



# Fiddler's Ferry – Development Framework

## Statement of Community Involvement

Form engaged communities. Create informed places.

## Document Control

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Fiddler’s Ferry Framework Statement of Community Involvement

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## Executive Summary

This Statement of Community Involvement (SCI) has been produced on behalf of Peel NRE.

The SCI has been prepared in respect of a Development Framework for the Fiddler’s Ferry Allocation Site. The Development Framework seeks to ensure a coordinated approach to new development across the Allocation Site and is a requirement of the Warrington Local Plan (Policy MD3) which was adopted in December 2023.

Peel NRE has engaged with the public, statutory consultees and other key stakeholders via a fully inclusive consultation process that allowed for all consultees and the public to share their thoughts on the proposed framework in advance of its agreement with Warrington Borough Council.

An online tool utilising Deetu’s Engaged Space platform was used as the backbone of a wider consultation methodology. This was made publicly available and can be accessed via a web browser, on any device, to allow people to understand the proposals in more detail and complete a feedback survey from this website:

[my.engaged.space/fiddlersframework](https://my.engaged.space/fiddlersframework)

An extensive programme of stakeholder engagement, including ongoing design reviews, two physical events, with Local Authorities, elected members, businesses and local communities has been undertaken. This began in the period after Peel NRE acquired the site in July 2022, continued throughout the consultation period and is seen as an ongoing process.

The consultation was communicated via press releases to media outlets, leaflet drops to 9,166 local addresses, promoted social media on Facebook and Instagram, and through wider stakeholder engagement.

The online consultation was visited 8,200 times by 7,100 unique visitors, who collectively spent over 91 hours on the website. A total of 29 hours 51 minutes were spent completing 338 surveys throughout the consultation period. This is a total of over 120 hours of time the public spent engaging with the consultation.

A phone number was available for those unable to access the links to call for paper information packs and surveys, with one survey distributed as a result. 12 virtual drop-in events were also made available, and three sessions were booked by residents living near the Fiddler’s Ferry Allocation Site.

Two physical events were delivered, one in Penketh and a second in Widnes. These events were attended by a total of 88 residents from across Halton and Warrington boroughs.

All feedback as part of the consultation has been reviewed by the project team and Peel NRE would like to thank residents and the wider community who took part in the consultation to provide feedback.

Based upon the survey responses, stakeholder feedback, and the virtual drop-in sessions it is evident that several design considerations have been brought forward from

the public. These have been addressed within the report and those within the control of Peel NRE will be taken into consideration as the proposals develop.

Peel NRE will continue to engage with the community as future stages of the redevelopment process progress. Separate to the consultation website, [www.fiddlersferry.com](http://www.fiddlersferry.com) is available and was launched following the acquisition of the site by Peel NRE. This site hosts more general information and linked to the consultation whilst it was live. The website has a contact email address which was utilised by many of the consultee organisations to submit feedback. This email address is available outside of the consultation period and has a continuous flow of engagement.

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## 1. Introduction

- 1.1.1. This Statement of Community Involvement (SCI) has been prepared in accordance with the guidance from the National Planning Policy Framework (NPPF). The SCI has been produced on behalf of Peel NRE, the owners of Fiddler’s Ferry.
- 1.1.2. The SCI has been prepared in respect of a Development Framework for the Fiddler’s Ferry Allocation Site. The Development Framework seeks to ensure a coordinated approach to new development across the Allocation Site and is a requirement of the Warrington Local Plan (Policy MD3), which was adopted in December 2023. The allocation requires 101 hectares of employment land, a minimum of 860 homes and supporting infrastructure.
- 1.1.3. The report has been produced with the aim of evidencing the community engagement methodologies undertaken by Peel NRE and public consultation feedback received in respect to the Development Framework for the site.
- 1.1.4. To aid in the community engagement and consultation activities, Peel NRE appointed independent engagement specialists Deetu to the project team.
- 1.1.5. Deetu focuses on consultations that utilise digital tools at the core of their engagement strategy. The approach helps form engaged communities and create informed places built upon representative consultation and a data-driven evidence base.
- 1.1.6. This report documents how Peel NRE has approached creating and developing an informed design through engaging with the local community, statutory consultees and key stakeholders ahead of the submission of the Development Framework to Warrington Borough Council (WBC) for agreement.

## 2. Project Background

### 2.1. Existing Site

- 2.1.1. The allocation boundary for the Development Framework is comprised of the former Fiddler’s Ferry Power Station and adjacent land, as per **Figure 2.1**.

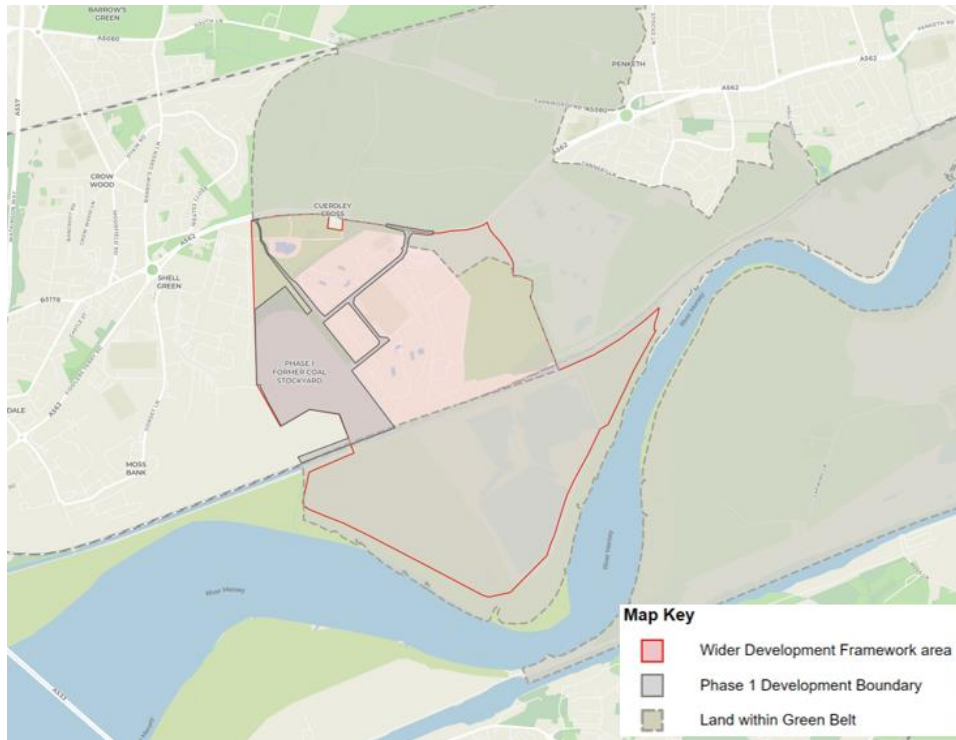


Figure 2.1. Fiddler’s Ferry Location Plan \*contains OS data

### 2.2. Proposed Development Framework

- 2.2.1. The proposed Development Framework is for 101 hectares of employment land, a minimum of 860 homes, and supporting infrastructure. The Warrington Local Plan sets out the need for a Development Framework to be agreed in advance of the determination of the application for the first part of the employment site and before any further planning applications are submitted.
- 2.2.2. The Development Framework will ensure a coordinated approach to new development across the allocation site based on the principles and requirements set out in policy MD3 and reflecting site opportunities and constraints. The Development Framework will also provide a comprehensive infrastructure delivery strategy for the development site with details on phasing, delivery triggers and delivery responsibilities and an allocation wide approach to infrastructure funding, including planning obligations.

## 3. Forming an Engaged Community

### 3.1. Statement of Community Involvement Guidance

- 3.1.1. The community involvement detailed within this SCI follows guidance set out in both the National and Local policies below. Warrington Council’s Statement of Community Involvement (2020) sets out the expectation that developers will *“have canvassed views more widely than for minor developments before their application is submitted. This should include those residents affected by the proposal, the town or parish council and statutory consultees.”*
- 3.1.2. Given the significance of the site to the neighbouring authority of Halton Borough Council, the Halton Council Statement of Community Involvement (2019) has also been considered.

#### National Planning Policy Framework

- 3.1.3. Paragraph 131 of the National Planning Policy Framework (NPPF) (updated December 2023) highlights that effective engagement between applicants, communities, local planning authorities and other interests is a key factor in achieving well-designed places and therefore sustainable development.
- 3.1.4. Paragraph 39 of the NPPF also states that *“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties”*.

#### Government Guidance on Plan-making

- 3.1.5. In line with the updated Government’s Guidance on Plan-making since the pandemic, the consultation has embraced digital methods to ensure the widest possible audience.
- 3.1.6. Paragraph 78 of the guidance states that *“Local planning authorities are strongly encouraged to use online engagement methods to their full potential”*. It also makes recommendations on how to involve those in the community without access to the internet; these have been incorporated into this consultation.

### 3.2. Breaking Down Barriers

- 3.2.1. Any engagement exercise runs the risk of excluding critical parts of communities, including the seldom heard. But the more mediums used, the more chance there is of capturing the opinions of a broad demographic.
- 3.2.2. Using only traditional engagement methodologies such as physical events and leaflets in isolation to the ‘digital world’ is no longer enough to thoroughly engage the full diversity of a community and can often lead to the following barriers:

#### Time

- 3.2.3. People’s expectations of how they access information has changed. With ever increasingly busy and digital lives, consultees want to choose when, where, and how they access information rather than having to go to a physical event.
- 3.2.4. We acknowledge some consultees will still want a physical event and chose to hold them on two days and in two different locations.



## Inclusivity

- 3.2.5. Traditional methods that rely solely on physical practices, such as leaflet dropping and in-person events, can isolate digitally native and seldom heard groups such as younger generations, and far more participative techniques are required.
- 3.2.6. Seeking the views of those that have always attended traditional planning related consultation events will always be more straightforward than building relationships with new or smaller communities and groups who are less accustomed to the planning and consultation process.

## Accessibility

- 3.2.7. Traditional consultation methods often result in complex planning documents and development proposals that can be daunting.

## 3.3. Doing Things Differently

- 3.3.1. Peel NRE have a commitment to conducting robust consultations. This means going above and beyond the minimum requirements. This allows a wider variety of voices to be heard and helps to create a better-informed development.
- 3.3.2. To overcome the barriers highlighted above, a consultation approach that utilised digital tools at the heart of its strategy, whilst still being inclusive of those unable to access the internet, was adopted.
- 3.3.3. An online tool utilising Deetu’s Engaged Space platform was used as the backbone of a wider consultation methodology. This was made publicly available and can be accessed via any web browser, on any device, to allow people to understand the proposals in more detail and complete a feedback survey from this website:  

[my.engaged.space/fiddlersframework](https://my.engaged.space/fiddlersframework)
- 3.3.4. While the core of the consultation was via the online tool, the Peel NRE was also mindful of those unable to access the internet or digitally uncertain. As such, additional methodologies were used to raise awareness and understanding about the consultation and to supplement the online tool as detailed below.

## 3.4. The Online Consultation

- 3.4.1. The online tool accessible from [my.engaged.space/fiddlersframework](https://my.engaged.space/fiddlersframework) was used as the backbone of a wider engagement methodology, to share information about the proposals and to collate feedback from the public about their thoughts on the scheme.

### The Landing Page

- 3.4.2. When the tool initially loads, the user is presented with a straightforward introduction about the scheme, where they can then press the start reading button to continue reading more about the details of the proposals. **Figure 3.1** shows the digital landing page.

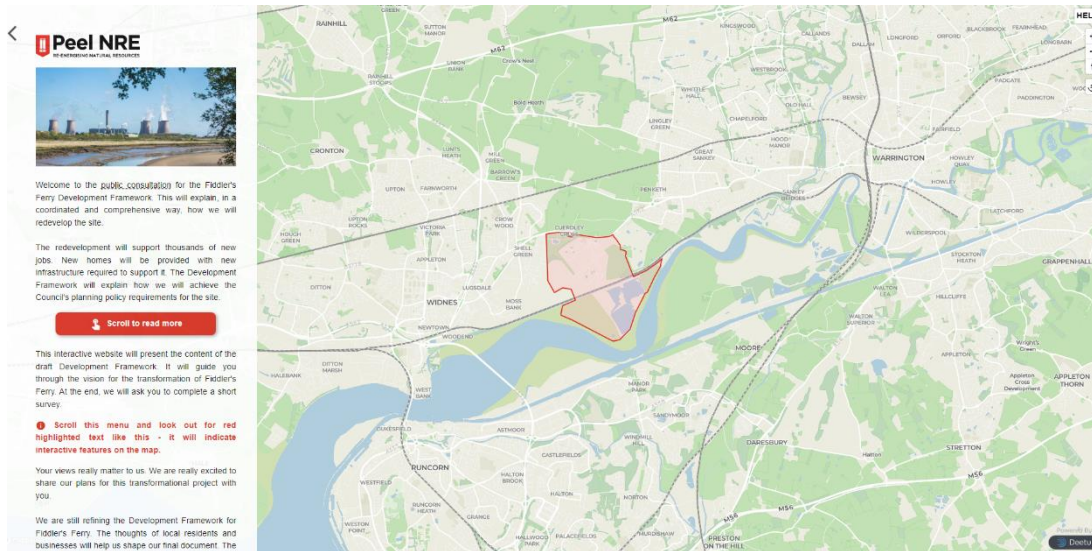


Figure 3.1. Fiddler’s Ferry Online Tool Landing Page

### The Proposal Details

- 3.4.3. As the user scrolls through the online tool, they are provided with an introduction to the site, information about the history of the site, and the context for the reason for development.
- 3.4.4. The following sections then discuss the draft Development Framework in more detail.
- 3.4.5. There are interactive prompts and illustrative sketches, throughout an illustrated site layout, for the user to find out more information, and map keys to clearly differentiate what is shown on the map. **Figure 3.2** shows one of the proposal chapters with the interactive markers.



