

## Appendix DT/16

Council's 1<sup>st</sup> July 2020 Committee Report Extracts

# WARRINGTON Borough Council



To: Members of the Development Management Committee

Professor Steven Broomhead  
Chief Executive

Councillors: Chair – T McCarthy  
Deputy Chair – J Grime  
P Carey, G Friend, B Maher, L Morgan, K Mundry,  
R Purnell, S Wright, J Wheeler, B Barr, S Parish.

Town Hall  
Sankey Street  
Warrington  
WA1 1UH

23 June 2020

Development Management Committee

Wednesday, 1 July 2020, 6.00pm

Venue – This meeting will take place remotely in accordance with the Coronavirus Act 2020 - Section 78

Members of the public can view this meeting by visiting  
[www.warrington.gov.uk/committees](http://www.warrington.gov.uk/committees)

Agenda prepared by Jennie Cordwell, Senior Democratic Services Officer –  
Telephone: (01925) 442139 E-mail: [jcordwell@warrington.gov.uk](mailto:jcordwell@warrington.gov.uk)

## A G E N D A

### Part 1

Items during the consideration of which the meeting is expected to be open to members of the public (including the press) subject to any statutory right of exclusion.

#### **Item**

**1. Apologies for Absence**

To record any apologies received.

**2. Code of Conduct - Declarations of Interest**  
**Relevant Authorities (Disclosable Pecuniary Interests)**  
**Regulations 2012**

