

Appendix 47

HTp/1107/TN/19 – Peel Hall Vehicular Trips (2025, 2030) Option A

Highgate *Transportation*

Land at Peel Hall, Warrington

Technical Note

Peel Hall Vehicular Trips

(HTp/1107/TN/19)

May 2017

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Figure 1.1 Peel Hall Network 2025 Pre-Spine Road Link to Local Centre

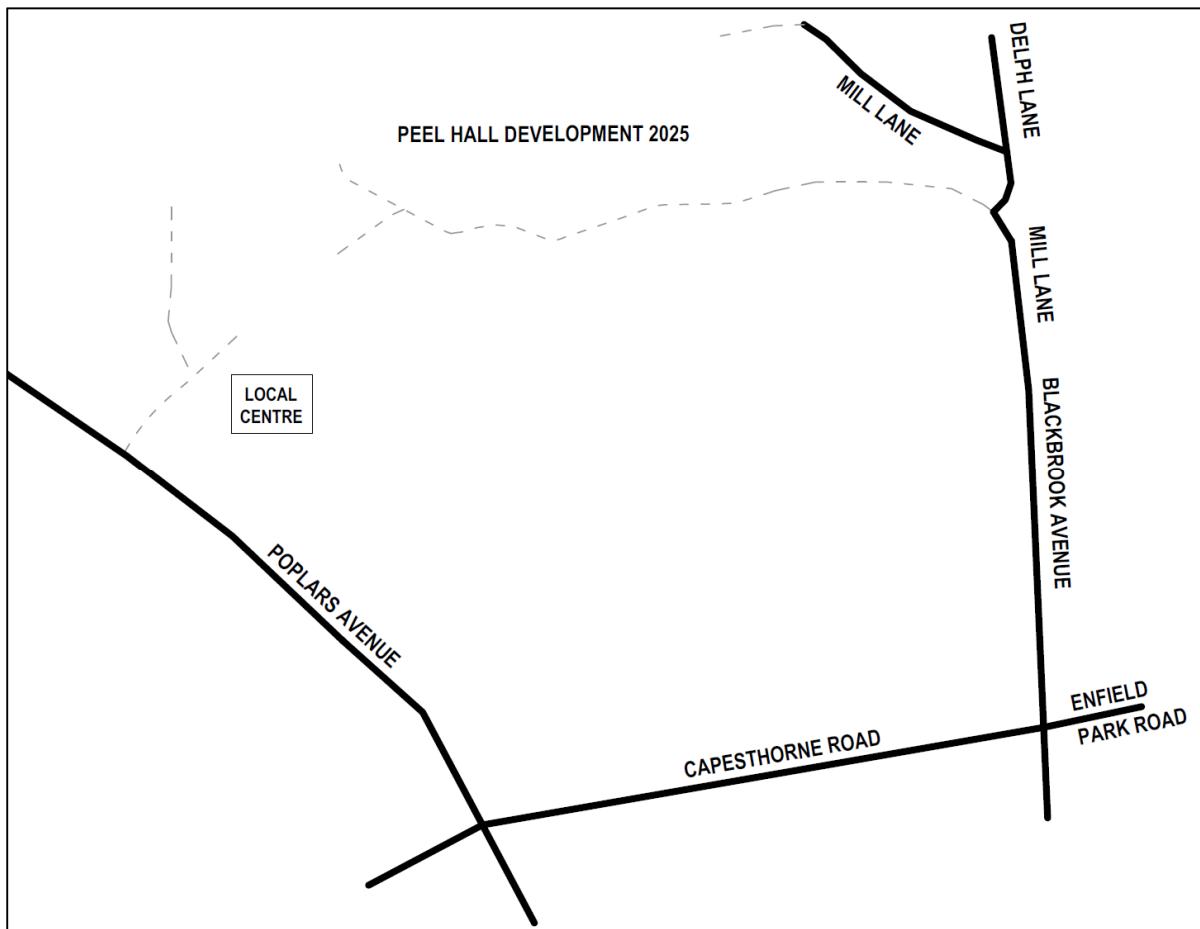
Appendices

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1.0 Introduction

- 1.1 Following the refusal of application ref: 2016/28492, the opportunity has been taken to review the years of assessment, build out programme and application of trip rate discounts.
- 1.2 This Technical Note has been prepared by Highgate Transportation Limited to confirm the trip rates used for each land use and to also set out the trip discounting assumptions. This information is then used to summarise the level of vehicular trips at each access point of the proposed Peel Hall development for an intermediate build out year of 2025 and a final year of 2030, as agreed with officers at Warrington Borough Council at a meeting on 22nd March 2017.
- 1.3 The assessment for a future year of 2025 will be for 600 residential dwellings, the care home, employment land and local centre as well as the relocation of the sports pitches. However, there will be no connecting through-route for dwellings accessed from the Mill Lane/Blackbrook Avenue access point (48% of the 600 dwellings), which is scheduled by the end of that year.
- 1.4 The opening of a link to the local centre from both sides will provide internal vehicular access to and from the main areas of the site, negating the need for residents to drive around the outside of the site on the local highway network. This link is not anticipated to be a through-route across the site, as the local centre car park is intended to be split with a physical barrier to car traffic provided; this barrier could however also provide the required infrastructure for an initial bus route to be brought through the site in 2025.

Figure 1.1 - Peel Hall network 2025 pre-spine road link to local centre



- 1.5 The assessment for a future year of 2030 will be for the full development. The local centre traffic will be discounted as a result of the internal accessibility across the site.
- 1.6 The application is for an outline scheme and the Peel Hall development can be summarised as:
 - i. Up to 1,200 residential dwellings. This will include a mix of market and affordable homes as well as houses and apartments. The houses are expected to be a mix of two, three and four bedroomed houses and one and two bedroomed apartments. It is anticipated that up to 60 of these dwellings will be provided as a retirement home development.
 - ii. A 100 bedroom care home.
 - iii. An area of employment land comprising up to 7,500sqm Gross Floor Area (GFA) of light industrial units.

