

PEEL HALL

Warrington

Outline Planning Application | Satnam Millennium Limited

Design and Access Statement

July 2016 140367-P02-JHD070716

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Introduction

1



1.1 Executive Summary

This Design and Access Statement has been prepared in support of an outline planning application submitted on behalf of Satnam Millenium Ltd for a new residential neighbourhood located at Peel Hall, Warrington. The application seeks outline permission for:

“Outline application for a new residential neighbourhood including C2 and C3 uses; local employment (B1 use); local centre including food store up to 2000m², A1-A5 (inclusive) and D1 use class units of up to 600m² total (with no single unit of more than 200m²) and family restaurant/ pub of up to 800m² (A3/A4 use); site for primary school; open space including sports pitches with ancillary facilities; means of access and supporting infrastructure at Peel Hall, Warrington”

The document (prepared in accordance with the 2004 Planning Act) explains the design process and proposals in accordance with current best practice and in particular CABE ‘Design and access statements - How to write, read and use them’, published in 2006 by the Commission for Architecture and the built Environment. This document is designed to reflect the design process with its structure reflecting the recommended four sections;

- Assessment
- Involvement
- Evaluation
- Design

In addition the publication ‘New Homes 2010’ by Secured by Design has been referenced with respect of how to create safe and secure community developments.

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Nexus Heritage..... Archeology / Heritage
Transport Planning Associates (TPA)..... Engineers / Land Modelling

1.2 Site description

Location

The application site is located approximately 4 km north of Warrington town centre. The residential site is bound to the north by the M62 motorway and to the south by the built up area of Warrington, Poplars and Hulme Ward. The site occupies an area of approximately 69 hectares and is currently mostly unused open land. A Warrington Borough Council Sports and Recreation site lies off Windermere Avenue, on the northern edge of Warrington, and a playing field site, owned by the Homes and Communities Agency lies to the west off Blackbrook Avenue. Both areas form part of the application site.

The history of the area, its location adjacent to the built up area and the findings and conclusions of recent council documents confirm the sites suitability in principle for residential and ancillary development. The site is not, and has never been, within the Green Belt.

Constraints

There are a number of matters and issues that impinge on the site and affect the way development here should be considered and how a suitable scheme should be formulated.

- **Noise and Air Quality**

Due to the site's proximity to the M62 motorway there are a number of constraints imposed upon any potential development. A 50m stand-off distance must be maintained between the motorway and any family housing development with only apartment blocks with mechanical ventilation allowed within this zone - this is in the interest of maintaining sufficient air quality due to pollution from passing traffic.

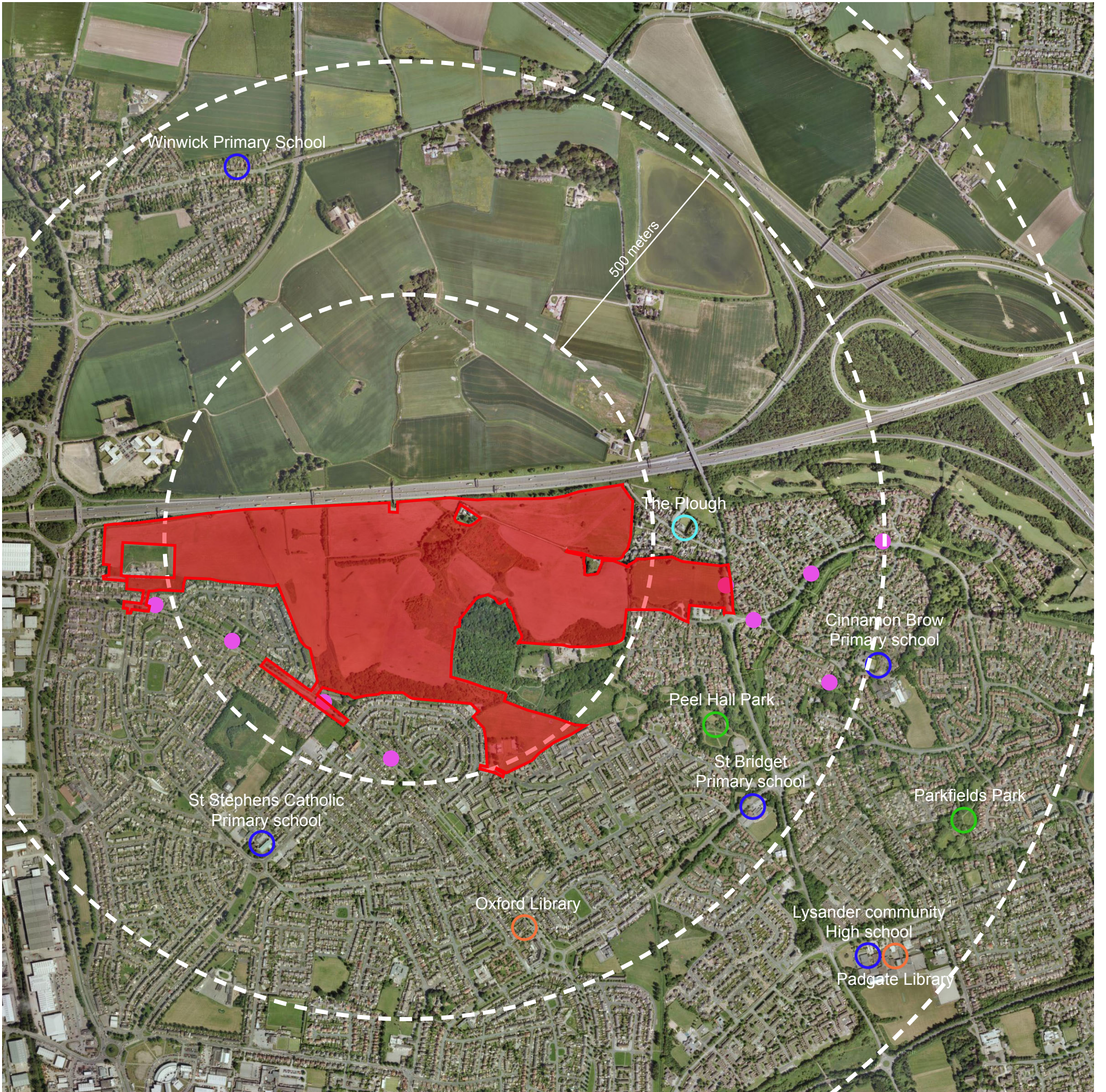
In addition there is a 50m stand-off distance, again offset from the edge of the motorway in respect of achieving satisfactory noise levels. However as the motorway is partly in cutting apartment blocks would also be permissible in this area.

Key

- Schools
- Park
- Library
- Local Pub
- Site Location
- Bus Stop



Figure 1: Connection to existing community facilities framework



Winwick Primary School

500 meters

The Plough

Cinnamon Brow Primary school

Peel Hall Park

St Bridget Primary school

St Stephens Catholic Primary school

Oxford Library

Lysander community High school

Padgate Library

Parkfields Park

- **Transportation and Access**

The constraints on access are in relation to the following:

1. The location of the site accesses in relation to the boundaries of the site and the matters arising from these location point, including:

i. Frontage available between the site and the public highway.

ii. Ensuring that good links to existing and new bus routes can be maintained and created.

iii. That disruption on the local transport network is minimised and

iv. Maintaining the provision of on street parking for local residents.

- **Landscape and Ecological Constraints**

The landscape and ecological considerations that act as constraints in respect of the development site consist mainly of its current and former uses and how these have created the site that exists today. The site is former agricultural land, no longer used for that purpose, together with areas of woodland and isolated trees, and includes with an underused council owned playing field and recreation area. In addition there are isolated ponds and a water course known as Spa Brook. A public footpath crosses the north east area of the site leading to an overbridge to the M62 motorway, and there is public access to the council playing fields area. Otherwise there is no public access to the site.

The main landscape and ecological constraints that apply are the habitats of the site, consisting of the woodland, isolated trees and Spa Brook. In terms of potential visual impact this is limited to views from the public footpath and areas of existing residential development to the south west, south and south east. The woodland and trees provide screening and amenity features and foraging habitat for bats, The Brook is a linear feature with potential importance for water voles and aquatic habitat.

All these habitats should be retained where possible and buffer zones created adjacent to the brook and woodland edges. The Motorway forms an ecological barrier for species such as Badgers and Great Crested Newts which may be present within open countryside further north. The open land includes improved grassland, amenity grassland and former arable land, none of which have any ecological importance.

Topography

The site slopes generally from North (highest points) to the South of the site (lowest points). The total difference in levels across the site is up to 11m (worst case), but owing to the size of the site the development can be regarded as being on a relatively flat site. The changing site topography is also noticeable along the length of the site along the existing bounding of the Motorway. There is a high point to the North / West corner of the site offering good views southwards into the site.

Ownership

The site is in a number of separate ownerships and Satnam Millennium have contracted with the private owners within the area to purchase the land required for the implementation of the application scheme. Thus the site is able to be comprehensively planned and delivered over an agreed timetable and to an agreed masterplan.

- **Assessment**

The role of the D&AS is to outline the considerations of these constraints and to set out how these are able to be satisfactorily accommodated within the master plan being put forward as part of this application.

The various constraints have been set out and provided for in the master plan, and the opportunities of the site, and its ability to provide for a sustainable and well-designed residential neighbourhood make the site suitable in all regards to the development proposed.

There are no constraints or issues which cannot be accommodated within the site at this outline or the subsequent reserved matters/ detail stages.