Figure 3.2. Fiddler’s Ferry Online Tool Interactive Proposals

- 3.4.6. For those wishing to read the full Development Framework and examine the supporting technical documents, a function was available to allow users to download these documents.

## The Survey

- 3.4.7. The survey was available to the public for users to provide feedback on the main themes of the Development Framework, distilling the main themes of the document into comprehensible areas for the public to comment upon.
- 3.4.8. A general feedback section was also included in the survey, for people to provide broader responses on the scheme. **Figure 3.3** shows the survey location and link. The survey was available at the following link:

[my.engaged.space/fiddlersframework/survey](https://my.engaged.space/fiddlersframework/survey)



Figure 3.3. Fiddler’s Ferry Online Tool Survey Location

- 3.4.9. The survey was designed to be straightforward, easy to understand and quick to undertake. The average response time was around 5 minutes and 18 seconds, and a mix of quantitative and open-ended questions were used. A total of 29 hours, 51 minutes were spent completing the survey.
- 3.4.10. To minimise the risk of individuals completing the survey multiple times and skewing the results, the survey was limited to one response per IP address. Therefore, after the user had completed the survey once, they could not submit a response to the survey again from that device.

## Survey Language & Testing

- 3.4.11. To ensure the right questions were being asked in the survey, thorough testing was conducted with the aid of proprietary language software.
- 3.4.12. This proprietary software ensured that the language used in the online tool and the survey were easily understandable and suitable for the target audience.
- 3.4.13. The survey questions and consultation website text were initially scored a C grade by the software, based on 10 various readability indices. This theoretically equates to being readable for 80% of the consultation audience.
- 3.4.14. Feedback from this testing resulted in technical words and acronyms being removed or further explanation added in areas of uncertainty before the consultation was publicly shared.

3.4.15. Following these amendments, the website and survey scored a higher B grade, becoming readable to 97% of the consultation audience. **Appendix 2** shows the reports from both instances of testing.

### Accessibility

3.4.16. The Deetu Engaged Space platform has been developed with accessibility at the forefront of the user experience. It has a simple and intuitive design, allowing any user to interact with the proposals and complete the survey without any training or previous experience of the planning process.

3.4.17. It has also been created using responsive design principles, allowing it to be used on any device (see **Figure 3.4**) via any web browser and compatible with screen reading tools. As such, the tool is not limited to those with specialist hardware or software, and it can be accessed at any time, from any place.



**Figure 3.4. Fiddler’s Ferry Engaged Space Consultation Responsive Design**

3.4.18. Peel NRE was also mindful that the consultation was inclusive of the seldom online, the digitally uncertain and those less confident with using digital tools. The communication methods below detail how these barriers were overcome by incorporating physical consultation with the technology.

## Communicating the Consultation to the Public

### Target Audience

3.4.19. The primary audiences for this engagement exercise were:

- The residents of the surrounding communities, including Penketh, Cuerdley, and eastern Widnes.
- Residents across the boroughs of Warrington and Halton.
- Local businesses in the surrounding area.
- Stakeholders such as statutory consultees for future planning applications and interested organisations.

3.4.20. These audiences were contacted because they were deemed to be those who are potentially affected by the development with strong local knowledge or could provide detailed/specialist input.

## Consultation Schedule

3.4.21. The pre-application consultation was open for 28 days, with paper-based postal responses being collated for a further week from the consultation close.

3.4.22. A more detailed breakdown of the schedule is below:

- 12/01/2024 – Leaflets posted.
- 15/01/2024 – Stakeholder letters issued.
- 15/01/2024 – Digital consultation opened.
- 22/01/2024 – Social media advertisement campaign launched.
- 23/01/2024 – First set of virtual drop-in meetings.
- 25/01/2024 – Second set of virtual drop-in meetings.
- 29/01/2024 – First physical exhibition in Penketh.
- 01/02/2024 – Second physical exhibition in Widnes.
- 11/02/2024 – Consultation closed.
- 13/02/2024 – Final physical feedback form received.
- 16/02/2024 – Final deadline for physical feedback forms
- 01/03/2024 – Final deadline for stakeholder organisations to submit feedback.

## Social Media

3.4.23. Facebook and Instagram advertisement campaigns were used to reach out to the wider Warrington and Widnes communities, which assisted in capturing a wider demographic for more inclusivity.

3.4.24. These adverts were issued to users living across the two boroughs. The adverts were seen a total of 154,497 times by 62,274 unique users.

3.4.25. Extracts of the social media video adverts have been included in **Appendix 3**.

## Press Release

3.4.26. A press release was shared with local media outlets. The press release was also published on [www.fiddlersferry.com](http://www.fiddlersferry.com).

3.4.27. The launch of the consultation was covered by local and regional outlets, including the Warrington Guardian, Liverpool Echo and Place North West. This coverage can be found via **Appendix 4**.

## Leaflet Drop

3.4.28. As discussed previously, the digital means of communication were supplemented by a physical engagement campaign to ensure all residents were able to participate.

3.4.29. An invitation to participate in the consultation was delivered as a leaflet to the residents and businesses of the surrounding communities.

3.4.30. As such, leaflets were sent to 9,166 addresses at 507 unique postcodes around the site, as per **Figure 3.5**.

3.4.31. This leaflet, included as **Appendix 5**, contained the details of the consultation, Quick Response (QR) Code, links to the digital tool and virtual drop-in sessions and information on how to request a physical copy of the consultation material.



**Figure 3.5. Leaflet Distribution Area**

### Consultation Information Line

3.4.32. The consultation freephone number (0800 170 1223) was also available from the leaflet for those that were unable to access the links.

3.4.33. The number was in operation Monday to Friday between the hours of 9:00am and 5:30pm. A voicemail was then used to collect any messages outside of these hours. These were responded to at the earliest opportunity.

3.4.34. From this number, a call-back could be requested from the consultation team, or an information pack and paper survey could be requested with a pre-paid envelope to return a physical survey.

3.4.35. A copy of the information pack and the paper survey containing the same questions as the digital survey is included as **Appendix 6**.

### Virtual Drop-In Teams Meetings

3.4.36. A total of 12 one to one, 30-minute virtual drop-in meetings were made available on the following dates:

- Tuesday 23<sup>rd</sup> January 11:00 – 14:00
- Wednesday 25<sup>th</sup> January - 16:00 – 19:00

3.4.37. These sessions allowed those that were either less certain about the online tool or wanted to ask additional questions to be guided through the proposals and answer the survey with the help of the consultation team. The sessions could be booked via the website at [my.engaged.space/fiddlersframework/drop-in](https://my.engaged.space/fiddlersframework/drop-in).

3.4.38. Representatives from the project team were available to answer questions throughout the virtual drop-ins, with the appropriate technical specialist and development team individual joining the sessions depending on the topics raised, including:

- Peel NRE – Development Director
- Peel – Associate Director Development Planning
- Deetu – Community Engagement Consultants

### Physical Events

3.4.39. Two events were organised which gave respondents an opportunity to view the details in person and speak to a member of the project team. Upon arrival, attendees were asked to provide their postcode. These are shown in Figure 3.6.

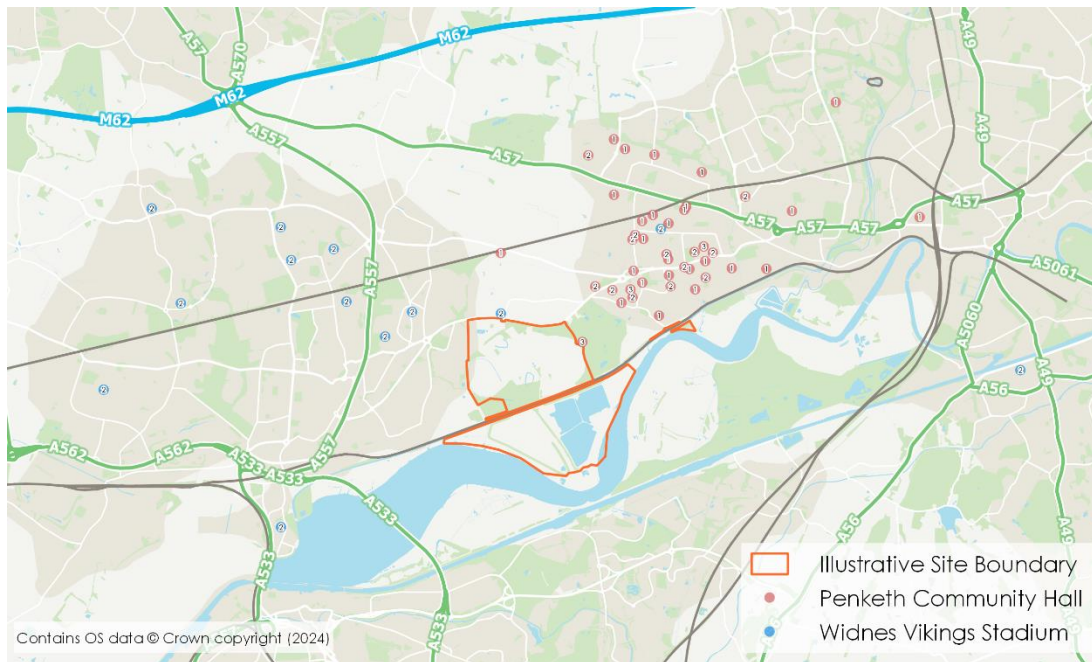


Figure 3.6. Postcodes of event attendees

3.4.40. The first event was held on Tuesday 23<sup>rd</sup> January between 2pm and 6pm. The event was hosted at Penketh Parish Pool & Community Centre. A total of 71 people attended the event.

3.4.41. The second event was held on Thursday 25<sup>th</sup> January between 2pm and 8pm. The event was hosted at Widnes’ DCBL stadium, in the Bridge Suite. A total of 17 people attended the event.

## 3.5. Communicating the Consultation to Stakeholders

### Stakeholder Engagement

3.5.1. Engagement with officers at Warrington Borough Council and Halton Borough Council has taken place for over a year prior to the launch of the consultation. This has included regular meetings with planning and technical officers, as well as meetings with the Fiddler’s Ferry

Steering Group. This includes senior representatives from both Warrington and Halton authorities.

3.5.2. The Councils’ Local Plan and feedback from this engagement has informed the Development Framework and supporting documents.

3.5.3. In addition, a number of local, regional and national organisations have been consulted. A summary of this engagement and the feedback received can be found in **Appendix 7**.

3.5.4. Examples of the type of stakeholders engaged with include:

- Members of Warrington and Halton Borough Councils, including Leaders, and Ward Members.
- Officers of Warrington and Halton Borough Councils.
- The Member of Parliament for Warrington South.
- Community interest groups such as the Sankey Canal Restoration Society and Matthiola Junior Football Club.
- Business organisations such as Warrington Chamber of Commerce.
- Statutory planning consultees (see **Appendix 7**) such as Sport England, Environment Agency, and Active Travel England.

## 4. Creating an Informed Place

### 4.1. Response

4.1.1. As detailed in previous sections, Peel NRE is keen to create a place that has been informed by the target audience previously defined.

4.1.2. As such, to gauge how the community perceived the plans submitted as part of this application, the engagement methodology detailed in **Section 3** was undertaken.

4.1.3. The online consultation was visited 8,200 times by 7,100 unique visitors. A total of 29 hours and 51 minutes were spent completing 338 surveys throughout the consultation period.

4.1.4. Two calls to the freephone number were made, resulting in one paper information pack being sent out. Several paper surveys were handed out at the physical events and a total of 2 postal surveys were returned.

4.1.5. As per **Figure 4.1**, a range of ages from those under 18 to 75+ engaged with the consultation, with those aged 55 to 64 answering the survey the most often.

4.1.6. Those aged under 24 have been under-represented in the feedback results. This age group is traditionally very hard to engage with and have limited engagement with the planning process.