- iv. A local centre comprising a food store of up to 2,000sqm GFA plus up to a further 600sqm GFA of local centre type facilities (such as A1-A5 and D1) plus a family pub and restaurant of up to 800sqm GFA. The local centre car park will be located so that it can also be conveniently used as a school drop off facility.
- v. Up to a two form entry primary school with a maximum of up to 420 pupils.
- vi. Relocating and upgrading of existing sports pitches to provide like-for-like replacement in terms of number of pitches and the provision of ancillary facilities, which are expected to include changing facilities for up to four teams at any one time and a function room that can be used for local community uses such as a mother and toddler group.

1.7 As a guide, the contents of each section of this report are as follows:

i. **Section 2.0 – Access Strategy**

This section provides an overview of the Peel Hall access strategy, including the locations of the accesses, quantum of development from each access and the proposed local centre car park arrangement that provides an overarching through-route for all traffic being created, whilst also negating the need for vehicle trips from the residential dwellings accessed from the Mill Lane/Blackbrook Avenue access junction to leave the site and travel on the local highway network.

ii. **Section 3.0 – Trip Rates Summary**

This section sets out the trip rates that have been used to assess the level of traffic likely to be generated by the different land uses proposed on the Peel Hall site.

iii. **Section 4.0 – Vehicular Trips 2025**

This section provides a summary of the number of vehicular trips from each access point in the future year of 2025, based on the trip rates set out in **Section 3.0**, with justification of the appropriate level of trip discounting to be used in the assessment.

iv. **Section 5.0 – Vehicular Trips 2030**

This section provides a summary of the number of vehicular trips from each access point in the future year of 2030, based on the trip rates set out in **Section 3.0**, with justification of the appropriate level of trip discounting to be used in this assessment for the anticipated year of completion.

1.8 The information in this Technical Note is intended to inform the SATURN modelling and has been provided following a review of the Warrington Borough Council consultation response to application 2016/28492, various meetings held with the Council between January 2016 and March 2017 and correspondence since January 2016 regarding the highways and transportation elements of the scheme.

2.0 Access Strategy

- 2.1 The access strategy currently proposed has not changed from that previously set out, in that whilst the whole site will be fully permeable for pedestrians and cyclists the parcels of land for residential development correspond directly to a single point of vehicular access only. This is set out in **Table 2.1** below and on the Access Strategy Plan contained in **Appendix 1**.