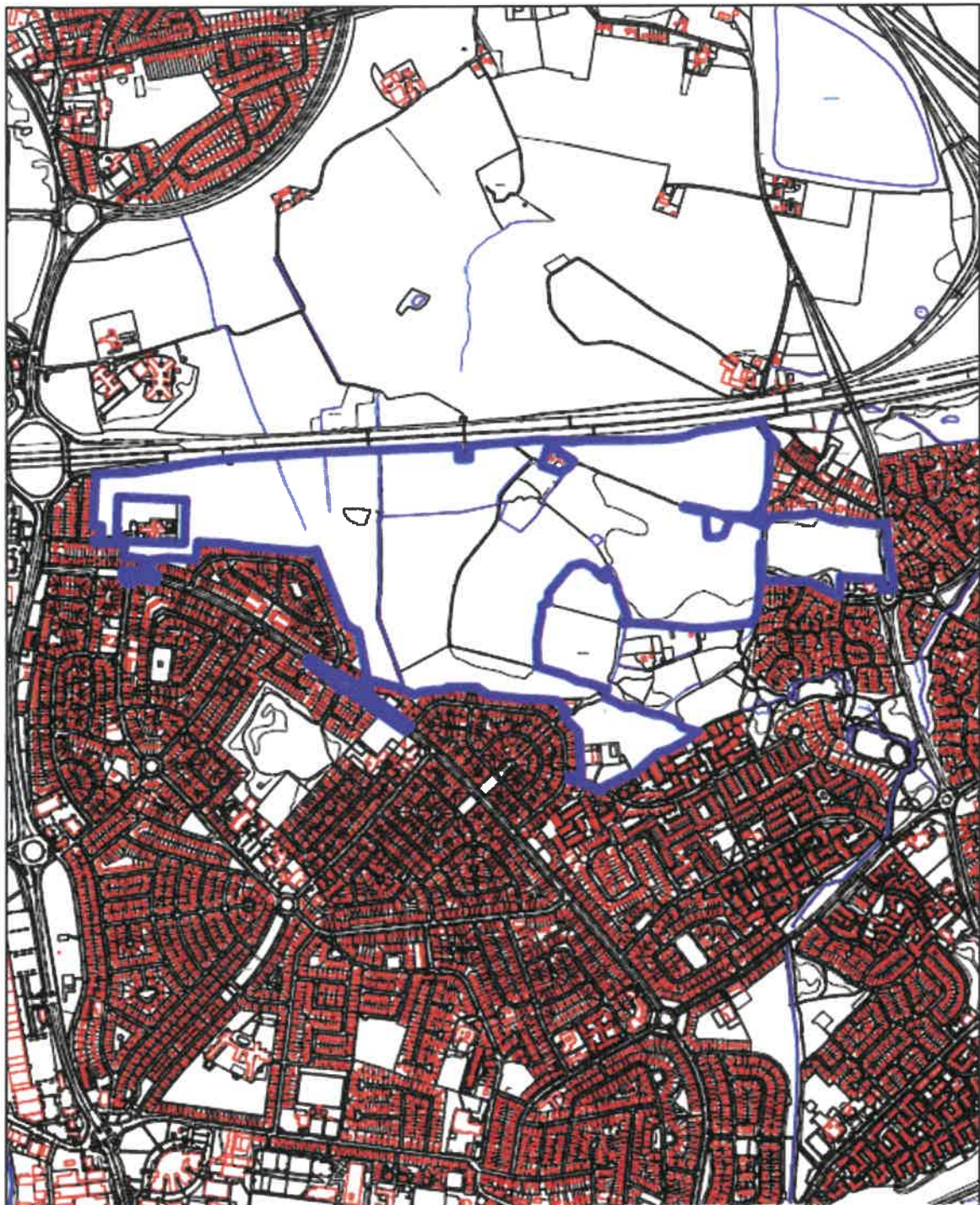
# DEVELOPMENT MANAGEMENT COMMITTEE

**Wednesday 1<sup>st</sup> July 2020**

**Start 18:00**

<u>Item</u>	<u>Page</u>	<u>App Number</u>	<u>App Location/Description</u>	<u>Recommendation</u>
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Major Development: Outline planning application for a new mixed use neighbourhood comprising residential institution (residential care home - Use Class C2); up to 1200 dwelling houses and apartments (Use Class C3); local centre including food store up to 2000 square metres (Use Class A1); financial & professional services; restaurants and cafes; drinking establishments; hot food takeaways (Use Classes A2-A5 inclusive); units within Use Class D1 (non residential institution) of up to 600 sq m total with no single unit of more than 200 sq m; and family restaurant/ pub of up to 800 sq m (Use Classes A3/A4); primary school; open space including sports pitches with ancillary facilities; means of access (including the demolition of 344; 346; 348; 458 and 460 Poplars Avenue) and supporting infrastructure. (All detailed matters other than access reserved for subsequent approval.) (Application is accompanied by an Environmental Impact Assessment).



**WARRINGTON**  
Borough Council



Warrington Borough Council Planning Department



DMC: 1st July 2020  
2016/28492

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DEVELOPMENT MANAGEMENT COMMITTEE DATE 1<sup>st</sup> JULY 2020

## ITEM 1

<b>Application Number:</b>	<b>2016/28492</b>
<b>Description of Development:</b>	<b>Major Development: Outline planning application for a new mixed use neighbourhood comprising residential institution (residential care home - Use Class C2); up to 1200 dwelling houses and apartments (Use Class C3); local centre including food store up to 2000 square metres (Use Class A1); financial &amp; professional services; restaurants and cafes; drinking establishments; hot food takeaways (Use Classes A2-A5 inclusive); units within Use Class D1 (non residential institution) of up to 600 sq m total with no single unit of more than 200 sq m; and family restaurant/ pub of up to 800 sq m (Use Classes A3/A4); primary school; open space including sports pitches with ancillary facilities; means of access (including the demolition of 344; 346; 348; 458 and 460 Poplars Avenue) and supporting infrastructure. (All detailed matters other than access reserved for subsequent approval.) (Application is accompanied by an Environmental Impact Assessment).</b>
<b>Location Address:</b>	<b>Land at Peel Hall; Land South of M62 bounded by, Elm Road; Birch Avenue; Poplars Avenue; Newhaven Road; Windermere Avenue, Grasmere Avenue; Merewood Close, Osprey Close Lockerbie Close, Ballater Drive and Mill Lane, Poplars &amp; Hulme, Warrington</b>
<b>Applicant:</b>	<b>Satnam Millennium Ltd</b>
<b>Ward:</b>	<b>Poplars and Hulme Poulton North</b>
<b>Site Allocation:</b>	<b>Unallocated</b>
<b>Number of representations received:</b>	<b>Approx 2250 (inc circa 2000 standardised forms/ letters).</b>
<b>Reason for Referral:</b>	<b>Appeal relating to previous DMC decision</b>
<b>Statutory expiry date:</b>	<b>N/A</b>
<b>Recommendation:</b>	<b>Continue to defend appeal on highway grounds</b>
<b>Case Officer:</b>	<b>Martha Hughes</b>