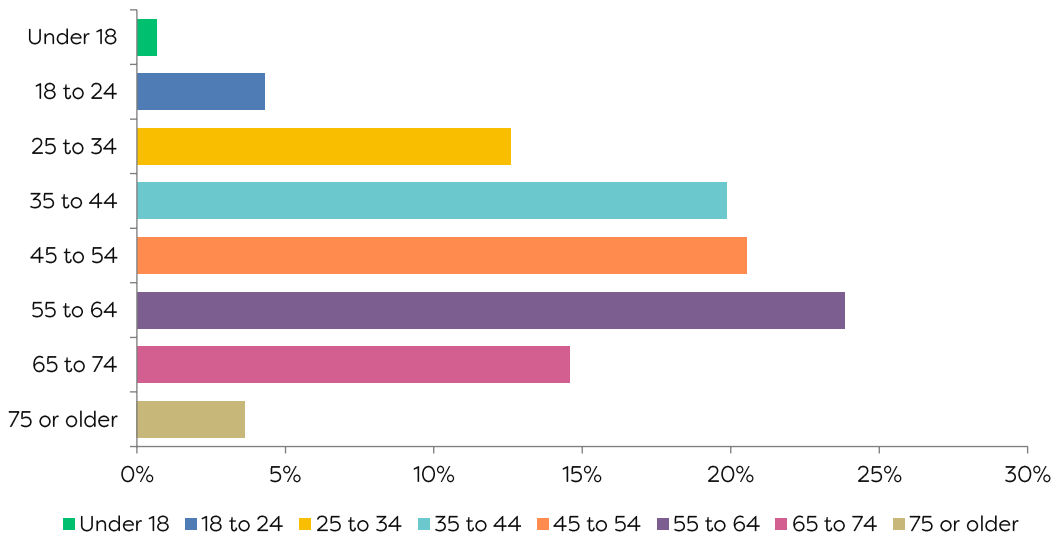


Figure 4.1. Survey Respondents by Age

4.1.7. Of the respondents, 51% were female, 49% were male.

4.1.8. 41% of all responses were received in the first week and 26% in the second week of the consultation. A further 22% were received in the third week and 12% in the fourth week.

4.1.9. **Figure 4.2** shows the response numbers by date throughout the consultation with indications of key events in the timeline.

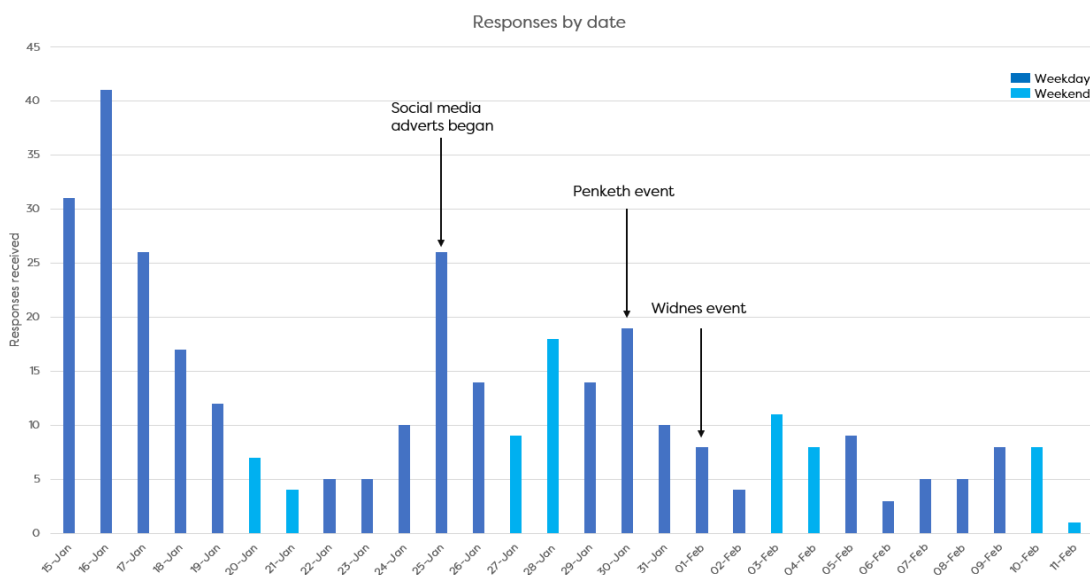


Figure 4.2. Survey Respondents by Date

### Community Reach

4.1.10. Although the surveys were anonymous, users were asked to provide their postcode so an understanding of the demographics for those who had completed the surveys could be gained.

4.1.11. 301 survey respondents provided a valid postcode. 24 of these responses were from those living outside of Warrington and Halton boroughs.

4.1.12. Approximately 54% of the surveys that provided a postcode (164 responses) were undertaken by residents living in Warrington borough and 38% (113 responses) from Halton borough, as per **Figure 4.3** and **Figure 4.4**.

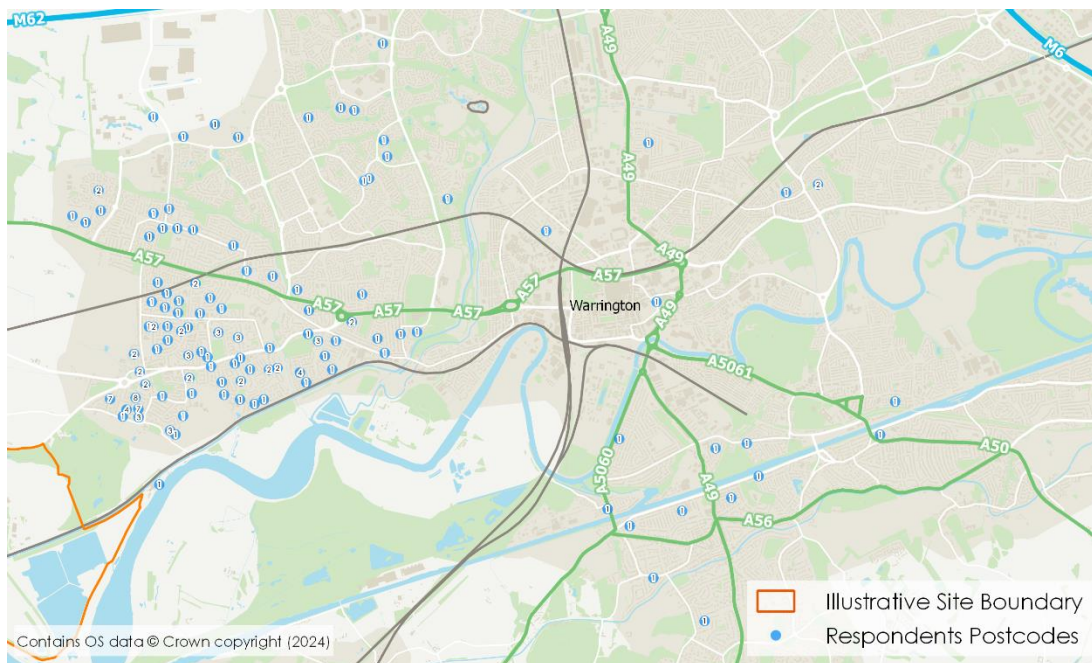


Figure 4.3. Local Survey Result Postcode Locations – Warrington

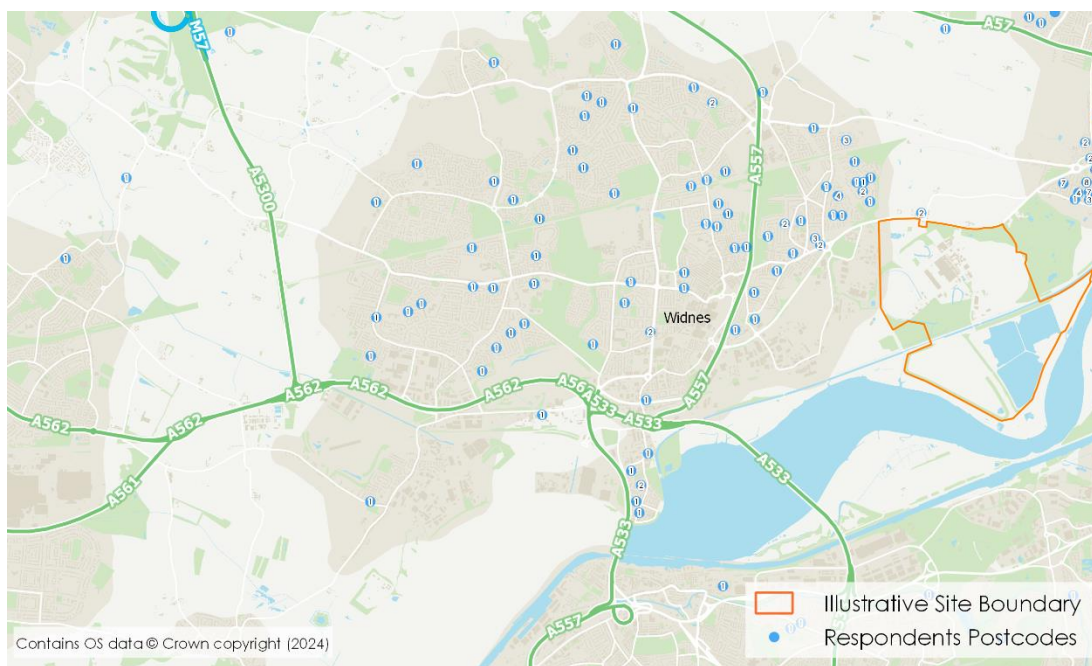


Figure 4.4. Local Survey Result Postcode Locations - Halton

## 4.2. Analysis

4.2.1. Trends have been identified in this analysis which shows people of different age and gender sometimes provide different answers to the question in the survey.

### Redevelopment sentiment

4.2.2. The first question asked sought respondents’ opinions on the redevelopment of Fiddler’s Ferry to deliver thousands of new jobs and a minimum of 860 new homes. A total of 281 people responded to this question.

4.2.3. A total of 21% felt very positive and 38% positive about the use of the site for development. 14% felt very negative and 27% felt negative and these respondents tend to live to the east of the site as per Figure 4.5 and Figure 4.6.