1.3 Project Description

Peel Hall is located approximately 3 km north of Warrington town centre. The land for residential development outlined in the application is bound to the north by M62 motorway and to the south by Poplars Avenue, Windermere Avenue and Grasmere Avenue. To the west lies Birch Avenue and to the east Blackbrook Avenue/ Delph Lane/ Mill Lane and Radley Lane. The site is currently mostly unused open land save for the playing fields to the east and to the south east (off Windermere Avenue).

The indicative plans submitted as part of this outline application safeguard the retention of on-site trees, the provision of extensive landscaping- and the creation of different character areas, including green open space, community amenity spaces.

The proposed development comprises of:

1. up to 1,200 new homes, houses, apartments and bungalows of 1,2,3 & 4 beds size.
2. employment zone,
3. care home,
4. a primary school,
5. a local centre including a food store and family pub,
6. extensive areas of new formal and informal open space, and
7. a refurbishment and substantial improvement of an existing local Authority recreation area.

The Sports and Recreation facilities and proposals are based on the discussions the applicants have undertaken with local sports clubs, Sport England and the council, and represent the facilities needed in the area to meet current and emerging demand.

The master plan put forward in this application has been the subject of extensive revision and input from the various consultants advising on the scheme, and the proposal is the optimum design and layout for development on this site. The public and stakeholders have, via public consultation and workshops, also contributed to this process and various revision have been made arising out of this process.

The main areas of revision have been in respect of the structure of the proposed neighbourhood and how it relates to the surrounding road network and residential areas. The principle of the scheme is to provide for organic growth, able to begin from a number of access points in different parts of the site, rather than creating a more separate and isolated development served from a single main road access point.

More detailed points have included:

- i. The access strategy proposals now better have responded to matters arising from public consultation, such as the suggestion for improved access to Radley Lane south and the stopping up of Radley Lane to motorised vehicles between Peel Cottage Lane and the site's distributor road.
- ii. Discussions with the local highway officers have taken place regarding the access junctions and the proposed access strategy has evolved accordingly, such as the proposed junction arrangement of the main site access at Mill Lane, north of the Blackbrook Avenue roundabout, from a priority ghost-right turn junction to a three-arm roundabout.
- iii. The design of the main distributor road through the site has been made to ensure that an accessible route for bus services has been created, with a bus gate proposed to ensure that a through-route for general traffic is not created.



Figure 2: Proposed Conceptual Masterplan

In terms of open space and recreational land, the relocation of the Mill Lane playing fields to a more central location within the site, linked to the proposed improvements to the council's Windermere Ave recreation area provide the opportunity for a significant sporting facility to be created to serve the whole of north Warrington.

Similarly, the role of the site to provide facilities for north Warrington as a whole has determined the location of the local centre to the southern boundary of the site, to be provided early in the development of the site, so as to bring better more modern shopping and other service floor space into the area.

The employment area near to the motorway junction takes advantage of the ability of buildings off this scale to become noise shields for neighbouring uses, thus benefiting the residents of Elm Road and Birch Avenue as well as new residents within the development area.



The Proposed Use

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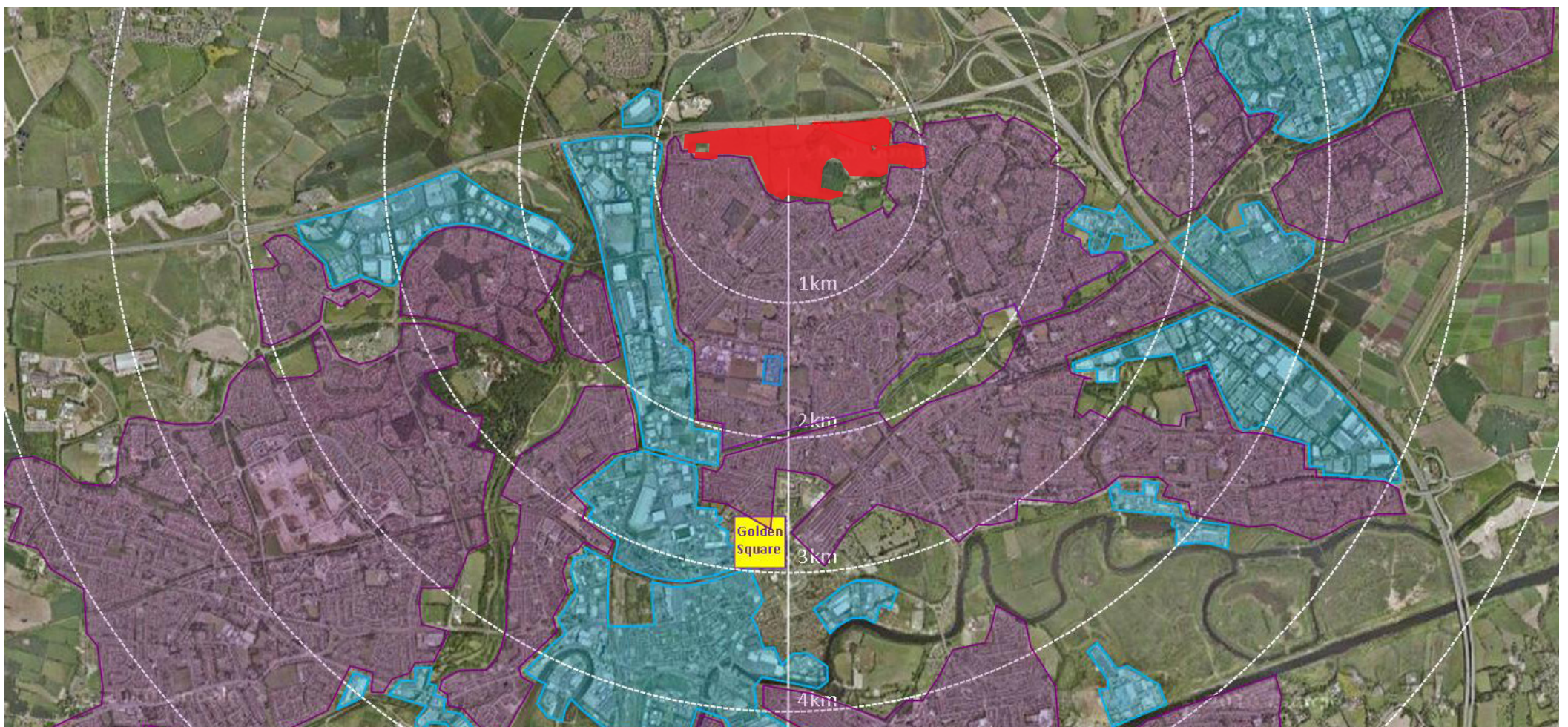
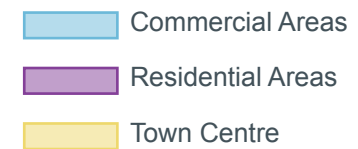
2.1 Land Use

Residential site

The proposal for residential use forms a sustainable urban extension comprising a new residential neighbourhood in this part of north Warrington. The site is accessible to established employment and retail facilities, such as the town centre and the Golden Square shopping centre, by public transport and cycling and other nearby amenities and land uses are also accessible by foot and cycling from the site.

Sport ground site

The site for the Sports and Recreation improvements owned by the council is currently not laid out for formal use and is used only for informal recreation.