Table 2.1 – Quantum of development served off each access

Access	Units/sqm
Mill Lane	150 Dwellings
Mill Lane/ Blackbrook Avenue	700 Dwellings
	Primary School (up to 420 pupils)
Poplars Ave. (Central)	330 Dwellings
	Food Store (2,000sqm)
	Local Centre (600sqm)
	Family Pub/ Restaurant (1,600sqm)
	100-Bed Care Home
Poplars Ave. (West)	Employment (7,500sqm)
Birch Avenue	20 Dwellings
Grasmere Avenue	Sports Pitches and Community Facilities

- 2.2 For assessment purposes it is assumed that first occupation will be in 2021, with 120 dwellings being occupied per year through to 2030. This has been agreed with officers at Warrington Borough Council.
- 2.3 The indicative highways build out programme is set out in the table contained at **Appendix 2** and on the accompanying plan, and this has informed the 2025 assessment in terms of the loading of development traffic (and for which land uses) at each respective access point from the existing local highway network (see **Section 4.0**).
- 2.4 It is proposed that the local centre car park will be split into two sections with a physical barrier as set out in **paragraph 1.3**. This is intended to prevent through-traffic between both sections of the site, whilst facilitating access from both Poplars Avenue in the south and Blackbrook Avenue/Mill Lane in the east. This arrangement results in 86% of the 1,200 dwellings having vehicular access to the local centre and as such will be contained within the Peel Hall site i.e. not travelling onto the local highway network. An indicative layout of the local centre car park is shown on the plan contained at **Appendix 3** of this report.
- 2.5 Warrington Borough Council have requested that a sensitivity test is also carried out to assess the impact of traffic across the network if a through-route was created across the Peel Hall site to carry traffic between the A49 in the west and Blackbrook Avenue in the east; i.e. the creation of a distributor road through the peel Hall site. This is set out further in Technical Note TN/21 to inform the SATURN modelling sensitivity test for a future year assessment of 2030.

2.6 Technical note TN/20 is provided to set out the growth rates for background traffic growth in both future year models of 2025 and 2030.

3.0 Trip Rates Summary

- 3.1 The trips rates used for assessing the impact of the Peel Hall development have previously been set out in Technical Notes TN/02/A (March 2016) and TN/12 (April 2016). These trip rates were further substantiated in TN/13 (July 2016).
- 3.2 Data for the AM and PM peak hours of 0800-0900 and 1700-1800 hours respectively is required for the SATURN modelling work, and this has been taken from the TRICS database output files previously used.
- 3.3 A summary of the peak hour trip rate data to be used and the resultant trips for each land use are set out below (taken from TN/02/A) as follows:

Table 3.1 – Residential Vehicular Trip Rate and Generation Summary

Development Traffic	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
85 th Percentile Trip Rates (per unit)	0.225	0.523	0.495	0.307
Residential Trips (1,200 units)	270	628	594	368

Table 3.2 – Care Home Vehicular Trip Rates and Attraction Summary

Development Traffic	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
Trip Rates (per bedroom)	0.068	0.068	0.083	0.113
Retirement Flat Trips (100-beds)	7	7	8	8

Table 3.3 – Employment Vehicular Trip Rates and Attraction Summary

Development Traffic	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
Trip Rates (per 100sqm GFA)	0.919	0.514	0.260	0.621
Employment Trips (7,500sqm GFA)	69	39	20	47
HGV %Proportion	7%	10%	10%	4%

Table 3.4 – Food Store Vehicular Trip Rate and Attraction Summary

Development Traffic	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
Trip Rates (per 100sqm GFA)	4.615	3.030	9.056	9.550
Food Store Trips (2,000sqm GFA)	92	61	181	191

Table 3.5 – Local Centre Vehicular Trip Rate and Attraction Summary

Development Traffic	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
Trip Rates (per 100sqm GFA)	5.025	4.780	6.039	6.495
Local Centre Trips (600sqm GFA)	30	29	36	39

Table 3.6 – Primary School Vehicular Trip Rate and Attraction Summary

Development Traffic	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
Trip Rates (per pupil)	0.269	0.189	0.045	0.063
Primary School Trips (all 420 pupils)	113	79	19	27

- 3.4 The proposed development at Peel Hall will include the existing open space and local authority community buildings and sports area on the land off Windermere Avenue and Grasmere Avenue to the southeast of the site. This will be linked to the site and new sports pitches will be provided to replace those currently located on the HCA land to the east of the site, off Mill Lane.
- 3.5 The facilities will likely include full-sized grass pitches, a multi-use games area, junior grass pitches and changing facilities for up to four teams. The expectation is that these proposals will also include a clubhouse/function room for community use.
- 3.6 The sports pitches will predominantly be used at the weekends and it was agreed at the 2013 Public Inquiry (Appeal ref: APP/M0655/A/13/2192076) that this element of the development proposals would not need to be included within the weekday modelling. Furthermore there will be an offset in trip generation from the current on-site uses at the existing location and from the sports pitches on the HCA land, which are to be relocated.