1. Undertake the necessary transport modelling using the council's up-to-date transport model.
  2. Agree the scope of the new air quality assessment. This would still rely on acceptable data from the traffic assessment.
- 9.6 It is also understood that there is agreement between Satnam and Homes England to progress the purchase of the necessary Homes England land to enable the necessary access / transportation arrangements.
- 9.7 The re-opened inquiry has enabled this information to be submitted as part of the appeal.
- 9.8 Satnam submitted new traffic modelling data and Transport Assessment at the end of March 2020, as well as an addendum to the Environmental Statement which include Air Quality Assessment and noise reports. The information was accepted by the inspector for consideration at the re-opened inquiry and has now been publicised and is available to view online as of 4<sup>th</sup> June 2020 in accordance with the relevant legislation.
- 9.9 Since receiving the information at the end of March, officers have been reviewing the technical information and need to provide its formal response to the appellant as part of the appeal process, and consider the up-to-date position and evidence which will be submitted to the inquiry.
- 9.10 A summary of the technical advice is set out below.

Highway impact:

Highway Modelling;

- 9.11 The modelling work and new TA submitted by Satnam attempts to overcome the highway reason for refusal.
- 9.12 The modelling is split into three elements, the Strategic SATURN Model, the VISSIM A49 Corridor Model and individual junction capacity models.
- 9.13 The Strategic Saturn Model now used is based on the Council's multi-modal transport model (WMMTM16) which covers the whole of the Borough and beyond. Work has been undertaken to ensure that the portion of the model representing the specific Peel Hall Study area has been calibrated and validated in line with Department for Transport (DfT) guidance
- 9.14 The Council are satisfied that the Peel Hall WMMTM16 SATURN model accurately represents conditions within the study area and that the outputs are appropriate for further more detailed modelling to understand the development impact.
- 9.15 The Council have also agreed the junctions identified for further detailed modelling following the use of Peel Hall WMMTM16 and discussions with Highgate.

- 9.16 The VISSIM A49 Corridor Model has been produced to assess the development impact on junctions along the A49 including M62 J9 and the A49/A50 junction.
- 9.17 The Council still have some outstanding concerns related to the VISSIM base and forecast models and these are being progressed with the appellant's highway consultants. Highways England are now satisfied with both the base and forecast models. The appellant's highway consultants are to prepare final VISSIM models to address the Council's concerns and these will subsequently be assessed and reviewed.
- 9.18 Notwithstanding the receipt of a final agreed VISSIM model the results indicate a specific impact on the Sandy Lane West arm of the A49 Winwick Road/A574 Cromwell Avenue junction, with significant additional queuing along this arm. The proposed mitigation (which is a change to signal phasing) is not considered appropriate and unless agreement is reached with Highgate to address this issue it will form part of Council's case at the Public Inquiry. This issue was previously raised at the last Inquiry when Highgate proposed some minor lane widening to address impacts (also not considered appropriate) but the lane widening is no longer proposed.
- 9.19 The individual junction capacity models are considered satisfactory but have highlighted a specific impact at the roundabout junction of A50 Orford Green/Hilden Road with no mitigation proposed (the mitigation proposed under the previous assessment was not supported as it involved the removal of a safety/accessibility scheme implemented by the Council). Unless appropriate mitigation measures are agreed with Highgate to address this issue it will form part of Council's case at the Public Inquiry.