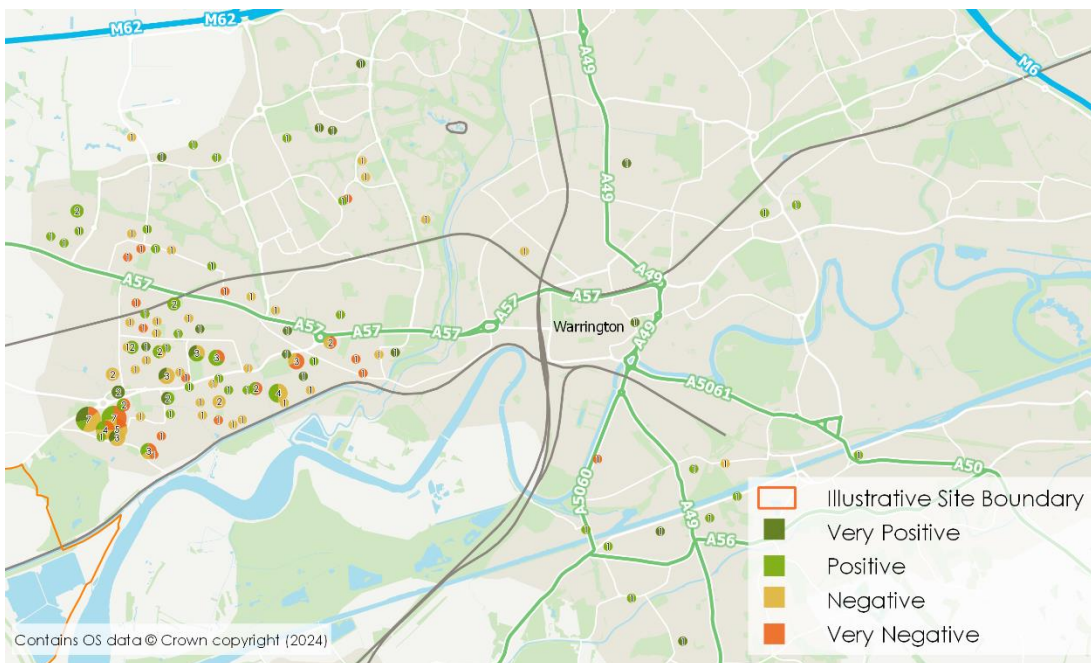


Figure 4.5. Redevelopment sentiment Warrington

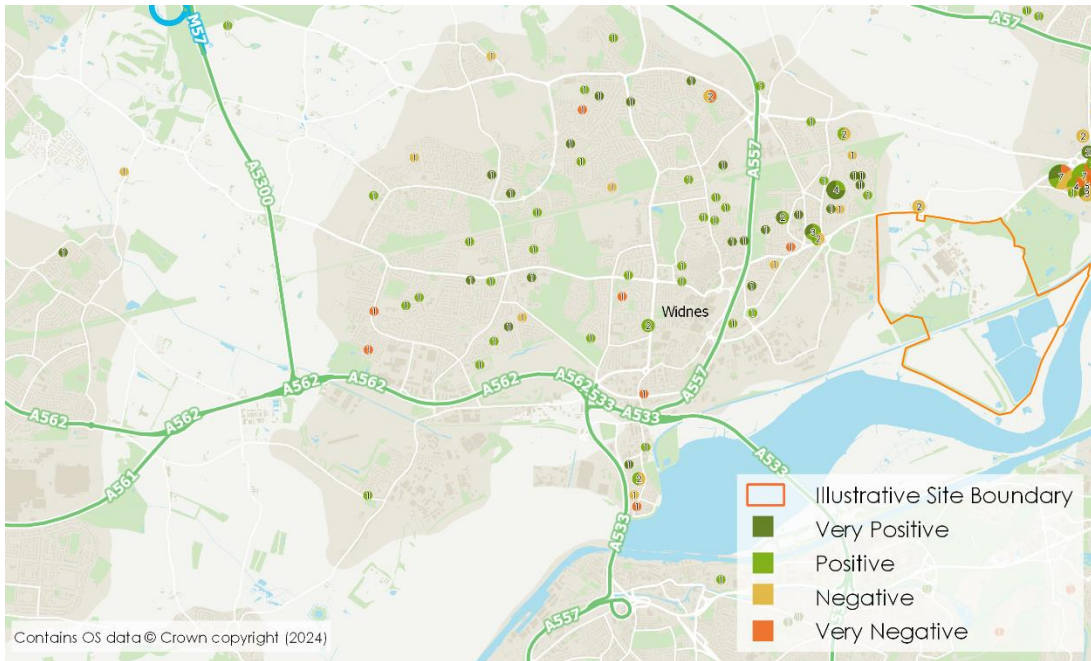


Figure 4.6. Redevelopment sentiment Widnes

- 4.2.4. A higher proportion of men were supportive of the general plans to redevelop of Fiddler’s Ferry, with 28% of men being very positive, compared to 14% of women. A total of 10% of men viewed it very negatively, compared to 18% of women.
- 4.2.5. When it comes to different age groups, those who are in the 65 to 74 and 75+ categories are more likely to express support, with over 80% of each age category providing an answer of positive or very positive. The 35 to 44 age category is the least positive, where only 42% of respondents expressed support. This age category is also the only one with a majority negative sentiment.
- 4.2.6. Respondents were offered the opportunity to provide comments to support their question. A total of 218 people chose to elaborate on their choice and provided 517 comments between them.
- 4.2.7. The two most common comments related to the impact of traffic (27% of those who provided comments) and a desire to see new healthcare facilities (26%). Similar comments included a need for new school spaces (19%), and a need for better local infrastructure (23%).
- 4.2.8. Many respondents provided positive comments. Almost a quarter of respondents (24%) expressed that they were happy the site is being redeveloped. A positive opinion on the inclusion of new homes was also noted (24%). Comments specifically supporting the new employment space and jobs were made (21%), likewise with the expanded green space (12%). Respondents also provided counter comments, such as a negative view of new homes (16%) or of employment space (4%).
- 4.2.9. The 41% of respondents who expressed a negative or very negative sentiment about the redevelopment of Fiddler’s Ferry account for almost all the comments that expressed concern around traffic (52 out of 58 comments), healthcare (45 out of 56 comments), school places (30 out of 41 comments) and infrastructure (40 out of 51 comments).

4.2.10. Other comments left by small numbers of respondents include concern about the Green Belt (9%), the need for affordable housing (6%), a worry about a GP service not being provided (6%), a desire for energy production (5%), concern about air pollution (3%), a concern about increasing crime (3%), local priority for housing (3%), a need for new amenities (2%), reuse of the rail line on site (1%), more retail opportunities being needed (1%), a need for better public transport (1%), concern about noise pollution (1%), and a concern related to flooding (1%).

### Improving Access sentiment

4.2.11. Respondents were asked how they felt about opening up the site to allow more people to access it. A total of 277 respondents answered this question.

4.2.12. When asked, 35% of respondents said they would feel very positively, and 46% felt positive about the opening up of the space to allow more people to access it. 6% felt very negatively and 13% felt negatively. This is shown in **Figure 4.7**.

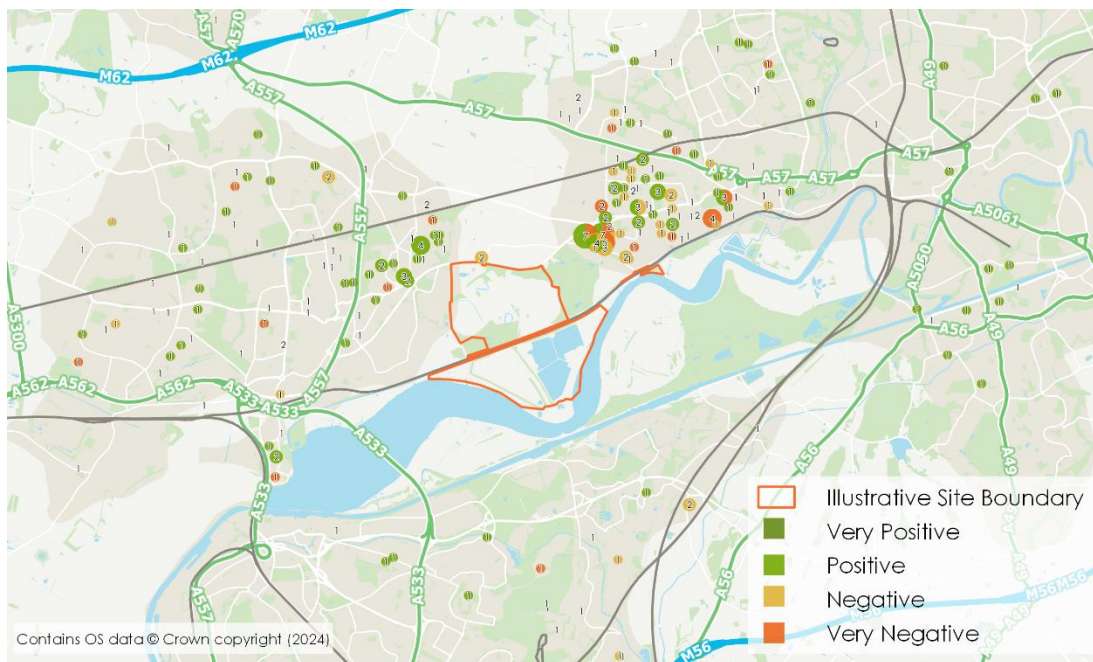


Figure 4.7. Improved access sentiment

4.2.13. Male respondents were more likely to express positivity in response to this question, with 84% of males giving an answer of positive or very positive compared to 67% of women.

4.2.14. A majority of between 98% and 66% of every age group expressed positivity. The age category with the smallest majority was the 35 to 44 category, where 66% were positive.

4.2.15. Respondents were offered the opportunity to provide comments to support their question. A total of 159 people chose to elaborate on their choice and provided 247 comments.

4.2.16. The most common response by far was to express a need for more green space for wildlife (35%). Other common responses include comments welcoming the opening of the space (18%), a desire to see the Sankey Canal restored (11%), a desire for new walking routes (11%) or cycling routes (8%), and a need for more recreational space (6%).

4.2.17. Some respondents used this question to express opposition to the provision of new homes (14%), concern around traffic implications (14%) and to state the need for improved

healthcare options (5%). Those who responded negatively to the question were more likely to make these types of comments, accounting for 15 out of 22 comments (new homes), 13 out of 23 comments (traffic), and 6 out of 8 comments (healthcare).

4.2.18. Other comments left by small numbers of respondents include the need for better infrastructure (6%), the need to allocate enough space for housing (4%), concern about increasing crime (3%), a need to remediate the site (2%), a desire for equestrian access (1%), a desire for energy production on the site (1%) and a desire for public safety to be considered in the design (1%).

### Enhancing the woodland and the environment

4.2.19. Respondents were asked how they felt about the enhancement of the existing woodland area (known locally as the “nature reserve”) in the north of the site, bordering Widnes Road. A total of 276 respondents provided an answer to this.

4.2.20. Only 5% of respondents provided negative views, as shown in **Figure 4.8**. The 55 to 64 age group provided 7 negative or very negative responses, out of a total of 15.

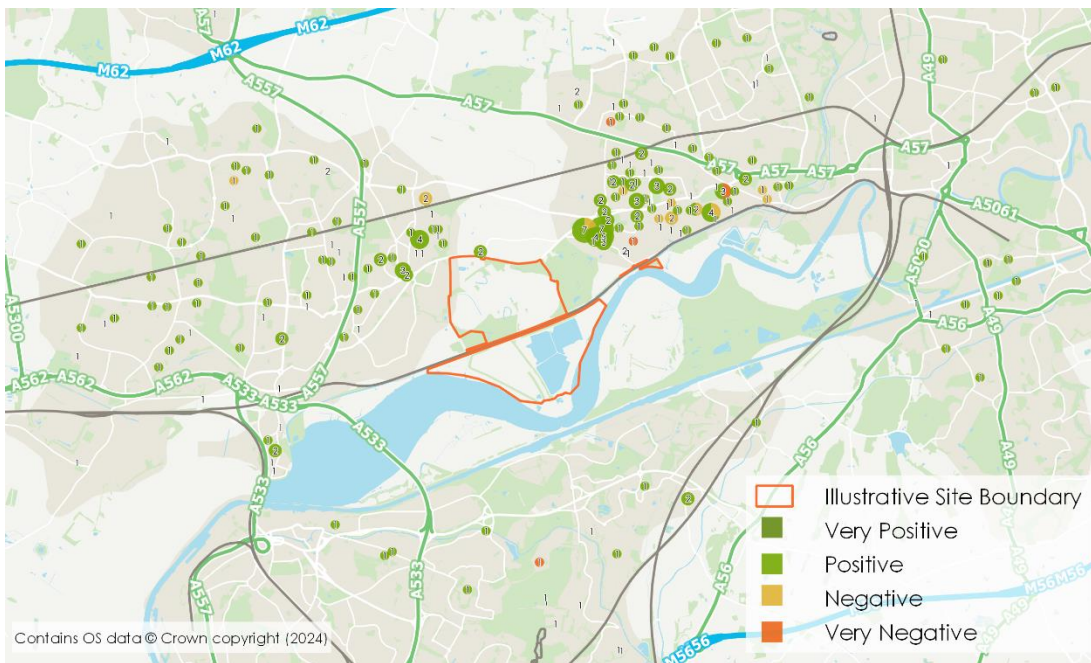


Figure 4.8. Enhancing woodland sentiment

4.2.21. Respondents were offered the opportunity to provide comments to support their question. A total of 157 people chose to elaborate on their choice and provided 199 comments.

4.2.22. The most common response to this question was to express positivity about the inclusion of this green space (32%). Other common comments include references to the positive impact on climate change (21%), and a positive outlook on the green space elements of the redevelopment (21%).

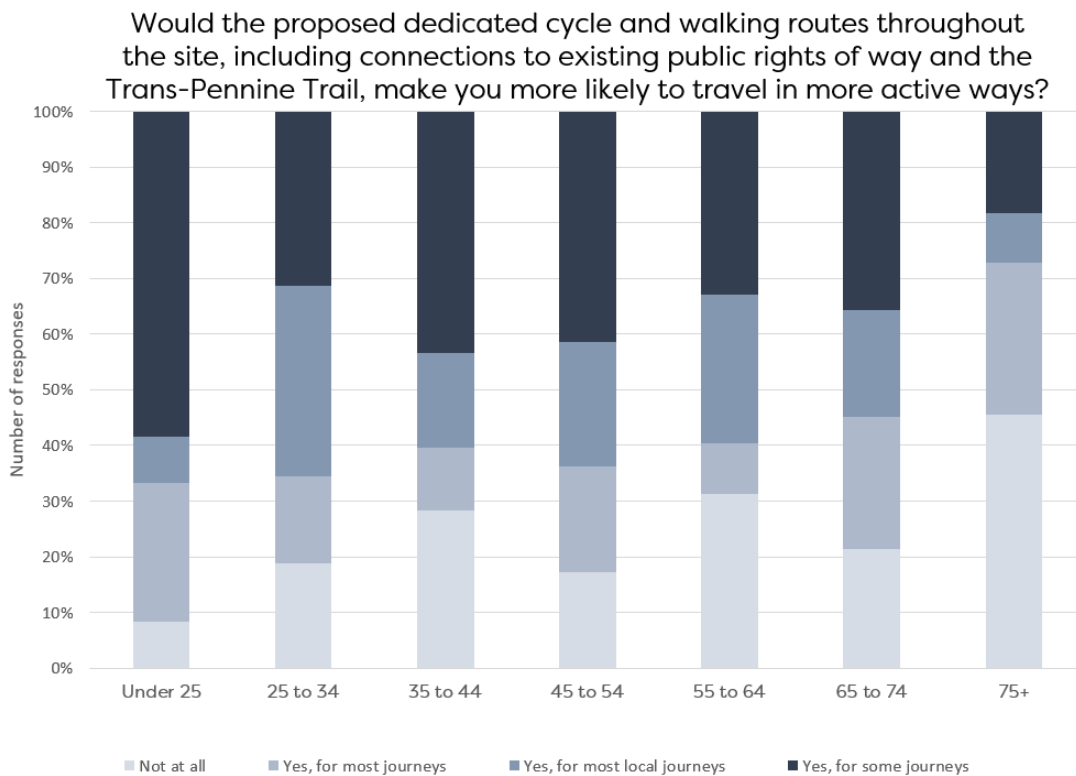
4.2.23. Respondents expressed concern about the existing wildlife (20%) and a concern about the impact of the employment space on wildlife (15%).

4.2.24. Other comments left by small numbers of respondents include a need to care for existing trees (8%), a need for new walking and cycling routes (3%), a need for spaces to be

maintained in the long term (3%), excitement about potential recreational uses (3%), a need for access for equestrian uses (1%), a desire for fishing opportunities (1%), and concerns of increased anti-social behaviour (1%).