3.4 It is likely that the proposed clubhouse facilities will be used by the local community, for example, by a mother and toddler group, and also that the sports pitches may be used during the evening after 1800 hours. Therefore it was agreed at the 2013 Inquiry that the clubhouse facilities for local community use may attract up to 15 car movements over two-hour time slots during the day between the hours of 0900 and 1800. As this is cannot be accurately modelled within our one hour peak AM and PM time periods, the 15 movements have been concentrated into each peak hour. This is set out on **Table 3.7** below.

Table 3.7 – Sports Pitches and Ancillary Facilities Vehicular Trip Rate and Attraction Summary

Development Traffic	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
Community Use Trips	10	5	7	8

3.7 The size of the family pub was changed in April 2016 as the scheme evolved, reducing to 800sqm GFA. The change in floor area was set out in Technical Note TN/12 and the resulting trips are represented in **Table 3.8** below.

Table 3.8 – Family Pub/Restaurant Vehicular Trip Rate and Attraction Summary

Development Traffic	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
Trip Rates (per 100sqm GFA)	-	-	2.847	1.845
Family Pub/Restaurant Trips (800sqm GFA)	-	-	23	15

3.8 In summary, the vehicle trips associated with each land use are tabulated below for ease of reference in **Table 3.9**. Please note that no discount has been applied to these figures.

Table 3.9 – Peel Hall Vehicular Trip Generation Summary

Development Traffic	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
Residential Trips	270	628	594	368
Care Home Trips	7	7	8	8
Employment Trips*	69	39	20	47
Food Store Trips	92	61	181	191
Local Centre Shop Trips	30	29	36	39
Primary School Trips	113	79	19	27
Community Uses	10	5	7	8
Family Pub/Restaurant Trips	-	-	23	15
Total Trips	591	848	888	703

* See Table 3.3 for HGV proportion of peak hour traffic

4.0 Vehicular Trips 2025

- 4.1 The table contained in **Appendix 2** sets out the anticipated number of dwellings coming forward in each year from each part of the development, and hence off each access point. The table also demonstrates when the other land uses such as the local centre, school and employment land will come forward for development. It can be seen from this table that:
- i. The sports pitches will be relocated to the land off Grasmere Avenue in year 1 (i.e. 2021).
 - ii. The local centre and care home will come forward in year 2 (i.e. 2022).
 - iii. Employment land may come forward in year 3 (i.e. 2023).
 - iv. There will be circa 600 dwellings occupied by 2025, as follows:
 - Blackbrook Avenue/Mill Lane – 285 dwellings (main site access).
 - Poplars Avenue – 145 dwellings (local centre access).
 - Mill Lane – 150 dwellings.
 - Birch Avenue – 20 dwellings.
- 4.2 It has been agreed with Warrington Borough Council that an intermediate year of 2025 will be assessed in terms of the traffic impact on the local highway network before the internal link to the local centre is created. As such, all dwellings taking access from the Mill Lane/Blackbrook Avenue access will have to drive onto the surrounding local highway network in order to access the local centre by car. It is agreed that this will present a worst case intermediate build out scenario.
- 4.3 Therefore, based on the number of dwellings and other land uses coming forward by 2025 as set out above in **paragraph 4.1**, the number of vehicle trips at each access point are provided in **Table 4.1** using the trip rates set out in **Section 3.0**.

Table 4.1 – Summary of 2025 Peak Hour Vehicle Trip Numbers at Each Access Location

Access	Quantum of Development	AM Arrival	AM Departure	PM Arrival	PM Departure
Poplars Avenue (Central)	145 dwellings	33	76	72	45
	care home	7	7	8	8
	food store	92	61	181	191
	local shops	30	29	36	39
	family pub	0	0	23	15
	<i>Total</i>	162	173	320	298
Poplars Avenue (West)	employment land	69	39	20	47
Mill Lane	150 dwellings	34	79	74	46
Mill Lane/Blackbrook Avenue	285 dwellings	64	149	141	88
Birch Avenue	20 dwellings	5	11	10	6
Grasmere Avenue	community uses	10	5	7	8
Total		344	456	572	493

- 4.4 It can be seen from the above that when considering the total number of vehicle trips at each access location there may be up to around 800 vehicle movements arising from the Peel Hall development profile in AM peak hour and 1,065 in the PM peak hour.
- 4.5 No trip discounting for any of the land uses has been carried out for this intermediate build out assessment, and no pass-by trips have been taken into account for the food store and other local centre uses. Furthermore, no discounting for internal trips to the local centre facilities have been made to account for those dwellings accessed from Poplars Avenue (145 dwellings) or linked trips between the non-residential land uses. It is therefore considered that this is a robust assessment.

