please tell me what has changed and why Satnam think that this has now been resolved? Will Satnam compensate for the reduction in local house prices, increase in environmental pollution and consider local opinions?</p>	<p>The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required. There is no evidence this proposal would result in house values decreasing.</p>
<p>Firstly you have no regard to the wishes of local people. There are already traffic problems in the area; this will make it worse. Schools, shops and other amenities are not readily available and will have to be by car to get there. Where is the space for nature in North Warrington; it is proven that access to nature is now part of the health agenda yet you are proposing to wipe out all the space in our area. You are also taking out valuable playing fields used for recreation by families in the area. Whatever we put here you will disregard as money matters over people.</p>	<p>The applicant is keen to hear the views of the local community which is why a public consultation event and 21 days of online consultation was organised. Radley Plantation, Radley Common and Peel Hall Park are remaining and are excluded from the developable area within the site boundary, and will be enhanced by additional formal and informal green spaces retained and created within the proposed development. The existing playing fields are being relocated within the proposal and improved to provide fit-for-purpose facilities.</p>
<p>Big problem of traffic. Big problem of our wildlife. Over population of surrounding schools. We don't need more houses in the area; we need to preserve our greenery and wildlife. Pollution. We don't want work offices near her for the next 10/15 years. Disgusting that we had no letter about this meeting happening. Listen to the people.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. The only employment zone is proposed at the western boundary of the site, off Poplars Avenue. Over 4,500 leaflets were hand-delivered to addresses adjacent to and surrounding the site.</p>
<p>Infrastructure - The roads at present can't cope with the traffic around this area; increasing this amount of homes will only increase the problem. Extra pollution on one of the most polluted parts of the county (M6 and M62 junctions). Increased pollution during construction, trees and green areas removed, which absorb CO<sub>2</sub>. Wildlife - Destroyed environments. Wildlife corridors disrupted. Owls, foxes, hedgehogs, bats, raptures. Social - Tensions in the area; "us and them" complex. Playing fields - by the Mill House Pub will disappear; currently used by existing local residents. This will be housing.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. In 2013, the Planning Inspector found the context of the land is that it is on the urban fringe adjacent to the M62 motorway where there are air quality and noise issues. Tensions within communities can be managed if dealt with properly; based on feedback provided to this proposal it appears that it is those who are not 'social housing tenants' who have an issue with this provision being included. The Mill Lane Pub is not part of this proposal.</p>
<p>Infrastructure in area will not cope with the capacity of traffic. Hospitals, schools etc. cannot take an extra volume.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated. Community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal, and could alleviate pressures currently being experienced.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>We live on Birch Avenue, Winwick, which is a proposed access road for houses and an employment area. Our road is nowhere near wide enough to accept all the extra traffic which will be using Birch Avenue.</p> <p>We live opposite Elm Road, and most days throughout Summer young children play out, playing games, running about and riding cycles. They run out onto Birch Avenue from Elm Road without looking, as children do, because they are used to quiet roads. An accident waiting to happen! Also, Birch Avenue is not wide enough for all the extra traffic!!</p>	<p>Birch Avenue is proposed as an access for just 20 new homes. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p> <p>A number of Road Safety programmes aimed specifically at children are provided, and teach children to cross roads and play within the vicinity of traffic and bicycles safely regardless of how busy roads are. It is the responsibility of parents and guardians to ensure the safety of their children and charges, rather than the applicant. We are, however, exploring road safety measures as part of this proposal, with any measures implemented outside the site boundary the responsibility of the local authority to implement.</p>
<p>Very disappointed that we are once again in a situation of developing this area. Seems like yesterday when we were having the same discussions.</p> <p>I moved to this location as it was a much sought-after location in a semi-rural area. Once developments go ahead, which I have no doubt will happen, I would once again find myself in the middle of a large housing estate.</p> <p>The town of Warrington already gets grid-locked on a regular basis, due to the M6 and M62 interchange accidents. We are the lowest crossing of the Mersey and only one bridge. Blackbrook Avenue, Delph Lane, Padgate Lane are most affected which indeed add to the pressures that the new proposals of more people, houses, traffic etc. will already bring. Green areas will disappear, trees, wildlife, peace and serenity in the current location.</p> <p>The moon seems a good environment to consider moving to!</p>	<p>Traffic management and flow is a matter for a number of stakeholders within Warrington and the surrounding area and we are in discussions with all about the challenges currently presented. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p> <p>We cannot comment on the wisdom or otherwise of moving to the moon, however moving the site to the moon and developing there has not been proven as a viable option at this stage although we are aware of several ambitious projects to establish sustainable human life on the moon and other planets in the future.</p>
<p>The plan seems to have grown out of proportion for houses to be built on land which is totally unsuitable for dwellings. The area is teeming with wildlife - this week (w/e 23/1) I have seen buzzards, kestrels and a short-eared owl to name but a few bird species. The ground during the Autumn/Winter through to early Spring is always water-logged as it is the only open space in the area where rainwater can naturally run off from the surrounding area.</p> <p>Access from the East side of the plan will cause congestion, which is already busy and just about copes with the current level of local traffic.</p>	<p>The proposal is strategic and comprehensive masterplan for the whole of the Peel Hall site, rather than a piecemeal approach, as advocated as a better approach by the Planning Inspector in 2013. Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p>
<p>Building on our green patches is going to decrease the wildlife that have little space as it is. We cannot keep building and building - where will our children have left to play? It will end up a concrete jungle without wildlife that needs protecting. Some of the trees are hundreds of years old and it is not your right to pull them up and destroy the tree and wildlife that goes with it - it is environmentally wrong due to the load of traffic that will go with it.</p>	<p>Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. Children will be able to play within formal and informal green spaces, and in Peel Hall Park, which is remaining and sits outside of the developable area within the site boundary. Habitats, shrubs and greenery will also be included as part of this development proposal.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>This is a beautiful green area where we walk our dog. We have used this area for many years and do not want to lose it. Our late dogs's ashes are scattered on Peel Hall also. In regards to traffic the area's always over-run and back-logged and do you intend to make provisions for the new amount of traffic? And the wildlife - what is going to happen to all the animals who live there?!</p>	<p>This site is privately-owned land and as such, and subject to the relevant planning permissions, can brought forward for development. The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council. Traffic management and flow is a matter for a number of stakeholders within Warrington and the surrounding area and we are in discussions with all about the challenges currently presented. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated. Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p>
<p>Despite the obvious advantage of employment opportunities that the development would bring to the area I feel that I can't support the proposals. I went to the public consultation with an open mind but I left horrified. The size of the development is so huge. It is taking away all our natural green areas; what is left will be surrounded entirely with roads, traffic and homes. The large fields behind Radley Plantation are a haven for wildlife of all kinds. I walk my dog through this area every day. I regularly see birds of prey, herons, buzzards, foxes and hares just to name a few. To take all this area away and leave just a 50-metre corridor of green next to the motorway is criminal. The woods and surrounding grassland have been a much-needed green space in this built-up area of the town and has been available for generations of residents to play, walk and enjoy. Once it's gone it can't be replaced. This is a socially and economically deprived area of town. I can't see any benefit from taking woodland away from the children who won't be able to leave to find it elsewhere. I also work for a local surgery (NHS); we are at crisis point already. There is a national problem recruiting new GPs and nowhere is it more apparent than locally. No matter how much extra funding the company are willing to provide. If they can't recruit the GPs it's the local residents that will be left with the problem. This is before I even begin to talk about the horrific traffic problems. The roads out of the development filter traffic onto already grid-locked roads. The disruption of 12 years of building is just so much.</p>	<p>This site is privately-owned land and as such, and subject to the relevant planning permissions, can brought forward for development. The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council. Peel Hall Park is remaining, as are Radley Plantation and Radley Common. These, with the retained and new formal and informal green spaces proposed within the development, will provide a range of green areas within this part of North Warrington. Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. The buffer between the motorway and the developed area has been the subject of some discussion during and since the consultation event and has been increased to reflect concerns expressed.</p> <p>New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. Traffic management and flow is a matter for a number of stakeholders within Warrington and the surrounding area and we are in discussions with all about the challenges currently presented. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p>
<p>This proposal is totally inappropriate as it would take away playing fields, playing fields, pathways, natural habitat, cycle paths and designated no-build area. The access point out onto Mill Lane would be another traffic nightmare as Mill Lane onto Delph Lane cannot cope with the present volume of traffic. When we purchased on Shetland Close in 1985 we were assured that the playing fields would always be designated green belt. How can a road now be put through this area? There are many species of wildlife in and around Radley Common which would totally be destroyed.</p>	<p>The existing playing fields are not being taken away; they are being relocated and improved as part of this proposal. The site is privately-owned, and not intended as playing fields or pathways for local people. The site, including the existing playing fields, is not within the Green Belt, as was reinforced by the Planning Inspector in 2013. Habitat and pond surveys have been carried out. The surveys have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>As residents who live right near the proposed development we strongly objected last time to the plans and we are doing so again.</p> <p>The roads are not suitable for this kind of development and could not cope with the massive increase of traffic this development would bring. Also, the knock-on effect on local amenities - schools, surgeries and of course the local hospital which could not stand the increase in population in the local area.</p> <p>Also, more worryingly, the playing field (opposite Ballater Drive) we see is now included within the plans. We were assured this field was protected from development having been owned by the council. We now learn today that the land does not belong to the council but is merely leased and is in fact owned by the Government who Satnam seems to believe are now on board with the plans.</p> <p>As residents we feel cheated, and we feel like having been victorious last time, the big wigs at Satnam have little regard for our opinions or quality of life as long as they get their development and the 'bag of gold' that goes with it.</p>	<p>Traffic management and flow is a matter for a number of stakeholders within Warrington and the surrounding area and we are in discussions with all about the challenges currently presented. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p> <p>New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal.</p> <p>The existing playing fields are not being removed; they are being relocated within the site and improved as part of the proposal. Using that vacated area for residential development is a more sensible use of the land within the masterplan proposed. The land is owned by a non-departmental public body which, as a stakeholder, is in discussions with Satnam about these proposals.</p> <p>The applicant is committed to engaging with, talking with and listening to the communities and stakeholders of this part of North Warrington, and will continue to do so as part of this development proposal process.</p>
<p>We oppose the building of new homes in the Peel Hall area / Cinnamon Brow. Main concern is the traffic chaos that is currently in place at peak times of the day. The roads are totally congested and if there's a problem on either the M62/M6 the traffic gets diverted through Warrington surrounding area, making most of the roads grid-locked. With a proposed 1,200 homes it could potentially mean a further 2,000 cars on the roads in the area; there's not a new access to the motorway which means the roads around Cinnamon Brow/Orford/Padgate totally inaccessible.</p> <p>There isn't sufficient infrastructure in place as it is; schools are full, inadequate doctors' surgeries around and even the A&amp;E in Warrington is already under strain.</p> <p>The proposal to build on the football pitch in Mill Lane and then move it means children will have to be driven to the new site, causing more congestion in the surrounding area.</p> <p>The proposed new green areas run along the side of the M62 motorway - how is that beneficial? Noise and pollution! A lot of the green area was already taken away when Cinnamon Brow houses were built and what we have now is sufficient but to lose and/or move these areas is not acceptable.</p> <p>Satnam do not care for the area, all they think about is the profit they will make if they get to build all these new houses; they have no thought for the local people or its effect on the area.</p> <p>Cinnamon Brow has more than sufficient housing and no more are required - even if a proposed few are to be 'affordable'. I strongly oppose this development!</p>	<p>Traffic management and flow is a matter for a number of stakeholders within Warrington and the surrounding area and we are in discussions with all about the challenges currently presented. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated. Creation of a new access to the motorway is not something that can be decided single-handedly and we are exploring all opportunities to alleviate and improve the flow and impact of traffic in the area.</p> <p>New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal.</p> <p>The relocation of the playing fields is not expected to result in increased congestion as it is likely that some parents currently drive their children to the playing fields. Use of the fields is unlikely to be at peak times, i.e. during school terms during the school day and this would be reflected in traffic flow to and from the new playing fields.</p> <p>Formal and informal green spaces and established shrubs and trees are remaining within the site, and new areas will be created. Additionally, Peel Hall Park is remaining, as are Radley Plantation and Radley Common, all of which are already habitats spaces for people to enjoy.</p> <p>The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required.</p>
<p>Traffic in the area is bad already. Bringing a road onto Poplars Avenue would be a disaster. The scheme is too big for this area. The wildlife in the area would be wiped out.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the council. Habitat and pond surveys have been carried out and have revealed that the land has little ecological importance.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>We will not support any proposals due to overbuilding of houses in Warrington. Traffic problems - Cinnamon Brow is already a rat run from the motorway at Winwick/continuous building at Birchwood.</p> <p>Conservation area of Peel Hall Park probably one of the only green spaces left in Warrington North. Road systems will not take it.</p> <p>Will affect our property prices. We do not want construction vehicles running around for the next ten years. Roads already totally congested from 7am until 9.30 every morning.</p> <p>Every bit of space that becomes available in Warrington is being built on. We do not want or need this land being build on it will not benefit this area. Noise pollution; traffic!</p>	<p>The council have confirmed they require at least 840 homes per year to meet locally-arising housing needs over the next 20 years. The proposal for Peel Hall will assist to provide some of the additional housing now required. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p> <p>Peel Hall Park is remaining and sits outside of the developable area within the site boundary. The site is not within in Conservation Area. There is no evidence that this proposal would reduce house values. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment.</p>
<p>I think what you're trying to do is inconsiderate and selfish because us in this community don't want you to build a lot of houses. This is due to:</p> <ul style="list-style-type: none"> <li>• A lot of traffic which makes it extremely difficult if you want to get someplace on time</li> <li>• The amount of traffic on the roads will certainly not be good for the environment and the wildlife around us</li> <li>• We actually don't need more houses around our area because we have plenty as it is</li> <li>• We also have a nice green area which in Warrington we don't get elsewhere and is also pretty rare</li> <li>• A lot of people play on the field area, ranging from walking dogs to children playing. Also on this field area we have community football teams playing.</li> </ul> <p>More houses will pollute the air and damage our environment a lot more. There is also wildlife you have to consider and if you try to all the animals will have nowhere to go and this will be quite cruel on them. More houses equals more noise levels which means some people will not be able to sleep and will actually cause quite a lot of arguments. Especially if a lot of young people move in which will probably disturb the older neighbours. Building the houses will be really noisy and annoying and will also cost a lot of money when in a matter of fact nobody actually wants this to happen!</p> <p>In 2013 you tried to build these houses and nobody wanted you to. Three years later you're trying to build them again when in a matter of fact you're not really doing anyone any favours at all! You are making the people in our community angry and unsettled. You all claim you care but if you did you wouldn't try to do all of this. You're not doing yourself any favours! Thank you for reading!</p>	<p>This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand.</p> <p>Traffic management and flow is a matter for a number of stakeholders within Warrington and the surrounding area and we are in discussions with all about the challenges currently presented. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p> <p>Formal and informal green spaces and established shrubs and trees are remaining within the site, and new areas will be created. Additionally, Peel Hall Park is remaining, as are Radley Plantation and Radley Common, all of which are already habitats spaces for people to enjoy. The existing playing fields are being relocated and improved as part of this proposal.</p> <p>Modern design and construction methods help to mitigate the emissions from and improve the energy efficiency of homes, and these proposals would be designed and built to the highest standards within the industry. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. Anti-social behaviour within neighbourhoods and communities can be managed by the stakeholders responsible.</p>
<p>The road won't cope with the extra traffic. All the local schools are full. Warrington A&amp;E was closed only two weeks ago as it was full. You can't get a doctor's appointment as it is now never mind when there's another 3,000-plus new residents.</p> <p>The Mill House fields are for kids to play sport on not to live. There's protected species of wildlife that live and breed on the site.</p> <p>People want to enjoy walking around open fields and woodland - walking around housing estates where all the houses look the same is not relaxing.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated. The existing playing fields are being relocated and improved as part of this proposal. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. Formal and informal open spaces will be retained and additional areas created as part of these proposals.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>To introduce a new access road and island on Blackbrook Avenue/Mill Lane/Delph Lane will cause greater congestion on both access road and the main roads which are already dangerous. It is very difficult at present getting out of Mill Lane due to existing site line and speeding traffic coming in both directions. In addition, when cars are parked on Mill Lane itself congestion builds up/backs up to the junction and causes standing traffic on Blackbrook Avenue/Delph Lane itself. An accident is waiting to happen.</p> <p>Articulated traffic also causes problems at the Mill Lane junction having to reverse back out of and onto the main road itself.</p> <p>Another, or to introduce another, island on Blackbrook Avenue/Delph Lane within 100 metres of another seems crazy. It will not reduce speed of vehicles approaching from Winwick and it will cause congestion in accessing the existing Mill Lane site. Blackbrook Avenue/Delph Lane already used as a rat-run when problems occur elsewhere in the area, adding to traffic congestion.</p> <p>Why not upgrade Ballater Drive and island? It appears to me that an existing access into this site from the east already exists. There are only approximately six number houses on Ballater Drive itself; to suggest that an upgraded road island etc. is unfair to them is an insult to the existing property owners in Houghton Green. The existing proposal is most exceedingly unfair to the existing property owners on Mill Lane site.</p> <p>Delph Lane is extremely narrow and difficult, and is congested at present and can't cope. Myddleton Lane and its junction at the Winwick Church is poor and will not accept increased traffic and will cause misery to the existing property owners.</p> <p>Poplar Avenue junctions are difficult due to congestion and will add to the problem, making life a misery for existing residents. Can't cope now so to make matters worse is an insult.</p> <p>Where are the children going to go to school? I understand that all existing schools are full. When a new school is opened it appears that existing schools closed. For example, Sycamore Lane Primary School closed and children forced to go to Chapelford, now Chapelford which is a new school is inadequate in size after only two years and extensions are now being built. Poor planning in the extreme? Was a new school promised by the developer?</p> <p>The problems it will cause to the area in general and to local residents are sufficient in themselves to come to the conclusion that this application is inappropriate and unacceptable and should not be proposed.</p>	<p>The proposed access and roundabout on Blackbrook Avenue/Mill Lane/Delph Lane provides the safest intervention and will allow for improved traffic movement and flow which is why this solution has been included within the proposals. We are in discussions with the various stakeholders responsible for traffic management and flow, and continue to explore how the impact can be mitigated.</p> <p>While it is not illegal to reverse into a main road, it is not advisable. Rule 201 of the Highway Code advises <i>'do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can'</i>. This is for safety reasons. The main road is likely to be very busy and there will be an increased chance of an accident due to the presence of more cars on the road. If an accident occurred due to a driver reversing onto a main road from a minor road then there may be the possibility of them being prosecuted for driving without due care and attention. This would be a matter for the local police force rather than the applicant who is not in a position to advise motorists on their driving or reversing habits.</p> <p>A new traffic island has been suggested as the most suitable solution; we will explore all options with stakeholders going forward.</p> <p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p> <p>New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal.</p> <p>We are not in a position to comment about previous decisions which affect sites and facilities beyond the scope of these proposals.</p>
<p>How do you propose to take the traffic from 750 dwellings onto one roundabout in Mill Lane - this will be exceptionally disruptive to current residents.</p> <p>The land is already quite wet and does not drain well. Developing this land will exacerbate the problem.</p> <p>Local facilities (doctors/shops/schools) cannot absorb this development.</p> <p>The playing fields adjacent to Mill Lane/Ballater Drive will be lost - an important loss to the community. These playing fields are not designed for building and never should be.</p>	<p>Our transport consultants have assessed the existing infrastructure and proposed a new access road and roundabout off Mill Lane; this is the safest solution and will slow traffic down while improving flow. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses.</p> <p>The existing playing fields will be relocated and improved as part of this development proposal.</p> <p>The site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Your proposals lack a serious amount of thought or concern on quite a few issues:</p> <ul style="list-style-type: none"> <li>• Ecology - are you aware of the diverse species that thrive in 'their' natural habitat?</li> <li>• Traffic planning - the current road infrastructure is for household traffic only. No consideration has been given to the sheer volume of traffic that would be added to the routes to motorways. Delph Lane/Myddleton Lane during peak hours are already seriously congested. Add in the fact that both routes impinge on school traffic as well - this will become grid-locked very quickly.</li> </ul> <p>How will surface water be dealt with? Such a huge area that naturally captures rainwater and deals with it efficiently cannot be replicated.</p> <p>Cinnamon Brow does not need more housing and certainly not at the detriment to ecology and people's quality of life. Please put common sense before profit and take heed - the local people, most of whom have lived here all their lives, do not want this.</p>	<p>Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p> <p>Traffic management and flow is a matter for a number of stakeholders within Warrington and the surrounding area and we are in discussions with all about the challenges currently presented. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p> <p>Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event.</p> <p>This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment.</p>
<p>Too much traffic.</p>	<p>Additional traffic is an inevitable part of development. However, traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p>
<p>We bought our property as a semi-rural home. Radley Lane backs onto the playing field where the proposals show that it proposed to be a major road serving 750 houses, say 1,500 cars, doing a number of journeys a day. The plan for a roundabout at the end of Mill Lane seems very ill thought through as it will cause major congestion in the area. Moreover, it is proposed Mill Lane itself serves 150 houses. It appears to me that there no conceivable way that Mill Lane could handle the amount of traffic. Looking at the wider picture, the town roads are blocked most days due to Warrington's close proximity to three motorways and this proposed development will only add to the already over-congested roads. Also, the local hospital's A&amp;E cannot cope with patient numbers as things are now without adding to the population of the area.</p>	<p>The existing playing fields will be relocated to make way for an access road into and through the development; this will not be a major road as a motorway is regarded. The majority of car journeys would be a single return trip per day as people leave home and return home, with a significantly smaller proportion of people making multiple journeys as the norm. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated, in discussion with the various stakeholders responsible for traffic management and flow in and around North Warrington. Management of the local hospital and its patient numbers is a matter for the local NHS Trust and is beyond the scope and remit of this proposal and the applicant.</p>
<p>Consideration of traffic increase has not been considered fully. There is already congestion on Blackbrook Avenue during the 'rush hour' and this number of houses with only two exit routes from this development will only make matters much worse. Add in construction traffic and Blackbrook Avenue/Enfield Park Road/Birchwood Expressway will grind to a halt.</p> <p>How will the NHS doctors cope with these extra patients?</p> <p>Flooding is also a problem. They have just finished a flood defence scheme alongside Solway Close. Lighthearted response - "We will drown while stuck in the traffic jam on Blackbrook Avenue."</p> <p>Also, bear in mind when the M6 gets closed due to accidents/winds the whole of Warrington grinds to a halt. This development will make it worse and more frequent.</p>	<p>Traffic impact and mitigation has been at the forefront of these proposals, and we continue to discuss these matters with the relevant stakeholders to achieve the best possible solution and measures, with the infrastructure available</p> <p>Management of patient numbers is a matter for the local NHS Trust and is beyond the scope and remit of this proposal and the applicant.</p>



## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I do not support the proposal at all!!! Along with the extra strain it will put on the roads and the local infrastructure we do not need any additional housing within this area. There are a sufficient amount of houses for sale within the local area, why do we need extra?</p> <p>The developers appear to have a great deal of faith in Warrington Borough Council's ability to control their enforcement of the planning details; ensuring flood defences, drainage and traffic management issues are pre-empted and measures are put in place to prevent problems. I however do not share these beliefs. It will be more of a case that issues will (possibly) be dealt with once the houses have been built and the problems have appeared.</p> <p>The developers are also of the opinion, after speaking to local doctors' practices, that they have the capacity to take on extra patients. If this is the case why is it so hard to get an appointment without the extra houses/families in the area?</p> <p>Also, are there going to be extra schools built to cope or are the existing schools in the area going to be expected to cope? As for the extra traffic this will cause there are already issues with the traffic on Blackbrook Avenue at morning rush hour, not to mention the traffic on Birchwood Way, which this week (w/c 18/01/16) alone has taken some drivers almost one hour to drive two miles.</p> <p>One of the great things about living in Cinnamon Brow is the access to greenery such as Peel Hall Park; why would you want to take this away from future generations?</p> <p>I can also see from the proposals that there is a planned access route onto/from Poplars Avenue; surely there is enough traffic using that road already? What are WBC's plans to manage this? Although the access is staggered with a set/proposed number of residents using each, will the site be set out in a way to police that or will there be cut-throughs available for people to use other accesses as if this is the case then all the traffic measures will need to be in place for all areas.</p> <p>Finally, where are the notices? Why haven't they been issued in the local area? I look forward to your response.</p>	<p>This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. Additional homes are needed because those on the market are not in sufficient numbers to meet the demand.</p> <p>Planning conditions for matters such as flood defences, drainage and traffic management plans are a recognised control mechanism within the planning system, and can enhance the quality of development and enable development proposals to proceed by mitigating the adverse effects of the development. Failure to comply with, or discharge, a planning condition can invalidate the permission granted so it is in the applicant's best interests to ensure that all planning conditions are met within the timescales established by the condition, rather than afterwards. Discharge of planning conditions does not prevent 'snagging' issues after completion but these issues will be generally property-related rather than site or phasing issues.</p> <p>We are not in a position to comment on the ability or otherwise to obtain an appointment with health service providers; as the applicant we can only rely on information provided to us by third parties with whom we engage.</p> <p>New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. This was discussed during the public consultation.</p> <p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p> <p>Peel Hall Park will be remaining and sits outside of the site boundary and the developable area.</p> <p>We cannot comment on the plans of stakeholders regarding management of traffic on roads outside of the site.</p> <p>The new neighbourhood will be designed using Best Practice Guidance, such as Manual for Streets and the Urban Design Compendium 1&amp;2, which sets out the best solutions for designing-out cut-throughs and areas which could otherwise encourage unwanted gatherings of people and groups.</p> <p>Over 4,500 leaflets notifying the community were distributed to addresses adjacent to and around the site; this is in addition to a comprehensive offline and online media campaign (including use of the Save Peel Hall Facebook pages), and a unexpected, yet nonetheless helpful email notification from Helen Jones MP. The distribution area was selected for its proximity to the site, with only a handful of addresses, disappointingly, not delivered to by the local company subcontracted for this.</p>
<p>Unsuitable for the site. No infrastructure; the highways [are] unable to cope with the increase of traffic in that area, especially as surrounding areas are accident blackspots (M62, M6, M57, Croft Interchange, East Lane's Road).</p>	<p>This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment.</p> <p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I do not support the proposals because they do not address the problem of over-crowded roads in the area. It is already extremely difficult to travel either in to Warrington town centre or out to Risley and Birchwood. Crossing the A49 is already difficult and this development will further exacerbate the problems - particularly during the rush hour, or when the motorway has problems. It takes almost half an hour to drive from Enfield Park Road to Padgate Station in the rush hour - a distance of just over one mile.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated through discussions with the various stakeholders responsible for traffic management and flow in and around this part of North Warrington.</p>
<p>We have not got hardly any green space left and don't want what is left clogging up with tiny 'affordable' eyesores. This is already a congested area and these proposals will just add to the already frustrated commuting residents. What happened to the 'clean air' campaign because this will just be fuel-filled polluted air.</p>	<p>The properties proposed are not intended to be 'tiny eyesores' as these would not be appealing to owners and occupiers. The intention is to create a high quality development, with a range of homes ranging in size and offer from starter homes to family homes, with a number of typologies and design to be determined during any Detailed design stages. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated through discussions with the various stakeholders responsible for traffic management and flow in and around this part of North Warrington.</p>
<p>Concerned about impact of traffic on existing infrastructure. Poplar's Avenue and Blackbrook Lane already very busy and congested at rush hour. Winwick Road already grid-locked. More traffic will cause major problems = frustration and danger. Buildings will cause loss of water drainage in area [and] will result in possible flooding and pest infestation.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated through discussions with the various stakeholders responsible for traffic management and flow in and around this part of North Warrington. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event. Future or predicted pest infestation is not a matter that can be dealt with through planning and is a matter for occupants to manage through good hygiene practices.</p>
<p>Not happy - we don't need more housing around this area causing further traffic problems from additional cars on the road in this area. We take our daughter for long walks in the area and won't be able to if you build on it. There are many different species of wildlife which you will be killing off by building these homes.</p>	<p>This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated. Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated through discussions with the various stakeholders responsible for traffic management and flow in and around this part of North Warrington. Peel Hall Park is remaining and sits outside of the site boundary and developable area; family walks can still be enjoyed within the park rather than on this privately-owned site.</p>
<p>This is the third time you have applied for this; just give up and go elsewhere. Thank you!</p>	<p>We are not aware of any limits to the number of proposals which can be brought forward for a given site.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>The town may need more housing but the current road network and the proposed roadways would cause complete chaos in the whole area. The position is bad enough already. This area cannot deal with that sort of increase of population no matter you did try to hide over the facts.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team, and we continue to explore how the impact can be mitigated through discussions with the various stakeholders responsible for traffic management and flow in and around this part of North Warrington.</p>
<p>I am definitely against the proposal to build 1,200 houses on Peel Hall. The local area cannot take the volume of traffic now at rush hours so another 2,000 cars on the road would be impossible. Delph Lane cannot take any more traffic which leads to Winwick. Our schools are now full, our reduced centres will not take the volume and it would take weeks to see a doctor. We need to keep our green field in the vicinity, not forgetting our wildlife. Brown site should be used first and I have lived here for 32 years and have seen too much building in the area. I am certainly against this proposal.</p>	<p>We are aware of concerns about traffic impact and mitigation continues to be a priority of the project team. We will continue to explore how the impact can be mitigated through discussions with the various stakeholders responsible for traffic management and flow in and around this part of North Warrington. New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. We are not in a position to comment on the ability or otherwise to access health appointments. This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Against this proposal for many reasons:                      Close proximity to M62 - impact on health/toxins                      Impact on the local infrastructure, roads, schools, landscape.                      The highways are already full especially in the morning and evening                      No drainage plans in place - can't see how the area can support such a build with the additional drainage onto flooded land                      Satnam's total disregard to the local community does not bode well for the future; the current consultation is sending out 4,000 leaflets doesn't from evidence received appear to have been done                      The wonderful ecology of the area will be put at risk and the preserved areas damaged with the proposed density of housing</p>	<p>A significant buffer is proposed between the developable area within the site and the motorway boundary; this is in addition to the area of land between the site boundary and the motorway boundary.                      We are aware of concerns about traffic impact and mitigation continues to be a priority of the project team. We will continue to explore how the impact can be mitigated through discussions with the various stakeholders responsible for traffic management and flow in and around this part of North Warrington.                      Drainage plans would form part of the Detailed proposals; these are at Outline stage. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event in response to questions raised at that time.                      Over 4,500 leaflets were hand-delivered to residential and commercial premises upto eight days before the consultation. A small number of people (Houghton Green Village) did not receive their leaflets until the day before due to a delivery company issue beyond Satnam's control. 'Evidence' was supplied by people who may have expected to receive a leaflet but who were not necessarily within the delivery area. Leaflet-delivery was supported by a comprehensive media and social media campaign, with anticipated word-of-mouth also publicising the consultation.                      Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p>
<p>The proposals need to be looked at again; my concern is access to the site, and the amount of traffic (2-3,000 extra cars per day) on already congested roads. There are already grid-locks at Sandy Lane (near Aldi) and the junction at the bottom of Northway/Poplars Avenue is already overloaded with heavy traffic.</p>	<p>Existing infrastructure restricts the nature and location of access points. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>
<p>Access problems.                      Roads insufficient for volume of traffic envisaged (i.e. say 2,300 extra vehicles).</p>	<p>As previously stated, existing infrastructure restricts the nature and location of access points. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>My main concern is the use of Mill Lane to access approximately 150 houses down the bottom (200-300 extra cars). The junction from Mill Lane out on to the main road (Delph Lane/ Mill Lane junction) has limited sight lines as the road goes at an angle and it is difficult to get out sometimes as you start to go then a vehicle suddenly comes into view and you have to brake quickly. And then it appears that you are proposing another roundabout just a short distance away when there is already one by the Mill House pub which could be used and the road widened by taking some land from the playing fields to access the whole proposal.</p>	<p>The proposed solution of an access road with roundabout on Mill Lane is the safest solution to the traffic issues in this area. Speeding traffic will slow for a roundabout, which will also improve the flow and movement of vehicles. We are continuing to explore how traffic on Mill Lane, Delph Lane can be managed and mitigated in the best way possible given the available infrastructure.</p>
<p>I strongly oppose the proposals for two main reasons:</p> <ul style="list-style-type: none"> <li>• Many people have purchased their houses because of the semi-rural location and because their property is not overlooked. The plans will have a direct negative effect on the pleasure of living in those properties and also the market resale value</li> <li>• While the site is being developed, there will be a massive detrimental effect on access to our properties. Mill Lane is not wide enough to cope with the traffic that will be using it. It is difficult enough when domestic traffic is packed on one or both sides of the road. When the development is complete, Mill Lane and other roads will be used for domestic access to all the new properties. Again, we live in Mill Lane because it is semi-rural and a no-through road. The chief reasons for choosing this location will have disappeared and, we feel, the market value and attractiveness of our property will plummet, should we choose to relocate.</li> </ul>	<p>A right to a view is not a valid reason for refusing planning permission. There is no evidence that this development proposal will have a negative impact on the value of houses adjacent to and around the site. The absence or otherwise of houses does not impact on the pleasure one derives from where they live.</p> <p>Access to properties will still be possible during construction works as the works will be confined to land within the site boundary, rather than on surrounding streets and driveways. Where construction work is necessary on roads, such as the creation of the new accesses and the proposed roundabout, traffic flow would be managed through recognised traffic management measures. These would be notified to the community in advance as is the norm, and would be no more intrusive or disruptive than when utilities or highways contractors are carrying out essential works which disrupt traffic. Again, there is no evidence that construction work will decrease the market value of existing homes.</p>
<p>I currently use the land behind our house and would not be able to do this if you build on it. The access road would be at the side of my house, causing constant traffic which we do not get at the moment. This is not acceptable.</p> <p>From your plans I see it will be an employment zone; this would mean unsightly buildings - again, unacceptable.</p> <p>The loss of the fields will also mean loss of habitat for wildlife and recreation areas for people with pets. The road is also too narrow to have cars constantly passing at the junction with Birch Avenue. I don't want to be in the middle of a building site for years which ends in being overlooked with a terrible view, and constant noise.</p>	<p>The land this consultee refers to is privately-owned - and not by him. The access road is proposed for the most suitable location.</p> <p>The design of the buildings within the employment zone is yet to be determined, so we are unable to comment on this consultee's assertion that they would be 'unsightly', and thus unacceptable. The design and construction of the whole site is intended to be of the highest possible standards.</p> <p>Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p> <p>Noise impact and construction disturbance would be mitigated.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I think the proposal is ridiculous. I cannot understand why Satnam are considering this again.</p> <p>The development is not needed or wanted. Schools, hospitals, roads, GP surgeries etc. are already at full capacity. I cannot imagine what life will be like in Cinnamon Brow if this thing goes ahead - it will be a negative future. As it is, Cinnamon Brow is like one big housing estate and this is the only open space left. The only place where families can enjoy time together for picnics, walks, outdoor activities, wildlife etc.</p> <p>I fear for the safety of children when there is an increased presence and traffic on the roads.</p> <p>Wildlife will desert the area and children will grow up without seeing natural habitats or places to play. I fear for the noise pollution when the houses are being built for 15 years!</p> <p>There is another development ongoing locally which is severely disrupting the local residents' due to noise pollution and shaking people's houses.</p> <p>How can you guarantee this will not happen? How are people going to sell their own houses when there are new houses to be bought? Will we be able to sell our houses knowing the increase in traffic in the area? No!</p> <p>I am dead against this application - I do not know anyone who is for it. I only see it as greed on the developer's part.</p> <p>Not for the good of the community only the developers.</p> <p>If this gets passed questions will be asked!</p>	<p>This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment. These points in mitigation would suggest that the development is both needed and wanted.</p> <p>New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. We are not in a position to comment on the ability or otherwise to access health appointments.</p> <p>Peel Hall Farm is remaining, and sits outside of the site boundary and developable area, as are Radley Common and Radley Plantation. Wildlife and species are adaptable and will resettle, although any conditions to assist with this will be discharged. Noise pollution will be managed and mitigated as part of the construction works.</p> <p>There is no evidence that the attractiveness of existing properties will be affected by this development; some people choose to live in new properties; others prefer older modern properties, while others still may prefer characterful older and historic properties.</p>
<p>Traffic proposals need a major examination with the proposed exit onto Poplars Avenue which is already a main busy route through to Winwick Road and Birchwood. Problems are especially prudent at the traffic light junction since the small centre has been built (Aldi, Costa and pub) causing major tailbacks all through the day but extreme at rush hour times. If you include another approximately 2,000 cars from this estate the result would be chaos and make the congestion considerably worse!</p> <p>Age group within the proposed area: This is looking similar to the Chapelford estate across the other side of Warrington where they are having a big problem with young children and gangs which has resulted in community policing. Is there going to be an adequate mix of age groups to ensure that it is not just young families moving in?</p> <p>You have stated that free (OAP) transport would be provided - I would like to know where it would cover and where too?? How long would this be provided for before cuts were made to the number of routes and timings of the service?</p> <p>Extra pressure on the surrounding health services i.e. GPs, dentists and the hospital which is already under massive pressure to cope with the existing population in Warrington.</p> <p>800 houses per year was the quote from the planning consultant that Warrington needs to provide in housing so will the area be developed at a later date?</p> <p>Will the houses be prime targets for Buy to Let landlords, resulting in empty properties and changes in tenants with a high turnover that have no regard for the area?</p>	<p>The traffic proposals are the best solution possible at this time, given the constraints of land and infrastructure around the site. Traffic management measures would be implemented to ensure a consistent flow without impeding existing measures, and we are in discussions with all relevant stakeholders to ensure the best possible outcome in terms of traffic management is achieved.</p> <p>There is no 'proposed age group' for this development proposal. A truly sustainable community is one which comprises a range of dynamics including, but not limited to, age, gender, employment profile, family profile and facilities to support those who live within the neighbourhood. The houstypes proposed for the new neighbourhood would be a range of units, from starter homes to family homes, with typologies and number of bedrooms and reception rooms varying according to the size of the property and its typology. These details are yet to be determined, and would be established during the Detailed phase of the design process.</p> <p>A bus service is proposed, running through the new neighbourhood and onward to local destinations yet to be decided. This will be determined in discussions with the local provider. Routes and frequency are also yet to be determined. New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. We are not in a position to comment on the ability or otherwise to access health appointments.</p> <p>The homes are intended as family homes rather than investment opportunities, as the former is what has been identified by the council as being needed.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>The traffic is a nightmare as it is without adding to the situation. Going anywhere at peak times will add more time to people's working day.</p> <p>Green spaces are very limited in this area. I thought the idea was to try and get people out - there will be nowhere left for children to play football or for dog walkers.</p> <p>Warrington Council claim they have no money. If this goes ahead I can see my council tax being greatly increased and for what? More houses and increased traffic. Nothing that will benefit people already living in the area. We will end up like Stockton Heath - can't move in or out.</p> <p>When there is an incident on the surrounding motorways Warrington is at a standstill. This will only make it worse.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure.</p> <p>Formal and informal green spaces will continue to exist through a mixture of retained and new areas to encourage recreation, play and sports.</p> <p>A perceived 'lack of money' on the council's part is not something we are in a position to comment on. Council Tax is based on a number of factors, rather than the number of houses being built to address a housing shortfall.</p> <p>We are discussing traffic management and flow, and potential solutions, with all relevant stakeholders, to ensure the best possible solution is achieved.</p>
<p>The road system around the area is not going to support the disruption during the long building phase and the increase in traffic when completed.</p> <p>Also, there are several schools in the area and heavier traffic always causes an increased risk of accidents to children going to and from the schools. This area is also an already heavily housed part of Warrington and will affect wildlife.</p> <p>Also, as a marshland, won't more concrete and less drainage make it more liable to flooding?!</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p> <p>Drainage plans would form part of the Detailed proposals; these are at Outline stage. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event in response to questions raised at that time.</p>
<p>This proposal puts extra pressure on the limited resources already existing in the area. It will be a blot on the landscape and the proposed development will have far more of a detrimental impact on our area than any other supposed benefits. I strongly object to the development.</p>	<p>The proposed development will not be a 'blot on the landscape'; it is intended to be a high quality development which will help the council meet locally-arising housing demand. Provision of additional services and resources would be partially funded by the developer contribution in the normal way.</p>
<p>While I feel housing is needed generally across the country, Warrington, due to Manchester/Liverpool overspill, has become a traffic nightmare!</p> <p>Accidents on M62/M6 cause total gridlock across Warrington, impeding motorist police, fire brigade and ambulances!</p> <p>I feel the total disregard by the council to address the road system leaves much to be desired.</p> <p>We need to resource the traffic issues in the area without putting the amount of houses/people into the area, thus putting another massive strain on this very poor road system. Sort the roads out first!!!!</p>	<p>Housing is needed generally within the UK, and specifically in Warrington, where the council have confirmed a requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. We cannot comment on criticism of the council regarding the road system, but are working with relevant stakeholders to address concerns where possible.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Very concerned that no provision is in place to accommodate the extra traffic. The traffic is at a standstill most mornings and this will only make it worse.</p> <p>There is no way the doctors and dentist can accommodate more people; there is nothing in the plan for medical facilities. Drainage is a problem in the park. This will get worse if more concrete is laid in the area.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. We are working with relevant stakeholders to address concerns where possible. New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal.</p> <p>Drainage plans would form part of the Detailed proposals; these are at Outline stage. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event in response to questions raised at that time.</p>
<p>Traffic impact will be severe on the narrow roads around the area of Cinnamon Brow. We accept that houses are needed but with all the building that has taken place or is in the process of being built I find it difficult to believe that Warrington needs any more at present, but it is the access issue that is most important. Enfield Park Road is a rat run now and Birchwood almost a car park at peak time as it is; we do not need the impact of more traffic!</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. We are working with relevant stakeholders to address concerns where possible. Housing is needed generally within the UK, and specifically in Warrington, where the council have confirmed a requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. Existing infrastructure restricts the nature and location of access points, but we have explored all solutions to achieve the best possible outcome for the community while working with the existing infrastructure.</p>
<p>There will not be adequate schools / health care facilities to support this build financially in the long term.</p> <p>Roads could not cope with the extra traffic.</p> <p>Also build will be on playing fields used by the community.</p>	<p>New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal, but are not required to 'support the development financially'. Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The existing playing fields will be relocated and improved as part of the development proposals, with a new access created where the current playing fields are.</p>
<p>We are unhappy that the already busy roads in this area will be put under more unsustainable strain due to this comprehensive development.</p> <p>The land is not suitable for housing development.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment.</p>
<p>Our roads cannot cope with that kind of traffic bringing cars onto Poplars Avenue or Greenwood Crescent because it takes ten to 15 minutes to get onto Poplars then try to get onto Long Lane in the morning.</p> <p>Too many houses; you are ruining the nature. We go bike-riding on a Sunday with my granddaughter. When I told her your plans she said "why are they taking our nature away?". 1,200 cars on our roads; that's only if they have one car. Most families have two. Taking cars onto Poplars Avenue is because of the parkin; mot of the time it [is] single lane.</p> <p>I will oppose it all the way.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. The council have confirmed a requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand.</p> <p>Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p>



## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Traffic impact. Wildlife impact. Open spaces will be closed off. Noise levels. Local infrastructure - i.e. hospitals/leisure.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. Open spaces will not be closed off; Peel Hall Park is remaining and sits outside of the site boundary and developable area. Radley Common and Radley Plantation are also remaining. New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal.</p>
<p>Will affect traffic flow. Wildlife in the area will be disrupted. Not enough schools in the area as it is. We will lose football pitches for our children.</p>	<p>Traffic impact and mitigation continues to be a priority of the project team. We are exploring how the impact can be mitigated within the existing infrastructure. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. New community facilities, including a local hub which could accommodate health service providers, and a new school, are included within the proposal. The existing playing fields are not being lost; this proposal includes the relocation and improvement of the current facilities to create fit for purpose pitches and ancillary facilities.</p>
<p>This is one of the last pieces of true open land in the area. It is therefore very important for wildlife - there may not be any truly rare species but it is important for breeding bird and wildlife in general. One of the exits is onto Blackbrook Avenue. This leads to Delph Lane. Delph Lane is extremely narrow, with sharp/blind bends. It is already used by too many cars but is also open to use by large wagons. Your plans would cause a serious situation to become positively dangerous e.g. it is the only way I can cycle to get to Winwick/Croft. I already face dangerous situations - your plans would make it life-threatening. Flooding is already a problem in this general area - hence the flood defence work on Spittle Brook (Enfield Park Road). Your proposal would take away large areas of grassland which are vital for run-off of water - you will exacerbate the situation.</p>	<p>This site is former agricultural land purchased with the intention to develop it at the right time. That time is now, in response to the council's a requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. Existing infrastructure restricts the nature and location of access points, but we have explored all solutions to achieve the best possible outcome for the community while working with the existing infrastructure. The proposal to locate a new access and roundabout off Mill Lane is the safest solution and will help to slow traffic down while improving flow and movement, thus making it a safer route for cyclists such as this consultee. Drainage plans would form part of the Detailed proposals; these are at Outline stage. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event in response to questions raised at that time.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>The proposed development at Peel Hall Farm and Radley Common simply would not work:</p> <ul style="list-style-type: none"> <li>The roads are already congested at the moment and the development would make it worse. More buses are not the answer. Not everyone wants to travel by bus and more buses on the roads would just make a bad situation even worse</li> <li>There are no plans for a new school, yet the schools we have are already full, so the children who want to go to either primary school or to the senior school would not be able to go there. So what is to be done about that?</li> <li>There are a lot of Ramblers and dog walkers who walk their dogs on Radley Common and the back woods, through the hamlet of Houghton Green and Delph Lane, or to the motorway footbridge and through to Winwick. I include myself in this and we need the open spaces and Public Rights of Way. The open spaces mean that dogs can be exercised away from housing estates and busy roads. Putting more houses and roads on to common land, leaves them with nowhere to go. Leave the green belts alone - they benefit everybody</li> <li>We don't need any more Community Centres, we have enough and the ones we do have are not getting used</li> <li>We don't need any more retail parks or shopping centres all the existing ones have plenty of empty units and are just a few minutes away by car.</li> </ul> <p>So leave Peel Hall and Radley Common alone. We don't need 1,200 homes, or any thing else building, it is fine as it is. I will fight these proposals to the bitter end.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p> <p>Proposals for a new school are included within the local hub and community facilities shown on the display boards and discussed during the public consultation.</p> <p>Some established green spaces will remain, including Peel Hall Park, and new ones will also be created within the proposed development. The site is not 'common land'; nor is it Greenbelt land. The site is privately owned and, subject to the relevant permissions, can be brought forward for development.</p> <p>The community facilities or 'local hub' are intended as facilities which the new neighbourhood would benefit from or have identified a demand for. These could be health service providers or a local shop, rather than a retail park or shopping centre. Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years. The results of that study are now final. Rather than the estimated 360-500 homes per year believed to be required previously, the council now confirm they require at least 840 homes per year in the town to meet locally-arising housing needs.</p>
<p>There is too much traffic congestion as it is without further builds in this area.</p> <p>There are too few green areas in this part of Cinnamon Brow. At the earliest possible opportunity please sell the land back to Warrington Borough Council.</p> <p>Access is dreadful.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs. This site is privately-owned, rather than 'common' land for use by the community. The land is not for sale. Accesses are determined by the existing infrastructure.</p>
<p>I think everything you are proposing is not the truth.</p>	<p>We cannot mitigate against scepticism.</p>
<p>The increased volume of traffic feeding onto Blackbrook Avenue will entirely block all routes to motorways M6 and M62. Already there are delays along Crab Lane and Delph Lane and there is no plan to dispose all the additional traffic.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p>
<p>No, not enough green space as it is.</p> <p>Roads, schools, hospitals couldn't cope.</p>	<p>This site is privately-owned land, rather than common green space. The community facilities or 'local hub' are intended as facilities which the new neighbourhood would benefit from or have identified a demand for. These could be health service providers or a local shop, rather than a retail park or shopping centre.</p>
<p>No infrastructure. They want to build on land that can be flooded. The access points are useless. Warrington is grid-locked at the best of times; how will it manage with another influx of cars trying to get onto Winwick Road at rush hour?</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p>
<p>Traffic - Too many properties already. It's not required. Who is to benefit? Not the residents. It's madness.</p>	<p>Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I am totally opposing Satnam's proposals. Public support against the development is overwhelming. We do not want this development in any phase going ahead.</p> <p>The proposals do not fit in with the borough council's new Core Strategy. There is no infrastructure in any form on the proposed development site. There are no support services in place to support this development i.e. hospitals, police, fire service, buses, schools and other amenities. The site has been enjoyed by hundreds for wildlife, growing rapidly over the years with a number of important species being sighted.</p> <p>The proposed entrance across the playing fields is totally outrageous and unthinkable. These fields have been used by hundreds of residents and local football teams on a daily/ weekly basis. It is an important facility for everyone in this area, and has been enjoyed by many for the past 30 years since I have been living in the area. I too use those fields every day to walk my dogs for those 30 years.</p> <p>The entrance over the fields is completely opposed.</p> <p>The adjoining roads simply cannot take any more traffic; it would be too congested. The roads are busy enough. One side of that proposed entrance - Delph Lane is almost restricted traffic. It cannot even take large lorries!! The other roads - Blackbrook Avenue etc. are extremely busy - all day and every day, believe me!</p> <p>The site is fairly waterlogged on a regular basis; drainage would be a particular problem issue. There are enough brownfield sites around Warrington, many with infrastructure in place to meet the area/council's needs over the coming years.</p> <p>There are hundreds of houses/apartments, newly built that are standing empty because the need for new housing in the town simply isn't there. We do not need any more and if we did the council should utilise the sites already allocated and especially those with infrastructure in place.</p> <p>Satnam should consider building in areas that need housing - Manchester etc. and not Warrington. I am completely opposing this development and would support any measure to stop this from going ahead.</p>	<p>The number of respondents to the consultation event and online consultation period are not reflective of the population of North Warrington, although the applicant appreciates and has read all of the comments provided to date. This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand, and as such would not appear to contradict the Core Plan.</p> <p>Proposals for a new school are included within the local hub and community facilities shown on the display boards and discussed during the public consultation. Services provided by other organisations such as emergency services are a matter for those organisations, rather than the applicant, to deal with, manage and provide.</p> <p>The proposed access off Mill Lane is in the only possible location for it, with the existing playing fields relocated to elsewhere within the development, as discussed with attendees to the public consultation.</p> <p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p> <p>Drainage plans would form part of the Detailed proposals; these are at Outline stage. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event in response to questions raised at that time.</p> <p>Satnam owns this site, in Warrington, which has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment.</p>
<p>Lack of infrastructure/access/services. Sufficient brownfield sites to accommodate housing requirements. Green fields needed.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs. This site has been confirmed as "suitable, available and achievable" for housing as proposed in the council's 2015 Strategic Housing Land Availability Assessment. Green spaces are provided within the development, in addition to the retained Peel Hall Park which is not within the site boundary.</p>
<p>I think the traffic in the town can't handle the extra houses. We need better roads before adding more people.</p> <p>I also think it will affect the wildlife too much. I also feel this will affect the price of my house in a negative way which I only bought last year (November 2015).</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance. There is no evidence that this development would affect house values.</p>

## 4.0 Feedback and Applicant's Response

---

Feedback and Comments	Mitigation and Applicant's Response
<p>Traffic in this area is already bad. Outlets from the proposed site will make this worse.</p> <p>Local amenities; doctors, schools, etc. already full.</p> <p>Some areas are quite close to flood risk from existing waterways. This development would increase the risk.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs. Proposals for a new school are included within the local hub and community facilities shown on the display boards and discussed during the public consultation. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Firstly I would like to comment on the consultation itself. When I arrived I was asked if I had received a leaflet. I had not and on checking the person who asked me advised that I was outside the circulation area. I live at Gairloch Close and my son, who also did not receive a leaflet, lives on Montrose Close. We both strongly believe we live well within the area to be affected by this development.</p> <p>A director of Satnam told the Warrington Guardian that he wanted to hear from as many residents as possible. If that was the case then he should have made sure Results Communications made significantly more of an effort to involve those who would be affected. I do not believe that Satnam/Results Communications have followed guidance in the Localism Act regarding the pre-application process.</p> <p>I also cannot understand why the information was not on display at the consultation was not put on Results Communications' website before the event to give residents an opportunity to consider the plans before attending the consultation event.</p> <p>I would now comment as follows on the actual plans which were displayed and have now been put on the website:</p> <ul style="list-style-type: none"> <li>The proposition of 1,000-plus cars exiting the proposed development onto Mill Lane or Blackbrook Avenue is very concerning given the level of traffic already experienced by residents with traffic levels leaving the area to Winwick via Mill Lane and Delph Lane, to Birchwood via Enfield Park Road and Crab Lane, and into Warrington via Blackbrook Avenue</li> <li>The proposition of 300 plus cars exiting the proposed development onto Poplars Avenue which is already a busy road, with cars parked on either side. Also where are these cars going to go? Either to the A49 via Cleveland Road/Howson Road which is already heavily congested as a result of the Aldi retail development on the A49 roundabout or again towards Birchwood or Warrington.</li> <li>Public services in the area will be put under further pressure. 1,200 homes equals how many adults and how many children? What consideration has been given to these issues? Local doctors are full, local dentists are full, local schools are full. No-one at the consultation could answer these questions.</li> <li>No information was provided on how long the development would take and the effect of a considerable amount of construction traffic in the area.</li> </ul> <p>There are other subject[s] I could raise but for the time being the above would be sufficient provide significant concerns to existing residents.</p> <p>Finally I would ask why Results Communications are only providing three weeks for feedback. Guidance on the pre-application process considers 28 days being a minimum for straightforward or uncontroversial projects and given the history on this proposed development it could hardly be described as either.</p>	<p>Over 4,500 leaflets were hand-delivered upto eight days prior to the consultation taking place. The circulation area was drafted, taking into consideration the site's location and those residents and/or commercial premises directly affected by the proposals, and was supported by a comprehensive publicity programme given the proximity of their homes/business premises to the site, rather than road-users.</p> <p>The consultation was attended by some 286 local people, with more viewing the proposals online between 24 January and 13 February, and feedback being received right up to the deadline. Those directly affected had a range of opportunities to engage with the project and be consulted. National and local guidance for pre-application consultation was consulted and embedded as part of this project.</p> <p>Publicising consultation displays online is a step beyond that of many local authorities, and our experience has proven that footfall is higher and discussions more effective face-to-face rather than opinions being formed beforehand and attendance at consultation events low. The plans were uploaded early on 24 January as planned and advertised. We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p> <p>Proposals for a new school are included within the local hub and community facilities shown on the display boards and discussed during the public consultation. The consultation was an open forum and questions about development timescales and likely impacts were asked and answered, and discussed generally as part of dialogue.</p> <p>Warrington Borough Council's Statement of Community Involvement recognises that No system for publicising planning applications can be totally effective, however extensive. It states that <i>'a balance needs to be struck between providing a reasonable opportunity for people to comment on applications and the cost and speed of decision-making. It is considered that current practice for notification and consultation strikes a reasonable balance and the council has an approved procedure note for publicising applications'</i>. Results Communications followed the council's own SCI policy of providing 21 days for responses (source: Warrington Statement of Community Involvement, p24, para 3.5) and its guidance on consulting about Tier 2 development proposals. It is common practice to follow guidance from the relevant local authority and experience has proven this approach effective and engaging.</p>
<p>Unable to get onto local roads now with 1,000-plus more cars . It's unthinkable; no benefit to the people who live here now; it's just money people lying to con people to make more money. No. no. No.</p>	<p>This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I think this should not happen! Being a resident here for 14 years and me, my family [and] my dog have so many great days on Peel Hall Park, for you to come in and build yet more houses is disgusting!! Strongly don't want this for our community; think of all the wildlife too. I'd like my kids to take their kids there on a day out not to yet another Chapelford with a couple of swings and a slide. Please don't be mean; please keep it green.</p>	<p>This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. Peel Hall Park is remaining and sits outside of the site boundary. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p>
<p>Due to traffic noise and one of the entrance points is close to my property so the traffic will be more difficult, and I feel we don't need any more housing as we are losing a lot of the forest area and greens around the area.</p>	<p>This proposal has been brought forward in response to the council's requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand.</p>
<p>I think it is horrible because if they knock down Peel Hall it's taking away a lot [of] homes from animals and destroying environment. Listen to the children - after all they're our future.</p>	<p>Peel Hall Park is not being 'knocked down'; it is remaining and does not form part of the site or these development proposals. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p>
<p>We are surrounded by motorways - M6, M62 - [and] when there is an accident this area is blocked. This happens in peak times. I'm a hedgehog rescuer (volunteer) and there is a large population of hedgehogs in this area of Cinnamon Brow and along the area along Poplars Avenue that backs onto your land. There are lots of birds and foxes and other wildlife in this area and on Satnam land. Although it doesn't help having the land bulldozer every so often. No to proposal.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.  Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p>
<ul style="list-style-type: none"> <li>• Concern over volume of traffic, especially in the morning</li> <li>• Impact on environment/nature/wildlife</li> <li>• Extra homes/more people; our schools cannot cope with the intake of cars as of now</li> <li>• Bus pass for residents of the development only?? What about the rest of the local area? Residents will still own cars which will not solve the traffic problem</li> <li>• Disruption caused from building this development; large lorries on the roads, etc.</li> </ul>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs. Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.  Proposals for a new school are included within the local hub and community facilities shown on the display boards and discussed during the public consultation. Providing a bus pass is a conceptual idea at this stage, with a number of decisions yet to be confirmed; this will happen as the development proposals progress. The bus service is intended as an alternative to private transport, and for those who choose not to or cannot afford to own their own vehicles. Construction sites by their nature are disruptive, however the impact through noise, dust and inconvenience will be mitigated through recognised practices and protocols, as is the norm for construction sites elsewhere in Warrington, the North West and the rest of the country.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I am against the proposed development because of the impact it will have on the local road network. The access to the site on Mill Lane and at the junction of Enfield Park Road cannot sustain this level of proposed traffic, especially with over 1,000 vehicles accessing the site.</p> <p>The question of the schools and doctors' surgeries are debatable as although it may be part of a S106 to build them the local amenity and CGC may not have the necessary means to fund them.</p> <p>The destruction of playing fields on Mill Lane would also be a blow as although you are proposing to build a new facility there is still a question over the safety of children from the Cinnamon Brow area getting to the new sites.</p> <p>There is also a massive impact on the local wildlife and the long-term sustainability of the site.</p> <p>There is also a concern about additional traffic and noise and pollution ensuing from the site on the local road.</p> <p>The quality of local roads around Winwick, Orford and Cinnamon Brow can't sustain high levels of use.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p> <p>Proposals for a new school are included within the local hub and community facilities, which could accommodate health services providers, shown on the display boards and discussed during the public consultation.</p> <p>The playing fields are not being 'destroyed'. They are being relocated and improved to provide better recreation spaces and associated facilities within the proposed development, as discussed at length during the consultation, and as shown on the display boards.</p> <p>Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p>
<p>We are against the development because of the increased traffic it will cause and the loss of green space.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p>
<p>Totally against the building going ahead. We will be losing our green land and wildlife, also nowhere to walk dogs. Also, extra traffic will be brought onto a grid-locked areas when accidents on motorway. Not enough doctor surgeries in the area as it is so where are these people expected to go? Not enough schools for the extra children.</p>	<p>Peel Hall Park is not included within the site and will therefore remain, and be added to by the inclusion of green spaces within the proposed development. A school is proposed and was discussed at the consultation. Traffic management continues to be an area under discussion by the applicant and stakeholders.</p>
<p>Loss of green space and park areas - wildlife.</p> <p>Concerns that current schools will be closed to accommodate new school (such as what happened at Chapelford).</p> <p>Insufficient local road infrastructure to cope with another 1,200 homes - local roads already cannot cope with current traffic levels (currently takes 45 minutes to get 1.5miles from Welsby Close to M62 during peak travel).</p> <p>Concerns about parking in the proposed new housing; will there be more cars parked on the road itself? Adding to more traffic delays. What will happen if there is an accident on the motorways? The whole of Warrington already comes to a standstill; this will not help!</p>	<p>Green spaces will be included within the development, and will remain where they exist beyond the site boundary. The proposed school is intended to add to the current provision.</p> <p>Traffic management continues to be an area under discussion by the applicant and stakeholders.</p> <p>Adequate levels of parking will be included within the detailed designs at the next phase of the planning process as appropriate.</p> <p>The motorway network, traffic management and flow is not a matter for the applicant, although we are in discussions with all stakeholders responsible for traffic management and flow in and around this part of Warrington.</p>
<p>We are totally against this proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>• The area infrastructure cannot take the increase (or will not be able to)</li> <li>• Flooding will occur (which you already acknowledge by putting in drainage now)</li> <li>• There is no need for the additional houses</li> <li>• If it does go ahead you have no provision/guarantee of schools or medical provision (very weak and don't believe)</li> <li>• You will ruin our community (on your conscience or not as the case may be).</li> </ul> <p>Basically please just go away and use your money for more worthwhile causes.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off. The council have confirmed a requirement of at least 840 homes per year to meet locally-arising housing needs over the next 20 years to meet housing demand. Proposals for a new school are included within the local hub and community facilities, which could accommodate health services providers.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>It all looks nice, presented on the boards with the spiel given, however the facts remain:</p> <ul style="list-style-type: none"> <li>• Inadequate roads. Size etc. Increase in vehicles leading to traffic chaos (which is bad enough now)</li> <li>• Schools - already oversubscribed; you may promise to build more but when built have to be funded</li> <li>• GP surgeries and dental. Inadequate at present so this will again add to the burden. Building a surgery doesn't solve the problem as GP surgeries require staffing and funding</li> <li>• Drainage - that land is saturated. Building in a concrete jungle will make this problem worse</li> <li>• We don't want this on our doorstep - would you?</li> </ul>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p> <p>Proposals for a new school are included within the local hub and community facilities; the school has been included following discussions with stakeholders so funding has been considered prior to including within the proposal. The community facilities could accommodate health service providers. Drainage plans would form part of the Detailed proposals; these are at Outline stage. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event in response to questions raised at that time.</p>
<p>As outlined before there is an existing regulation banning any permanent building within 1,000 yards of the motorway due to underground workings (see NBC records). These workings are part back-filled and flooded which is unstable and produces massive amounts of methane which currently seeps through the area proposed for housing. Very very dangerous. Also, at least 600 current dwellings will be flooded due to the loss of the natural soak-away of this land is developed.</p>	<p>The proximity of the motorway has been considered when identifying the developable area within the site boundary. Drainage plans would form part of the Detailed proposals; these are at Outline stage. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event in response to questions raised at that time.</p>
<p>Increased noise. Increased traffic. Increased crime. Loss of green space in North Warrington. How many local people will be taking these houses? Flooding problems increase. From feedback of people attending meeting it is obvious no-one wants this development. More informative meeting to discuss this problem; it needs to be a larger hall where more questions can be forwarded everyone can be heard</p>	<p>Construction and development inevitably causes increased noise and traffic but there is no evidence that this proposal will increase crime levels. Green spaces are designed into the proposal and flood risks will be mitigated.</p> <p>The consultation was designed as an open, drop-in forum to ensure people could attend at times to suit them, rather than a set meeting time accessible to a disproportionate few. All consultees had the opportunity to discuss the proposals and ask as many as questions as they wished.</p>
<p>Having studied the plans and having experienced the ongoing problems caused by the building of Birchwood Park, which seems to have been done without any thought to the existing infrastructure, the building of this many homes in this area will exacerbate the problems the residents experience on a daily basis.</p> <p>My wife works eight miles away. It takes her 45 minutes each morning just trying to get out of Cinnamon Brow. If you take into account how many additional vehicles this housing will place on local roads then it is just going to accelerate the problem further. The roads cannot cope.</p>	<p>The site has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p> <p>Traffic management continues to be an area under discussion by the applicant and stakeholders. Impact on infrastructure will be mitigated through the developer's contribution as is standard practice.</p>



## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Great concern over the volume of traffic; tremendous problems already. Also concern about narrow roads from Delph Lane to Myddleton Lane. Where is the water going to come to serve all these properties? We are already surrounded by a network of motorways and are subject to filth and pollution that this already brings. We do not need any more vehicles. Also the wildlife is very much a concern; it would be like living in a concrete jungle. Regarding the traffic concerns, it is well-known that Warrington is grid-locked regularly, which causes problems with school pick-ups and hospital appointments.</p>	<p>Traffic management continues to be an area under discussion by the applicant and stakeholders. Impact on infrastructure will be mitigated through the developer's contribution as is standard practice. Appropriate levels of drainage and utilities will be provided once construction phases commence.</p> <p>There is no evidence that this site is a Site of Special Scientific Interest (SSSI) but Environment Impact Assessments will continue to be carried out.</p>
<p>The proposal will take away valuable countryside which many local people use/enjoy. The area contains many types of wildlife which would be destroyed. The traffic impact would gridlock Cinnamon Brow area. Before this site should be proposed Warrington contains large areas of brownfield sites; these should be proposed before this.</p>	<p>The site is former agricultural land, and has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. There is no evidence that this site is a Site of Special Scientific Interest (SSSI) but Environment Impact Assessments will continue to be carried out. Traffic management continues to be an area under discussion by the applicant and stakeholders.</p>
<p>I am 12 and I go to the park with my friends. I also play football on the Mill House field. I am strongly against it as there is no other grass/space to play football but the field. Another issue is if I'm crossing roads and there's another 2,000 cars on the road there's more danger. Crab Lane is busy enough going to the M6 and the M62; another 2,000 cars means it will be completely backed up and people will be late for school/work. It will also be noisy.</p>	<p>The park is not being affected by this development proposal. It lies outside of the site boundary, clearly marked by the red line on all maps and proposed masterplan drawings. The playing fields are being relocated and facilities improved. The proposed development has a number of access points to disperse traffic more safely than having only one point of access/egress.</p>
<p>Problems:</p> <ul style="list-style-type: none"> <li>• Overcrowding</li> <li>• Road system</li> <li>• Environmental impact</li> <li>• Removal of green field recreation areas</li> <li>• Upto 14 years of disruption to the area</li> <li>• Community services.</li> </ul> <p>I will be writing to the Parish Council to object to this development.</p>	<p>The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed. Traffic management continues to be an area under discussion by the applicant and stakeholders. The playing fields are not being removed; they are being relocated and facilities improved. The development will be phased to better manage and mitigate impact. Community services will be addressed through the developer contribution as is normal practice.</p>
<p>Too many houses. Concerned about the traffic increase as already there are problems around the Cinnamon Brow/Houghton Green area during rush hours. Also concerned about the building on green space; the proposed plans cover all of the green areas. Schools are already pushed to accommodate the amount of children in the area.</p>	<p>The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed. Peel Hall Farm is not included within the site boundary. A new school is proposed within the new neighbourhood.</p>
<p>Why the ifs around school, dentist, doctors? Schools in the area are all full. More needed. Traffic in the area around proposed site is already horrendous at anytime of the day so why add more? With only having two access sites at Mill Lane and Poplars Avenue this will affect traffic and cause more delays. What about the wildlife? On average each house has two cars plus.</p>	<p>The proposal includes a community hub which could accommodate medical services provision but no potential occupants have committed to a space which is yet to be granted planning approval. Traffic management continues to be an area under discussion by the applicant and stakeholders.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Where is all the additional traffic going to go? This area is grid-locked daily and to add this amount of housing will only make congestion worse. The access is not suitable. There are other sites within Warrington for houses to be built.</p>	<p>Impact of this proposal will be mitigated as the development proposal progresses from Outline stage to a Detailed application. Traffic management continues to be an area under discussion by the applicant and stakeholders.</p>
<p>The proposed roundabout at Mill Lane for 750 houses would need to cope with minimum 1,500 cars from the proposed houses. Traffic from motorway via Delph Lane and would make Blackbrook Avenue a rat-run - for Road Traffic Accidents. There are many brownfield sites in Warrington; there is no need for this development to be on this land, which is a green space with wildlife. Also, if Mill Lane new roundabout has to feed employment area - HGVs and other heavy plant will also add to the traffic problems.</p>	<p>Traffic management continues to be an area under discussion by the applicant and stakeholders.  The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed. There is no evidence that this site is a Site of Special Scientific Interest (SSSI) but Environment Impact Assessments will continue to be carried out.</p>
<p>Warrington BCF has identified sufficient brownfield sites in its core planning strategy to cater for all Warrington's Housing needs for the next 25 years. A site of special important wildlife habitats will be destroyed forever. The current football pitch is held in trust and is perfectly adequate for purpose. The proposed development would benefit a team from Winwick who would not have it in their own parish. Insufficient infrastructure - schools, dentists, GPs etc. Water table. 1,200 houses equals an extra potential 2,500-3,000 cars/vehicles on roads which can't take it. Whenever there is an accident on the M62/M6 or the Runcorn-Widnes bridge is off (all of which happen regularly), traffic crosses through town, effectively grid-locking Cinnamon Brow, Houghton Green, Winwick, Orford. Any development would [be] an eyesore.</p>	<p>The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed. There is no evidence that this site is a Site of Special Scientific Interest (SSSI) but Environment Impact Assessments will continue to be carried out. The football pitch is not being lost; the facilities are being relocated and improved.  The proposal includes a community hub which could accommodate medical services provision. Impact of this proposal will be mitigated as the development progresses from Outline stage to a Detailed application. Traffic management continues to be an area under discussion by the applicant and stakeholders.</p>
<p>No means no. You will be robbing the young people in the area of places to play and time in the fresh air. How many times do you have to keep coming back with your plans? Money from council tax is being wasted on fighting your organisation when it should be utilised for people who need it. Go away and stay away. We don't need you or want you destroying our homes and recreation areas. Warrington already suffers from traffic issues; this proposal is sheer madness and will only make things worse. In your plans there is no provision for schools. Who builds and sponsors them? The only thing you're interested in attaining planning permission so you can sell the land at an obscene profit. Take your plans and place where the sun doesn't shine. Now.</p>	<p>Satnam has been discussing these proposals with Warrington Borough Council for some time, so no council tax is being wasted through these development proposals.  The proposals are designed to improve the area while meeting the council's shortfall in housing supply. Our proposal does include scope for a school and this is currently being explored as part of the development of this proposal. The land has been earmarked for development for some time, so these proposals are not new and we intend achieving the best outcome for the land by working with the council.</p>
<p>We live Coldstream. The traffic is a main problem now without 1,200 extra houses, approximately 2,000 more cars. Our roads/network cannot cope with this size development. The green area / playing field should stay as it is. Our area will struggle to support all these people (doctors/dentists etc.). Although you are proposing to build a school, this will not stop problem high schools coping with pupils' travel to Birchwood, Culceth, Padgate. We do not want this development at Peel Hall.</p>	<p>Impact of this proposal will be mitigated as the development progresses from Outline stage to a Detailed application. The proposal includes a community hub and local centre which could accommodate medical services providers.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I make regular use of the green space and the roadways adjacent to the site. I firmly oppose your proposals in view of the damage to quality of life this will bring to existing and new residents, especially in relation to traffic created, using narrow suburban roadways ill-suited to carry the volume of traffic you would create. I reserve the right to create a formal objection when your plans are submitted.</p>	<p>Green space is included within this proposal, and will remain at Peel Hall Park. Impact of the development, which will help Warrington Borough Council achieve its required housing supply, will be mitigated as the project progresses.</p>
<p>Not needed. Green belt land needs to be protected. Loss of playing fields and green space. Infrastructure not good enough. Too many impermeable surfaces. Disruption to ecosystem and wildlife. Residents do not want it - it will create tensions with local people. Housing can be built on other land - regenerate and redevelop to be more sustainable. One of the most polluted places in the country (M62/M6) so why take away environment needed for open space?</p>	<p>This site is not green belt. The proposal includes reinstated playing fields and green spaces within the masterplan. Flood risk will be mitigated as the development proposal moves on. The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed. Peel Hall Park is not affected by this proposal. Peel Hall Farm lies outside the site boundary and is excluded from the proposals.</p>
<p>The local roads struggle already to cope with the volume of traffic and this development would be a disaster for the area, the local wildlife and for the whole area. I would hope everybody will fight to the bitter end to make sure this does not happen!</p>	<p>Impact of this proposal will be mitigated as the development proposal progresses from Outline stage to a Detailed application.</p>
<p>I strongly oppose the proposals and any future planning applications to build 1,200 homes, floodlights and sports facilities, school i.e. neighbourhood hub etc. I do not want the development to go ahead under any circumstances:</p> <ul style="list-style-type: none"> <li>• Totally disagree with every aspect of the development as we do not need any more housing in this area. This is the only open space in the North of the town and I do not want this to change</li> <li>• The development includes affordable housing which would have a detrimental effect on the value of good quality private housing in the area</li> <li>• The development would only benefit a small number of people in the area; not the majority</li> <li>• My wife and I purchased our house 30 years ago because we liked the open space surrounding the estate</li> <li>• There would be a massive increase in pollution which will result in loss of wildlife and green belt area</li> <li>• Extra vehicles would pollute the atmosphere and cause further chaos on the already busy roads throughout the area</li> <li>• In Warrington there are already plenty of affordable housing for people to buy and rent</li> <li>• The development is both un-necessary, inappropriate and unwanted and I have voiced my opposition to this development to Helen Jones MP.</li> </ul>	<p>Warrington Borough Council has identified a shortfall within its five-year housing supply and this area has been identified as developable and deliverable within the required timescales.  Affordable housing is not, by definition, poor quality, and both design and space standards ensure that affordable housing is as good as market-price housing This development is designed for those seeking to up-size, down-size, remain in the area or return to it Open spaces will still be available and have been designed into the masterplan Pollution measures will be mitigated through landscaping and ecology measures We are currently in discussions with the local authority about mitigating the impact of the development on the area  Warrington has a shortage of housing supply going forward and this development is about more than affordable housing. This development will only supply 1,200 of the 840 homes Warrington needs to meet its shortfall for housing supply.</p>
<p>Too much traffic on already congested roads. Concerns about flooding. Not enough schools, doctors etc.</p>	<p>Traffic management continues to be an area under discussion by the applicant and stakeholders. Flood risk will be mitigated through recognised landscaping interventions. A school is proposed, as was discussed during the consultation. A community hub, which could accommodate medical services providers, is also proposed and shown on the display boards from the public consultation.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I strongly oppose the proposals and any future planning applications to build 1,200 homes, floodlights and sports facilities, school i.e. neighbourhood hub. I do not want the development to go ahead under any circumstances:</p> <ul style="list-style-type: none"> <li>• I totally disagree with every aspect of the development as we do not need any more housing in this area. This is the only open space in the North of the town and I do not want this to change</li> <li>• The development includes affordable housing which would have a detrimental effect on the value of good quality private housing in the area</li> <li>• The development would only benefit a small number of people in the area; not the majority</li> <li>• My husband and I purchased our house 30 years ago because we liked the open space surrounding the estate</li> <li>• There would be a massive increase in pollution which will result in loss of wildlife and green space would be lost</li> <li>• Extra vehicles would pollute the atmosphere and the increase in traffic would cause further chaos on the already busy roads throughout the area</li> <li>• In Warrington there are already plenty of affordable housing for people to buy and rent</li> <li>• The development is both un-necessary, inappropriate and unwanted and I have voiced my opposition to this development to Helen Jones MP.</li> </ul>	<p>Warrington Borough Council has identified a shortfall within its five-year housing supply and this area has been identified as developable and deliverable within the required timescales.</p> <p>Affordable housing is not, by definition, poor quality, and both design and space standards ensure that affordable housing is as good as market-price housing</p> <p>This development is designed for those seeking to up-size, down-size, remain in the area or return to it</p> <p>Open spaces will still be available and have been designed into the masterplan</p> <p>Pollution measures will be mitigated through landscaping and ecology measures</p> <p>We are currently in discussions with the local authority about mitigating the impact of the development on the area</p> <p>Warrington has a shortage of housing supply going forward and this development is about more than affordable housing. This development will only supply 1,200 of the 840 homes Warrington needs to meet its shortfall for housing supply.</p>
<p>The plans show a proposed roundabout and road on Blackbrook Avenue for access to 750 homes and an access off Mill Lane for 150 homes. This would equate to at least 1,900 extra vehicles travelling on roads that are already congested at peak times. Local services would be unable to provide for such an influx. Schools, doctors, and dentists would be put under immense pressure to provide the necessary services for the increase in population. I am also concerned about the loss of the current football fields, protection of the wildlife.</p> <p>I do not believe Warrington and this area in particular requires this huge amount of development. The area is already fully developed; over the last 40 years it has been transformed from the small village that it once was.</p> <p>I accept that times change and progress must be made but some of the developments that have already taken place have not enhanced the area.</p> <p>An earlier proposal for development in the same area was refused; why has another been put forward?</p> <p>I strongly oppose this development.</p>	<p>Impact on infrastructure will be mitigated through developer contributions as standard; this is normal practice for development proposals of this scale.</p> <p>The proposals include community facilities, which could accommodate medical services provision, and a new school. The existing playing fields are not being lost; they are being relocated within the proposed development and would be improved to ensure they are fit for purpose.</p> <p>Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p> <p>This development would be designed and constructed, with associated landscaping, to a high standard to enhance, rather than detract from, the area while delivering the much-needed housing provision in this area.</p> <p>This proposal responds to concerns expressed by residents and the Planning Inspector and is a strategic response to the issues Warrington Borough Council needs to address.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>Far too many homes for the infrastructure to support. One access road for 700-plus homes feeding onto an already congested road network. The construction traffic alone will cause delays and congestion.</p> <p>Peak times already see you in a traffic queue whichever way you go from Cinnamon Brow!</p> <p>Development will result in extra pressure on schools, GPs and dentists. None of which can cope at present.</p> <p>Loss of three quarters of the remaining green space in the area while increasing the number of families and children. And affordable housing priced at the market price!</p>	<p>Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p> <p>Impact on infrastructure will be mitigated through developer contributions as standard; this is normal practice for development proposals of this scale.</p> <p>The proposals include community facilities, which could accommodate medical services provision, and a new school. The existing playing fields are not being lost; they are being relocated within the proposed development and would be improved to ensure they are fit for purpose.</p> <p>The land was purchased with the intention to bring it forward for development; the 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed. Peel Hall Park is not affected by this proposal.</p>
<p>I do not support your proposals due to a number of reasons. I don't agree to you using Birch Avenue as a thoroughfare for the 25 or so dwellings. It could be very dangerous due to me and my neighbour could have problems getting into our driveways. For example, if we were to come off the A49 onto Birch Avenue, which we do so every day, our driveway is the first on the right and if there were two or more cars waiting to get out of Birch Avenue that would block our driveways which means a very possible chance of a build-up of traffic onto the A49 which in my view is an accident waiting to happen, which has already happened once. So God only know how bad it would be if you went ahead with your proposals (please see drawing).</p> <p>I also see that you propose to build an employment zone. I can see that the vehicular access is to Poplars Avenue but I wonder how many cars would park down Birch Avenue just so they wouldn't get caught in the traffic on the A49 and in Orford and walk to work?</p> <p>I also don't agree that it could provide public transport improvements. It would for any dwelling that you want but there is nothing wrong with the local transport as it stands. There are more than enough houses in the area without building more. It would put a strain on the roads of Orford and the surrounding areas and the already-busy A49.</p>	<p>Having explored several options, Birch Avenue is the most practical and viable access for the proposed units to the west of The Alders.</p> <p>It is not possible to mitigate against the perceived future actions of drivers. We would, however, anticipate that drivers approaching the A49 and seeing traffic waiting behind a vehicle trying to access a driveway and (potentially blocking the Birch Avenue exit off the A49) will give way to the standing traffic. We do not anticipate this being an issue.</p> <p>Adequate parking will be provided at the employment zone to encourage use of those car parks rather than using residential streets. It is not possible to mitigate the future perceived parking and walking habits of employees and visitors to this area of the proposed development.</p> <p>The size of the proposed development requires provision of a bus service; the public transport system in Warrington is a concern for some consultees and this would help to alleviate the reported weaknesses.</p> <p>Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement. Impact on infrastructure will be mitigated through developer contributions as standard.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>I do not support your proposals for a number of reasons:</p> <ul style="list-style-type: none"> <li>• My driveway would get blocked due to the amount of cars that would be coming from the new dwellings</li> <li>• The A49 and the roads in Orford and the surrounding areas already get chocked up with traffic and if you built 1,200 more dwellings that's at least another 2,400 cars that our roads can't take</li> <li>• There are more than enough houses in this area - it's a big enough estate as it is</li> <li>• Cars would park down Birch Avenue and Elm Road to get to the employment zone so they don't have to go all the way around and get stuck on the A49 and the surrounding area.</li> </ul>	<p>Traffic flow will allow access and egress from your driveway, just as it does elsewhere in Warrington where driveways join main or through roads.</p> <p>Traffic management and mitigation continues to be an area we are looking at to find the most appropriate solutions.</p> <p>Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p> <p>It is not possible to mitigate against perceived future actions of employees and visitors; adequate parking will be provided to encourage use of car parks at the employment zone</p>
<p>Green space in Warrington is precious and is well-used for recreation. Therefore, we would be totally opposed to any building on Peel Hall Park.</p> <p>House building is taking place all over the town, mainly on brownfield sites, which we feel is the only sensible way forward to provide new homes in such a built-up area.</p>	<p>Peel Hall Park is excluded from the developable site and will not be developed as part of this proposal.</p> <p>Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p>
<p>We think that the following points are relevant:</p> <ul style="list-style-type: none"> <li>• Destruction of wildlife - do you care?</li> <li>• Poplars Avenue is busy enough without more traffic - plus the knock-on effect on Winwick Road as traffic tries to join it, especially during rush hour</li> <li>• Schools and doctors surgeries are already full to capacity - where will people go?</li> <li>• We don't have any other green land on this side of town</li> <li>• What type of people are you hoping to attract? We already have our share of social housing.</li> </ul>	<p>Yes - where necessary wildlife will be relocated and harm mitigated.</p> <p>Traffic management and mitigation continues to be an area we are looking at to find the most appropriate solutions.</p> <p>A new school and community facilities, which could accommodate a GP surgery, are included in this proposal.</p> <p>Peel Hall Park, with its woodland and open spaces, will not be developed</p> <p>The new neighbourhood will appeal to a range of occupants typical of a mixed, sustainable, community.</p>
<p>Horrified at proposal.</p> <p>You plan to take away wildlife, land and existing playing fields to build yet another neighbourhood. Cinnamon Brow, as it is now, was the extent of the proposal which started in the 1980s. Absolutely no need for any more vehicles, people, houses in this area.</p> <p>Living right next to Mill Lane, we have seen a huge increase in volume of traffic and Mill Lane into Delph Lane wasn't intended to take this amount. Clearly the developers have no idea about existing road network. Access through existing playing fields to a new development - how can anyone actually consider that as a plan!!</p> <p>Proposals put forward previously all opposed. Why would residents now change minds?</p>	<p>The playing fields are being relocated within the proposed development to create better community facilities. Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p> <p>The existing road network has been subject to a number of pre-application assessments.</p> <p>As previously stated, the existing playing fields will not be remaining where they are currently sited; this would clear the area to allow an access road.</p> <p>Plans now proposed respond to residents' and the Planning Inspector's concerns. We would hope these proposals would be viewed with an open mind as a new solution to develop this land in the best way possible.</p>

## 4.0 Feedback and Applicant's Response

Feedback and Comments	Mitigation and Applicant's Response
<p>My main concern is the volume of building in this low-lying area and the further risk of flooding. I am also concerned about the possibility of having enough of the required infrastructure in place, leading to chaos on our already over-crowded roads at rush hours.</p>	<p>Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses.</p> <p>Infrastructure provision can be dealt with through developer contributions as standard but are a matter for the local authority to implement.</p>
<p>As residents of Cinnamon Brow we wholeheartedly oppose the proposal to develop on Peel Hall. We regularly walk in Peel Hall Park and value highly the rich environmental diversity. This patch of green is so important to the local ecology and is home to a huge amount of flora and fauna which makes all of our lives richer.</p> <p>In addition to the environmental aspect, it seems ridiculous to state that the local infrastructure could cope with an additional 1,200 homes. We already suffer with traffic problems in the area, and local schools are already over-subscribed.</p>	<p>Peel Hall Park does not form part of the site boundary for these proposals. The display boards at the consultation clearly showed the park area as existing woodland and green spaces beyond the red line boundary of the Peel Hall site. The developable area lies within the red line boundary shown on all current maps and proposed masterplans associated with this planning application.</p> <p>Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs. The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed.</p> <p>A new school is proposed within this development; this would help to ease the current reported over-subscription issue.</p>

The following table details the feedback received in the form of a letter and petition attributed to residents of Birch Avenue, Elm Road, Newton Road and top end of Poplars Avenue.

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>Our avenue cannot sustain any more traffic. When the unit (The Alders) was built the government official said once it was built there could be no other access down the avenue; he gave the go-ahead under the impression that the unit would only have approximately 18 vehicles per day (please see paragraph 13 and 20 of the appeals process attached) [between] 8am-6pm weekdays, 8am-12pm [on] Saturdays [and] closed Sunday (paragraph 33 Formal Decision Appendix 10). As often happens, after planning permission is granted they changed the goalposts. Now we have up to 40-50 cars, numerous visitors, delivery vans, bin wagons, ambulances and police cars, all at daft o'clock as it is now open 24/7 and has children locked in. Also in the appeals process we were informed that parking facilities would be made available to the residents within the grounds of the unit, this is now impossible as a fence and electric gates were erected because it's a lock up!</p> <p>Another reason why we cannot sustain more vehicles down Birch Avenue; once we lose the parking spaces opposite the bungalows we will have nowhere. The cars will have to park on the road causing obstructions. As the council do not do Residents' Parking schemes, and there could be an inevitability of yellow lines, [and] would mean no parking facilities what so ever for people who do not have drives. Also in your infinite wisdom at the top of the field, you have designated it as either units or office facilities, as it is human nature to find the shortest way to work once the "workers" realise that there is access to this building at the top of Elm Road the parking will be even worse. This is already happening at the top of Birch Avenue and Poplars Avenue with the people who work at AAH and very often people who car-share going to Manchester and Liverpool.</p> <p>We have enclosed the Appeals document for your perusal so that if when read, you will understand why we feel that once permission is granted, the proposed plans may not be adhered to.</p> <p>We feel that no consideration has been given to not only the residents of 30+ years, but also the wildlife, we have bats (protected species) [and] hedgehogs (protected species) who travel to the gardens of the houses opposite, foxes, birds of prey and many more animals, and beautiful flowers at certain time of the year. No consideration has been given for the children who will be living in the proposed houses, as studies found that people who live within 500mtrs of a motorway grow up with significantly reduced lung capacity, and even children who have never experienced asthma are at risk, scientists warn! (The Guardian Fri 26th Jan 2007 ) more recent reports in The Mail Online May 10th 2013, I have also spoken to the CEO of Warrington Hospital who says ' they are concerned'.</p> <p>The people of Winwick Parish, Poplars and Hulme are already concerned about children when they reach high school age, having to travel far and wide for a high school place.</p>	<p>Access, parking and traffic visiting The Alders unit is a matter for the managers of the unit and Warrington Community Health Care NHS Trust. They are not issues the applicant would be able to address through this or any subsequent planning applications. This consultee may be able to raise concerns about public service vehicles with the local authority.</p> <p>Provision of a parking scheme for existing residents is beyond the remit of this or any subsequent associated planning applications, although appropriate levels of parking will be made available for all new developments proposed.</p> <p>It is not possible to mitigate against the perceived future actions of employees or visitors to the proposed employment area. Adequate levels of parking will be provided to encourage visitors and employees to use designated parking areas rather than parking on adjacent and surrounding streets.</p> <p>Documents provided by this consultee have been received and considered by the applicant. Planning conditions with any planning approval and would be adhered to if applied to these proposals. The proposals have been developed and will continue to be developed with full consideration to the development potential of the land, species currently in occupation and health impacts. A range of open and green spaces have been included within the proposals, and the landscaping details include a buffer of planting and waterbodies between the developed areas and the motorway beyond.</p> <p>We are proposing a school within the developed areas; this was made clear and discussed during the public consultation.</p>

The following table details the feedback received via email and emailed feedback forms following the public consultation event and during the online consultation period.



## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>We have recently moved to the area and did so for the views out onto the beautiful green fields that are full of wonderful wildlife. These proposals would significantly lower our house's market value of which will have a direct implication on our mortgage and any future mortgages.</p> <p>We are currently not overlooked from the back which will not be the case if new houses are built, especially with the employment zone that will look directly into our back gardens. The roads at present down Birch Avenue are only just wide enough to fit our cars down let alone allowing wagons to go traipsing up and down them, and the increase in population will increase the cars on the road when there is already not enough space for everyone to park.</p> <p>We will be forced to walk our dogs through the housing and employment areas before we get to any open grass land, another reason as to why we purchased this property.</p> <p>The lighting from the employment zone will substantially effect our sleep as the lights will pierce straight through our back bedroom windows.</p> <p>The length of the project will also have a detrimental effect on us as we will be seeing and hearing all manner of construction vehicles for at least ten years in what is at the moment, a peaceful and quiet neighbourhood. The motorway is not noticeable due to the constant tones it produces where as construction vehicles will be intermittent and distracting.</p> <p>We strongly object to any proposals within our eye-line when looking out from our garden for the reasons mentioned above.</p>	<p>There is no evidence that this development proposal would lower house values. Mortgage applications are assessed on the financial standing of the applicant and their ability to replay loans or other finance arrangements rather than adjacent properties and the presence or absence of views.</p> <p>Overlooking issues from any new-build units (commercial or residential) will be designed out at the Detailed stage of any planning application, in accordance with acceptable stated distances, heights and sight lines.</p> <p>A full, detailed, Traffic Management Plan will be developed as part of the mobilisation works if this application and any subsequent proposals are approved. Traffic mitigation measures will be put in place where necessary.</p> <p>It is a matter for dog owners to ensure their pets are under control, particularly when in public spaces. Although a significant amount of open space is being retained within this proposal it is not up to the applicant to provide dog-walking areas.</p> <p>Existing trees and vegetation between the proposed employment areas and Elm Road properties is being retained and would act as a screen.</p> <p>Construction projects are by their nature disruptive but appropriate restrictions would be implemented to minimise this, with compliance with all Best Practice protocols and procedures throughout the duration of the build programme. Properties will be designed sensitively and in keeping with the local design vernacular.</p>
<p>After looking at the proposed plans I am happy to see that some woodland area will remain. The proposal I do not support is to build on the playing fields on Blackbrook Avenue. These fields are used a lot by the community playing football matches and its a huge area children can play freely. I can see that a new purpose built sports field has been planned to go near to Windermere Avenue, but that is some distance for young children who live in Cinnamon Brow to travel. I would like to see the playing fields on Blackbrook kept as playing fields.</p> <p>Mill Lane is not built for a high volume of traffic that will be created from the new dwellings. The traffic that travels that road currently is enough to cause issues when multiple vehicles are trying to drive up and down the road.</p> <p>Will there be plans to include a school in this new development? If 1,200 homes will be created, then that could potentially be around 800 children needing a place at a school. There is already a high demand for places in local schools. As they are over-subscribed it would mean children would not get a place in a school close to their home. This would then create more traffic on our roads as more families will need to drive to a school instead of walking.</p>	<p>The existing playing fields have been identified as developable land, with the playing fields being relocated to he North of Windermere Avenue and additional provision elsewhere within the development. Associated facilities would also be improved and upgraded. Retention of the playing fields has been explored and can be reviewed as the detailed proposals are developed if land conditions permit.</p> <p>The Mill Lane/Blackbrook Avenue access includes provision of a new roundabout between the existing Mill Lane roundabout and the Delph Lane/Mill lane junction. Roundabouts have proven effective at reducing traffic speeds and managing traffic flow more effectively than traffic-light controlled junctions.</p> <p>A new school is shown on the proposed masterplan and was discussed during the public consultation. This would help alleviate the issue of over-subscription and enable families to access local school places without the need to make a road journey.</p>
<p>I do not think this amount of housing is necessary and the roads are already too busy around this area, so further houses/ businesses will make this even worse.</p>	<p>Warrington Borough Council have confirmed they require 840 homes per year and this site would help meet that need. Impact of the development on roads would be mitigated.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>We do not support the proposals. My comments:</p> <ul style="list-style-type: none"> <li>The proposal indicates accessing part of the site via Elm Road and Birch Avenue, previously the highways agency and emergency services have indicated that they would not approve any further traffic entering or exiting the estate after the health service's development at the bottom of Birch Avenue. An independent assessment was also commissioned which confirmed that the roads were unable to support any increase in traffic onto and off the estate</li> <li>Elm Road and Birch Avenue are significantly smaller in width than most roads which limits accessibility and as a consequence causes damage to the kerb where many residents have to park in order to allow delivery, utility, emergency and council vehicles access to the estate</li> <li>Your proposal to develop an employment zone adjacent to the motorway and the top of Elm Road provides no indication of the type of employment, but you propose to allow pedestrian access via Elm Road. Given the size of the development and the limitations of accessing this area through the proposed site, there is a potential for people working in this zone to access Elm Road, park and walk into the proposed zone, creating a pressure point for congestion and tensions between the work zone and residents of Elm Road and Birch Avenue. Evidence exists of people pulling into the estate and leaving their cars getting into another car and only coming back in the evening to pick them up, if this is happening now, the potential for this to increase is extremely high and likely to worsen</li> <li>Whilst I'm sure you will have had the status of the land confirmed I was led to believe the land previously in NHS ownership was in fact was a greenfield site. I understand the notion of built up areas of Warrington but don't follow the logic being applied here, the area is currently a mix of recreational and farming land, and I understood brown field sites should be prioritised for redevelopment, which Warrington has in abundance</li> <li>The increase in size and mix being proposed in this submission will lead to traffic congestion locally, this has already increased significantly in the past few years as experienced by the residence trying to enter the A49, this congestion is not only confined to commute times and weekends</li> <li>The work zone is in an inappropriate area of the proposal where it is so close to established residential areas and a mental health facility where the clients clinical welfare may well be compromised by this close proximity. In all other areas of this proposal, you have shown some sympathy by utilising green corridors and open spaces where the site butts up to existing residential areas. Elm road and Birch Avenue for the reasons indicated above should have been afforded the same consideration</li> <li>Lastly the existing work zones which have developed on the west side of the A49 adjacent to the proposed site have been a target, suffering from people utilising the areas outside of work hours to loiter and cause damage; the area had to be fenced off in part to provide protection from the damage caused, your proposal to increase this type of area and in close proximity to the existing work zones, is likely to exacerbate the problem, causing undue suffering to the residents of Elm Road, Birch Avenue and the psychiatry unit attached to this particular residential area.</li> </ul>	<p>The proposed Birch Avenue/Elm Road access is shown as serving just 20 new properties. Impact of additional vehicles has been assessed as part of the development of these proposals. Further consultation with relevant stakeholders will take place once the planning application is submitted for consideration and determination by Warrington Borough Council. Access arrangements will be fully explored and mitigated as part of the development proposals.</p> <p>This planning application is in Outline at this stage and the detailed proposals for the employment zone are yet to be developed. Workers and visitors to this area would have sufficient parking at the site to avoid any temptation to park on residential streets and walk further than otherwise necessary. At this early stage it is impossible to predict or state how people would behave once the units are occupied. It would be equally difficult to predict what impact their behaviour - positive or negative - would have on the lives of those living in Elm Road and Birch Avenue.</p> <p>Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs. The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed.</p> <p>Delivering a developable site of any size will inevitably result in additional traffic; this will be mitigated as part of the continuing work of the project team, and all of the new road infrastructure and accesses are in line with the Warrington Borough Council Design Guides and Manual for Streets. The employment area is adjacent to Fairhaven/The Alders, with other developable sites surrounding the unit, with just 20 new homes proposed to the west of Fairhaven/The Alders. Provision of additional landscaping can be explored as we progress this proposal and deliver the phased programme.</p> <p>Proposed residential development in this area would provide increased security and dissuade people using this area for loitering and engaging in anti-social behaviour. The presence of homes and residents in this area would be expected to act as a deterrent to such activity.</p>
<p>Your web site is b****y awful. Peel hall consultation is a farce. Stuff Satnam. This is a farce as no vote can be registered so bye Ruth</p>	<p>This consultee did not raise any issues with attending the consultation or accessing the information online. The consultee did not contact to raise any issues, and was not a 'vote' system.</p>
<p>I do not agree with the proposal as I do not think this will benefit the area in general. The roads are always congested in this area so to build extra houses etc will compound the issue. Therefore I do not feel these extra buildings are necessary.</p>	<p>The development is designed to address the locally-arising housing need. Roads infrastructure and congestion will be considered, monitored and mitigated as part of the development proposals' progress.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>We do not support the proposals for Peel Hall, Warrington. 1,200 houses to be built on Peel Hall in response to proven need for more housing in Warrington in next 20 years. There has been considerable housing development in and around Warrington in the last few years Chapelford Village, Farrell St, Church St, Loushers Lane, Green Lane, Bruche Ave, Poplars Ave, Howson Rd, Capesthorpe Rd to name but a few. None needed in the proposed location as Spine Rd enters and exits site through already mature estate which some busy local residential roads, lanes and avenues. Many local residents park on roads as they have no access to a garage.</p> <p>Amenities for people for informal use would be created many e.g walking,cycling bird watching, play areas etc already exist. Increased volume and type of traffic during and after development will impact on quality of life for current residents for 15-20 years on Poplars Ave, Sandy Lane, Cleveland Rd etc and not forgetting Sandy Lane West an already extremely busy road.</p> <p>A Free School for Primary aged children to be built. Would students in this catchment area meet admissions criteria for local Faith secondary schools if required? If not would this include children walking, taking local transport or being driven out of the area or would further building be required in the future to cater for their education involving more disruption at a later time?</p> <p>No mention on proposal of GP surgery or clinic provision for extra residents. Further demands could be made on already very busy local surgeries.</p> <p>30 per cent Affordable Housing will be built with possible 2.4 residents. The remaining properties with 4+ bedrooms so could accommodate six or more inhabitants with the resultant impact on access roads with not only domestic vehicles but also potential increase in number of emergency vehicles public transport and noise and pollution from extra waste collections etc.</p> <p>Other sites in the area may be more appropriate e.g Delph Lane Winwick, Warrington traffic could then enter and exit estate at junction onto A49 with easier access to M6, M62 and M56 etc. Areas around Burtonwood and Chapelford Village with easy access to M62 may also be more appropriate for ease of access to main arteries in the area.</p> <p>Local /community facility appears to be directly behind existing dwellings and would have an impact on privacy and loss of amenity to current residents. Grounds Maintenance and Delivery Vehicles etc will add to volume of traffic.</p> <p>Unclear on map regarding 'Bus Gate' and what function this would serve.</p> <p>I hope that my views add to the need for a rethink on this type of development in this area.</p>	<p>Considerable development in previous years has not provided the future provision Warrington Borough Council must demonstrate it has, and they have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs. The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed.</p> <p>The masterplan includes green spaces for recreation and Public Open Space and would be improved.</p> <p>Traffic impact would be managed and mitigated through a number of measures and these would be confirmed as the development proposals progress from Outline to Detailed following further discussion with the local authority and other stakeholders.</p> <p>The proposal includes provision for a new school; admissions policies are a matter for the local authority or the school itself depending on what type of school it is. Faith schools may have admissions policies which differ to those of mainstream or free schools but this is a matter beyond the control of this development proposal.</p> <p>Space for a local hub/community facilities is included on the masterplan and was discussed during consultation; this could include accommodation for health services providers.</p> <p>All local authorities have a responsibility to provide affordable housing as part of a Developer's Agreement, which can also be used to contribute to infrastructure improvements and mitigation measures for noise and/or pollution.</p> <p>Peel Hall is one of a number of sites identified as suitable, available and achievable for housing, with constraints and opportunities evaluated on a site-by-site basis and assessed against strict criteria.</p> <p>The local hub/community facilities would not necessarily be operational 27/7/365 so would not impact outside of operational hours. Opening hours can be restricted by the relevant and appropriate permits.</p> <p>The bus gate would be sited on the Spine Road, and serve to restrict access to buses or other authorised vehicles while avoiding creating an attractive through-route or 'rat-run' for existing general traffic.</p>
<p>Peel Hall is a countryside space for nature to thrive and a great open space for walks.</p> <p>The proposal is awful and should not be allowed. The area is lovely as it is - find somewhere else to ruin by building mass estates which will attract the kind of people to the area that we do not want. Look at what has happened at Chapelford..... No way will we, the residents of the area allow this to happen. I will throw as much energy in as I can to stop this ridiculous plan.</p>	<p>The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed.</p> <p>Warrington Borough Council has confirmed it has a housing shortage which needs to be addressed quickly, and this proposal will help the council to meet its obligations.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>These proposals are far too large. There will not be enough green space. Where are people supposed to walk dogs or play football or get fresh air. There needs to be a proportion as a large park and maintain the football fields.</p> <p>The road system is already at gridlock for a significant portion of the day and these proposals will add significant traffic.</p> <p>Unless there are more roads and good access this will make life worse for the existing area.</p> <p>This as usual is about maximum profit and not about making homes and communities for people to live in with enough space to make it a place to live and not just exist.</p>	<p>The proposals for up to 1,200 new homes within a new neighbourhood are appropriate for a site of this size without being too dense. Recreation and public open space is also provided within the masterplan.</p> <p>Traffic and road infrastructure is always one of the key issues with any development project; the accesses we propose are the most suitable solutions, with specific phases in the development only accessible by identified accesses.</p>
<p>I would object to the development on this land in the north of Warrington for these reasons:</p> <ul style="list-style-type: none"> <li>• Traffic issues with roads that were not built for the number of homes, employment and community facilities planned. The road infrastructure currently can't cope</li> <li>• Flooding issues as the land acts as natural drainage and is in a floodplain with tributary streams of the Mersey</li> <li>• Many other homes have been built and other land is earmarked in Warrington before this land is needed</li> <li>• Wildlife and natural habitat on this land</li> <li>• Having to take away existing properties and playing fields to gain access to the land</li> <li>• Noise and air pollution from the extra traffic, and the little barrier created to the M62</li> <li>• Loss of open space for the local community.</li> </ul>	<p>Traffic and road infrastructure is always one of the key issues with any development project; the accesses we propose are the most suitable solutions</p> <p>Flood risk assessment and mitigation will continue as this project progresses</p> <p>The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed.</p> <p>Landscaping, ecology and playing fields will be retained within the proposal, albeit perhaps in alternative locations to present.</p> <p>Reconfiguring street layout is not unusual in large-scale masterplans, but noise and air pollution can be mitigated.</p> <p>Open space will continue to be provided.</p>
<p>The previous planning application for 150 homes was objected to by local residents and was rightly rejected. It is difficult to believe that Satnam are now expecting to receive planning approval for an eight fold increase of the number of homes to 1,200. The arrogance of Satnam is quite unbelievable.</p> <p>Just because the area in question is not 'green belt' does not mean that local residents are happy to see it destroyed by an unwelcome development of new houses. Local residents value the green areas of Peel Hall highly and have no wish to see them destroyed. There is already more than enough traffic in this area, and the additional number of vehicles that would result from such a development would only make a bad traffic situation that much worse, not to mention the construction traffic that would be generated for years during such a development.</p> <p>I strongly object to these proposals and encourage the local planning authority to reject the planning application once and for all.</p>	<p>The previous planning application was determined at appeal following non-determination and the concerns expressed by the Planning Inspector have been addressed within this development proposal.</p> <p>The intention is not to destroy the land but rather to bring it forward in response to the locally-arising housing need. Green spaces are valuable and have been included within the masterplan proposed, with revisions to these spaces following consultation. The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed. Traffic volume and management is a continually-monitored issue, with a number of options currently being explored.</p> <p>Construction is inevitably disruptive and invasive, however these impacts would be managed and mitigated as part of normal development processes and procedures.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>I do not agree with the proposals for development of Peel Hall, Warrington.</p> <ul style="list-style-type: none"> <li>• I have grave concerns regarding adverse impact of additional traffic on the Fearnhead Community, Blackbrook Avenue, Delph Lane, Myddleton Lane &amp; Winwick Village</li> <li>• Grave concerns about adverse impact on local primary, junior, senior schools and support services used by those organisations</li> <li>• Grave concerns regarding impact on already busy doctors, dentists and local health services and the support services to those organisations</li> <li>• Grave concerns regarding loss of 'wild amenity' loved and traversed by local community. Only 'green' area this side of Orford/Fearnhead communities. Future generations will lose wildlife and fauna</li> <li>• North Warrington (M62) motorways - development will mean more traffic to Junction 9 &amp; Junction 10- Accessing and dispersing from this new Peel Hall community. 1200-1500+ homes will contain a large travelling community dispersing towards Liverpool, Manchester and M6 South</li> <li>• Warrington Town Centre needs to build up a new town centre community to encourage new and existing services in the town centre and to support existing local businesses. I am convinced any new development should be concentrated in the town centre, not in the suburbs</li> <li>• A new development at Peel hall will increase pressure on the local bus services to the detriment of other routes. New community unlikely to receive a good, regular bus service - services around the town are currently being cut back.</li> </ul>	<p>Development proposals require consultation and scrutiny of a range of stakeholders, and education provision is always one of the primary concerns. We have included proposals for a new school within the masterplan, along with a local hub/ community facilities which could also be occupied by health organisations such as GPs or dentists.</p> <p>Landscaping and ecology form an integral part of the proposed masterplan, which will retain some of the green spaces and create new ones. Wildlife, flora and fauna will be protected as much as possible during development stages, and may be the subject of planning conditions if deemed relevant and appropriate.</p> <p>The proposal is for up to 1,200 new homes, with many of those moving to the development likely to be 'locals' rather than a travelling community.</p> <p>Building up a new town centre is beyond the remit or site potential of Peel Hall, and is a matter for key stakeholders, influencers and decision-makers within Warrington.</p> <p>New development in any conurbation must include a range of solutions, and housing need has been identified as a locally-arising issue which needs resolving quickly.</p> <p>The proposal at Peel Hall includes a bus route through the development which would ease pressure on existing services and improve connectivity within the neighbourhood and beyond.</p>
<p>We strongly object to the building of so many houses with very poor road links. In particular we object to the taking of the field on Ballater Drive. This green space has been used over many years by locals for leisure activity, as well as sports clubs at weekends. Another major issue is traffic getting motorway access at peak times. The planned infrastructure will not cope as Warrington traffic is already appalling.</p>	<p>Road links around the site are constrained by the existing infrastructure but our proposals provide the best solutions while managing the number of units each access serves. The existing playing fields will not be lost; the proposals clearly show the playing fields relocated to the North of Windemere Avenue and elsewhere within the masterplan.</p>
<p>I think that this development could aid flooding to the local area, also traffic congestion. This could be helped if you proposed to alter Poplars Avenue taking out all grass verges so the main road is free from parked cars so traffic could then flow freely, this is a nightmare at the moment so more cars being driven through the area would make this considerably worse also more affordable housing rather than a small portion of this site this needs to be considerably more than what is proposed.</p>	<p>Flood risk and traffic impact are among a number of high-level studies and assessments which have been and will continue to take place as this development proposal progresses. All risks will have to be proven mitigated before the development could go ahead.</p> <p>Your suggestion to remove grass verges from Poplars Avenue is something we will explore going forward.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>The lack of services and facilities in this area was highlighted in previous consultations and the fact that you intend to take away a well used playing field to use as an entrance road seems to be conveniently ignored. It has been sidelined by talk of a wild life corridor along the M62 that is of no use to the children who use the playing field on a regular basis.</p> <p>We were told originally that this land was sold off by WBC because it was totally unsuitable for housing development. Originally the purchaser was told this but bought it as a speculation, so why is this proposal even being given any credibility.</p> <p>It seems that the Council are being coerced into allowing this to go ahead regardless of the consequences because of the town's need for housing. I know that there are brown field sites that could provide many houses and the large sites on Winwick Street are prime examples.</p> <p>Here in Cinnamon Brow we have only one shop to serve the community. Also the buses which used to run every 12 minutes are now only two per hour and every two hours after 18.00 hrs. The existing tree plantations are not maintained, small though they are. Recent flood defence works will not be helped by the building of 150-1500 dwellings with tarmac roads and driveways.</p> <p>The proposals will take away green spaces, fields and a playing field. They will spoil the view towards Winwick. They will overload existing drainage, sewerage, bus services, and traffic.</p>	<p>The existing playing fields are not going to be lost; this proposal includes relocating and upgrading the current facilities to create more accessible and fit-for-purpose spaces for sports, leisure and recreation. The wildlife corridor will also serve as a buffer between the M62 and the proposed new neighbourhood. This land is not intended for playing and recreation; other green spaces are proposed within the development for these uses.</p> <p>The land was purchased with the intention to develop the land, and the 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed.</p> <p>No coercion of the council or any public officer is taking place; this development proposal has been brought forward now in response to the requirement of at least 840 homes per year in the town to meet locally-arising housing needs. This increased housing need must be addressed quickly and a planning application on the Omega site has already been submitted to provide for some of that increase. The housing proposed on Peel Hall will also assist to provide some of the additional housing now required.</p> <p>Our proposals include a local hub/community facilities which could be occupied by a local store or other services.</p> <p>Flood risk will be assessed and mitigated as the development proposals advance.</p> <p>The intention of the proposals is to enhance, rather than detract from, the area while meeting the housing needs in this part of Warrington.</p>
<p>We do not support or agree with the proposals for Peel Hall, Warrington.</p> <p>This is not something we would wish to see in the area as we believe that open spaces are something that we should be saving, rather than building more houses as consequently we will then live in an area that is very built up. The green fields behind the Mill House pub currently enable children to play, sports to take place and provide a place for walking.</p> <p>When we bought our house we did so on the basis that the land was not built on. Too many places in Warrington are being destroyed and this will spoil [what] was a very nice area. As mentioned in previous appeals, wildlife, flora and fauna will also be adversely affected.</p> <p>Travel to work by car will be a nightmare due to the additional traffic trying to get on and off the estate.</p> <p>This is a massive proposal with 1,200 houses and we would not wish to remain in an area that is nothing but a mass housing estate like any other. What we have now is a good balance which will be totally destroyed should this go ahead.</p> <p>We are prepared to fight this all the way as we believe it is the right thing to do.</p>	<p>Warrington Borough Council has confirmed it has a housing supply shortage; this proposal will help the local authority to meet its obligations.</p> <p>The playing fields will not be lost; we propose to relocate and improve the green spaces and associated facilities to make them more accessible and fit-for-purpose.</p> <p>This land was purchased with the intention to develop it. These proposals will help Warrington Borough Council meet the locally-arising housing needs. The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed.</p> <p>We are working with specialist teams to establish how we can achieve the best outcome for the site while also effectively managing traffic flow and volume.</p> <p>We would prefer to work with the community.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>They did not provide evidence of need, both quantity and type of housing. It extolled the provision of affordable housing without quantifying the value or type of these.</p> <p>They provided "artists impressions" of various housing types but with no evidence these would be the type built.</p> <p>They indicated the site would be divided into "building plots" to be sold to individual house-building companies but not how overall site design would be kept or controlled.</p> <p>They provided all the key requirements of community infrastructure without sufficient detail to judge the proposals, or when and who would provide them.</p> <p>They used existing green space facilities to enhance the apparent community benefits and provided little, if any, additional meaningful areas. The sports ground only replaced the existing playing fields destroyed to provide site road access with no time frames for the "new enhanced facilities".</p> <p>They did nothing to allay residents real concerns about the potential for flooding due to groundwater dispersal and its effect on surrounding properties.</p> <p>They gave no evidence of traffic flows or potential problems accessing the current road network.</p> <p>They gave no detail of the type and/or quantities of commercial premises and the jobs created and likely traffic type and quantities.</p> <p>They gave no details of the additional public transport facilities to be provided or the long-term continuity of these.</p> <p>As a Community Involvement Exercise what was on display perhaps met the legal requirements but not the spirit of the law. It was short on detail and left too many open questions of how the site would be developed as indicated.</p> <p>I cannot see how Satnam could expect community support of such "woolly" proposals.</p>	<p>Using Artists' Impressions of the housing types is an appropriate level of detail for an Outline application such as this, given that the detailed design of the development is yet to take place.</p> <p>The public consultation was to ascertain views about the Outline planning application being prepared. This consultee appears to be expecting levels of detail typical of a full, rather than outline, planning application.</p> <p>Landscaping design will provide additional green spaces and public realm areas, as is the norm with any masterplan. This level of detail is yet to be delivered on this proposal.</p> <p>Again, this Public Consultation was for an Outline planning application; therefore the level of detail shown was appropriate, relevant and what would be expected for an application of this type. The boards clearly indicated the application was for Outline determination rather than determination for a Full, Detailed, planning application.</p>
<p>The Satnam proposals for Peel Hall are yet another attempt by the company to make money on the development with little regard for the people who live in the area, the impact on the environment or future housing needs.</p> <p>After a long campaign by local people a much smaller development proposed few years ago was rejected. The new proposal still does not address the issues identified then and would in fact amplify the problems by virtue of its increased size. Warrington Borough Council has already identified sufficient land to meet housing needs in the foreseeable future and has rightly rejected the need to build on Peel Hall. The problems associated with site access and increased traffic have not been addressed nor has the issue of loss of amenity. In short, the development is not needed by the town and not wanted by the people who would be affected by it.</p>	<p>These proposals will help Warrington Borough Council meet the locally-arising housing needs. The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed.</p> <p>The previous proposal has been set aside, with this considered and strategic masterplan addressing the issues identified by the Planning Inspector at the time.</p> <p>Warrington Borough Council has not 'rejected the need to build on Peel Hall'; the previous application was not determined, leading to the appeal.</p> <p>Satnam has been working been working with Warrington Borough Council to examine the deliverability of the Peel Hall plans and the quality of the housing neighbourhood that can be created here.</p>
<p>This development is neither needed in Warrington nor supported by the public. This area is one of natural beauty and is brimming with wildlife- woodpeckers, newts, owls and many more species live in this area. The local residents are extremely frustrated that Satnam are still pressing this issue after being shot down many times before by the local council. On-line petitions have already been signed by hundreds and are still going strong.</p>	<p>Warrington Borough Council have been evaluating the need for housing over the next 20 years and have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs. This increased housing need must be addressed quickly and a planning application on the Omega site has already been submitted to provide for some of that increase. The housing proposed on Peel Hall will also assist to provide some of the additional housing now required.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>I am the CTC (National Cycling Charity) Right to Ride representative for Warrington. I do not live in the immediate area or the proposed development but I would like to make one comment about the proposal. I do not have a view as to whether or not the proposal should proceed, my comment concerns the layout of the roads within the site boundary.</p> <ul style="list-style-type: none"> <li>The current guidance for new developments is Manual for Streets Volumes 1 and 2. Manual for Streets Volume 1 states <i>"4.2.3 Street networks should, in general, be connected. Connected, or 'permeable', networks encourage walking and cycling, and make places easier to navigate through. They also lead to a more even spread of motor traffic throughout the area and so avoid the need for distributor roads with no frontage development. Research shows that there is no significant difference in collision risk attributable to more permeable street layouts"</i>.</li> </ul> <p>The proposed design does not follow these guidelines with Spine roads within the site and no connectivity or permeability shown. It may not be necessary to have any roads within the site boundary whose sole purpose is traffic movement; they should either be residential with housing, local centre with shops or commercial usage. It may also be preferable not to have a bus gate within the site and to permit through traffic movement.</p>	<p>Guidance set out in Manual for Streets and in WBC's Design Guide have been at the heart of the principles used in preparing the masterplan from the start, however it is not always possible to reflect every principle that is being adopted within the masterplan without overcrowding the layout. Sometimes other elements (e.g. pedestrian and cycle access between plots) will be picked up in other documents such as the D&amp;A Statement and/or the TA or indeed the Parameters Plan. The intention is that there will be pedestrian and cycle connectivity between adjacent plots and, as discussed above, this will be set out in detail the TA and in the transport section of the D&amp;A.</p> <p>The development is of such a size that it requires a bus route through the site. As a result such a route has to be sufficiently wide and avoid being tortuous, so that buses can pass through the area as quickly as possible. It is for this reason that we have one Spine Road through the site and this has a bus gate to avoid creating an attractive through route for existing general traffic, which of course would discourage cycle and pedestrian trips by future residents.</p> <p>We are happy that the emerging masterplan continues to reflect the guidance set out in Manual for Streets and the WBC Design Guide.</p>
<p>The proposal is terrible. The concept of using Elm Road / Birch Avenue as an access route is frankly dangerous and stupid. Elm Road is literally a 90 degree blind bend off Birch Avenue which then leads to the main A49 road which has fast on coming traffic straight off the M62 motorway. An increase in traffic in this area will be dangerous!</p> <p>This area is one of the few places where real wildlife (including bats, newts, foxes and birds of prey) can be seen daily in Warrington. It is also used by children and families. The residents of Warrington have already made it clear that Satnam developments are NOT welcome on Peel Hall land, any sensible business would see this as a clear message to no longer pursue this awful proposal. Regardless of what deal Satnam may have with Warrington Borough Council, the message from the residents and tax payers are clear, leave our Peel Hall land alone!</p> <p>As young home owners on Elm Road, my wife and I will fight tooth and nail to object to these proposals. My wife grew up on Elm Road and one day, hopefully our children will do too and we want our children to enjoy Peel Hall land as much as she did!</p> <p>Satnam will not bully us residents, their under-hand tactics, lack of respect for residents wishes and continual push to destroy what little nature we have left will not go unchallenged. We personally have already written to our member of parliament to object to these plans. Satnam Developments need to understand, your proposal is not welcome!!! Leave our community land alone!</p>	<p>The Birch Avenue access is allocated to serve only 20 residential dwellings. The number of vehicles using this access is a minimum and we would expect to see traffic speeds reduce in response to increases in volume.</p> <p>Although residents in this part of Warrington may not agree that the proposal at Peel Hall is necessary to meet the town's housing need, the 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is "suitable, available and achievable" for housing as proposed. The land has been earmarked for development for some time, and is privately owned.</p> <p>This part of Warrington is a popular area and, like you, many people would like their family to remain in the area and have their families enjoy the area too. The current housing provision prevents many from doing so and this proposal would help to address that issue.</p> <p>We are not bullying people and would rather work pro-actively and collaboratively with the community to achieve the best outcome for neighbourhood and community while helping to meet the identified locally-arising housing needs of Warrington.</p>
<p>We are totally opposed to the proposal in its entirety. There is neither the access nor the infrastructure to support this development.</p>	<p>Five accesses have been established to manage the traffic volume and flow; we are currently exploring how we can deal with shortcomings of the infrastructure.</p>



## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>I do understand the need for more housing - but a development of this size would increase pressure on the road infrastructure as the site is bounded by the M62 to the north and a large existing residential area to the south. The east-west proposed accesses are, in my view, negligible.</p> <p>Also the demand by these new occupiers on local services i.e. doctors, dentists and especially schools, has not been addressed to my satisfaction.</p> <p>Everyone's house used to be a field at some point in the past - even my own - but the Peel Hall area has become a significantly important area for wildlife due to its location 'away' from majority of the nearby humans. The masterplan does 'attempt' to leave areas of woodland in situ and also to create waves of greenery and 'corridors' - but a huge development like this will create construction activity for many years and once complete the wildlife will have depleted and any remaining creatures will be in fragmented habitats.</p> <p>I would prefer to see a smaller scale of development (on the least sensitive part of the site) and also TPOs and other protection methods introduced to ensure that both wildlife and humans can 'enjoy' such an exquisite area for many years into the future.</p>	<p>Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years; the council now confirm they require at least 840 homes per year in the town to meet locally-arising housing needs.</p> <p>This proposal includes facilities such as a primary school and a community hub, which could be occupied by local services providers.</p> <p>The wildlife at Peel Hall will be protected as much as possible during any construction works, with, where required, any habitats relocated (as happens on other development sites) in accordance with approved procedures.</p> <p>Planning conditions can form part of a permitted determination by the local authority and would protect sensitive areas or 'at risk' trees and species.</p>
<p>I cannot see how these proposal could possibly work, or for that matter, why they are even being considered. Firstly, Warrington does not need 1,200 new homes. Secondly, this part of Warrington simply does not have the infrastructure to support such a large number of homes. The average family consists of two adults and two children, some are bigger, some are smaller. Taking this average, this semi-rural corner of Warrington is suddenly going to have to support 2,400 adults. Most with cars. Trying to put another 2,000 cars onto the local roads simply will not work. They won't fit. Extra buses? Bad Idea. Buses cause congestion with their continual stopping and starting. There is extremely limited extra capacity at Warrington Bus Station, so where would the buses go? In the obvious grid-lock situation that would be created (not just at peak time) the chances are that they wouldn't actually be going anywhere. Just like the rest of us. But where would these extra 2,000 people on the roads be trying to get to? Work? 2,000 new jobs? Sticking with the average, 2,400 children would arrive, all ages, all different abilities, all needing education. The local primary schools are at capacity, so this would mean building and staffing a large primary school with a capacity for at least 1,000 children. But what about the 1,000 or so older children? The University Academy can accommodate some, but not many. So where would all the rest go? A thousand secondary school children would warrant their own school. So these proposals would have to allow for building a substantial secondary school too. Plus playing fields etc. Silly? Absolutely! Let's not try to make it real.</p>	<p>Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years. The results of that study are now final. Rather than the estimated 360-500 homes per year believed to be required previously, the council now confirm they require at least 840 homes per year in the town to meet locally-arising housing needs.</p> <p>This increased housing need must be addressed quickly and a planning application on the Omega site has already been submitted to provide for some of that increase. The housing proposed on Peel Hall will also assist to provide some of the additional housing now required.</p> <p>This proposal includes facilities such as a primary school and a community hub, which could be occupied by local services providers.</p> <p>The proposal also includes a Spine Road to allow access for public transport through the site and beyond, thus reducing the need for personal transport solutions.</p> <p>The development is proposed to be phased over 20 years; with the phasing programme and the range of proposed units not all would be occupied by a family with school-age children at the same time.</p> <p>The existing playing fields are not going to be lost; this proposal includes relocating and upgrading the current facilities to create more accessible and fit-for-purpose spaces for sports, leisure and recreation.</p>
<p>We will do everything we can to stop you!</p>	