#### Traffic Volume within the Poplars Avenue Area

- 9.20 Analysis of the increased traffic flows on the Poplars Avenue residential area has been provided in Note TN/09 (Appendix 15 of the TA Addendum). The flows have been determined following use of Peel Hall WMMTM16. The Council do not agree with the method of analysis nor the conclusions provided by Highgate within TN/09 and consider that the volume of traffic on the area as a direct result of the development will change the nature and function of the routes with particular emphasis on Poplars Avenue and Capesthorne Road. Highgate propose mitigation in the form of traffic management/traffic calming including the conversion of verge areas to parking bays. However, it is not considered that the impacts can be appropriately mitigated and this issue will form part of the Council's case at the Public Inquiry.

#### Traffic Volume along Delph Lane

- 9.21 Highgate have assessed the impact of the development on the junction of Delph Lane/Myddleton Lane using a capacity model and recommended that mitigation in the form of traffic signals be provided to address the capacity issue. They have also re-run the Peel Hall WMMTM16 model to consider the effects that the installation of traffic signals at this location would have on the wider area. However, no analysis has been undertaken of the suitability of Delph Lane to cater for additional traffic; the nature and geometry of Delph Lane already raise concerns in relation to the free and safe movement of traffic and the increased movements as a result of the development and

mitigation scheme exacerbate this. The potential impact on Delph Lane was previously raised as a concern by the Council but no assessment had been made until now.

Highways impact summary:

- 9.22 The Council maintains an objection to the proposal in respect of the impact of the development on the highway network with the following key issues to be fully examined:
1. Impact on Sandy Lane West arm of A49 Winwick Road/A574 Cromwell Avenue signal junction, particularly queuing.
  2. Impact on A50 Orford Green/Hilden Road roundabout.
  3. Impact on Poplars Avenue and Capesthorpe Road (and surrounding residential roads by association) due to increased level of traffic.
  4. Impact on Delph Lane due to level of traffic.
- 9.23 The Council's position will be that a new access strategy and significant mitigation is needed to overcome the key issues identified with the appeal proposal.
- 9.24 Point 3 is the most serious impact and the key reason a new access strategy is required.
- 9.25 Nos. 1, 2 and 4 may potentially be addressed by appropriate mitigation secured by condition/S106, this would require the further design work and review of possible mitigation measures and would require agreement with the appellant on how the mitigation is secured and delivered.
- 9.26 A Highways Statement of Common Ground, as required under the inquiry procedures, will be progressed with the appellant particularly having regard to mitigation and conditions relevant to points 1, 2, and 4.
- 9.27 Subject to further discussion regarding points 1, 2, and 4 - the Council's main case will relate to point 3 and unacceptable impact on Poplars Avenue and Capesthorpe Road (and surrounding residential roads by association) due to increased level of traffic, contrary to Local Plan policies CS1; QE6 ; QE7 ; MP1; MP3; MP4; MP7 ; MP10.

Review of Air Quality assessment:

Assessment methodology/ model setup

- 9.28 Air quality was an objection under the original planning application and subsequent appeal due to the applicant failing to demonstrate the air quality impacts. This was as a result of a number of errors with the criteria used to set the air quality model up and for the traffic data used.
- 9.29 The criteria used within the model setup was agreed with the applicants' new consultant, Miller Goodall, prior to the modelling being carried out.
- 9.30 The traffic data for the model has now been agreed with the Council's traffic consultant - WSP, who have agreed that the data used is acceptable.