### Dedicated cycle and walking routes to encourage active travel

- 4.2.25. Respondents were asked if dedicated walking and cycling routes would make them more likely to travel in more active ways. A total of 275 respondents answered this question.
- 4.2.26. When asked, 16% of respondents said it would for most journeys, 22% said it would for most local journeys, and 37% said it would for some journeys. A total of 24% of people said it would not change how they travel at all.
- 4.2.27. Women were more likely to not change their behaviour, with 29% expressing so compared to 20% of men.
- 4.2.28. Older respondents were more likely to suggest they would utilise more active methods of travel, with 24% of 65 to 74 and 27% of 75+ categories saying so. The 75+ category is also most likely to not change their behaviour at all, with 45% saying so as shown in **Figure 4.9**.



**Figure 4.9. Active travel sentiment by age category**

- 4.2.29. Respondents were offered the opportunity to provide comments to support their answer. A total of 99 people chose to elaborate on their choice and provided 109 comments.
- 4.2.30. The most common response was to express a positive opinion about this part of the redevelopment plans (30%). Other common comments include respondents suggesting they lived too far away (18%), a need for improved infrastructure including public transport (12%), suggesting they will use these for leisure (12%), the need to make these routes safe (8%), and a need for consistent maintenance (7%).

- 4.2.31. Of the 67 respondents who said they would not travel in a more active way at all, 12 of them volunteered that they provided this answer as they were too far from the site to use it, another 9 suggested that they already regularly travel via active means, but these changes do not impact this other than for leisure purposes.
- 4.2.32. Other comments left by small numbers of respondents include opinions that the routes should be accessible for disabled people (6%) and horses (4%), a negative opinion of the inclusion of these routes (3%), concern about how the routes are surfaced (2%), concern that existing paths are poorly made (2%), a need to restore the Sankey Canal (2%), a concern about air pollution (1%), and the need for dedicated separate cycle routes (1%).

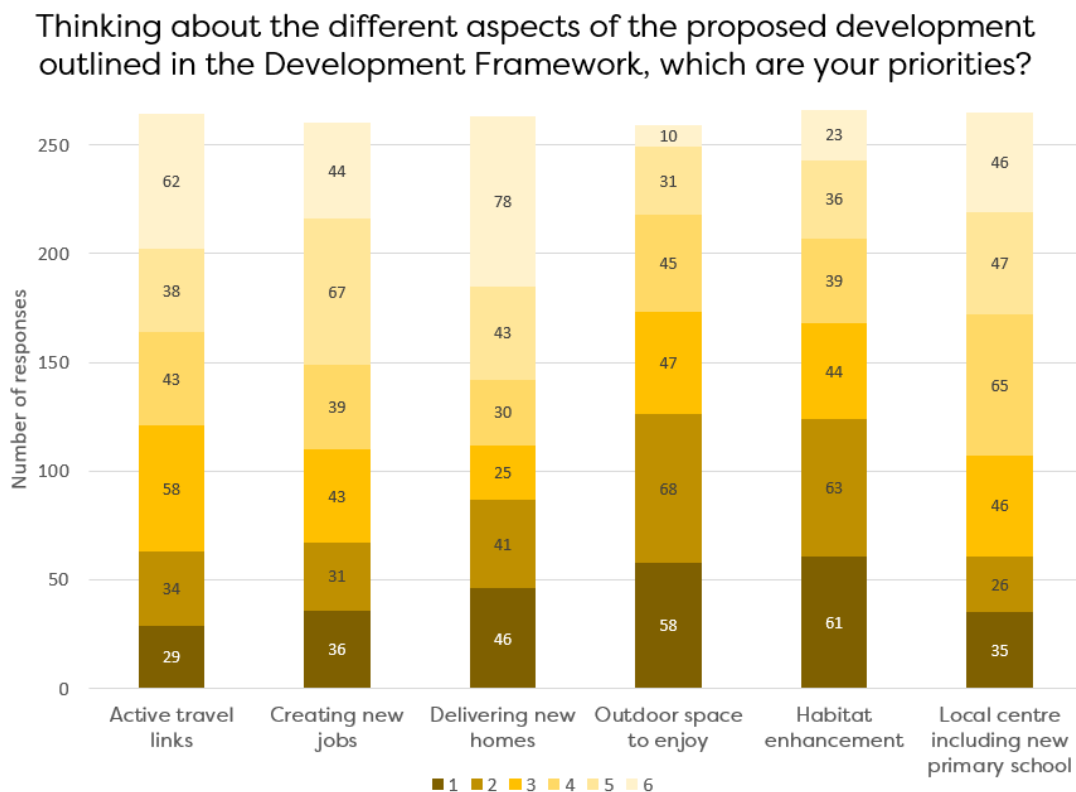
### Sentiment around a community centre with a retail offer

- 4.2.33. Respondents were asked how they felt about the inclusion of a number of local shops and services within a short distance. A total of 263 respondents answered this question.
- 4.2.34. When asked, 34% of respondents said they would feel very positive and 44% felt positive. 6% of felt very negative and 16% felt negative.
- 4.2.35. A total of 25% of females said they would feel very negative or negative compared to 20% of men.
- 4.2.36. A majority of all age categories were positive, with the lowest support in the 35 to 44 category, where 68% were positive. 100% of those aged under 25 provided a positive or very positive response, as did 90% of those aged 75+.
- 4.2.37. Respondents were offered the opportunity to provide comments to support their question. A total of 158 people chose to elaborate on their choice and provided 209 comments.
- 4.2.38. The most common response was to express a positive opinion about the provision of a local retail offer in the community centre (46%). The second most common response was to express a negative opinion about the provision of a local offer (23%).
- 4.2.39. Some respondents raised concerns about the impact on traffic (15%), that the space needs to be accessible (6%), and that the site would be too far away for them to use (5%).
- 4.2.40. An opinion that the space should be used for other infrastructure was shared (6%), with some respondents suggesting a hospital (11%) and others that school places need to be increased (7%).
- 4.2.41. The respondents who expressed a negative or very negative sentiment in the question make up a majority of those expressing negative opinions about the delivery of a retail offer (31 out of 37 comments). These comments focus on the existing availability of retail in the surrounding area of the site, with some suggesting that the area is ‘full’ and others that the area does not need anything more.
- 4.2.42. Other comments left by small numbers of respondents include a need for independent shops (6%), the site is too far away to use the shops (5%), a concern it will increase anti-social behaviour (3%), a need to build this before the homes (2%), space for equestrian use (1%), sufficient car parking is required (1%), improvements to existing shops are needed (1%) and a need for more public transport (1%).



## Public priorities for the Development Framework

- 4.2.43. Respondents were asked to rank six key features of the Development Framework, where 1 was their top priority and 6 was their lowest priority. A total of 270 respondents answered this question. The six features are: Linking with the active travel routes; Creating new jobs; Delivering new homes; Outdoor space to enjoy; Habitat enhancement; and a local centre including a new primary school.
- 4.2.44. Each ranking was scored, with a 1 ranking being scored six, a 2 ranking scored five, and so on. This allows for an average score to be determined across all respondents.
- 4.2.45. Two features stand out as the highest priorities of respondents and these are Outdoor space to enjoy and Habitat enhancement, with scores of 4.18 and 4.02 respectively. The features with the lowest average score were Delivering new homes and Active travel links, with scores of 3.17 and 3.19 respectively. The rankings are show in **Figure 4.10**



**Figure 4.10. Priority rankings for key Framework features**

- 4.2.46. Looking at the raw rankings, another trend appears. Opinion on new housing is polarised. This use received the lowest average score and has the third highest number of 1 and 2 rankings, with 87 in total. It also has the highest number of lowest ranking scores, 123 in total.
- 4.2.47. Age categories also have differing opinions on the delivery of new homes. Those under 25 and over 65 are much more likely to prioritise this use, with rankings of between 3.91 and 4.33. The age category providing the lowest priority is those age 35 to 44.
- 4.2.48. In a reverse trend, the active travel links and other active travel methods received lower support by those older and younger categories. Those respondents between 35 and 54 provided a higher prioritisation, with scores of between 3.47 and 3.62.

- 4.2.49. The older a respondent is, the more likely they are to support the delivery of new jobs, with those over 55 providing a ranking of between 3.57 and 4.18. The age category providing the lowest priority is 45 to 54. While the average score given by male and female respondents was similar for the delivery of new jobs, the number of males providing a 1 ranking was 18%, compared to 9% of females.
- 4.2.50. Male respondents are more likely to have provided a higher priority to the delivery of new housing, with a score of 3.32 compared to 3.03 from women. Conversely, female respondents were more likely to prioritise the enhancement of habitats, providing a score of 4.24 compared to 3.83 provided by men.

### Ash lagoon restoration

- 4.2.51. Respondents were asked how they felt about the reuse of ash from the lagoons and the restoration of the land for nature conservation and recreation. A total of 264 respondents answered this question.
- 4.2.52. When asked, 52% of respondents said they would feel very positive and 41% felt positive. 2% felt very negative and 5% felt negative.
- 4.2.53. The age category with the most negative responses was 35 to 44, where a total of 7 negative or very negative responses were recorded, or 39% of the total received.
- 4.2.54. Respondents were offered the opportunity to provide comments to support their question. A total of 118 people chose to elaborate on their choice, providing 159 comments.
- 4.2.55. The two most common comments expressed positive opinions regarding the importance of reusing or recycling the ash (44%) and the importance of conservation (29%). Others shared the desire that this process be safe for animals (18%) or provided a generally positive opinion about this part of the proposals (15%).
- 4.2.56. Some respondents expressed doubt that this is something that will be completed (18%).
- 4.2.57. Other comments left by small numbers of respondents include a positive opinion of Peel for this intention (4%), the need to also restore the Sankey Canal (4%), a desire for the land to be for recreational uses (1%) and that housing should be delivered on the waterfront (1%).

### Other comments

- 4.2.58. The final question gave respondents an opportunity to communicate any general comments they had. A total of 298 comments were received from 169 unique respondents.
- 4.2.59. A need for new healthcare options was volunteered by the largest number of people (19%). Suggestions for these facilities included a GP surgery, a dentist and a hospital.
- 4.2.60. The impact of traffic was raised by many respondents (15%). Much of this concern is about the general impact of traffic on the adjacent road network, particularly in Penketh. Specific areas of concern include how busy Widnes Road will be and the need to improve the junctions with Widnes Road, such as Tannery Lane.
- 4.2.61. A similar number of respondents (15%) expressed generally positive opinions about the redevelopment. These comments highlighted the positive impacts of delivering new homes, new jobs and especially new recreational green spaces. Some respondents expressed a desire for the redevelopment to begin quickly.

- 4.2.62. The need for new school places to support the delivery of homes was raised by some respondents (12%). The calls for new schools were often submitted alongside calls for other types of infrastructure. Both primary and secondary schools were called for by respondents, with claims that local schools are oversubscribed.
- 4.2.63. Some respondents expressed doubt that the plans would be completed as they are proposed. Some suggested that the homes and employment would be built but nothing else. Others noted the words ‘potential’ or ‘could’ in regard to certain aspects of infrastructure and expressed a desire to have more certainty.
- 4.2.64. The potential effect on the local environment was raised by respondents (10%) with some noting the plans could have a positive effect and others concerned that the proposals would not end up being completed.
- 4.2.65. A small number of respondents (9%) expressed generally negative opinions on the plans for Fiddler’s Ferry. These comments include claims that no new houses or employment space is needed or that it should be located away from where they live.
- 4.2.66. Other comments provided by small numbers of respondents include an opinion that the plans are due to developers’ greed (8%), the need for more green space (8%), the restoration of the Sankey Canal (7%), the need for more local infrastructure (7%), the inclusion of affordable homes (5%) and social housing (4%), a tribute to the original use of the site (5%), specifically against employment use (5%), improvement of cycle and walking routes (5%), energy production (5%), provision of a community hall (3%), concern for existing wildlife (3%), a need for sports facilities (2%), reuse of rail line (2%), provision of assisted living accommodation (2%), concern over increase noise pollution (2%), a need for more shops (2%) and concern about Council finances (2%).
- 4.2.67. The following comments were all submitted by 1% of respondents: more access for equestrian use, concern for air pollution, concern about potential anti-social behaviour, additional walking routes, need for new car parking, need for leisure facilities, concern about the skyline, and a desire for the development to use sustainable building materials.

### Virtual Drop-In Response

- 4.2.68. 12 slots were made available for one-to-one virtual drop-in sessions between the project team and the public with three of the slots booked up.
- 4.2.69. One attendee, a trustee of the Wade Deacon Trust, spoke with the team about the demand for schools in the area and wanted to understand more about the delivery of the primary school on site. They were interested in the process of restoring the ash lagoons and if there was a concern about flooding on that part of the site. The issue of public transport was raised and the intention to bring the existing bus route into the site were discussed along with active travel options.
- 4.2.70. Two members of the public who live on the boundary by the River Mersey spoke with the team about the potential impact the tide could have on flooding, land restoration close to the estuary and new public footpaths. The potential danger of the tides was raised and a future meeting on location was discussed to demonstrate the dangers to the Peel NRE team and consider any potential changes to future surface water drainage.
- 4.2.71. A committee member of a local football club spoke with the team about the challenges their club faces and the potential gains that could be made from the redevelopment of the site.