Indicative Amount

3

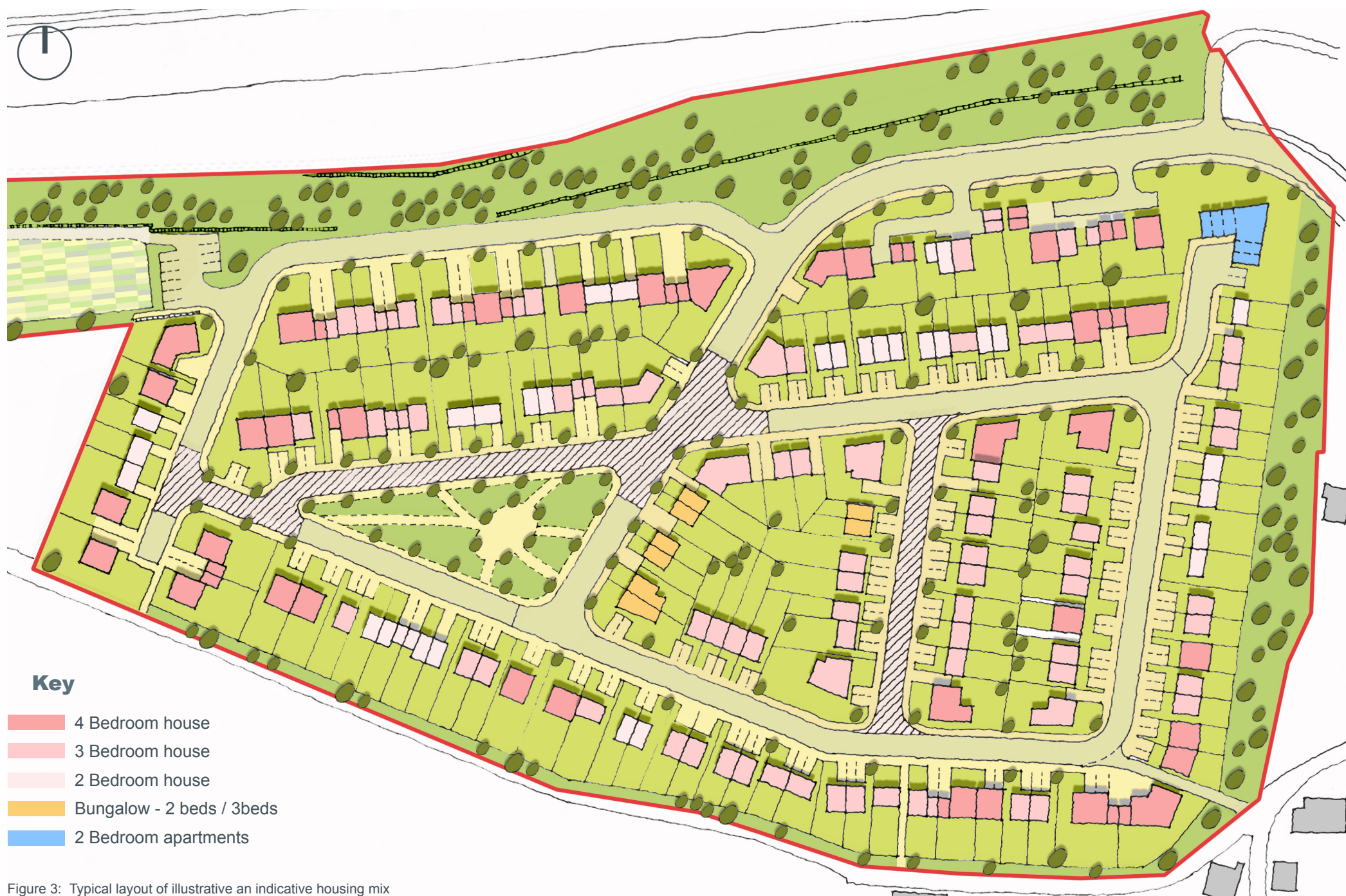


Figure 3: Typical layout of illustrative an indicative housing mix

3.1 Residential

Residential units

The indicative master plans for this development illustrates a proposal of up to 1,200 new homes, comprising a mix of 2,3 & 4 bed houses, with potential for bungalows, and 1 & 2 bedroom apartments.

- **Density**

The proposal has used typical plots of 7 meters wide. Plots on the end of corners are envisaged to be generally larger giving them prominence and helping to define entrance points.

Based on 1,200 units and a total area proposed for housing of 35 hectares gives a density of: 34 units per hectare.

This is at the lower density end of the scale, due to the use of relatively low rise - two storey homes and the provision of public amenity space and the green buffer zone created against the motorway.

The proposed low density has been sought to match the existing residential development adjacent to the site.

Community facilities

The local centre will provide the opportunity for community facilities such as shopping and service, health care and other day to day needs. A new primary school (if required) will provide for educational needs of the new residents and improvements to secondary schools, funded by the development, will assist in raising standards of existing schools.

- **Green spaces**

The central green space would give the development a focal area and a valuable amenity space.

This is seen as an extension of Ppell Park to the south east of the site and extends through the site to the motorway corridor.

The informal open areas linking this central space, and those created inside the housing plots, will create a network of open areas for active and passive recreation. These willand, the play area will also benefit both the new development and existing local residents.

- **Sports**

The location of the site is adjacent to an established residential area with public transport opportunities within reasonable walking distance. There are proposals to extend this public transport network into the site to aid integration and sustainable forms of travel.

- **Family Pub**

The Family Pub is located in close proximity to the Local Centre and the Care Home. It has got an easy access with 77 parking spaces including disabled. The Family Pub will also provide an outdoor facilities for families and children.

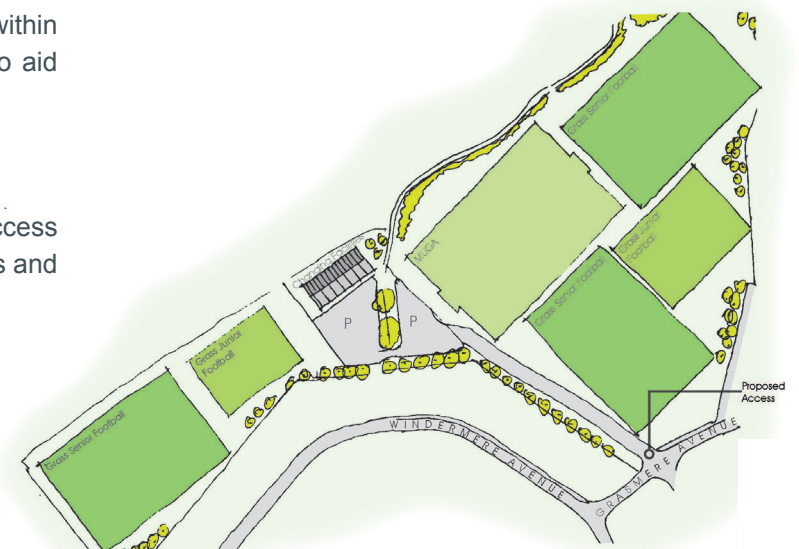


Figure 4: Indicative Sports and Recreation Provision

3.2 Educational

The proposals include for the creation of primary school places to serve the needs of the new population who will live on the development. The LEA are at present unsure if this is a two form entry primary school on the site, or a single form entry school on the site and the improvement of existing schools in the area. Whichever option is selected, the location of the site will be in a sustainable area, close to the new homes proposed with easy access to the sports and other open land facilities proposed on the site. Parking will be provided in the nearby local centre site for drop off and pick up, but sustainable journeys to school will be encouraged.

The development will fund improvements to existing secondary schools in the area.



Figure 5: Typical layout - School site

3.3 Employment

A site is proposed for 7,500 sq m for employment B1 use, close to the motorway junction with the A49, where it will form a useful noise and airquality screen for the housing to the south, both new and existing. Access will be from Poplars Avenue, not Birch Avenue.

The units to be provided are for light industrial use, suitable for location next to residential areas, and will be of a size range of between 50m²-200m². The units will be 2 storey and suitable for both office use and manufacturing/trade use.



Figure 6: Typical layout - Employment

3.4 Retail

The local centre comprises a food store of up to 2,000m², which will provide for a good range of everyday and weekly shopping trips. It will cater, due to its location, for existing residents and the new population on the development.

The food store will be supported by up to 600m² of further unit shops and other uses, A1-5 inclusive and D1 healthcare, capable of providing other shopping, services, betting shop, off licence, fast food, healthcare and restaurant uses. No one of these units will be larger than 200m² individually.

Health care such as doctors or dentist can be catered for in the centre if required.

A family pub/ restaurant is to be located adjacent to the local centre, again to serve both the existing and future residents of the area.

Together this concentration of commercial uses will provide a focus and hub for the new community and due to its role for the existing residents, provide a means of integrating the new community with the existing urban area and demographic of the area.



Figure 7: Typical layout - Local Centre

3.5 Retirement / Residential Care

Specialised accommodation for the elderly will be provided on a market and affordable basis throughout the scheme.

A 100 bed care home can be developed adjacent to the local centre to provide those with the need for additional care to stay in the locality.

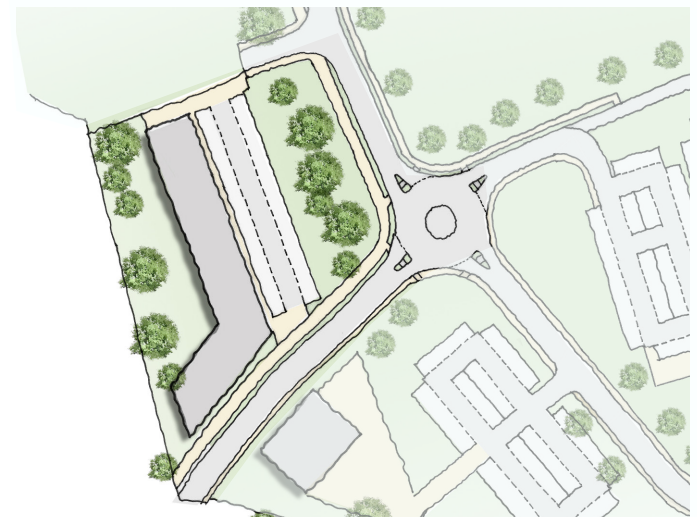


Figure 8: Typical layout - Care Home

3.6 Family

A range of 2,3, and 4 bedroomed homes are proposed for the site, the mix to be determined at the reserved matters stage on a parcel by parcel basis.

Affordable housing will be provided on a phase by phase basis, pepper potted through the scheme on a tenure blind basis.

Opportunities for apartments exist alongside the motorway corridor, to form an architectural statement and to create a noise barrier for the family housing to the south, within the site. These homes will be a mixture of affordable and market tenures.



Figure 9: Typical layout - Family Pub

Indicative Layout

4



4.1 Design Concept - Indicative layout

The application is for outline consent only. However, an indicative master plan is provided to inform the design concept of the scheme. At the heart of the approach to the master plan for this development is the need to create a livable area, which addresses the constraints and maximises the opportunities for the existing residents to share in the development investment in jobs, services and facilities on the site. The new homes and services should be integrated into the current fabric of the town, creating a seamless transition between old and new, lifting this part of Warrington so that all residents are able to enjoy a better environment and access better quality services and facilities

The various components of the scheme require the following,

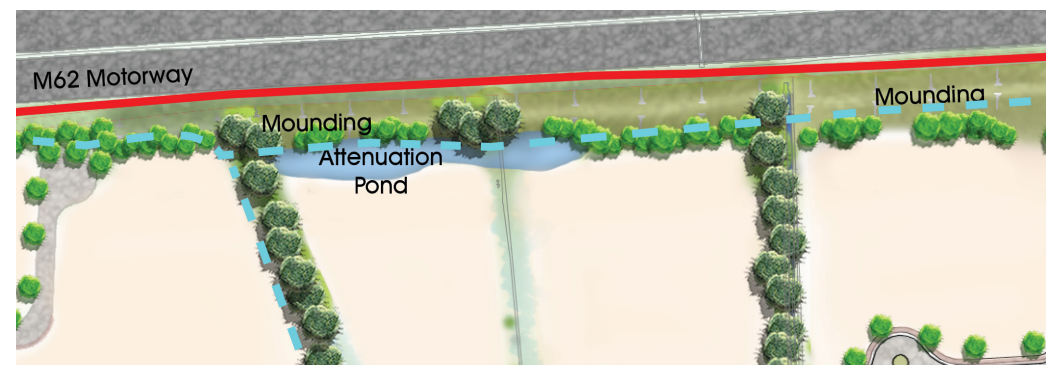
1. Proposed Residential

- Creation of residential units and apartments
- Vehicle and pedestrian accesses to the residential units
- Location of a buffer zone along the M62 provides noise protection to the residential area.