5.0 Vehicular Trips 2030

- 5.1 It is agreed acceptable to model the impact of the Peel Hall development on the local highway network as fully built out and occupied by 2030.
- 5.2 Therefore, the number of vehicle trips at each access point has been provided below in **Table 5.1** using the trip rates set out in **Section 3.0** for the whole Peel Hall development. No discounts have been applied to these figures.

Table 5.1 – Summary of 2030 Peak Hour Vehicle Trip Numbers at Each Access Location

Access	Quantum of Development	AM Arrival	AM Departure	PM Arrival	PM Departure
Poplars Avenue (Central)	330 dwellings	74	173	163	101
	care home	7	7	8	8
	food store	92	61	181	191
	local shops	30	29	36	39
	family pub	0	0	23	15
	<i>Total</i>	203	270	411	354
Poplars Avenue (West)	employment land	69	39	20	47
Mill Lane	150 dwellings	34	79	74	46
Mill Lane/Blackbrook Avenue	700 dwellings	158	366	347	215
	primary school	113	79	19	27
Birch Avenue	20 dwellings	5	11	10	6
Grasmere Avenue	community uses	10	5	7	8
Total		592	849	888	703

- 5.3 It can be seen from the above that when considering the total number of vehicle trips at each access location there may be up to around 1,441 vehicle movements arising from the Peel Hall development profile in AM peak hour and 1,591 in the PM peak hour, with no adjustments made for internal trips or discounting.

- 5.4 However, it is appropriate to apply a trip discount to these figures, as the above represents double counting of vehicular trips when considering, for example, that the vehicular trip associated with a resident travelling to the local centre will be represented as both a trip departing from the dwellings and a trip arriving at the local centre.
- 5.5 It is proposed that no discounting of trips will occur with the residential, care home, community uses, and family pub/restaurant or employment trips.
- 5.6 The food store trips are to be discounted by 100% in the SATURN modelling, with 30% of these trips being redistributed from existing traffic on the network passing by the Poplars Avenue access. These pass-by trips will have no material impact on the operation of the wider highway network.
- 5.7 Furthermore, it has previously been set out in TN/13 that the proposed primary school is not intended as a replacement and that primary school trip discounts should be based on internal trip containment; the number of pupils expected to be generated by the development based on the calculation factor supplied by Warrington Borough Council, and comparing this to the number of children expected in a school with up to two-form entry i.e. up to 30 children in each class (therefore 60 children per year group from reception to year 6 i.e. 420 children).
- 5.8 The information for primary school places issued by WBC was based on census data and the following calculation:

0.3 pupil places per dwelling x number of dwellings

0.3 x 1,200 = 360 (85% of 420 primary school places)

- 5.9 The calculation indicates that the development will generate 360 primary school places and therefore it is considered appropriate to apply a 50% discount.
- 5.10 Therefore trip discounts can be summarised as follows for both the AM and PM peak hours:
- i. Residential 0%
 - ii. Care Home 0%
 - iii. Employment 0%
 - iv. Food Store 100% (70% discount and 30% pass-by)
 - v. Local Centre 100%
 - vi. Family Pub/Restaurant 0%
 - vii. Primary School 50%
 - viii. Community uses 0%
- 5.11 These discounts have been applied to the figures contained in **Table 5.1** and a revised summary of the proposed Peel Hall development trips is set out on **Table 5.2** below.

Table 5.2 – Summary of 2030 Peak Hour Vehicle Trip Numbers at Each Access Location (with discounts applied)

Access	Quantum of Development	AM Arrival	AM Departure	PM Arrival	PM Departure
Poplars Avenue (Central)	330 dwellings	74	173	163	101
	care home	7	7	8	8
	food store*	28	18	54	57
	local shops	0	0	0	0
	family pub	0	0	23	15
	<i>Total</i>	109	198	248	181
Poplars Avenue (West)	employment land	69	39	20	47
Mill Lane	150 dwellings	34	79	74	46
Mill Lane/Blackbrook Avenue	700 dwellings	158	366	347	215
	primary school	57	40	10	14
Birch Avenue	20 dwellings	5	11	10	6
Grasmere Avenue	community uses	10	5	7	8
Total		442	738	716	517