The Peel NRE team explained the requirements of the site to replace the existing pitch and any sports provision that will be made. The potential timescales of this were communicated.

### Physical Event Response

- 4.2.72. A total of 88 people attended the two events. Many attendees took the opportunity to talk to members of the project team. A number of topics were discussed with attendees which are set out below.
- 4.2.73. A general welcoming of the redevelopment of the power station. Attendees understood that such a large brownfield site has great potential for the area. Both the employment and residential aspects of the proposals were welcomed.
- 4.2.74. An interest in the proposed timings of the plans. There was a lot of interest in understanding when the different parts will go ahead including the ash lagoons. In particular, there is a strong interest in knowing when the remaining four cooling towers will be demolished.
- 4.2.75. A desire to see the housing on site be a mix and suitable for all types of households. This included interest in understanding the affordable aspect of the proposed housing and how this would work.
- 4.2.76. Attendees shared a need for the public and private services that would be needed to support the new homes and employment. This includes a strong desire to see a new doctor’s surgery on site and comments about the delivery of a hospital on the site. Another topic raised often was the need for school provision on the site and how this would be delivered.
- 4.2.77. Some attendees thought that the site should be used to generate electricity. This is either by continuing as a coal-fired power station or via solar or another option.
- 4.2.78. The impact of the redevelopment on traffic was raised. Attendees raised the potential impact on both the roads immediately surrounding the site, such as Widnes Road and Tannery Lane, and also the more general impact across Penketh and Warrington. Related to this, the use of Marsh Lane as an access for the residential section was raised by attendees living there.
- 4.2.79. Attendees expressed support for the link to Station Road and the Trans-Pennine Trail, along with the creation of more footpaths.
- 4.2.80. Questions were raised over the rail line that runs into the site and if this could be repurposed for employment use, passenger use or as a light rail system.
- 4.2.81. The retention and enhancement of the SSE former wildlife reserve was seen as a positive, as were the provision of wider open spaces. Associated to this, there was some concern expressed about the impact the redevelopment would have on wildlife in the area.
- 4.2.82. Some negativity around the Chapelford site was expressed, centred on what has or has not been delivered. Attendees were keen to see a different outcome at Fiddler’s Ferry.

### 4.3. Future Considerations & Response to Feedback

- 4.3.1. All feedback as part of the pre-application consultation has been reviewed. Peel NRE would like to thank the residents, wider community and all those who took part in the consultation and took further time to provide feedback.
- 4.3.2. Based upon the survey responses and feedback from other stakeholders such as local councillors, several considerations have been brought forward from the public; these have been broken down below.

#### Creating improved access and new walking/cycling routes

- 4.3.3. Making it easier for people to use modes of travel other than the private vehicle is an aim of the Development Framework. The response to question 9 was welcomed, with 75% of respondents suggesting they would be encouraged to change their travel behaviour. When examining the feedback closer, there are a number of people who state it would not change their behaviour, but because they already make use of active travel methods.
- 4.3.4. A group within the middle age categories, where young children tend to make up part of the household, suggest they are less likely to change behaviour than other age categories. This is a possible explanation for the difference. Notwithstanding general concerns around travelling with children, there is likely to be a reputational stumbling block which creates the impression cycling or walking can be dangerous for children.
- 4.3.5. The local knowledge of residents living in the area will help to inform Peel NRE’s decision with how routes are linked in the south of the site and how to best to create a link to Station Road. The use of existing desire lines and the dangers of the tidal estuary and flooding issues are key considerations for this part of the site going forward.
- 4.3.6. The safety of these routes has been raised. However, the construction design of these routes is not decided within the Development Framework. This is a topic that will be carefully considered as part of the future planning applications including maintenance/adoption.
- 4.3.7. The accessibility of these routes has been raised both by the general public and by key stakeholders such as equestrians and Sustrans. Peel NRE is keen to make the routes open to as many as possible. Facilitating a range of users including equestrian use will be done in agreement with WBC with the aim to ensuring safety for all. The exact routes, materials and other detailed design aspects, such as conflict and safety will be determined in consultation with the highway authority throughout the planning application process when each phase of the development is brought forward.
- 4.3.8. The bridge over the rail line and canal running to the north of the lagoons is currently used for ash extraction and is not a public route. To create links to the south of the site and provide access to the future restored lagoons Peel NRE has an aspiration that this is opened for public access. This will be subject to its future condition and the ash extraction operations. This is to be confirmed in the lagoon management plans.

#### Supporting the delivery of thousands of new jobs

- 4.3.9. The redevelopment of the former Fiddler’s Ferry Power Station is an exciting proposal for many people. A majority of respondents expressed a positive opinion of the proposals. Only one age category (35 to 44) did not have this majority. It is to be expected that some

residents do not want to see change, particularly if they perceive that it could negatively affect them.

- 4.3.10. Comments submitted to question 7 provided both positive and negative views of the delivery of new jobs however the positive overwhelmingly outnumber the negative. This is unsurprising as the consultation conducted in late 2022 for the Phase 1 application strongly suggested a desire to see new employment premises delivered in the area and specifically at the Fiddler’s Ferry site.
- 4.3.11. Many of those expressing positive opinions about the delivery of new jobs acknowledge a need to continue growing the Warrington and Widnes economies. Creating jobs is seen as a positive way to utilise brownfield land. A few comments brought up the need for skilled jobs in the area and were keen to see a variety, not just all warehousing operatives. While the exact types of jobs created will be subject to many variables, it is not anticipated that low skilled jobs will dominate those created. The demand for logistics and manufacturing spaces is high and the jobs created by these industries have a wide range, with higher average salaries than many assume. Peel NRE are confident that the range of job opportunities will meet the aspirations of most local residents.
- 4.3.12. Peel NRE have existing links with local colleges and the employment skills team of Halton Council which will help provide visibility on the future needs of businesses and match peoples skills with job opportunities. In addition, a Local Employment Scheme is anticipated to be developed as part of the employment phases to be brought forward as part of the whole site.

### Delivery a minimum of 860 new homes

- 4.3.13. The opinion on housing delivery is polarised, with many people seeing it as either a top priority or the lowest priority. This reflects opinion across the country, where strong feelings are evident on both sides of the debate to address the housing shortage. The site has been allocated for a minimum of 860 new homes and is key to the delivery of the Warrington Local Plan in this regard.
- 4.3.14. Many respondents acknowledge the need to build new homes in the area and see it as an opportunity for either themselves or a family member. The plan to deliver a large number of houses, and that flats will not be the predominant housing type, was raised by a few respondents.
- 4.3.15. The need for affordable housing is raised. Peel NRE will provide the 30% policy compliant level of affordable housing in a mix of tenures and sizes. The exact mix and location of this provision will be agreed at later stages via planning applications, in conjunction with WBC and its partners.

### The provision of outdoor space for all to enjoy

- 4.3.16. The provision of green, accessible space for existing residents and those who will eventually live on the site, to enjoy was seen as a priority for many respondents. This use was rated the highest priority by three age categories, a close second for three more and only those aged 65 to 74 rated it third, behind delivering new homes and jobs.

- 4.3.17. The need for outside space to enjoy featured strongly in the responses to question 7. It was also noted that the space should not only be for people to enjoy, but should serve a dual purpose as space for wildlife to flourish in. The Development Framework has not been drafted to determine all the details of the redevelopment, but it can be envisaged that some of the spaces within the site are more suitable for uses such as formal or informal play spaces, while those areas around the edges are more suited to being less managed spaces for wildlife.
- 4.3.18. It was noted that, as with providing improved access, the outdoor space should be accessible for everyone including equestrian users and disabled people. This meets the ambition Peel NRE have for the site however the detail of these spaces will be determined via the planning application process when each section of the site is brought forward.
- 4.3.19. Respondents felt strongly that these spaces had to be considerably enhanced, or created properly, to ensure they work as intended. Peel NRE recognises the great potential at Fiddler’s Ferry by providing over double the amount of open space required by policy and shown how this could be delivered via a large central area or more dispersed. Work is ongoing to ensure the Development Framework delivers a coordinated approach to open space through the planning application process.
- 4.3.20. A topic that was raised in relation to enjoying the open space is the need to ensure a water supply to the Sankey Canal. Peel NRE is working with stakeholders to allow reuse of the former pump house building to house equipment to that aim. The Canal sits outside the site and ownership of Peel NRE.
- 4.3.21. The Development Framework allows for the full range of public open space provision including parks, areas for play and equipped play areas, allotments and 2 sports pitches. The enhancement and access improvements to the former SSE nature reserve provides more than double the amount of space required by planning policy and aligns with the comments on the need for open space for residents and wildlife.

### Enhancing the habitats and natural environment

- 4.3.22. Many people saw the enhancing of habitats and the provision of outdoor recreation space as intertwined issues. Comments provided often mentioned both aspects of green space.
- 4.3.23. Several respondents raised the idea that the former SSE reserve area could be used as a space to educate children about nature. With the provision of a primary school on site, this would represent a great opportunity for the school to conduct Forest School sessions in the woodland as part of proposals to make best use of this area.
- 4.3.24. Many respondents highlighted the benefits of being in nature. They are keen to see areas that people can enjoy, away from the built environment. The former SSE nature reserve bordering Widnes Road can be considerably enhanced to provide a space for people, while respecting the needs of the wildlife that lives there. The spaces along the eastern boundary of the site also help fulfil this need, with Green Belt land ensuring open space remains to the east. The further opportunity will be the restored Ash Lagoons, which are subject to their own management and restoration plans,
- 4.3.25. The Development Framework sets out a series of principles for the restoration of the Lagoons and Peel NRE are committed to preparing Lagoon Management Plans which will set out in detail how this will be delivered.

### The delivery of a community focal point with a retail offer and primary school

- 4.3.26. Generally, respondents were positive about the provision of a community focal point including a retail offer, GP surgery and a primary school. Many of the comments that were expressed negativity about this aspect of the Framework focused on the potential retail offer. The inclusion of the school was seen as a necessity for the redevelopment.
- 4.3.27. The comments from those who were negative about this aspect of Framework highlight the perceived large number of existing local shops across the Penketh area and that this is a reason to not need anything on site. The general sense of these responses is that the respondent is not answering as if they were to live at the site. Another aspect of the negativity is a suspicion that any retail offer would not be an independent store, which would be preferable to a chain store. Peel NRE appreciates the positives of an independent store, and the priority will be to find an occupier that can best serve the whole community.
- 4.3.28. It is encouraging that many people would utilise this offer and see it as a positive. A local shop within easy walking or cycling distance not only provides the immediate service on offer, but it also encourages more people to increase the number of active journeys they make and the consequent benefits this has.
- 4.3.29. Comments regarding the proposed primary school welcomed this aspect of the Framework. Land will be provided for the primary school and is shown located centrally to the site along with the necessary financial contribution. Respondents did not express any opinions about this or suggest alternative locations for it. Some comments did call for the inclusion of a secondary school in addition to the primary school. A need for a new secondary school on the site has not been identified, however as part of the development a financial contribution will be made to the education authority to support providing places at existing secondary schools in the area.
- 4.3.30. The delivery of the space for a GP surgery, retail unit and land for a primary school is set out in the Site Wide Infrastructure Delivery Strategy that will be submitted alongside the Development Framework. This has been developed in consultation with WBC to ensure services are provided at the appropriate point of the redevelopment. For example, a serviced plot of land for the school will be provided to WBC prior to the occupation of the first home on the site. Similarly, financial contributions to secondary school and healthcare provision will also be provided at set points throughout the redevelopment.

### The impact on the road network

- 4.3.31. Feedback received identified concerns about the impact the redevelopment of Fiddler’s Ferry will have on the local road network. A large amount of this concern was centred on the wider impact of the redevelopment on the surrounding areas, principally Penketh. The aspect of the Framework which has contributed the most to causing these concerns is the provision of a minimum of 860 new homes. WBC has identified the site within its Local Plan as being suitable for the new homes, employment and all other major features proposed within the Framework. The traffic impact of this redevelopment has been considered in the site’s allocation and the Development Framework has done more site-specific work to identify roads and junctions that will be impacted. Mitigation measures to address traffic flow around the site and across the wider Warrington Halton areas will be established in future planning applications as appropriate.