2. Green buffer zone

- Creation of landscaped buffer zone between new development and motorway.
- Buffer zones are also proposed between the new development and the existing residents development.
- Provide a shield for Air and Noise to the site.
- Landscaped zone to be maintained and created at the heart of the scheme with the aim of creating of a green corridor network.



3. Local distributor road providing local access.

- Central spine road from Blackbrook Avenue and Poplars Avenue Mill Lane creating primary circulation route.
- Employment Zone access from Poplars Avenue only
- Care Home location, with good access to local services and with a pleasant outlook
- Primary School near to local services and homes
- Community Facilities in a location to serve both current and future residents.





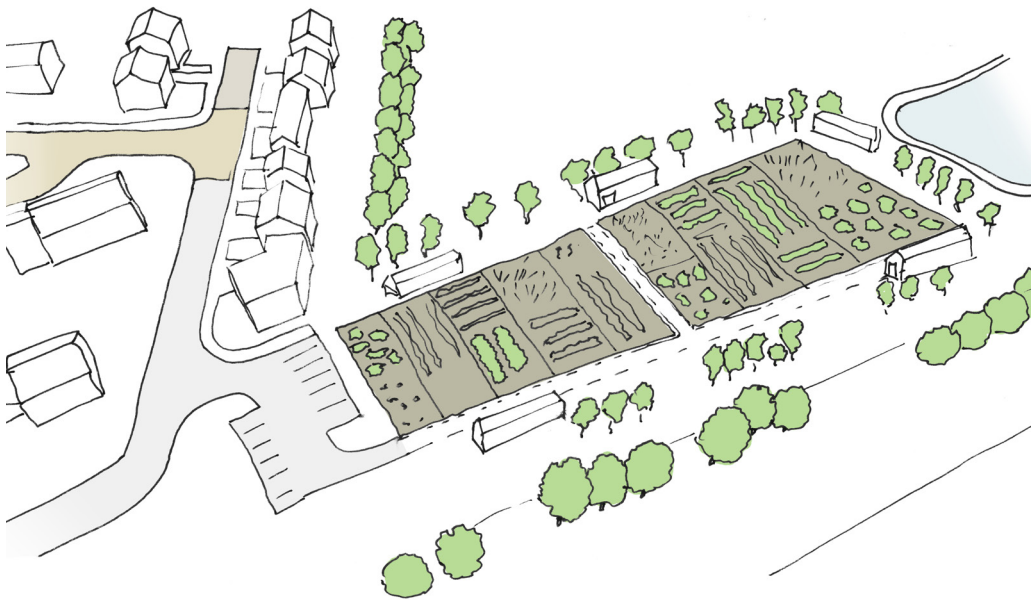
Public Realm

Informal areas of public realm help to give the development a sense of place. These areas will stop the domination of roads across the development and create safe and pleasant streets and boulevards throughout the scheme.



Central green

At the heart of the residential neighbourhood is the extension of Peel Park, with its central green area of amenity space. Many of the homes will front on to this area creating a series of opportunities for traditional village green type developments and other informal open space related forms of development. The central green will also incorporate a safe children's play area.



Community allotments

Land along the M62 is capable of being given over to community allotments for use by new and future residents alike. The allotments will have their own provision of car parking. The provision of allotments can be determined at the reserved matters stage, once future maintenance and ownership details have been agreed with the stakeholders involved.



Community orchard

Buffers can be created between the development and the existing residents of Mill Lane / Radley Lane in the east and Poplars ward in the south. This buffer can comprise in part community orchards, pleasant spaces that will benefit new and existing residents. Again the provision of these spaces can be determined at the detail stage once the details of ownership and maintenance are known.

4.2 Orientation and Layout

Housing

The orientation and layout of the proposed development has been derived from the constraints of the site and detailed layout will respect minimum standoff distances to the main features shown on the master plan.

Green spaces

Landscaped areas lie at the heart of the scheme - these areas provide play areas, amenity space, and circulation routes. On a phase by phase basis, central open spaces and housing greens will be encouraged, a the central location allows residents an ownership of space - and the ability to supervise

Buffer zones created around some of the open land areas

The zone against the motorway can be utilised as a woodland trail with community allotments, attenuation pond and natural habitats for the encouragement of wildlife. The variations in height of the vegetation will provide a visual advantage for the detailed layout of the site.

Community and Sports facilities

Community allotments and orchards can be located on the border of the site to provide for an attractive buffer zone.

The development includes for a significant investment into the current playing fields at Grasmere Avenue/ Windermere Avenue and the creation of new sports pitches within the site (in substitution for the substandard pitches lost at Mill Lane). This provision, in one area to the south of the site will assist local sports clubs and residents to secure suitable formal recreation pitches and facilities.

The investment into sports facilities will benefit all locals clubs in the area, as there will be the opportunity for the new facilities to be used and enjoyed by other local sporting organisations.

4.3 Air and noise considerations

Both constrain and impact on the residential development have been assessed to study the potential noise and air pollution that the motorway could be generating.

Air quality assessment

An air quality assessment undertaken by Hawkins Environmental advised that no mitigation measures are necessary to protect the residents from adverse health effects from air pollution as long as the housing elements of the development sits behind a 50 meters zone away from the motorway.

Noise assessment

A noise assessment undertaken by Hawkins Environmental has shown that if adequate double glazing is installed and the closest elevation along the motorway sits behind a 60 meters zone away from it, should be an acceptable noise level within all properties within the proposed development area.