* pass-by trips only

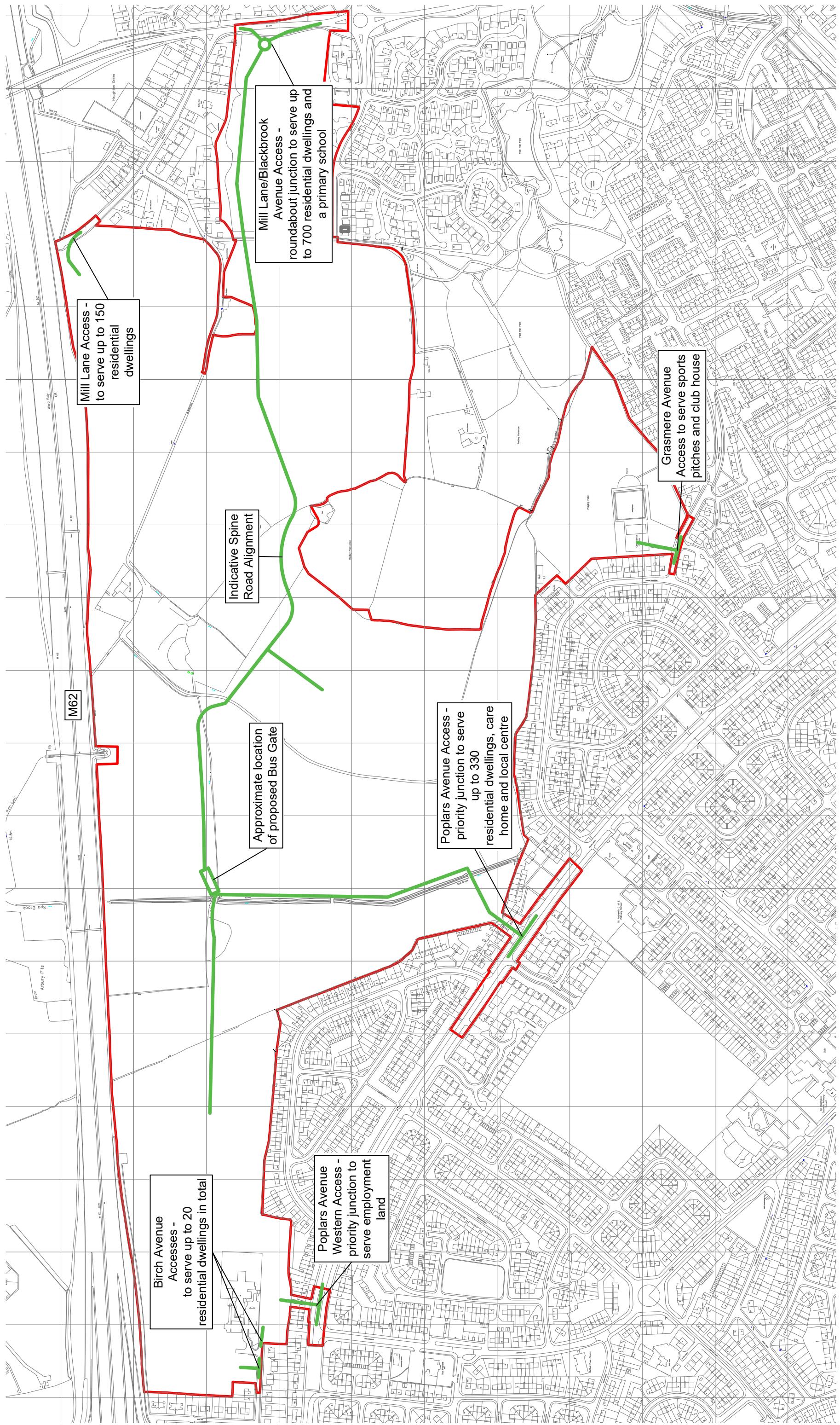
- 5.12 It can be seen from the above that when considering the total number of vehicle trips at each access location there may be up to around 1,180 vehicle movements arising from the Peel Hall development profile in AM peak hour and 1,233 in the PM peak hour.
- 5.13 These figures from **Table 5.2** are to be used in the SATURN modelling.