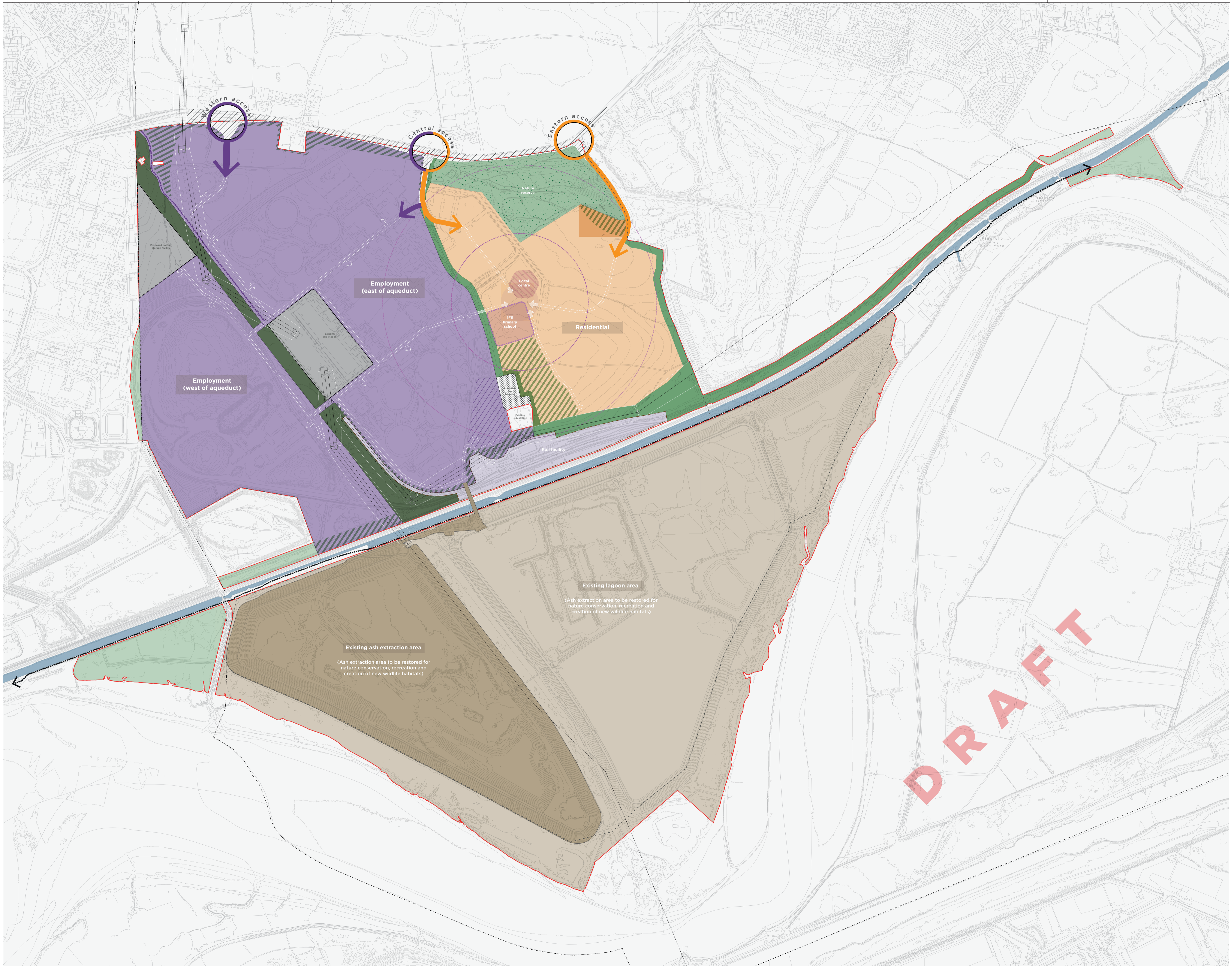


- 4.3.32. For those living adjacent to the site, some specific junctions or issues have been identified. The use of Marsh Lane as an access road into the residential portion of the development has been highlighted by residents on the Lane. While the Lane will be used as an access, this will enter the site just to the north of the bend of the lane which will reduce the impact on the residents of the lane.
- 4.3.33. Another specific issue raised is the junction of Tannery Lane and Widnes Road. Residents of the road have stated they feel the junction is dangerous and this will be exacerbated by the additional traffic generated by the development. A suggestion made to fix this was to install traffic lights at the junction.
- 4.3.34. The Development Framework through layout and design has sort to minimise the need to travel by car and included enhanced bus services, provision of bus stops/shelters, new shared footway/cycleways throughout and surrounding the site e.g. link to Station Road, enhancements to Widnes Road, Farnworth Road in the east and Weates Close in the west. The need for improvements at key junctions is identified with the scheme to be agreed via future planning applications.

## 4.4. Feedback & Continued Engagement

- 4.4.1. Peel NRE will continue to engage with the community throughout the planning process. The next step will be for the Council to approve a finalised version of the Development Framework. Once adopted, individual planning applications will be developed and brought forward. The applications will be consulted on in the future and residents will have an opportunity to provide further feedback on more detailed plans.
- 4.4.2. The [www.fiddlersferry.com](http://www.fiddlersferry.com) website will remain live and updated throughout the redevelopment of the wider site. This website will host the details of previous phases to provide a continuing context for the wider site, alongside directions to any future information or consultations. Peel NRE will continue to meet and work with stakeholders to ensure the best possible redevelopment is delivered for the neighbouring communities.

## Appendix 1 – Illustrative Masterplan



Not to scale

**DRAFT**

- Former Fiddlers Ferry Power Station site (land in Peel ownership)
- FF Allocation site boundary

- Proposed development areas**
- Employment
  - Residential
  - Primary school (indicative location)
  - Mixed use local centre (indicative location)
  - Rail facility
  - Existing ash extraction operational area
  - Existing Ash Processing Plant retained during early phases of development
  - Potential new sub-station (indicative location)

- Proposed green space network**
- Fiddlers Ferry nature reserve
  - Landscape corridors and open spaces
  - Potential for additional green corridors and open spaces<sup>1</sup>
  - Landscape enhancement along Vyrwyw Aqueduct
  - Existing lagoon area (area of ash extraction for restoration and enhancement of wildlife habitat)
  - Retained semi-natural green space (potential for rewilding, habitat enhancement projects etc)

- Proposed movement**
- New and enhanced vehicular access junctions on Widnes Road (indicative)
  - Employment access
  - Residential access
  - Indicative access works along Widnes Road
  - Indicative main vehicular circulation through proposed development areas
  - Trans-Pennine Trail (existing)

<sup>1</sup> Extents, function and character of green corridors and open spaces to be determined through future layout design. To include sports pitches as part of residential development.



Fiddlers Ferry Development Framework  
Spatial Masterplan

**Outline  
Parameters  
Framework  
Plan**

Optimised Environments  
December 2023

**DRAFT**

## Appendix 2 – Readability Reports

Text readability report generated on 2024-01-08 11:37.

| Readability Grade Levels     |       |
|------------------------------|-------|
| Flesch-Kincaid Grade Level   | 10.66 |
| Gunning Fog Index            | 13.14 |
| Coleman-Liau Index           | 12.12 |
| SMOG Index                   | 13.39 |
| Automated Readability Index  | 11.07 |
| FORCAST Grade Level          | 10.64 |
| Powers Sumner Kearsley Grade | 6.12  |
| Rix Readability              | 10.00 |
| Raygor Readability           | 11.00 |
| Fry Readability              | 11.00 |

| ReadablePro Rating |
|--------------------|
| C                  |

| Readability Scores   |       |
|----------------------|-------|
| Flesch Reading Ease  | 49.74 |
| CEFR Level           | C2    |
| IELTS Level          | 8+    |
| Spache Score         | 4.13  |
| New Dale-Chall Score | 6.39  |
| Lix Readability      | 44.96 |
| Lensear Write        | 68.55 |

| Text Quality             |    |     |
|--------------------------|----|-----|
| <u>Spelling Issues</u>   | 2  | 0%  |
| <u>Grammar Issues</u>    | 16 | 10% |
| Sentences > 30 Syllables | 66 | 43% |
| Sentences > 25 Syllables | 83 | 54% |
| Words > 6 Syllables      | 0  | 0%  |
| Words > 12 Letters       | 31 | 1%  |

| Writing Style              |    |    |
|----------------------------|----|----|
| <u>Passive Voice Count</u> | 43 | 3% |
| <u>Adverb Count</u>        | 48 | 2% |
| <u>Cliché Count</u>        | 0  | 0% |

**i** Text aimed at a general public audience should be around grade 8 to 10.

# Text Statistics

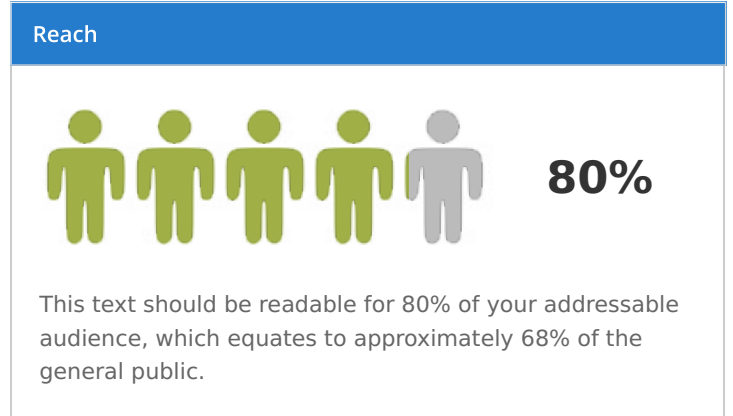
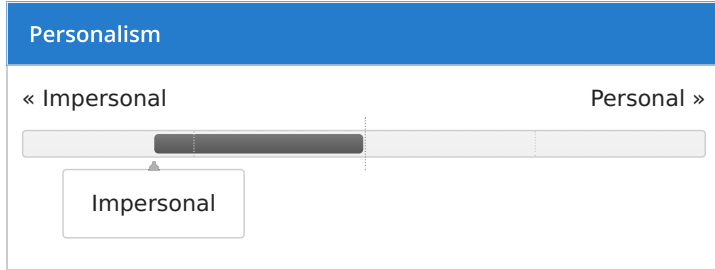
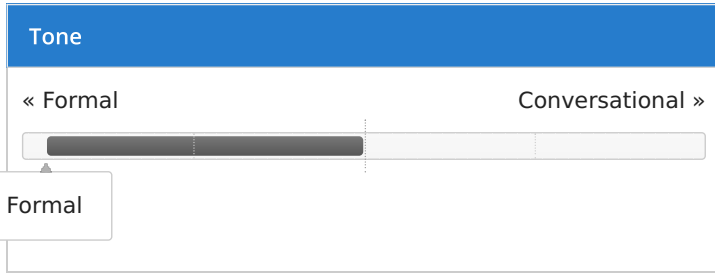
| Text Composition |     |     |
|------------------|-----|-----|
| Adjectives       | 229 | 8%  |
| Adverbs          | 38  | 1%  |
| Conjunctions     | 204 | 7%  |
| Determiners      | 408 | 15% |
| Interjections    | 2   | 0%  |
| Nouns            | 947 | 35% |
| Proper Nouns     | 86  | 3%  |
| Prepositions     | 363 | 13% |
| Pronouns         | 70  | 3%  |
| Qualifiers       | 15  | 1%  |
| Verbs            | 467 | 17% |
| Unrecognised     | 2   | 0%  |
| Non-Words        | 1   | 0%  |

| Text Statistics   |       |
|-------------------|-------|
| Character Count   | 13718 |
| Syllable Count    | 4489  |
| Word Count        | 2725  |
| Unique Word Count | 698   |
| Sentence Count    | 155   |
| Paragraph Count   | 65    |

| Text Statistics Averages |      |
|--------------------------|------|
| Characters per Word      | 5.0  |
| Syllables per Word       | 1.6  |
| Words per Sentence       | 17.6 |
| Words per Paragraph      | 41.9 |
| Sentences per Paragraph  | 2.4  |

| Timings       |       |
|---------------|-------|
| Reading Time  | 12:06 |
| Speaking Time | 21:48 |

# Content Composition



# Keyword Density

| Keyword Density - 1 Word |       |
|--------------------------|-------|
| will                     | 3.22% |
| be                       | 1.73% |
| The                      | 1.34% |
| site                     | 1.30% |
| new                      | 1.30% |
| employment               | 0.83% |
| is                       | 0.79% |
| are                      | 0.76% |
| development              | 0.69% |
| This                     | 0.69% |
| homes                    | 0.61% |
| area                     | 0.51% |
| Framework                | 0.51% |
| Development              | 0.51% |

| Keyword Density - 2 Words |       |
|---------------------------|-------|
| will be                   | 1.37% |
| the site                  | 1.08% |
| Development Framework     | 0.51% |
| Fiddler's Ferry           | 0.43% |
| new homes                 | 0.33% |
| This will                 | 0.33% |
| the former                | 0.29% |
| the Development           | 0.29% |
| power station             | 0.25% |
| phase of                  | 0.25% |
| Widnes Road               | 0.25% |

| Keyword Density - 3 Words |       |
|---------------------------|-------|
| of the site               | 0.33% |
| the Development Framework | 0.29% |
| will be created           | 0.22% |
| the former power          | 0.18% |
| former power station      | 0.18% |
| the site will             | 0.14% |
| the first phase           | 0.14% |
| on the site               | 0.14% |
| jobs will be              | 0.14% |
| first phase of            | 0.14% |
| at Fiddler's Ferry        | 0.14% |

Text readability report generated on 2024-01-09 11:24.

| Readability Grade Levels     |       |
|------------------------------|-------|
| Flesch-Kincaid Grade Level   | 8.39  |
| Gunning Fog Index            | 10.79 |
| Coleman-Liau Index           | 11.04 |
| SMOG Index                   | 11.51 |
| Automated Readability Index  | 8.27  |
| FORCAST Grade Level          | 10.43 |
| Powers Sumner Kearsley Grade | 5.59  |
| Rix Readability              | 8.00  |
| Raygor Readability           | 8.00  |
| Fry Readability              | 9.00  |

| ReadablePro Rating |
|--------------------|
| B                  |

| Readability Scores   |       |
|----------------------|-------|
| Flesch Reading Ease  | 57.45 |
| CEFR Level           | C2    |
| IELTS Level          | 8+    |
| Spache Score         | 3.51  |
| New Dale-Chall Score | 5.97  |
| Lix Readability      | 38.48 |
| Lensear Write        | 76.93 |

| Text Quality             |    |     |
|--------------------------|----|-----|
| <u>Spelling Issues</u>   | 0  | 0%  |
| <u>Grammar Issues</u>    | 1  | 0%  |
| Sentences > 30 Syllables | 8  | 4%  |
| Sentences > 25 Syllables | 51 | 25% |
| Words > 6 Syllables      | 0  | 0%  |
| Words > 12 Letters       | 24 | 1%  |

| Writing Style              |    |    |
|----------------------------|----|----|
| <u>Passive Voice Count</u> | 15 | 1% |
| <u>Adverb Count</u>        | 33 | 1% |
| <u>Cliché Count</u>        | 0  | 0% |

Text aimed at a general public audience should be around grade 8 to 10.