4.4 Proposed Masterplan

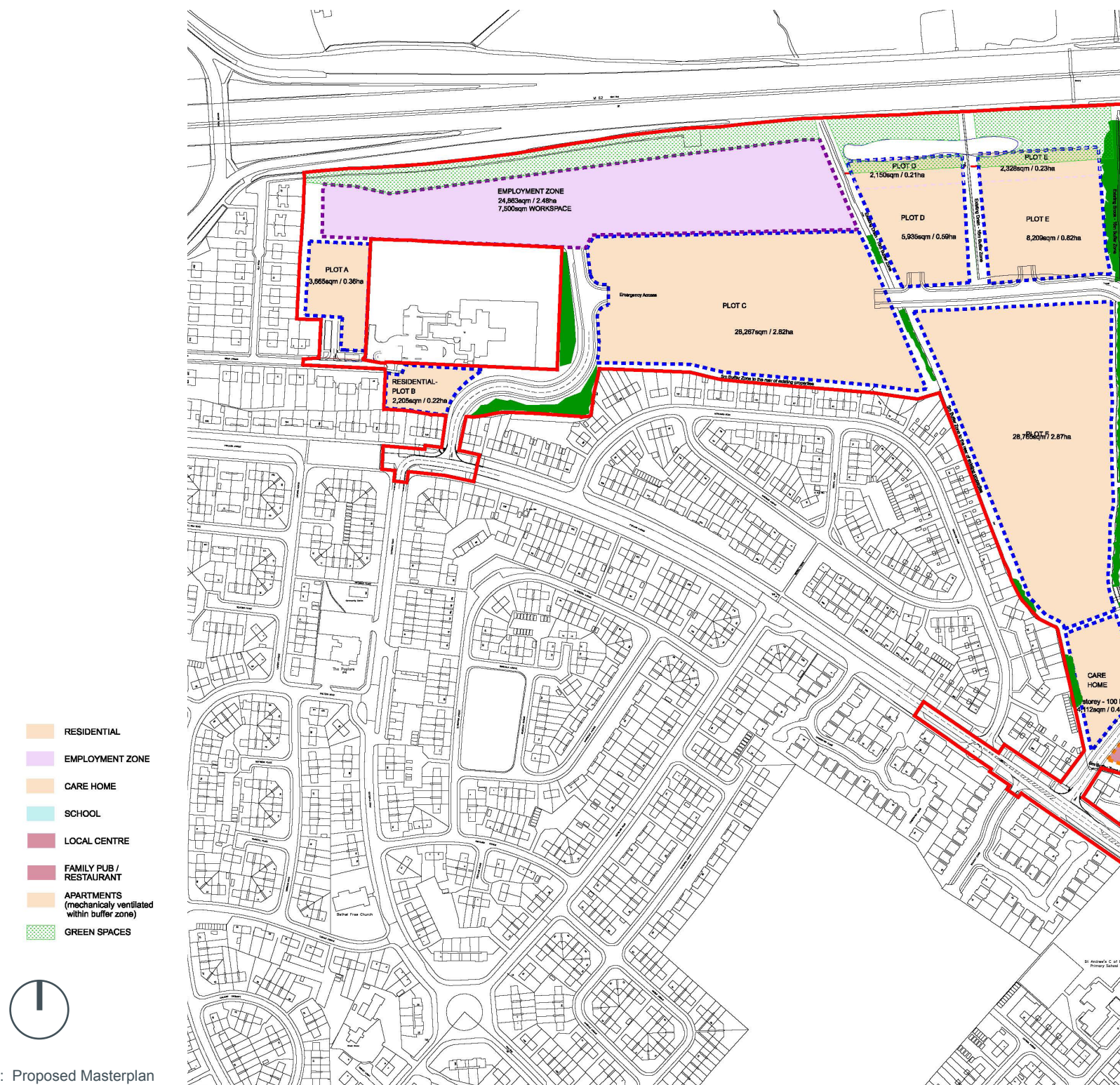
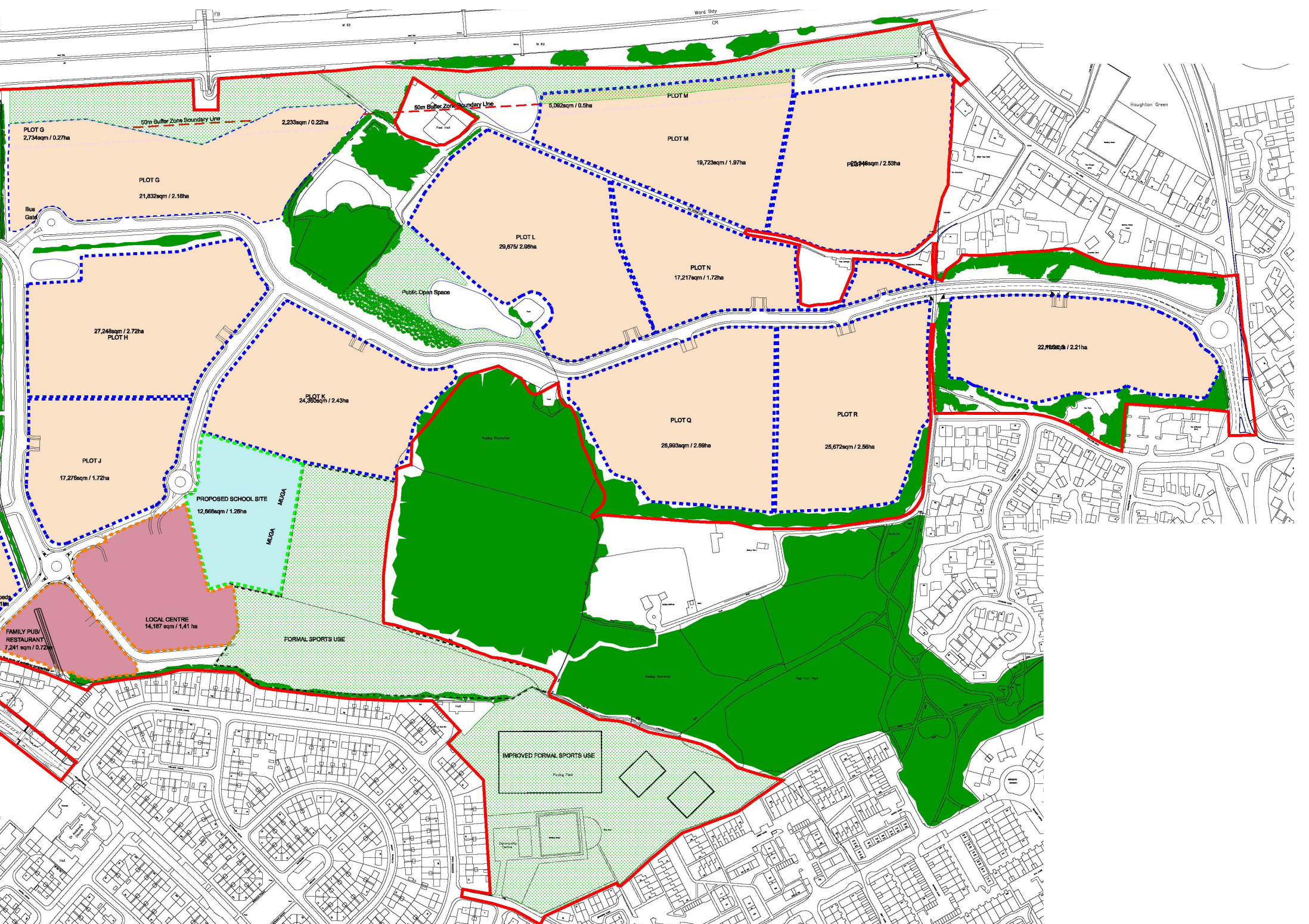


Figure 10: Proposed Masterplan



NEW HOMES 2010



4.5 Safety

The indicative outline development layout has been designed in accordance with guidance from Secured by Design: 'New Homes 2010' the following headlines outline the areas of particular relevance to the scheme.

Communal areas

The playgrounds within the residential areas will be located to allow supervision from nearby dwellings, and areas of semi-pedestrianised paving will wrap around the play areas to act as traffic calming. In addition two crossing points are to be located off playgrounds within the scheme so as to create safe places to play and to assist in ease of movement within the scheme.

Layout & orientation

Dwellings will be positioned to face each other to create a sense of community through a series of streets. This allows neighbours to watch over each other and create conditions which will help to mitigate criminal activity through making the potential offender feel vulnerable to detection.

Parking

In the majority parking will be provided within the dwelling boundary to the front. Some homes will have garages, again with access to the front of the dwelling. Visitor parking is to be provided within each of the neighbourhoods

Indicative Scale and Massing

5



5.1 Scale

Existing buildings

Buildings in the vicinity are typically privately owned two storey residential dwellings built circa 1940-50 and a more recent development built circa 1990.

Relationship to existing buildings

Proposed homes are to be in the majority 2 storey in height, some buildings at corners of plots and key points across the site will have greater prominence and height. A small number of single storey bungalows could also be developed as part of the scheme and any apartment buildings along the motorway edge of the site are to be 4 storey high.

These 4 storey high apartment buildings located along the northern perimeter act as a barrier and protect the rest of the site from the motorway in noise and air quality terms.