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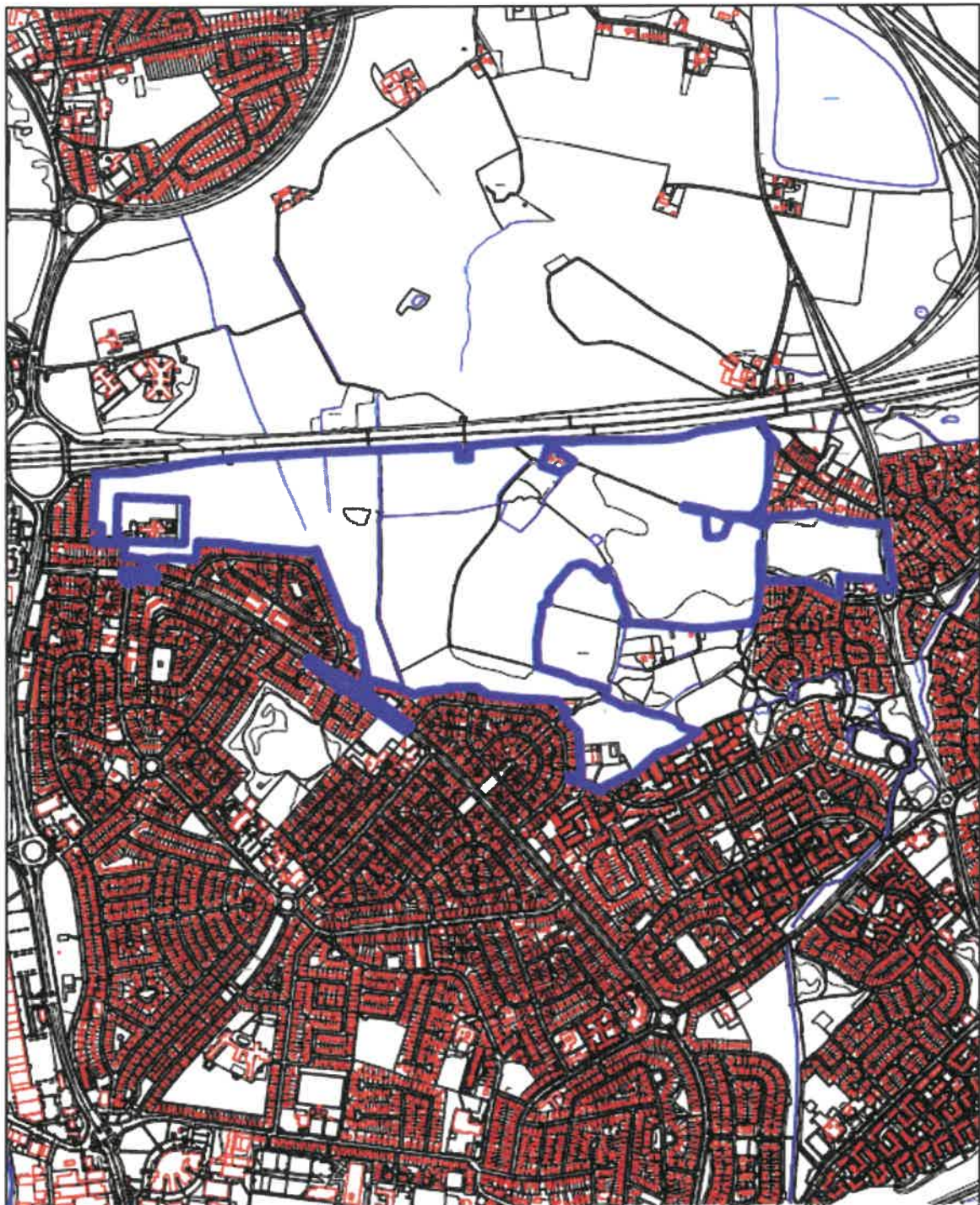
**2. Code of Conduct - Declarations of Interest Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012**

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