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>Having reviewed the proposals and plans we do not support the proposals for the following reason:                      The key problem with the proposal is vehicle access to the site, in particular with regard to where the future residents would travel to for employment and the routes they would need to take to get to their employment. Given the close proximity to the M6 and M62 motorways, it is very likely that the majority of commuters from the site will wish to use the M62 for access to either Liverpool or Manchester with many of the rest wishing to access the M6 either northbound or southbound. The current proposal is to have 1,200 homes of which 750 will be accessed from Mill Lane / Blackbrook Avenue and 150 from Mill Lane. However, the road layout in that area is such that this actually means that 900 or 75 per cent of the residents would access the development via Mill Lane. So the question arises as to what route those commuters would need to take from there to access the motorways.</p> <p>One option (the shortest) would be to travel north on Mill Lane, over the M62, onto Delph Lane and Myddleton Lane and through Winwick to access the motorways at the A49 / M62 junction or the Winwick Link Road / M6 junction. However, this would be impractical as Delph Lane is a small, narrow rural road which is not capable of coping with that volume of traffic. Also Myddleton Lane has traffic calming measures, such as speed bumps, and the roads at the western end of Myddleton Lane are already severely congested during rush hour. A second option is to access the A49 / M62 junction via Capesthorpe Road, Greenwood Crescent, Poplars Avenue, Cleveland Road and the northbound A49 Winwick Road. However, this would be against Warrington Borough Council intentions as it would mean using existing residential roads which are not intended to be used by through traffic. This is evidenced by the fact that several of these roads have 20mph speed limits and traffic calming measures such as speed bumps. In addition, the Cleveland Road / A49 traffic island is already very heavily congested during rush hour.</p> <p>The last option would be to travel south along Blackbrook Avenue, then east on Birchwood Way to the large traffic island close to the M6 or through Cinnamon Brow. These routes are already heavily congested during rush hour. From there traffic would need to continue on the east bound Birchwood Way to join the M62 at the Birchwood junction or travel south on Woolston Grange Avenue to join the M6 at the A57 junction. However, this would be a long route for commuters and is already subject to significant rush hour traffic jams with existing commuters who not only need to access the motorways but also the Birchwood Park and Birchwood Boulevard employment areas. Therefore, it is clear that the current road layout in the area would not be capable of accommodating the extra traffic that would be generated by the proposed development. Clearly a major new access route would need to be constructed to avoid the need to use the existing road network before the development could be considered to be acceptable. It may be possible to achieve this by providing access to the development direct from the slip roads to the M62 on the east side of the A49 / M62 junction with a bridge over the M62 from the slip road on the north of the M62. If this could not be done then, subject to planning permission and access to the land, this could be achieved by constructing a bridge on the north side of the proposed development, over the M62, with the road then heading west on the north side of the M62 to join the A49 just north of the A49 / M62 junction at the traffic lights near to Burger King and B&amp;Q. This would provide a much better access to the motorways and the area generally. In our opinion, it would be necessary to include one of these options in the plans before the proposal could go ahead.</p>	<p>Five access points are proposed to enable resident, worker and public transport to move through, to and from the development in accordance with the guidance provided in Manual for Streets and Warrington Borough Council's Design Guide. Without knowing the demographics of future occupants it is not possible to predict their driving behaviour.</p> <p>Your observations of the potential solutions for dealing with the increase in traffic are appreciated. Options for mitigating traffic impact and enabling flow to improve are among a number of matters currently under discussion and consideration. At this early stage, with an Outline application seeking an 'in principle' decision, it is too early to confirm the final proposals for managing traffic movement and flow.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>Unfortunately I am writing to advise that I am not in favour of the proposed development at Peel Hall. My main concerns relate to the loss of the playing field alongside Mill Lane and Blackbrook Avenue and the lack of consideration that seems to have been given to the infrastructure required to facilitate such a large development.</p> <p>This country has serious and increasing issues with health problems related to poor lifestyle and lack of exercise - this is increasingly an issue amongst children. I believe that developing on one of the few areas that people can play sports without having to pay to access specialist facilities is going to increase these issues. I don't believe that the plans included adequate space to mitigate the loss of this area,</p> <p>The local infrastructure already struggles to accommodate the local population, particularly in terms of traffic which is currently a daily issue. The plans are unclear about the amenities that will be available in the development but it is clear that an additional 1200 houses will result in a major increase in traffic - particularly around rush hour. Many houses now have two cars and two individuals driving to work - this could mean an adding an extra 2000 cars to the existing infrastructure which is already struggling. I'm particularly concerned about the additional 150 houses that will ONLY have access from Mill Lane.</p> <p>Finally, the plans are unclear about how many of the houses are going to be allocated to the council to support the issues with affordable housing in the area. As such, it is difficult to support a development to provide affordable housing to the people that need it in Warrington when in reality the majority of the houses may not meet this requirement.</p>	<p>The existing playing fields are proposed developable land, with the playing fields being relocated within the masterplan to the North and North-East of Windermere Avenue. Our proposal includes improved facilities, making them more usable and fit-for-purpose than they currently are, and will not result in the loss of a local asset.</p> <p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs. The number of units proposed at Peel Hall will only deliver a proportion of those that Warrington Borough Council has identified it needs each year to meet its obligations. Accesses within the proposed development have been carefully considered to ensure we are achieving the best and most viable solutions for the existing and proposed neighbourhoods.</p> <p>We are currently in discussions about the Section 106 Agreement which would form part of this development.</p>
<p>My house is situated adjacent to the proposal and I can see both positives and negatives for your "masterplan", but I am, however, currently opposed to the development on a number of points. The main one being set out below:</p> <p>I am disappointed that your proposal includes for the construction of housing on the only available local field that my children regularly play on.</p> <p>I appreciate that you think that this will not be an issue, as you are proposing new pitches and greenery nearby on the other side, but for my children, it will mean walking through a housing estate that is not always the friendliest, and along unlit areas. This is not acceptable when what you are proposing means losing a local asset that they can play on safely only yards from our house and which was one of the reasons for moving to this location back in 1999.</p> <p>Why should local residents lose a play area and have it moved to the other side of a park that is unsafe at times? Why not simply leave the field next to the Mill House pub alone (or better still improve it), and build houses where you are proposing to build new facilities? Being a dog owner myself, I would also like to see somewhere that dogs could be let off the lead safely nearby. Maybe if you took the local residents that already live in the area into consideration and gave something back to their 'current' community, they may be more receptive?</p>	<p>The existing playing fields are proposed developable land, with the playing fields being relocated within the masterplan to the North and North-East of Windermere Avenue. Our proposal includes improved facilities, making them more usable and fit-for-purpose than they currently are, and will not result in the loss of a local asset.</p> <p>The proposals include public open space within the development.</p> <p>We have taken all of the feedback provided during the consultation period on board and have revised our initial proposals to address concerns where possible.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>I am a resident of Elm Road, Winwick. I, along with my husband do not support the proposals currently outlined:</p> <ul style="list-style-type: none"> <li>The current view from our house that we have had for ten years will be adversely effected greatly; we will no longer be looking at open fields, but houses, roads. It also will have a view of 'business units' within close proximity which is a very unspecific term to be able to determine its end result. This has a detrimental effect on our well-being as we will no longer be able to enjoy these views that have been part of our life for so long</li> <li>It will also impact the value of our property and ability to sell our property to potential buyers. We are therefore losing out financially whilst effecting our own well-being. This is very serious and has not been considered by any discussion of any compensation whatsoever</li> <li>I'm in no doubt that people wanting to gain access to the 'employment units' and possibly the rest of the site, will park their vehicles at the top of Elm Road and walk down the pedestrian access footpath to gain entrance to the new site and 'business units', rather than enter via the main access routes. This will increase the amount of traffic and also pedestrians passing down Elm Road, which has always been a quiet cul-de-sac. Again, having a negative impact on our daily life</li> <li>The traffic and noise pollution will also have a negative impact on our health and well-being</li> <li>Warrington's public services are already stretched with the addition of new housing developments such as Chapelford, Kingswood, Westbrook, etc and the new huge Omega site, how do you think the hospitals, social services, police, firefighters will cope with yet even more people being houses in the area?</li> </ul> <p>No employee of Satnam would be happy if this happened to them, you are inconsiderate to the daily lives of residents without due negotiations or discussions. You are part of the rich people in society trying to get richer, you couldn't care less about the housing needs of Warrington residents! Shame on you!</p>	<p>Properties on Elm Road's eastern edge currently look onto Fairhaven/The Alders. The proposed development includes residential and commercial development to the north and east of Fairhaven/The Alders. As the proposals are in Outline at this time, no detailed design has been developed for this phase of the site but once commisioned would be developed in a sensitive manner.</p> <p>The proposed development is designed to enhance, rather than detract from, the housing offer available in this part of Warrington. There is no evidence this development would impact negatively on your financial standing or well-being.</p> <p>Workers and visitors to the 'employment units' would have sufficient parking at the site to avoid any temptation to park on residential streets and walk further than otherwise necessary. At this early stage it is impossible to predict or state how people would behave once the units are occupied. It would be equally difficult to predict what impact their behaviour - positive or negative - would have on the lives of those living in Elm Road.</p> <p>The nearest proposed accesses to Elm Road are at Birch Road and Poplars Avenue. Both serve a restricted and limited number of residential and/or commercial units. Our proposals include a local hub/community facilities which could be occupied by medical providers. It is upto the local and health authorities to ensure they have adequate resources for the growing population of Warrington generally.</p> <p>Developments such as this are being proposed and delivered throughout England in response to the much publicised and discussed housing shortage nationally.</p>
<p>This topic re-occurs every year or two with some variations. I object for a number of reasons. Local amenities are stretched as it is. Doctors/Schools/ Dentists/ have no capacity for more people. The road network through Winwick Via Myddleton Lane/ Delph Lane/Enfield Park Rd, Blackbrook Avenue barely copes with current levels of traffic morning and night. Delph Lane and Mill Lane are not constructed in type and width to take traffic currently using them. I was informed that SATNAM were posting 4000 leaflets to residents prior to Saturdays presentation. Why did no-one in Shetland Close or Mill Lane receive notification?? Mr (SCI note - this feedback form was incomplete and attempts to source the remaining comments have been unsuccessful.)</p>	<p>The proposals include community facilities/local hub which could provide premises for new medical providers. A primary school is also proposed and was discussed during the consultation. We understand there are concerns about the current road network and are exploring ways to mitigate the impact of our development in a way that will assist stakeholders to make viable improvements where possible. Over 4,500 leaflets were delivered to properties adjacent to and around the site; this area was identified by the potential impact of the proposal. We are aware there were a very small number of properties which did not receive a leaflet as expected; this was mitigated by the advance publicity within media and social media, as well as word of mouth, the MP's email update and campaigners' activities.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>I have lived in the Poulton North Ward for approximately 25 years. Although I was unable to attend the consultation meeting, I have reviewed the six consultation boards online.</p> <p>The only publicity (concerning this development) that has caught my attention has been from Warrington Guardian and it has all been negative - claiming to express the collective opinion of 'local residents' and voicing the opinions of one MP; claiming to support the 'local residents' in opposing any and all plans for the site.</p> <p>Clearly, 'local residents' will voice their opposition for several reasons; some are quite obvious. One being 'not in my back yard' and the other that they already have somewhere to live.</p> <p>The views of those in need of affordable housing are not that easy to collect and would-be MPs will find it difficult to win their votes.</p> <p>I have seen the need for housing grow over the past 25 years.</p> <p>For as long as I can recall, I have always thought of Peel Hall as being 'earmarked' for residential development and watched it become the wasteland that it now is.</p> <p>I feel that (with some amendment) the development is just what Warrington needs. My personal observations are listed below for your consideration:</p> <ul style="list-style-type: none"> <li>• The existing field to the north of Ballater Drive, with its (three?) marked-out football pitches and off-street parking, is an established amenity. Though drainage could be improved. I was most surprised to find this area as in-scope and alarmed to see it tagged in your plans as 'Residential'</li> <li>• The location of a new Sports Field, immediately north of the existing houses on Windemere Avenue, would necessitate removal of a large area of (what has been allowed to become) mature shrub land/woodland. Surely, this detracts from the potential amenity value and likely property values. This has a direct link to point one above</li> <li>• Looking at an aerial view of the are reveals that some of the existing properties on the north side of Windemere Avenue appear to have rear gardens extending into the site. If this has the case, then asserting site boundaries may prove irksome</li> <li>• The Wildlife Corridor proposed along the northern boundary of the site would only be of significant value if it were to be high enough to provide an effective sound barrier to this busy section of motorway (M62). To achieve this goal, it would need to be quite a tall embankment and would provide little or no usable Public Open Space (as you describe it in your plans). However, I do concede that a green area does provide some amenity; if only visual</li> <li>• The provision of a Spine Road (running east to west) will inevitably cause unwanted problems by providing a 'rat run' through the site. Warrington Police have had to admit that they are unable to enforce 'Access Only' restrictions imposed in similar roads in the town. This will skew your traffic flow calculations.</li> </ul> <p>For the avoidance of doubt, I repeat, these are my personal observations and are provided as opinions not as statements of fact. To my knowledge, I have no connection whatsoever to any organization connected with this development.</p>	<p>The existing playing fields are proposed developable land, with the playing fields being relocated within the masterplan to the North and North-East of Windemere Avenue.</p> <p>The removal of the shrub land/woodland would be done selectively and would allow an improved dialogue and connectivity between the established neighbourhood and the proposed development.</p> <p>Site boundaries, for both the Peel Hall site and adjacent properties bordering Peel Hall, have been identified as part of our preparatory works.</p> <p>Our proposals include a significant amount of mounding as a buffer between the motorway and the proposed development. Public Open Space is included further south of this mounding. Since the consultation we have re-allocated some of the land to better deal with expressed concerns about noise impact and availability of Public Open Space within the proposed development.</p> <p>The development is of such a size that it requires a bus route through the site. As a result such a route has to be sufficiently wide and avoid being tortuous, so that buses can pass through the area as quickly as possible. It is for this reason that we have one Spine Road through the site and this has a bus gate to avoid creating an attractive through route for existing general traffic, which of course would discourage its use as a 'rat run'.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>I wish to register my objection to the renewed attempt to apply for planning approval for 1200 houses on this site. When will Satnam &amp; its PR lackies ever realise that this scheme is not welcome or required. The arguments &amp; 'evidence' submitted just don't make any sense. Local residents like my family will fight tooth and nail to deny this half-baked scheme. Save your money Satnam, save face Results Comms. This is not going to happen.</p>	<p>Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years. The results of that study are now final. Rather than the estimated 360-500 homes per year believed to be required previously, the council now confirm they require at least 840 homes per year in the town to meet locally-arising housing needs.</p> <p>This increased housing need must be addressed quickly and a planning application on the Omega site has already been submitted to provide for some of that increase. The housing proposed on Peel Hall will also assist to provide some of the additional housing now required.</p>
<p>The proposed development at Peel Hall Farm and Radley Common simply would not work:</p> <ul style="list-style-type: none"> <li>• The roads are already congested at the moment and the development would make it worse. More buses are not the answer. Not everyone wants to travel by bus and more buses on the roads would just make a bad situation even worse</li> <li>• There are no plans for a new school, yet the schools we have are already full, so the children who want to go to either primary school or to the senior school would not be able to go there. So what is to be done about that?</li> <li>• There are a lot of Ramblers and dog walkers who walk their dogs on Radley Common and the back woods, through the hamlet of Houghton Green and Delph Lane, or to the motorway footbridge and through to Winwick. I include myself in this and we need the open spaces and Public Rights of Way. The open spaces mean that dogs can be exercised away from housing estates and busy roads. Putting more houses and roads on to common land, leaves them with nowhere to go. Leave the green belts alone - they benefit everybody</li> <li>• We don't need any more Community Centres, we have enough and the ones we do have are not getting used</li> <li>• We don't need any more retail parks or shopping centres all the existing ones have plenty of empty units and are just a few minutes away by car.</li> </ul> <p>So leave Peel Hall and Radley Common alone. We don't need 1,200 homes, or any thing else building, it is fine as it is. I will fight these proposals to the bitter end.</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p> <p>Proposals for a new school are included within the local hub and community facilities shown on the display boards and discussed during the public consultation.</p> <p>Some established green spaces will remain, including Peel Hall Park, and new ones will also be created within the proposed development. The site is not 'common land'; nor is it Greenbelt land. The site is privately owned and, subject to the relevant permissions, can be brought forward for development.</p> <p>The community facilities or 'local hub' are intended as facilities which the new neighbourhood would benefit from or have identified a demand for. These could be health service providers or a local shop, rather than a retail park or shopping centre.</p> <p>Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years. The results of that study are now final. Rather than the estimated 360-500 homes per year believed to be required previously, the council now confirm they require at least 840 homes per year in the town to meet locally-arising housing needs.</p>
<p>As a local resident living in Lockerbie Close for over 20 years I have some concerns over many issues not adequately dealt with in your draft proposals. The major one being the traffic infrastructure surrounding the development. The main arteries out being Mill Lane, Blackbrook Avenue and various roads through Orford. None of the above mentioned are able to support an increase and are barely coping at present. Beyond these you then have to navigate craft interchange and the horrors of the M6 and M62. Has anybody involved attempted to traverse any of these during commuter times? How do you propose to deal with this?</p>	<p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs. Traffic management and mitigation will continue to be considered and proposed by the applicant and the relevant stakeholders until the best solution possible is achieved.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>Simply put, the area marked on the planning map simply cannot sustain such a development. There are 82 species of bird in the woodland, and 14 species of mammal - where will they go? What about the gallons of flood water from the ponds that will all be bulldozed - will this water just eke down into our homes and gardens?</p> <p>What about the fact that the road system here is wholly unsuitable, and couldn't remotely handle the volume of excess traffic suggested? The roads will be grid-locked every single day. The much-vaunted 'good motorway access' is entirely unfounded - you have to pass through other housing estates to get to it - a traffic nightmare full time.</p> <p>The woodland, the green land that is set to be swept away, is not only vital to the ecology but one of the strongest reasons why this area is so beautiful. This area is what it is thanks to its position close to nature. Doing away with this renders the area nothing more than a faceless development. It takes away what makes England great, rather than adding to it.</p> <p>I moved here just before Christmas, with my wife and two daughters. It was the most ambitious move of our lives, and we are in love with our new 'forever home'. We have poured everything into this. This was all shattered when we heard of Satnam's plans in early January, and as one of the homes greatly affected, this is the bitterest pill to swallow. Our beautiful home will be swallowed by a housing estate, the fields and woods behind the house destroyed. The roads around are home will become traffic-laden access routes. This is not what we wanted or planned for. We are completely devastated.</p> <p>I can see no other motivation for pursuing these plans other than greed. If Warrington has a genuine need for more housing there will be infinitely more suitable sites than this. I haven't come across a single supporter of this. The area doesn't need it, doesn't want it and can't sustain it. We love living here now, don't ruin our homes and lives.</p> <p>Think of what Warrington will lose, not what the pockets of Satnam will gain.</p>	<p>The density of the proposed development is appropriate to the size of the site and development proposed.</p> <p>Habitat and pond surveys have been carried out and have revealed that the unused agricultural land has little ecological importance, and the land has no particularly important features that would lend it special landscape significance.</p> <p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs.</p> <p>The site is privately owned, and although has trees and shrubs in situ is former agricultural land, rather than woodland. There are green spaces nearby, which sit outside the site boundary, including Peel Hall Park, which is not part of these development proposals, Radley Common and Radley Plantation. Additional green spaces will be created within the development, creating a number of formal and informal areas for recreation, sports and relaxation.</p> <p>The site has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p>

## 4.0 Feedback and Applicant's Response

Feedback	Mitigation and Applicant's Response
<p>We do not support this proposal. Regarding Peel Hall, Warrington proposals, I cannot see the need to build houses on the greenfield site when there is so much brownfield land within six miles.</p> <p>The traffic generated by 1,200 houses onto an oversubscribed road system is likely to cause problems. I would estimate that 1200 houses could generate 1800 cars on our roads morning and evening. Traffic at these peak times is already difficult enough, your scheme will cause traffic chaos.</p> <p>With 1200 new dwellings, can you advise me where the people living there will send their children to school? And where they will shop? Are you certain a new primary school will be built on the site? Will there be any type of recreation- pubs, shops, fields to kick a ball about? And where will the people living there earn their living? And are there not already sufficient empty properties in the area?</p> <p>The local doctor's surgeries are already oversubscribed, do you propose to build a new surgery? And how would you persuade a doctor to set up a new practice there?</p> <p>Flooding is also liable to be an issue in this area, where are you intending to drain excess floodwater to? And when Spa Brook floods, will the nearest houses have some form of flood protection? Rainwater, as it stands at present is likely to be absorbed into the fields, once housing is up, and hard roads, and drives, and patios, there will be a consequent reduction of open land to take the water.</p> <p>The land backs onto the motorway. Even houses at quite a distance from motorways are affected by the traffic noise, and there is also liable to be a temptation for adventurous youngsters to find their way through fencing, to go and play with the traffic there, this issue is also quite important.</p> <p>On the southern aspect of the proposed site there is a good spit of trees. Currently we do not have sufficient trees in this area , it would be a dreadful thing to lose these trees and the wildlife amenity they provide.</p>	<p>The site has been confirmed as "suitable, available and achievable" for housing as proposed in the 2015 Strategic Housing Land Availability Assessment produced by the Council. Warrington Borough Council have confirmed that they require at least 840 homes per year in the town to meet locally-arising housing needs; this proposal will assist in that requirement.</p> <p>We are aware the local infrastructure is of concern to residents and are working to mitigate the impact our proposal has on this while still contributing to meeting the locally-arising housing needs. Traffic management and mitigation will continue to be considered and proposed by the applicant and the relevant stakeholders until the best solution possible is achieved.</p> <p>Proposals for a new school are included within the local hub and community facilities shown on the display boards and discussed during the public consultation. Health services providers could be accommodated within the local hub or community facilities and would help to alleviate the pressures currently being experienced.</p> <p>Drainage plans would form part of the Detailed proposals; these are at Outline stage. Flood risk assessment and mitigation form part of the assessments required when bringing forward development proposals. The land has been and will continue to be assessed as this project progresses. A number of proposed waterbodies are included within the developable area to deal with surface water run-off, and are shown on the evolving masterplans developed after the public consultation event in response to questions raised at that time.</p> <p>A significant 'buffer' has been designed into the proposals to create a barrier between the developable area and the motorway beyond. Ensuring the safety of children is a matter for parents and guardians, and it is their responsibility to ensure their charges understand the dangers of 'play with traffic' particularly on motorways. We would, however, ensure the site is be bounded by secure means of an appropriate height.</p> <p>The development of the site would require the removal of a number of trees and shrubs, however this would also be the case if the land was being re-established for agricultural purposes. A number of trees will remain as part of the development proposals and additional saplings planted. It is the applicant's intention to create a development which includes a green corridor, public open spaces, hedgerows, new ponds, woodland planting and habitat creation.</p>



### 5.0 Conclusion

---

5.1 This Statement of Community Involvement demonstrates that an appropriate level of pre-application consultation has been undertaken by the Applicant. This is in line with policy guidance as set out in the council's adopted Statement of Community Involvement.

5.2 Local residents, community representatives and key stakeholders have been involved in shaping the proposals. Care has been taken with regard to the design of the residential development to ensure that the scheme reflects the local aspirations, where possible, and adhere to the council's strategic vision for Warrington and specifically this part of the town. This has involved balancing the desires of the Applicant and the stated housing shortfall in Warrington with the concerns of residents and stakeholders.

5.3 Overall, the majority of people did not accept that there is a housing shortfall in Warrington, and preferred to rely on historical decisions and statements about the use of the land and the council's requirements for housing numbers. Concerns were also expressed about the 'type' of people who would live in the proposed development, as well as congestion, parking and loss of a perceived 'common land' area.

5.4 The main areas of concern can be grouped together under the headings of

- Roads/Infrastructure/Pollution
- Green space and Ecology
- Housing Demand and Design
- Alternative Sites
- Local Facilities
- Flooding
- Programme.

5.5 Some consultees recognised the fact that Warrington does have a housing shortage and needs to bring forward sites for development - regardless of people's personal feelings about specific sites or owners of those parcels of land. The majority of consultees appeared to prefer to listen to the local elected representatives keen to ensure their 'doorstep support' is maintained rather than go against the views of their ward electorate and risk losing votes (at both a Parish and Borough level) by accepting what appointed officers are telling them and reinforcing through policy, plan and framework documents.

5.6 Some consultees preferred to maintain a position of scepticism that what was presented would be delivered as promised, and stated a lack of confidence in the council in being able to ensure that what may be approved at a planning level could be managed through Conditions or planning legislation.

5.7 Consultees were concerned about the impact of the development on highways potential congestion. Accompanying documentation in support of this proposal provides information about the transport and highways surveys and preliminary assessments to date.

5.8 Some consultees who visited the public consultation event expressed verbal support for the proposal, recognising that this part of North Warrington would benefit from the proposal, and that if their children and other members of their family wanted to be able to live in the area (rather than move away to other neighbourhoods in Warrington) this proposal represents a good opportunity for them to settle and create a home in Peel Hall. Some of these people also expressed a concern that their support for the proposal could result in antagonism within the community, if it was discovered that they were going against the views of others. It is hoped they make their representation during the council's consultation process.

5.9 In summary, there was a mixed response to the development proposals, with some consultees verbally acknowledging the need for the new neighbourhood and supporting the proposals, but preferring not to state this position in writing to avoid tensions with neighbours and other consultees with differing views. Some people did state that they understood the rationale behind the development proposal and welcomed the opportunity to not only view the proposals but to discuss them with the applicant and their project team.

5.10 It was anticipated that this proposal would generate a strength of feeling among the community, although the project team did not expect to experience personal and professional attacks from both members of the public and elected public officials who opted to make emotional arguments and unfounded criticisms of the project team individuals in an attempt to derail the applicant's intention to proceed with this planning application.

5.11 All feedback received has been included, verbatim, within this report and can be viewed and verified by officers or recognised representatives of the council. Feedback which was wholly or partially incomplete has been included up to the point where the commentary is missing.

5.12 We are confident that all reasonable, possible and necessary steps to engage, consult and respond to the community of North Warrington have been adhered to and carried out in the context of this planning application.

## Appendices

---

1. Press Release publicising the Public Consultation (23 January 2016)
2. Consultee Invitation notifying the community and stakeholders about the Public Consultation
3. Website coverage publicising the Public Consultation
4. Public Consultation Boards (23 January 2016)
5. Public Consultation Feedback Form.

**THIS PAGE IS  
DELIBERATELY BLANK**

**PRESS RELEASE – for immediate release**

## **Development proposals for Warrington to go on display**

### **Exciting plans for a new residential neighbourhood of up to 1,200 new homes in Warrington are to be unveiled.**

The proposals, for a 156-acre site includes a comprehensive vision for proposed new neighbourhood at Peel Hall.

Outline plans will go on display next weekend, and will reveal how the site, which sits south of the M62, will be transformed over 15 years through a phased masterplan.

Proposals include up to 1,200 much-needed, high quality and affordable starter homes to the area, along with employment, a local centre and community support facilities to the area.

Investment will also be targeted to the local community, with a range of open space for active sports and areas for informal use being created.

The development proposals are being brought forward by Satnam and will deliver a mix of housing types and sizes, including family homes and affordable and starter homes for first-time buyers trying to get a foot on the housing ladder or key workers such as nurses and teachers.

Significant investment in the community will see new and improved facilities at Windermere Avenue as well as a range of other initiatives to benefit other stakeholders in the area.

The scheme has been designed to be in keeping with the existing character and to respond to identified needs of the area.

Ruth Shepherd, consultation manager and spokeswoman for the project, said: "We are aware the proposals brought forward in 2012 received a mixed reaction, and since then a lot of work has been done behind the scenes to respond to concerns and suggestions made at the time.

"While this proposal includes more homes, the development is comprehensive and will enable local residents and business owners as well as other interested parties to make an informed decision based on a whole masterplan rather than just a part of the vision.

"We are keen to hear from as many people as possible and would encourage those who can attend to come along and see the proposals and vision, and let us know what they think."

**The proposals will be on display at The Church of the Resurrection and St Bridget, St Bridget's Close, Fearnhead, Warrington, WA2 0EW between 11.30am and 5pm on Saturday 23 January.** Members of the project team will be on hand to answer questions about the scheme.

Feedback forms will be provided at the event so you can tell us what you think about the proposals, as well as make additional suggestions for the development. Anyone unable to attend can view the proposals and provide feedback online via [www.resultscommunications.co.uk/consultations.aspx](http://www.resultscommunications.co.uk/consultations.aspx) from 10am the following morning.

**ENDS**

150116

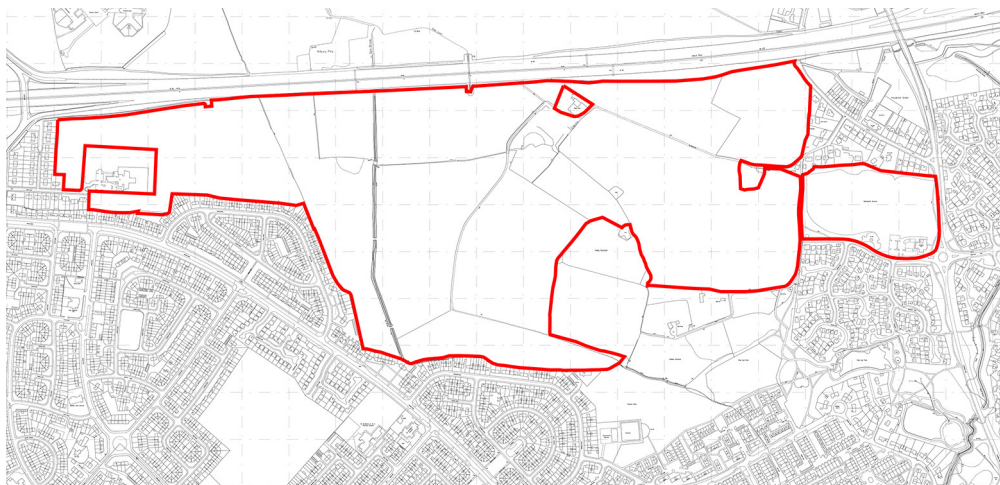
**For more information, or to arrange an interview contact Ruth Shepherd, Results Communications:**  
Mob: 07852 219699 / Office: 01434 689415  
Email: [ruth@resultscommunications.co.uk](mailto:ruth@resultscommunications.co.uk)

**Satnam is preparing an outline planning application for a comprehensive residential, employment and open space development on land at Peel Hall, Warrington.**

The proposals will deliver up to 1,200 homes, employment, a local centre and community support facilities across a phased masterplan, bringing much-needed high-quality and affordable homes to the area.

We will also be investing in the local community, with a range of open space for active sports and areas for informal use.

Our proposals will be on display at **The Church of the Resurrection and St Bridget, St Bridget's Close, Fearnhead, Warrington, WA2 0EW between 11.30am and 5pm on Saturday 23 January.**



Aerial photograph showing site (red border) earmarked for development

Feedback forms will be provided at the event so you can tell us what you think about the proposals, as well as make additional suggestions for the development.

Members of the project team will be on hand to answer questions about the scheme.

If you are unable to attend, the proposals will also be on display from 10am the morning after the public consultation at [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk) and can be printed or saved.