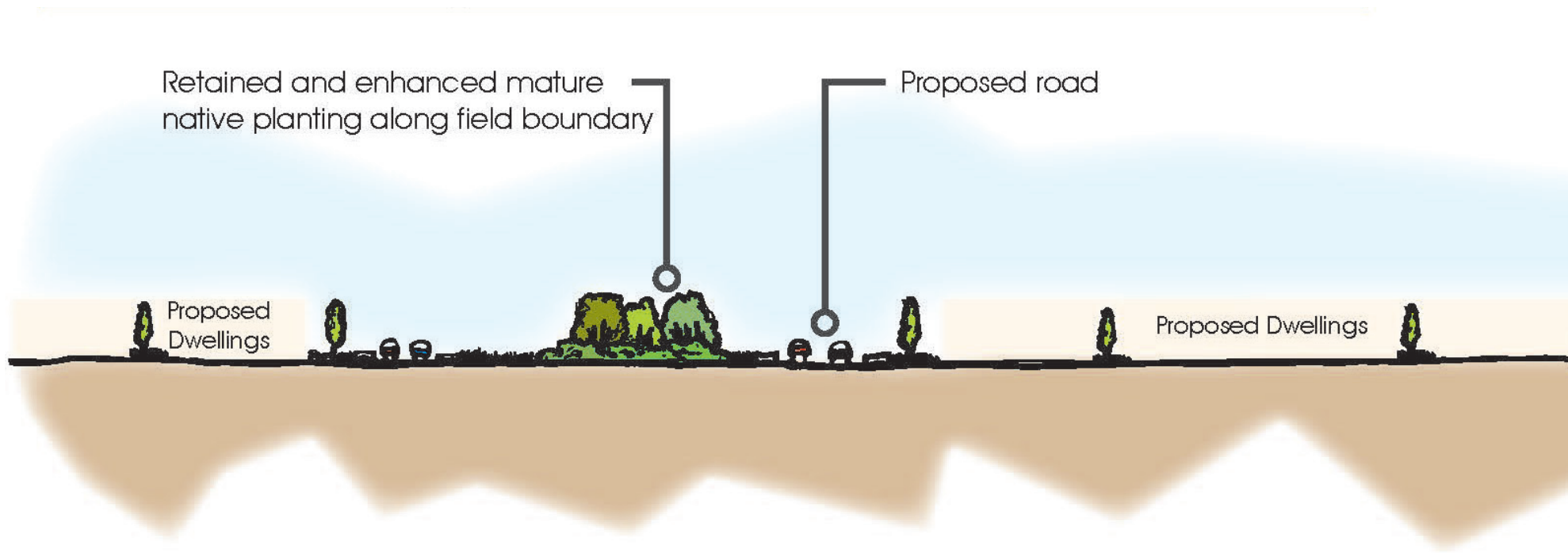


Figure 11: Illustrative Section Through M62 & Site

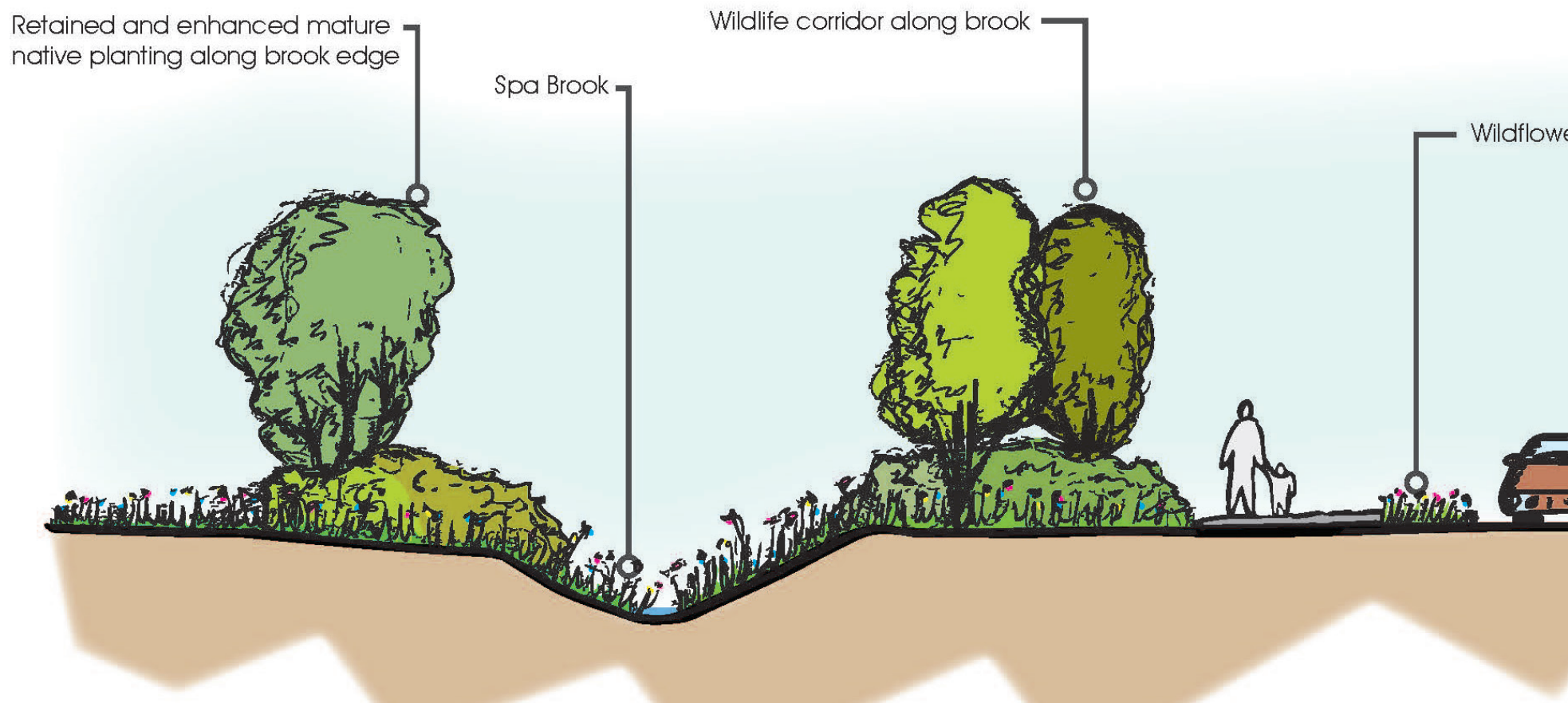
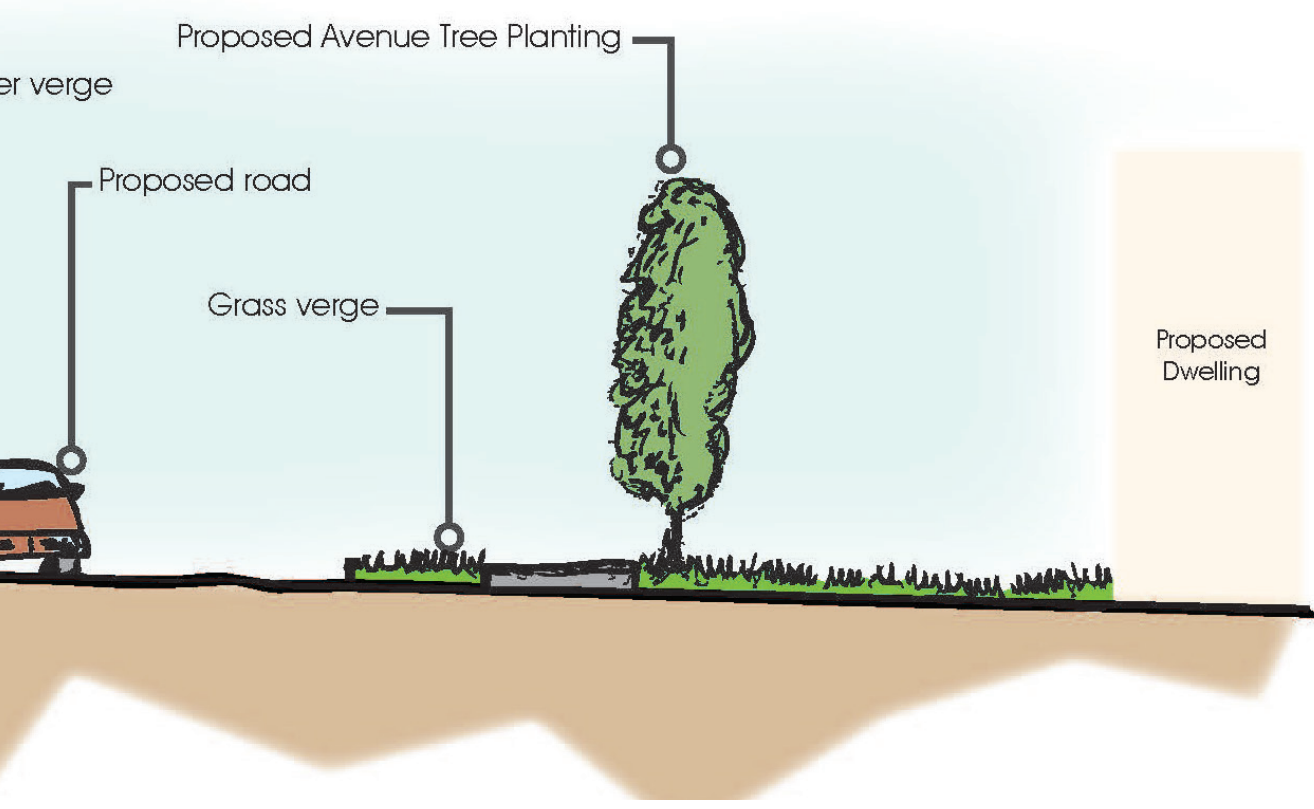
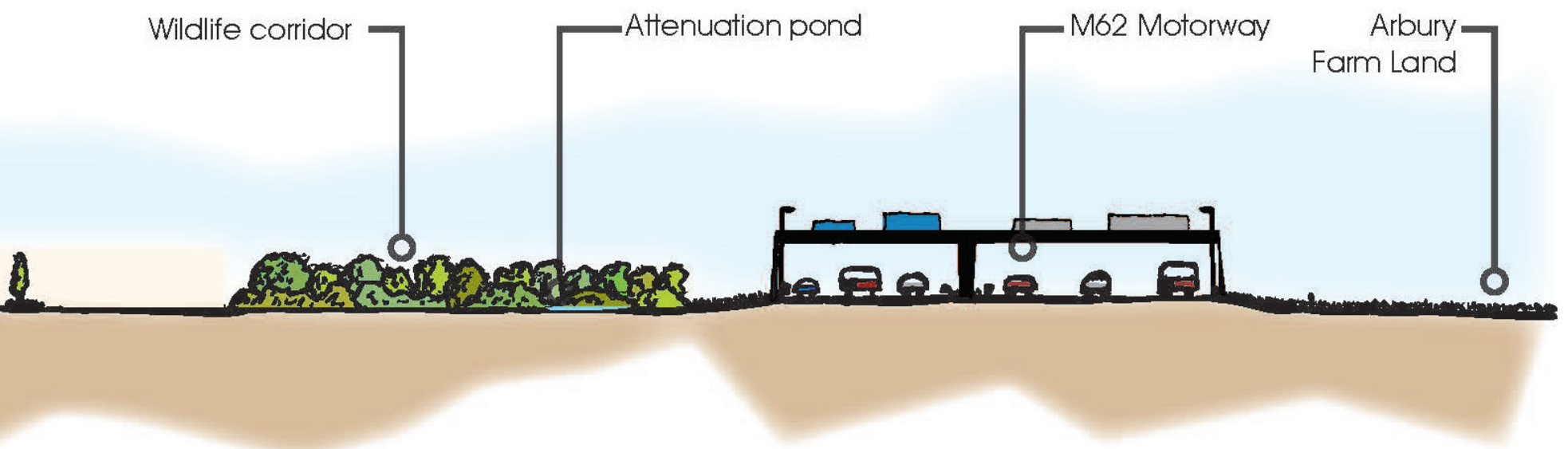


Figure 12: Illustrative Section Through Spa Brook



Landscaping

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6.1 Landscape strategy

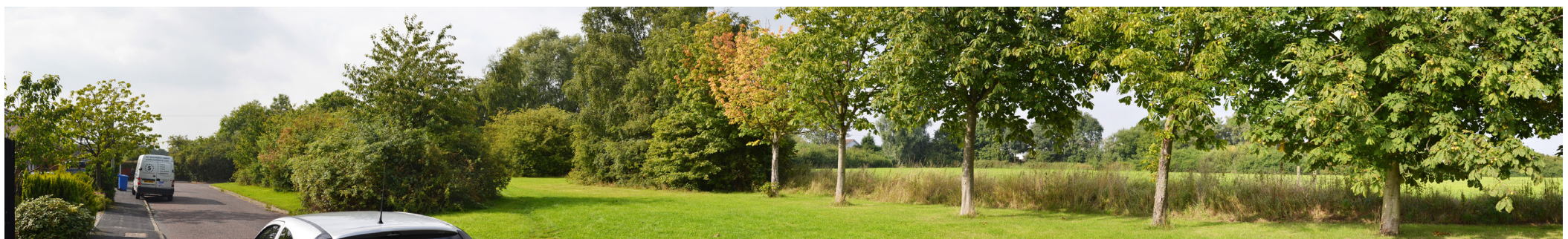
The landscape strategy for the scheme has been developed to promote a distinct sense of place, address a range of environmental issues and be capable of accommodating the development functions. The qualities of a successful landscape for the site will include:

- Providing a sustainable landscape,
- Delivering character and distinctiveness in keeping with areas of Warrington; Hulme and Houghton Green,
- Defining private and public access space,
- Giving access and connectivity across the site and wider landscape,
- Allowing spaces to be clear as to their purpose and function with robustness,
- Providing for public amenity and accessibility,
- Delivering enhanced biodiversity.