6.0 Summary

- 6.1 Following the refusal of application ref: 2016/28492, the opportunity has been taken to review the years of assessment, build out programme and application of trip rate discounts.
- 6.2 This Technical Note has been prepared by Highgate Transportation to confirm the trip rates used for each land use and set out the trip discounting assumptions. This information has been used to summarise the level of vehicular trips at each access point of the proposed Peel Hall development for an intermediate build out year of 2025 and a final year of 2030 as agreed with officers at Warrington Borough Council at a meeting on 22nd March 2017.
- 6.3 The information in this Technical Note is intended to inform the SATURN modelling and has been provided following a review of the Warrington Borough Council consultation response to application 2016/28492, various meetings held with the Council between January 2016 and March 2017 and correspondence since January 2016 regarding the highways and transportation elements of the scheme.
- 6.4 The vehicular trips contained in **Table 4.1** and **Table 5.2** are to be used to inform the SATURN modelling for future years of 2025 and 2030 respectively.

Appendix 1

Access Strategy Plan



NOTES:
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PROJECT: PEEL HALL, WARRINGTON
CLIENT: SATNAM

ISSUE	REASON FOR REVISION	DRAWN BY:	CHECKED:	DATE
F	Amendment to annotation	10/05/17	FB	DT
E	Amendment to annotations	10/05/16		
D	Amendment to bus gate location	04/05/16		
C	Amendment to dwelling numbers at access points	04/05/16		
B	All annotations	06/05/16		
A	Reduction in number of dwellings shown off Birch Avenue	19/03/16		

TITLE: PROPOSED ACCESS POINTS AND INDICATIVE SPINE ROAD
PROJECT REFERENCE: 1107 DRAWING NUMBER: 19 SCALE: Not to scale

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Appendix 2

Peel Hall Indicative Highways Build Out Table and Plan

Peel Hall Indicative Highways Build Out Table

Year End	Number of Residential Units off Each Access										Indicative Highways Build Out (number of properties sold at year end)	
	Distributor Road		Distributor Road Poplars Ave		Mill Lane		Birch Ave		Cumulative Total			
	New	Cum.	New	Cum.	New	Cum.	New	Cum.	New	Cum.		
1	60	60	0	0	60	60	0	0	120		1a 60 1b 60	
2	60	120	40	40	20	80	0	0	240	Relocated sports pitches	2a 20 2b 22 2c 19 2d 19 2e 40	
3	65	185	35	75	0	80	20	20	360	Local Centre and Care Home off Poplars Ave	3a 30 3b 35 3c 25 3d 10 3e 7 3f 13	
											Employment Land off Poplars Ave (west) with temporary emergency link through to Elm Walk	

Year End	Number of Residential Units of Each Access						Indicative Highways Build Out (number of properties sold at year end)
	Distributor Road Blackbrook Ave	Distributor Road Poplars Ave	Mill Lane	Birch Ave	Cumulative Total		
New	Cum.	New	Cum.	New	Cum.		
4	40	225	40	115	40	120	0 4a 40 4b 20 4c 20 4d 40
5	60	285	30	145	30	150	0 5a 30 5b 11 5c 19 5d 30 5 e 30
6	95	380	25	170	0	150	0 6a 45 6b 50 6c 25
7	75	455	45	215	0	150	0 7a 45 7b 30 7c 45