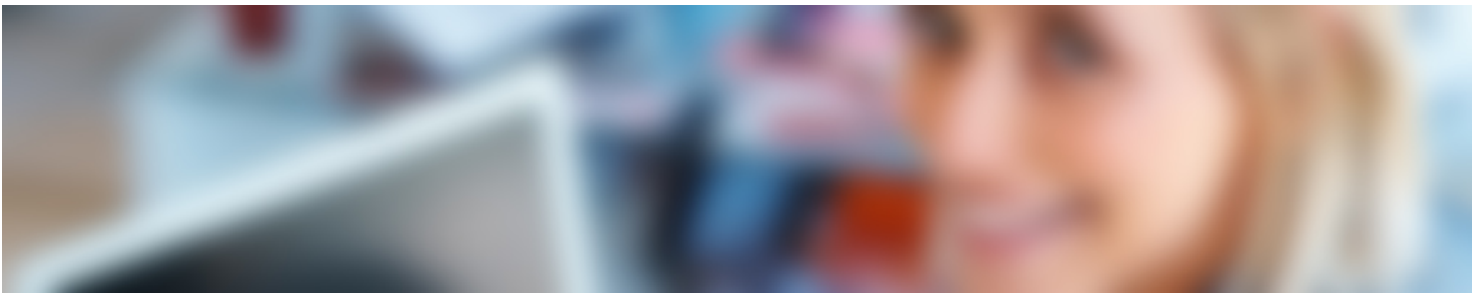
Anyone unable to attend or requiring further information can call 01434 689415 between 9am and 5pm\* Monday to Friday. (\*Calls may be diverted to voicemail so please leave a message.)

- [Home](#)
- [Portfolio](#)
- [Consultations](#)
- [Contact Us](#)

- [Twitter](#)
- [Linkedin](#)



- [Home](#)
- [About Us](#)
  - [The Team](#)
  - [Ethos](#)
  - [Data Protection](#)
- [Portfolio](#)
- [Consultations](#)
- [News](#)
- [Contact Us](#)



## delivering results which create the news

**results** Public Consultation **SATNAM**

Satnam is preparing an outline planning application for a comprehensive residential, employment and open space development on land at Peel Hall, Warrington.

The proposals will deliver up to 1,200 homes, employment, a local centre and community support facilities across a phased masterplan, bringing much-needed high-quality and affordable homes to the area.

We will also be investing in the local community, with a range of open space for active sports and areas for informal use.

Our proposals will be on display at The Church of the Resurrection and St Bridget, St Bridget's Close, Feanishold, Warrington, WA2 9EW between 11.30am and 5pm on Saturday 23 January.

Feedback forms will be provided at the event so you can tell us what you think about the proposals, as well as make additional suggestions for the development.

Members of the project team will be on hand to answer questions about the scheme.

Aerial photograph showing site (red border) earmarked for development.

If you are unable to attend, the proposals will also be on display from 10am the morning after the public consultation at [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk) and can be printed or saved.

Anyone unable to attend or requiring further information can call 01434 628115 between 9am and 5pm Monday to Friday. (\*Calls may be diverted to voicemail so please leave a message.)

Peel Hall | [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk)

January 15 2016

- Posted By: Administrator
- Tags: Peel Hall, Warrington, Satnam, public consultation

### Proposals for new neighbourhood in Warrington to go on display

Exciting plans for a new residential neighbourhood of up to 1,200 new homes in Warrington are to be unveiled.

The proposal includes a comprehensive vision for a proposed new neighbourhood at Peel Hall.

Outline plans will go on display next weekend, and will reveal how the site, which sits south of the M62, will be transformed over 15 years through a phased masterplan.

Proposals include up to 1,200 much-needed, high quality and affordable starter homes to the area, along with employment, a local centre and community support facilities to the area.

Investment will also be targeted to the local community, with a range of open space for active sports and areas for informal use being created.

The development proposals are being brought forward by Satnam and will deliver a mix of housing types and sizes, including family homes

and affordable and starter homes for first-time buyers trying to get a foot on the housing ladder or key workers such as nurses and teachers. Significant investment in the community will see new and improved facilities at Windermere Avenue as well as a range of other initiatives to benefit other stakeholders in the area.

The scheme has been designed to be in keeping with the existing character and to respond to identified needs of the area.

Ruth Shepherd, consultation manager and spokeswoman for the project, said: "We are aware the proposals brought forward in 2012 received a mixed reaction, and since then a lot of work has been done behind the scenes to respond to concerns and suggestions made at the time.

"While this proposal includes more homes, the development is comprehensive and will enable local residents and business owners as well as other interested parties to make an informed decision based on a whole masterplan rather than just a part of the vision.

"We are keen to hear from as many people as possible and would encourage those who can attend to come along and see the proposals and vision, and let us know what they think."

The proposals will be on display at The Church of the Resurrection and St Bridget, St Bridget's Close, Fearnhead, Warrington, WA2 0EW between 11.30am and 5pm on Saturday 23 January. Members of the project team will be on hand to answer questions about the scheme.

Feedback forms will be provided at the event so you can tell us what you think about the proposals, as well as make additional suggestions for the development. Anyone unable to attend can view the proposals and provide feedback online via [www.resultscommunications.co.uk/consultations.aspx](http://www.resultscommunications.co.uk/consultations.aspx) from 10am the following morning.

ENDS  
150116

Peel

[Back to News List](#)

## News about our results

Here you'll find news and updates about us, our clients, projects and general industry information. If you want to find out more about an item included here please let us know and we'd be happy to chat and answer any questions you may have.

## Project Focus

### Galliford Try Partnerships



results communications was commissioned to produce a presentation pack for a tender interview to promote Galliford Try Partnerships' proposals as contractor on the regeneration of The Malings in Ouseburn Valley, Newcastle upon Tyne. Integrating into the project team, we worked closely with the commissioning client and the wider design and construction team to develop a suite of presentation boards to demonstrate compliant and alternative construction solutions to ensure the vision for the site is delivered. Working to Galliford Try's strong brand presence, we also developed an accompanying presentation brochure for each member of the interview panel.

Galliford Try was one of two contractors shortlisted to interview stage.

- Presentations

[More Projects](#)

## Newsletter

To sign up for occasional newsletters please enter your email address into the box below and click Sign Up. You can unsubscribe at any time and we promise not to sell your details to anyone!

[Sign Up](#)

## Quick Contact

Phone: 01434 689415  
(Monday – Friday, 9am to 5pm)

[ruth@resultscommunications.co.uk](mailto:ruth@resultscommunications.co.uk)

## Quick Links

- [Consultations](#)
- [News](#)
- [Portfolio](#)
- [Privacy](#)

Proud to have helped our client Atlas Cloud be named a



## Quick Update

Tweets by @resultscoms

**ResultsComms**  
@resultscoms

Corporation tax down to 17% by April 2020 #GeorgeOsborne #budget2016

16 Mar

**ResultsComms**  
@resultscoms

Loving @AdobeCare @creativecloud online chat help and especially Darakhshan who just opened my eyes and saved my life at the same time!

10 Mar

**ResultsComms**  
@resultscoms

... and some lovely coverage about our lovely clients at PRISM PLANNING LIMITED  
[Inkd.in/eAte7B5](#)

Embed
[View on Twitter](#)



Registered Provider for the North East Business Support Fund



Copyright © 2016 Results Communications Ltd. Registered in England and Wales Company Number 9562699 Developed and Powered by [Busybird](#)



## A message from Satnam...

Thank you for attending today's public consultation about proposals to develop a new residential neighbourhood at Peel Hall, Warrington.

The display boards show why the development is needed and how the neighbourhood is planned to be laid out. Extensive areas of formal and informal public open space, including a major extension to Peel Hall Park, are integral components of the scheme.

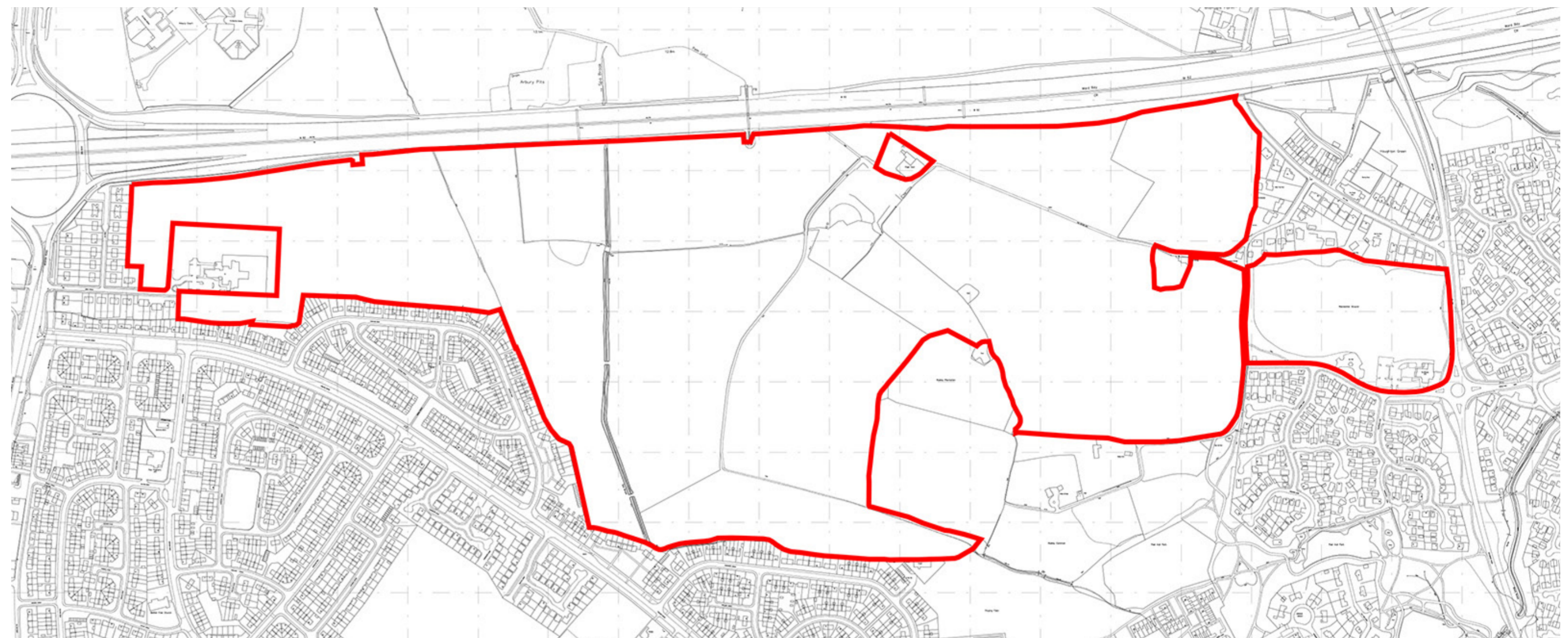
Our proposals show a comprehensive development of up to 1,200 new homes which will form a complete residential neighbourhood, including housing for purchase, rent and discounted purchase, specific accommodation for the elderly, local employment premises and a new local centre with a supermarket and local shops and services.

We will be submitting an outline planning permission, so details of the development - such as the exact numbers of houses, final internal site planning and road layout matters, and the type and style of the houses proposed, will be decided in further detailed applications.

## Feedback

Today's consultation is to find out what you think, and to hear about any concerns you may have about the development proposals. Members of the project team are available to answer all of your questions, so please take some time viewing the boards and discussing the proposals with the team.

Feedback forms are available around the hall - these can be completed and posted into the Feedback Box or handed to the team before you leave. You can also review the boards and provide feedback and comments electronically from 10am tomorrow by visiting [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk). Feedback can be provided until 11.59pm on 13 February 2016.



Red line boundary showing the proposed Peel Hall site. Map shows M62 to the northern boundary, the M6 to the east and the A49 to the west

## Next steps...

After today we will spend the next 21 days gathering feedback and comments from visitors here today, those who view the boards and provide feedback remotely, and from stakeholders with whom the project team is continuing to discuss the proposals.

We are planning to submit our planning application for consideration by Warrington Borough Council shortly after. At that point the council will notify the community that the application has been lodged and will open its period of public consultation ahead of making a decision. A decision is expected within 16 weeks of the application being lodged.

If approval is granted, work to develop the detailed proposals of the masterplan will begin and we will return to consult further with you.

## Site history...

- **July 2012** - Satnam holds public consultation about development proposals for land off Mill Lane
- **September 2012** - Planning application submitted for 150 homes with access off Mill Lane and associated works, improvements and refurbishment of sports pitches, flood lights, and improved car parking and access at Grasmere Avenue/Windermere Avenue
- **Early 2013** - Appeal lodged following non-determination of planning application
- **July 2013** - Appeal refused because proposal was not comprehensive
- **September 2014** - High Court Challenge to Warrington Borough Council's housing provision policies and main housing allocation
- **February 2015** - High Court quashes housing sections of the Warrington Local Plan Core Strategy
- **Spring 2015** - Work commences to develop comprehensive masterplan for new residential neighbourhood at Peel Hall.



## The site in context...

Peel Hall lies to the north west of Warrington town centre, and is bordered to the north by the M62, to the east by the M6 and to the west by the A49.

The site is not within the green belt and the development proposed will help to reduce pressure to release green belt sites in the forthcoming review of the Local Plan.

There are no protective or constraining notations set out in the local plan that affect Peel Hall, as the site is shown within that plan as “white land”, within the built up area of Warrington.

## The previous planning application...

In September 2012 we lodged a planning application for 150 new homes on part of the site and improvements to community facilities and accesses. The planning application was not determined and we lodged an appeal with the Planning Inspectorate.

That appeal was rejected as it was not comprehensive and that smaller site was not able to access the public transport links and local services.

This proposal responds to those criticisms and is a comprehensive proposal for the whole site, which will provide for public transport improvements in the area and through the site, together with increased local facilities and services.

## Why is the housing needed on this site?

Over the past year Warrington Borough Council have been working with their specialist advisors to evaluate the need for housing in the town over the next 20 years. The results of that study are now final. Rather than the estimated 360-500 homes per year believed to be required previously, the Council now confirm they require at least 840 homes per year in the town to meet locally-arising housing needs.

This increased housing need must be addressed quickly and a planning application on the Omega site has already been submitted to provide for some of that increase. The housing proposed on Peel Hall will also assist to provide some of the additional housing now required.

We have been working with Warrington Borough Council to examine the deliverability of the Peel Hall plans and the quality of the housing neighbourhood that can be created here. The 2015 Strategic Housing Land Availability Assessment produced by the Council confirms the Peel Hall site is “suitable, available and achievable” for housing as proposed.

Our proposal responds to the proven urgent need to provide more housing in Warrington over the next 20 years.

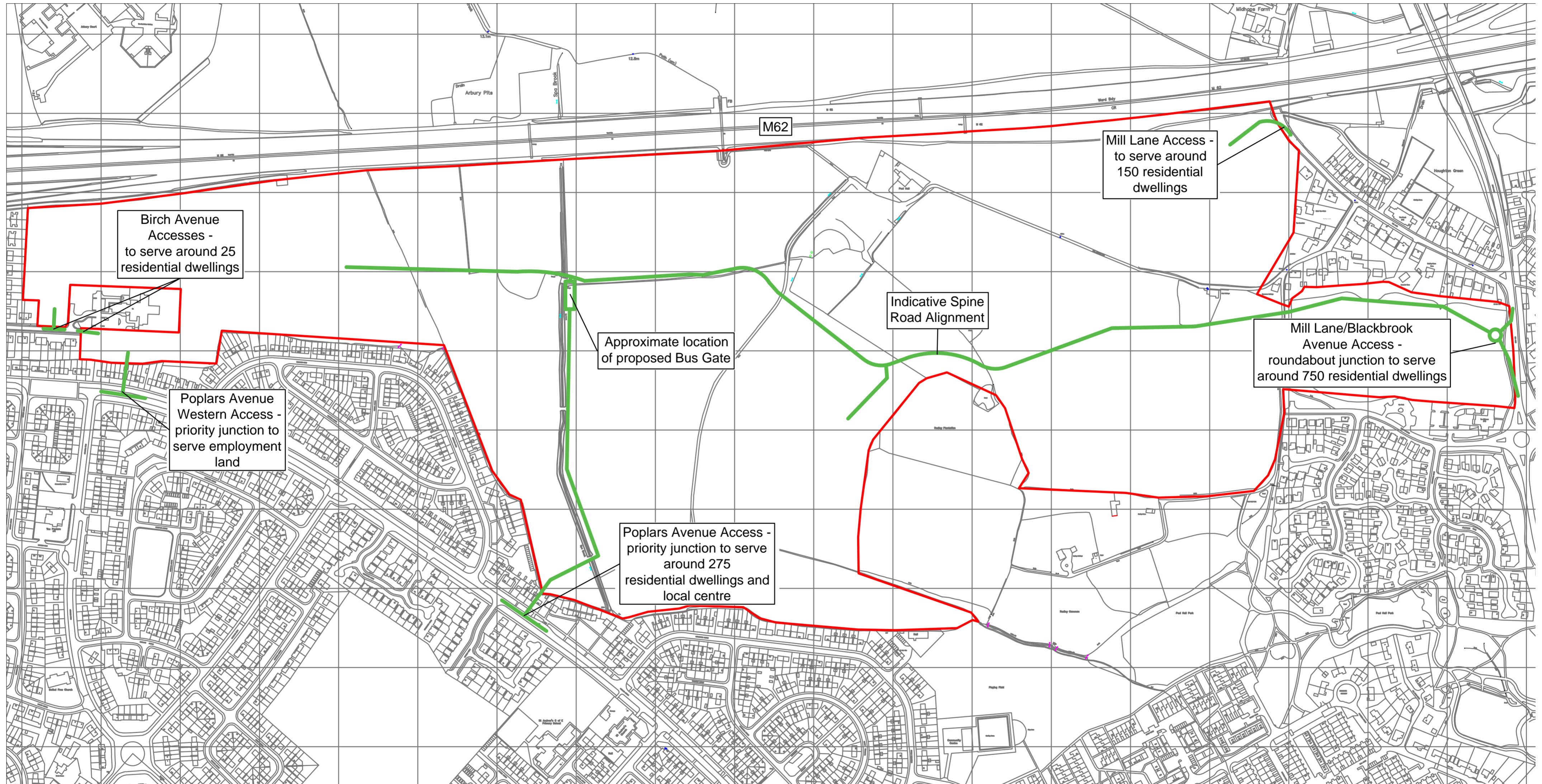


Top: Panorama showing the Peel Hall site  
Middle: View through the site  
Bottom: Pond area within the site

Proposed masterplan...



Proposed Transport and Access Plan...

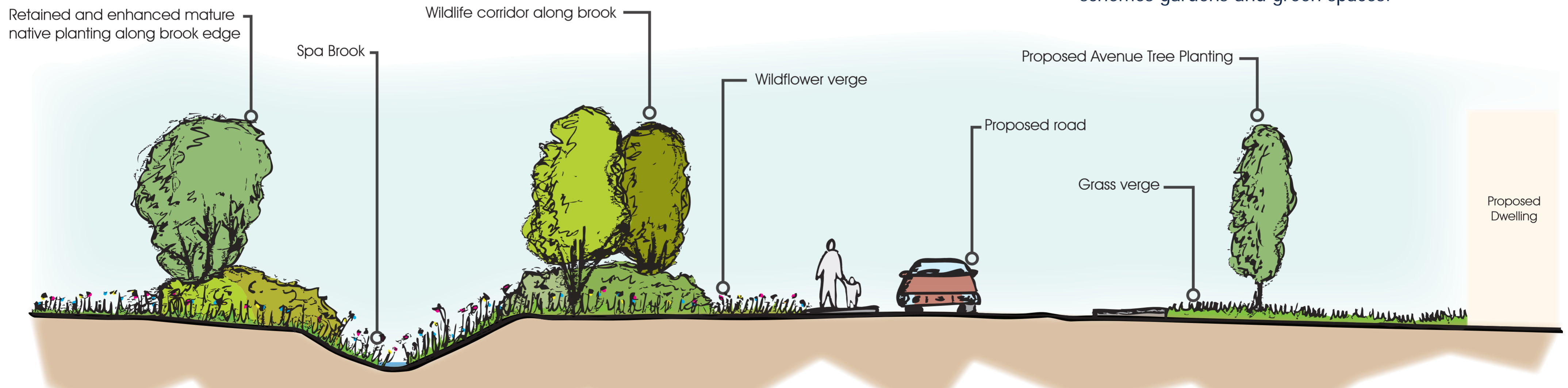




### Landscaping and Ecology...

The Peel Hall Masterplan has been carefully designed to retain and enhance strategic landscaping which offers both ecology and amenity value. Key elements of the masterplan include:

- Retention of a central green space corridor including woodland and better links to Radley Common, Radley Plantation and Peel Hall Park
- Existing public rights of way retained as part of the development
- Opportunities to create new public open spaces
- Improvements to ecology links across the site including the retention and enhancement of Spa Brook and other existing hedgerows
- Creation of a wildlife corridor along the M62 boundary forming a landscape buffer to the motorway including new ponds, woodland planting and habitat creation
- Sensitive lighting solutions close to woodland edges to prevent impact on night time wildlife
- Native and wildlife attracting planting throughout the schemes gardens and green spaces.



Top: Contextual images showing footpaths and vegetation within the site  
 Bottom: Illustrative section showing proposed retained vegetation and levels



## Precedents...

The Peel Hall Masterplan has been carefully designed to include precedents and good design while retaining high levels of vegetation and incorporating new landscaping designs.



Above: Contextual images showing design precedents

Thank you for attending our Public Consultation. Your views are important to us to please take a few moments to tell us what you think of our proposals and return this Feedback Form before you leave.

I / We support the proposals

I / We do not support the proposals

**Comments**

Please tell us what you think about the proposals... (Use the reverse side if you need more space)

**CONTACT DETAILS**

**(THIS SECTION MUST BE COMPLETED IN ORDER TO VALIDATE YOUR COMMENTS AND FEEDBACK)**

Name

Address

Telephone number

email address

**PLEASE POST YOUR FORM IN THE BOX PROVIDED OR MAIL TO [peelhall@resultscommunications.co.uk](mailto:peelhall@resultscommunications.co.uk) or by post to:**

**Results Communications Ltd, 2 DOUGLAS TERRACE, HUMSHAUGH, HEXHAM. NORTHUMBERLAND NE46 4AP BY 13 February 2016.**

You can view these proposals and provide feedback by visiting [www.resultscommunications.co.uk](http://www.resultscommunications.co.uk). You can comment on the Feedback Form online or via email to [peelhall@resultscommunications.co.uk](mailto:peelhall@resultscommunications.co.uk) by 13 February 2016. Please include your name, postal and email addresses, and contact telephone number(s).