Existing Trees and Vegetation

Existing trees and vegetation will be retained wherever possible and this has been a key influence in the design layout, orientation of housing units and the relationship and proximity of built form in relation to retained ecological features, such as the Spa Brook. Vegetation has been substantially retained intact to protect existing wildlife and habitats, but also to give the scheme a sense of maturity, containment and setting. Existing vegetation has also been retained to mitigate any visual impact on adjoining land uses. In particular the existing woodland belts to the back of properties on Mill Lane and Peel Cottage Lane.

The development of the masterplan layout involved the collaboration of various disciplines including architects, landscape architects, ecologists and highway engineers. It is a key principle of this development that it will incorporate areas of existing habitats and vegetation, substantial new planting and other landscaping. This provides setting and assimilation for built elements, screening where appropriate, visual amenity and visual linkages and enhancement for nature conservation. This is planned to be managed for the longer term.

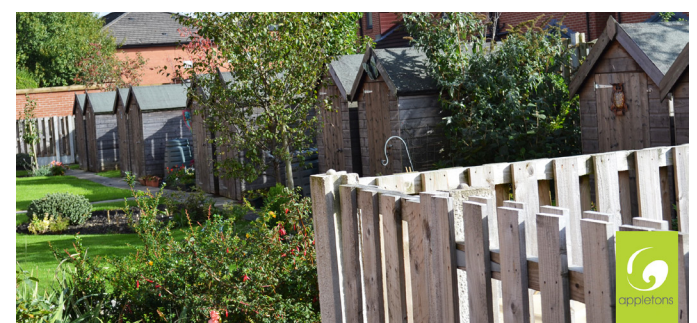


Key Landscape Aspects Text

- Key vegetation will be retained to maintain a sense of character to the site, embed the proposals into the strategic local landscape and safe guard the local biodiversity / wildlife; such as woodland belts between the proposed site and Woodside Farm on Radley Lane, Peel Hall Park and Lockerbie Close properties.
- Strategic design has meant that the fields patterns and vegetation exists within the landscape have been maintained.
- Existing public right of way retained along with new footpath creating an improved local footpath network.
- All retained vegetation has been given 10m buffer zone to minimise the impact on wildlife.
- Along the northern edge of the site is the M62, a 50m wildlife corridor has been proposed to enhance the local biodiversity, retain interconnectivity between habitats and helps to aid in filtering noise and pollution creating a positive environment for the proposed dwellings.
- New sports facilities, including 3no. adult pitches and 2no. children's pitches, MUGA and supporting facilities.
- Retain and enhancement of key wildlife corridors through the site allowing the movement of wildlife and protected species.
- Additional vegetation will be planted to maintain bat foraging corridors from the northern parts of the site to Radley Woodland Plantation creating strong green infrastructure links.



- To the Spa Brook, 8m water vole buffer zone along with retention of existing vegetation will help to support wildlife within the brook and provide setting to the development.
- Further planting will take place within the site as avenue trees planted as heavy standards along main roads through the site to create a boulevard and sense of place.
- Internal structure planting within generous rear gardens of properties, along with appropriate tree and shrub planting.
- Appropriate plant species selection would take place to ensure that the planting retains its screening and assimilation value; with appropriate ground preparation and future maintenance of planting.
- Proposed strategic native species corridor will provide new habitat creation along with potential noise and visual impact benefits.
- Proposed boundary structure planting will use native species of local provenance. This planting would be to create low level screening.
- Gaps in the existing planting would be made good with fast growing tree species to enhance the local green infrastructure.



Appearance

7



7.1 Materials

A limited palette of contextually appropriate materials is intended to compliment the existing surrounding character of Warrington. The hard landscaping areas will also utilise this palette in order to achieve a close relationship between the buildings and their context.

Full details will be submitted under reserved matters.

Precedents



Access

8



It is proposed that the main vehicular accesses to the development will be provided from the Mill Lane arm of the Blackbrook Avenue/Ballater Drive/Mill Lane/Enfield Park Road roundabout junction and from Poplars Avenue. These accesses will be linked via a 7.3 metre wide local distributor road, which has a bus gate to prevent the through-route of traffic between Mill lane and Poplars Avenue.

Additional access is provided from Mill Lane, Birch Avenue and a second access on Poplars Avenue to serve the employment area. Access to the sports pitches will be from Grasmere Avenue.

8.1 Pedestrian & Cyclists Access

Existing pedestrian access into the site is from Mill Lane, Radley Lane and Peel Cottage Lane in the east; Birch Avenue and Elm Road in the west; Grasmere Avenue and Windermere Avenue in the south. There is also a footbridge across the M62 to the north of the site linking to Winwick and which forms part of PRow number 2 that extends through the site and along part of Peel Cottage Lane. The Peel Hall site currently attracts dog walkers and recreational walkers using the PRow.

Local cycling facilities into and around the site and the immediate area are currently limited.

A high level of connectivity for pedestrians and cyclists will be provided through the site and connections will be made to the existing pedestrian routes around the site, and enhanced by the additional accesses at Poplars Avenue and Mill Lane/Blackbrook Avenue. The proposed pedestrian and cycle linkages within the development will generally be in line with the WBC guidance, with shared cycleway-footway facilities separated from the carriageway by a verge.

Within the development there are proposals for open space and the pedestrian routes will be designed to provide access to this for residents of the surrounding area as well as future residents of the Peel Hall site.

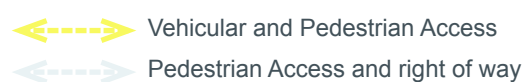


Figure 13: Access Diagram

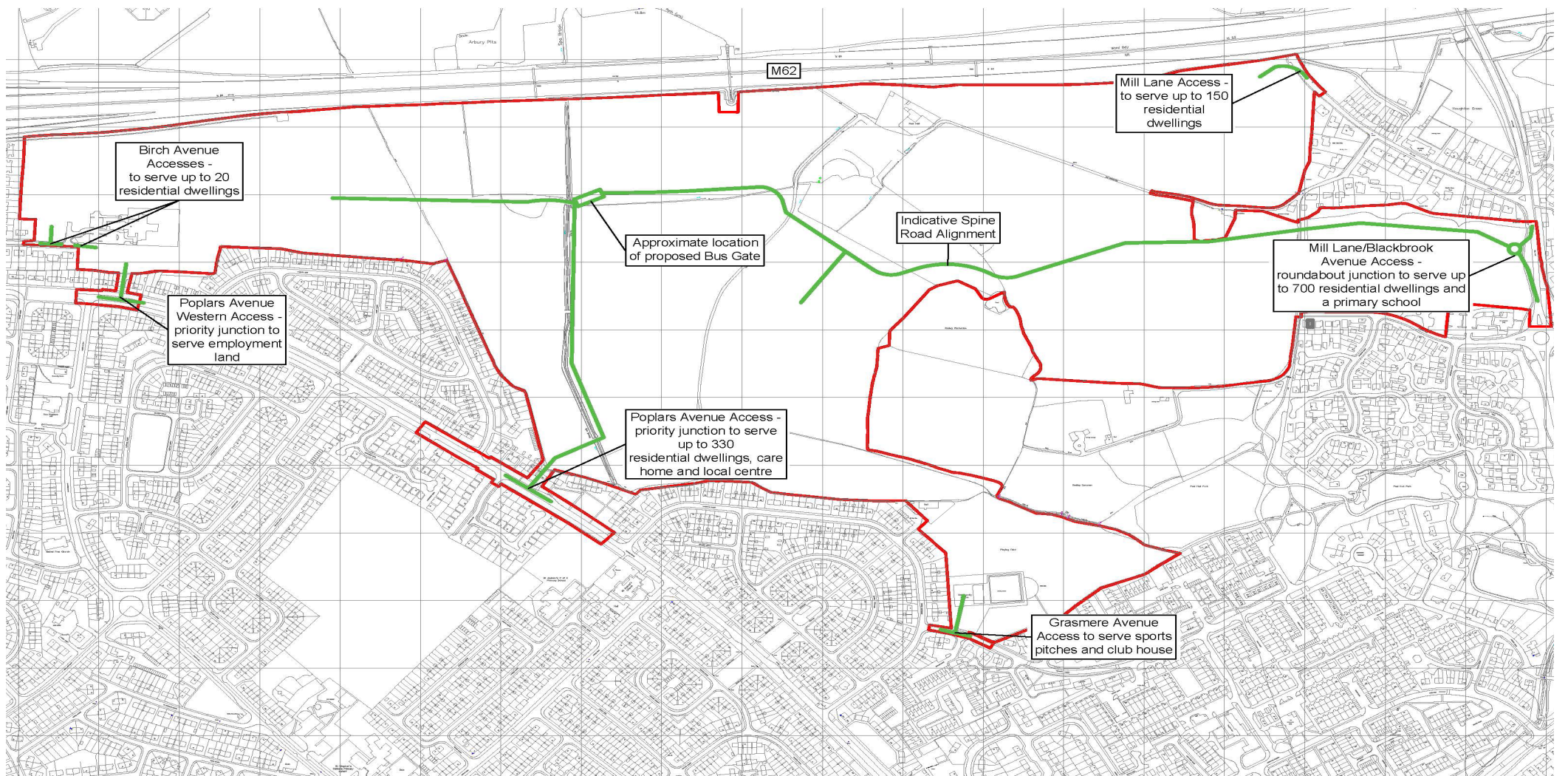


Figure 14: Access Strategy

8.2 Bus Accessibility

Existing levels of bus accessibility to the site are high along Poplars Avenue to the south of the site and the A49 to the west for access into the town centre and rail stations. There are existing bus stops located on Enfield Park Road to the east of the development, which are around a 180 metres walk from the Mill Lane/Blackbrook Avenue access, which are also serviced by routes to the town centre as well as Padgate for access to the rail station.