Requires a temporary emergency link through to Peel Cottage Lane

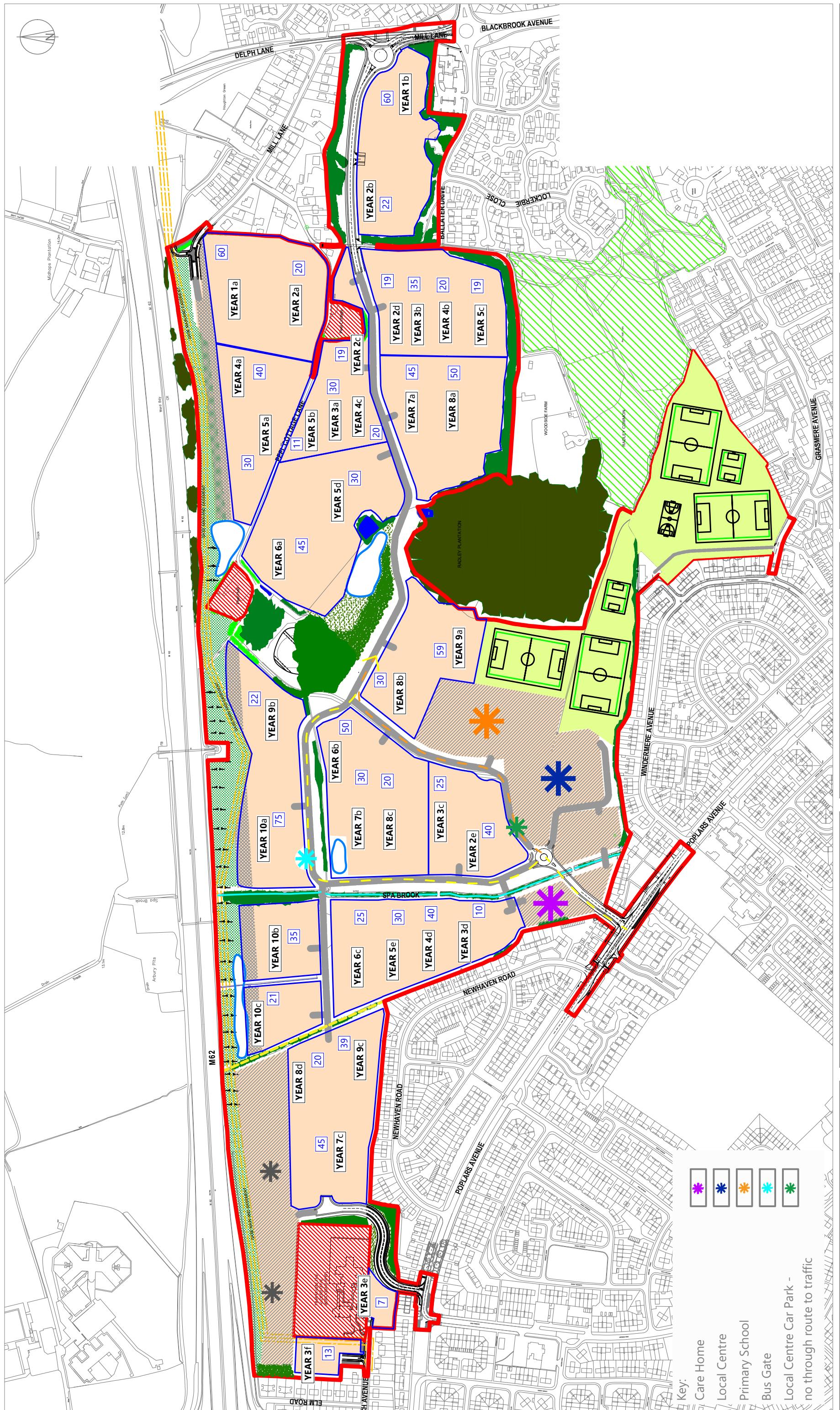
Potential for initial bus link through Local Centre and connecting to eastern spine road

Emergency link through Local Centre created

Provision of temporary emergency access through to employment spine road

Year End	Number of Residential Units of Each Access						(number of properties sold at year end)					
	Distributor Road		Distributor Road		Mill Lane							
	Blackbrook Ave	Poplars Ave	New	Cum.	New	Cum.						
8	100	555	20	235	0	150	0	20	960	Primary School	Completion of spine road for full bus service	8a 50 8b 30 8c 20 8d 20
9	70	625	50	285	0	150	0	20	1,080			9a 59 9b 22 9c 39
10	75	700	45	330	0	150	0	20	1,200			10a 64 10b 35 10c 21

Provision of final emergency access through to employment spine road



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TITLE: INDICATIVE HIGHWAYS BUILD OUT PLAN
PROJECT REFERENCE: 1107 **DRAWING NUMBER:** 27/G **SCALE:** NOT TO SCALE

PROJECT: PEEL HALL,
 WARINGTON
CLIENT: SATNAM MILLENNIUM LTD

ISSUE	REASON FOR REVISION	DRAWN BY:	CHECKED:	DATE
		FB	FB	11/05/17

Phasing subject to detailed phasing plan to be submitted at Reserved Matters stage

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KEY:

- YEAR 8b
- Indicative Year Numbering
- Initial Bus Link
- End Bus Link

Appendix 3

Proposed Local Centre Car Park

N

Do not scale from this drawing.
All dimensions are to be checked prior to
construction and any discrepancies are to
be identified to the Architect.
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Notes

JHD

A 07.07.16 Issued for comments
ISSUED FOR PLANNING
Revisions

Client Satnam Millennium Ltd

Project Peel Hall Masterplan

Title Illustrative Local Centre, Family Pub
& School Layout

Scale 1:1000 Size A3 Date July'16 Drawn JHD Checked DB

3D Reid
12 Caroline Street,
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t: +44 (0)345 271 6200
w: <http://www.3dreiid.com>

Architecture Conservation
Interiors Masterplanning
Partnerships Sustainability
Drawing No. 140387-D-003
Rev. A