It is proposed that there will be extensions to existing services 20/21 and 23/23A during construction phases until the distributor road through the site is fully constructed.

Once the distributor road is completed, the extensions will return to existing operations and be replaced by a new bus service that connects the site with the town centre to the south and Birchwood to the east.

8.3 Internal Layout

The road hierarchy generally follows the guidance set out in Manual for Streets, Manual for Streets 2 and the Warrington Design Guide. It includes a 7.3 metre wide local residential distributor road as the main route serving the site, but with a bus gate to prevent it becoming a through route for general traffic. The hierarchy also comprises major and minor residential access roads, shared surface roads, private drives and an industrial access road to serve the employment land. (see Figure.14)

The local centre car park will be split in two and designed so that residents of the development can access the car park facilities from one of two points of vehicular access, without them having to leave the development. The local centre car park is also expected to be used as a drop off facility for the primary school.

Car and cycle parking will generally be provided to reflect WBC's guidelines

Sustainability

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9.1 Sustainability and Environmental issues

Satnam recognises the need for increasing the sustainability of new developments and the potential benefits of constructional innovation to reduce waste, cost and construction programmes.

It is too early to quantify precisely the specific nature and extent of those measures, which would be integrated. Nevertheless, the intention is that the proposed development would incorporate the following:

- All housing to be constructed to Code for Sustainable Home 3 (or its alternative / replacement) or above.
- Measures to reduce construction waste on-site will be submitted as part of the construction management plan.
- Attenuation ponds to provide for a sustainable drainage system (SUDS) and the creation of a natural habitat will be integrated into the scheme.
- Increase the provision of natural allotments.
- Implementing a layout that has been specifically designed for the scheme and retain the existing on-site trees.
- Good design practice and principles are essential to this development, which is sustainable, and which positively contributes to long term objectives for environmental protection and resource management.
- Ensuring the quality of the environment that is created, and the flexibility and adaptability of the space, both inside and outside the built form, responds to sustainability principles. For example, establishing a development that is permeable to pedestrian movement; designing spaces and safe and secure environments that achieve surveillance by design and avoiding the potential for crime and disorder.

Public Consultation

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As integral stage of the evolution of the masterplan approach to this scheme took place in January and February 2016, a public consultation, attended by approx. 300 local residents and interested persons. The following ideas and themes came out of the consultation, and the application has been amended to reflect solutions to these concerns.

You Said We need open spaces for wildlife and pleasure, and wildlife on the site will be lost.

We Listened and have created designated wildlife areas within the many informal green spaces to be created. These will encourage existing and new species to continue to inhabit this part of Warrington. The application is based on comprehensive surveys of flora and fauna present on the site.

You Said I am not against new houses but traffic is the problem, especially congestion at the existing roundabout near Mill Lane.

We Listened and have a bus-based access strategy for future residents of the Peel Hall development and for existing residents to use this bus service rather than the car. The transportation elements of the master plan are based on accurate vehicle surveys around the area and on the local road network. The development and its benefits will enable the residents to enjoy a real alternative to always making journeys in their car.

You Said the field is used by young footballers for training sessions

We Listened and we have extended the red line to include the council sports pitches off Windermere Avenue, so their improvement is part of the application proper.

You Said living on Birch Avenue shows you the Avenue is not wide enough to take extra traffic and as an access route it will be difficult. Built in 1936, many houses do not have a drive and park cars on the road.

We Listened and we are formalising an area for residents to park on Satnam land at the end of Birch Avenue. The amount of development to be served off Birch Avenue will be limited to only 20 houses.

You Said 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. 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.

We Listened and have increased the green corridors and spaces included in the proposal to ensure this new neighbourhood is a sustainable mix of much-needed homes, green space and community facilities. The development approach is to build on current strengths and add diversity through a network of green and landscaped areas.

You Said the services in this area are already at breaking point - doctors/hospitals and schools cannot cope at present.

We Listened and are working with current stakeholders to identify if there are any specific issues arising from the development and if opportunities exist within the proposed local centre for community buildings which can be occupied by health service providers to alleviate the demand currently being experienced, and to ensure services are available to those living in the proposed neighbourhood.

You Said 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? 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.

We Listened and the area of employment will be provided with a level of car parking that complies with Warrington design guidance, so there will be no need for people to park elsewhere. The vehicular and pedestrian access will be via Poplars Avenue. The existing pedestrian access from Elm Road is not intended to provide pedestrian access directly into the employment area but forms part of a wider footpath network, and from Elm Road this would require someone to walk around the boundary of the employment area before they reached the new pedestrian and vehicular route from Poplars Avenue. It would therefore be unattractive for someone to park in Elm Road and then walk to the employment area when compared with the proposed vehicular/pedestrian route from Poplars Avenue.

You Said 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.

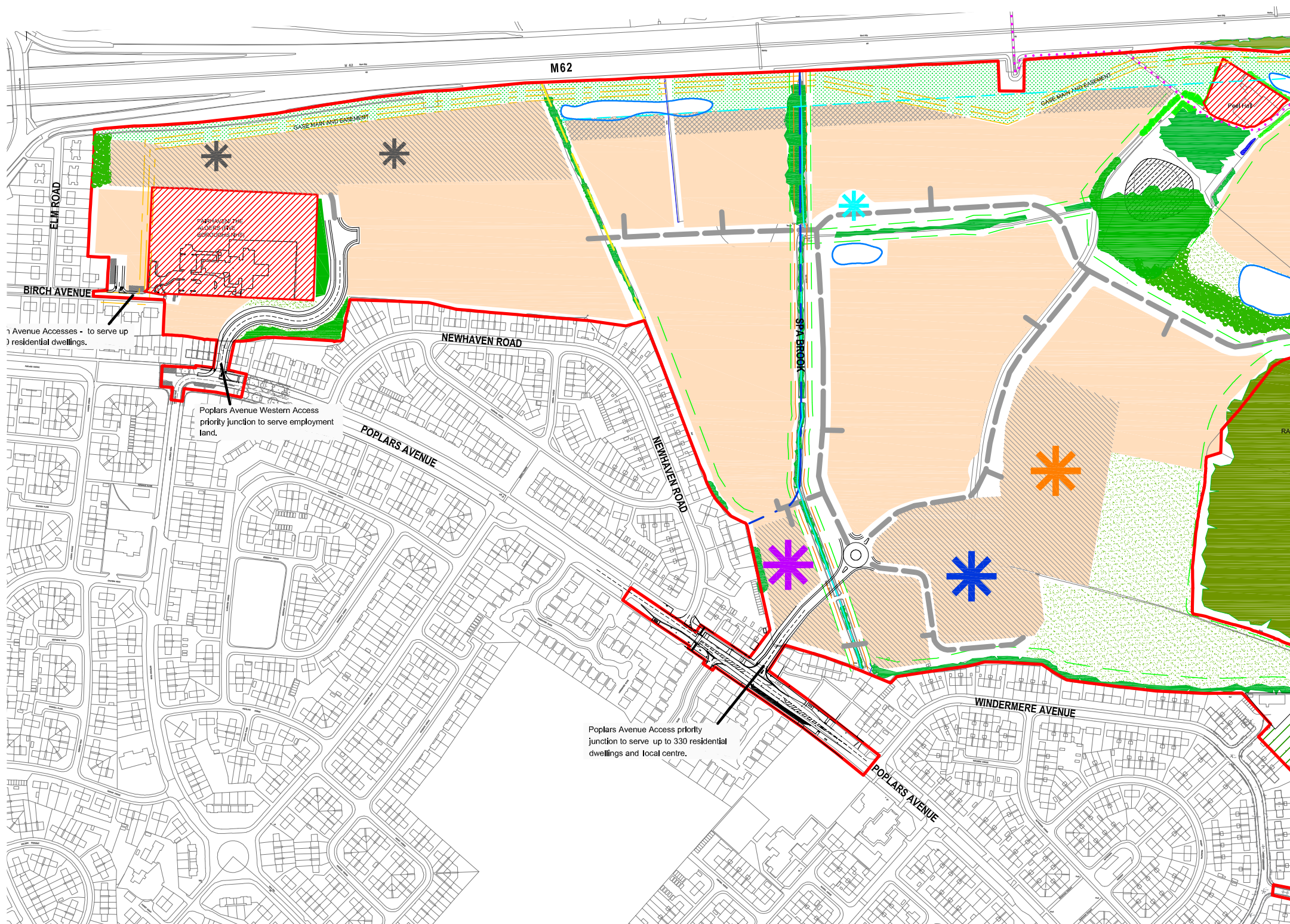
We Listened and have agreed to include the measures that were in front of the planning inspector in 2013 which led her to agree that 150 dwellings could be accessed from Mill Lane.

You Said 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.

We Listened and we have reviewed the masterplan as proposed during the consultation and created more accessible spaces for recreation and exercising dogs.

Conclusion

11



Conclusion

The application proposals provide the opportunity to create an exciting and popular neighbourhood within which to live and work. Sustainability is at the heart of the proposals, and they aim to create a development where sustainable modes of transport are always first choice, and good quality local services and facilities minimise the need to travel out of the area for everyday needs. Journeys will be easier to make on enhanced public transport routes.

This Parameter Plan provides the framework within which this can be achieved as the development progresses through the detail design stages following the grant of outline planning permission.



Figure 15: Parameter Plan