# Text Statistics

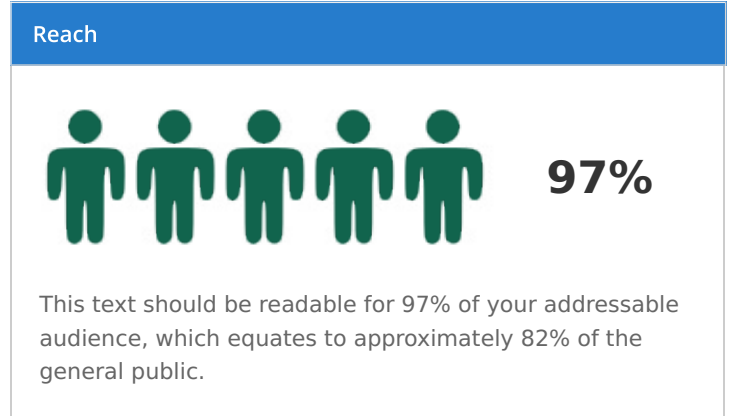
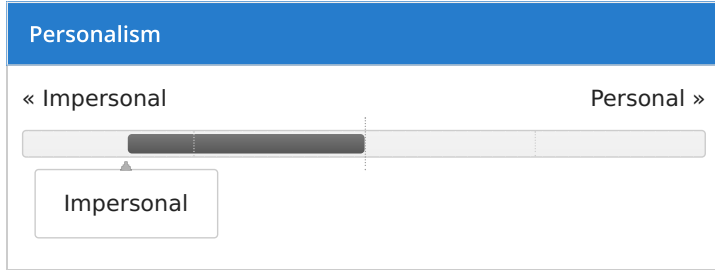
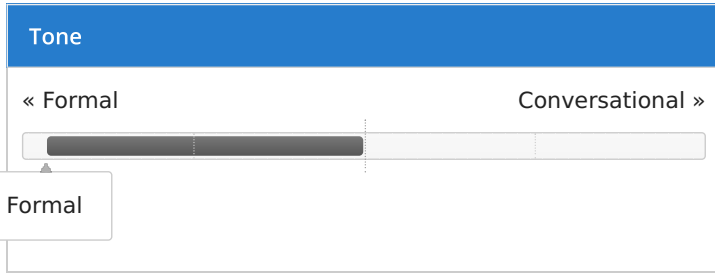
| Text Composition |     |     |
|------------------|-----|-----|
| Adjectives       | 230 | 9%  |
| Adverbs          | 28  | 1%  |
| Conjunctions     | 168 | 6%  |
| Determiners      | 406 | 15% |
| Interjections    | 2   | 0%  |
| Nouns            | 901 | 34% |
| Proper Nouns     | 83  | 3%  |
| Prepositions     | 328 | 13% |
| Pronouns         | 102 | 4%  |
| Qualifiers       | 9   | 0%  |
| Verbs            | 466 | 18% |
| Unrecognised     | 2   | 0%  |
| Non-Words        | 1   | 0%  |

| Text Statistics   |       |
|-------------------|-------|
| Character Count   | 13013 |
| Syllable Count    | 4233  |
| Word Count        | 2623  |
| Unique Word Count | 666   |
| Sentence Count    | 207   |
| Paragraph Count   | 76    |

| Text Statistics Averages |      |
|--------------------------|------|
| Characters per Word      | 5.0  |
| Syllables per Word       | 1.6  |
| Words per Sentence       | 12.7 |
| Words per Paragraph      | 34.5 |
| Sentences per Paragraph  | 2.7  |

| Timings       |       |
|---------------|-------|
| Reading Time  | 11:39 |
| Speaking Time | 20:59 |

# Content Composition



# Keyword Density

| Keyword Density - 1 Word |       |
|--------------------------|-------|
| will                     | 4.62% |
| The                      | 1.73% |
| This                     | 1.54% |
| new                      | 1.46% |
| be                       | 1.24% |
| site                     | 1.20% |
| We                       | 0.94% |
| is                       | 0.83% |
| employment               | 0.79% |
| homes                    | 0.64% |
| are                      | 0.64% |
| development              | 0.60% |

| Keyword Density - 2 Words |       |
|---------------------------|-------|
| will be                   | 1.13% |
| the site                  | 0.98% |
| This will                 | 0.86% |
| We will                   | 0.56% |
| Development Framework     | 0.45% |
| Fiddler's Ferry           | 0.41% |
| will create               | 0.34% |
| will provide              | 0.26% |
| new homes                 | 0.26% |
| Widnes Road               | 0.26% |
| the Development           | 0.23% |

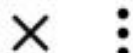
| Keyword Density - 3 Words  |       |
|----------------------------|-------|
| of the site                | 0.34% |
| the Development Framework  | 0.23% |
| We will create             | 0.19% |
| This will be               | 0.19% |
| will primarily serve       | 0.15% |
| homes will be              | 0.15% |
| There will be              | 0.15% |
| include a primary          | 0.11% |
| in addition to             | 0.11% |
| a minimum of               | 0.11% |
| Development Framework This | 0.11% |

## Appendix 3 – Social Media Adverts



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170 40



Like



Comment



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## Appendix 4 – Press Release

## Call for Feedback on Fiddler's Ferry Development Framework

Residents have the opportunity to give their views on the emerging Development Framework for the comprehensive redevelopment of the Fiddler's Ferry site. The Framework provides a coordinated and comprehensive approach to new development that takes into account the requirements of the Council's planning policies and shows how the redevelopment will be achieved.

Fiddler's Ferry, one of the largest brownfield sites in the region, and adjacent land is allocated in the recently adopted Warrington Local Plan for employment and residential use. The emerging Development Framework sets out the comprehensive development of a total of 101 hectares of employment land, 860 new homes, significant new public open space and supporting community infrastructure.

The employment element of the site will provide space to support 6,750 new jobs in a variety of roles. The land has been identified to provide modern premises for manufacturing and logistics businesses to respond to the existing shortage of this type of floorspace in the area. Delivering this space at Fiddler's Ferry will provide opportunities for local businesses while bringing jobs back to the site.

The area is also suffering from a shortage of all types of homes, with many stuck on the housing waiting list or paying too much for their rent or mortgage. By delivering 860 new homes this redevelopment can help to give people the opportunity to enjoy the security of their own home. 30% of these new homes will be available via a variety of affordable schemes, such as: social rent, shared ownership and affordable rent.

The Development Framework also identifies how Peel NRE will improve the natural environment. This will include improving habitats, creating new habitats and increasing biodiversity.

In late 2022, Peel NRE conducted a consultation on the initial phase of the employment land. The planning application for this first phase of re-development is waiting to be determined by Warrington Council.

**Kieran Tames, Development Director for Peel NRE said** "We are happy to be presenting our Development Framework for Fiddler's Ferry. The plans will help deliver thousands of new jobs and hundreds of new homes, with green spaces and increased biodiversity to make it a place people can enjoy.

We are looking to hear from the wider community on how our plans could be improved and welcome the community's involvement in this consultation."

The consultation will run from Monday 15<sup>th</sup> January until Sunday 11<sup>th</sup> February. There are several ways to engage with the consultation including:

- The consultation can be viewed at <https://my.engaged.space/fiddlersframework/>.

- Attend a physical exhibition. Details can be found [here](#).
- Book a one-to-one virtual drop-in session. Details can be found [here](#).
- View the full Draft Development Framework and associated documents [here](#).

For more information about Peel NRE or the demolition of the site, visit [www.fiddlersferry.com](http://www.fiddlersferry.com)

## **Notes to Editor**

Media contact: Mark Cawdrey [Mark@Deetu.com](mailto:Mark@Deetu.com) / 07469 288678

## Appendix 5 – Community Leaflet



# OUR VISION FOR FIDDLER'S FERRY POWER STATION



BE INVOLVED IN SHAPING  
A LANDMARK BROWNFIELD  
REDEVELOPMENT

Last year we asked you about the first part of the site. We want to thank everyone who shared their thoughts.

Now we want your opinion on the vision for the rest of the site. The Development Framework we are developing will shape what will be built on the site. This will include modern new employment spaces, new homes, shops, a primary school and plenty of open space for everyone to enjoy!



To learn more and comment on our plans, please visit our public consultation below:

[my.engaged.space/fiddlersframework](https://my.engaged.space/fiddlersframework)

Find out more about one of our physical exhibitions:

[my.engaged.space/fiddlersframework/exhibition](https://my.engaged.space/fiddlersframework/exhibition)

Book a virtual one to one drop in:

[my.engaged.space/fiddlersframework/drop-in](https://my.engaged.space/fiddlersframework/drop-in)





## HELPING TO CREATE OPPORTUNITIES

Warrington Council thinks the Fiddlers Ferry site could help address the future employment and housing needs of the area. The Council say the site could support thousands of new jobs and provide homes for hundreds of families and households.


This is the starting point for our plans and we want to hear from local people what they would like to see included.

For more information about the whole site, visit:

[www.fiddlersferry.com](http://www.fiddlersferry.com)



### CAN'T ACCESS THE LINKS?

Please call the following number  **0800 170 1223**  
and we can provide more information about physical events  
or arrange a survey to be sent out via post

An Engaged Space Community Consultation on behalf of Peel NRE. Powered by Deetu.



## Appendix 6 – Paper Information Pack & Surveys

## Fiddler's Ferry Development Framework Public Consultation

Thank you for contacting our freephone number about the public consultation for the Fiddler's Ferry Development Framework. This will explain, in a coordinated and comprehensive way, how we will redevelop the site.

The redevelopment will support thousands of new jobs. New homes will be provided with new infrastructure required to support it. The Development Framework will explain how we will achieve the Council's planning policy requirements for the site.



This document will present the content of the draft Development Framework. It will guide you through the vision for the transformation of Fiddler's Ferry. At the end, we will ask you to complete a short survey.

Your views really matter to us. We are really excited to share our plans for this transformational project with you.

We are still refining the Development Framework for Fiddler's Ferry. The thoughts of local residents and businesses will help us shape our final document. The sections below set out what we would like to achieve, and your views are very important to us.

The survey will close on **Sunday 11th February 2024**. We will use the feedback provided to influence the final content of the Development Framework.

This document will then be formally 'agreed' by Warrington Borough Council (WBC). The document will be used in the determination of future planning applications on the site. To read the draft Development Framework in full, please visit [fiddlersferry.com/developmentframework](https://fiddlersferry.com/developmentframework)

**Please return ONLY your completed survey (pages 9 – 11) in the envelope provided.**

## History

Standing on the north bank of the River Mersey, Fiddler's Ferry has been a prominent landmark for almost half a century.

The coal-fired power station was first proposed in 1962. It was named after the nearby Ferry Inn, standing on the site of an old ferry which once shuttled people across the Mersey. The ferry service was discontinued in the late 19th century, but by then the name had stuck.



The plant provided electricity to the National Grid for over 50 years before it reached the end of its intended lifespan. Originally operated by the Central Electricity Generating Board (CEGB), the power station was subsequently owned by several companies. This was until SSE bought it in 2004 and operated it until its closure in March 2020. In July 2022, Peel NRE acquired the site, intending to redevelop it for new employment and housing.

Peel's vision for the site reflects that it has been allocated in the recently-adopted Warrington Local Plan. It includes 101 hectares of employment land, which will support thousands of jobs. This will be in addition to a minimum of 860 homes. Supporting infrastructure will include a primary school, local centre, and potential GP surgery.

The four northern cooling towers were successfully demolished in December 2023. Demolition and clearance works are continuing on-site, with the administrative buildings now gone. The breaking out of the former coal pad area is well underway. You can find more details of the demolition on [www.fiddlersferry.com](http://www.fiddlersferry.com).

## Previous Consultation

In November 2022, we consulted on the first phase of redevelopment at Fiddler's Ferry. This focussed on the former coal stockyard. This first phase will provide 1.4 million sq ft of high-quality employment development across four buildings. This will bring jobs back to the site.

Feedback from that consultation informed the preparation of a planning application. Peel NRE submitted this application to WBC in March 2023 and is pending determination. (WBC ref. 2023/00392/EA).

This application is just the first phase of transforming the former power station. Creating new jobs will help to ensure local people have options for work. New employment will enhance the prosperity of Warrington and Widnes.

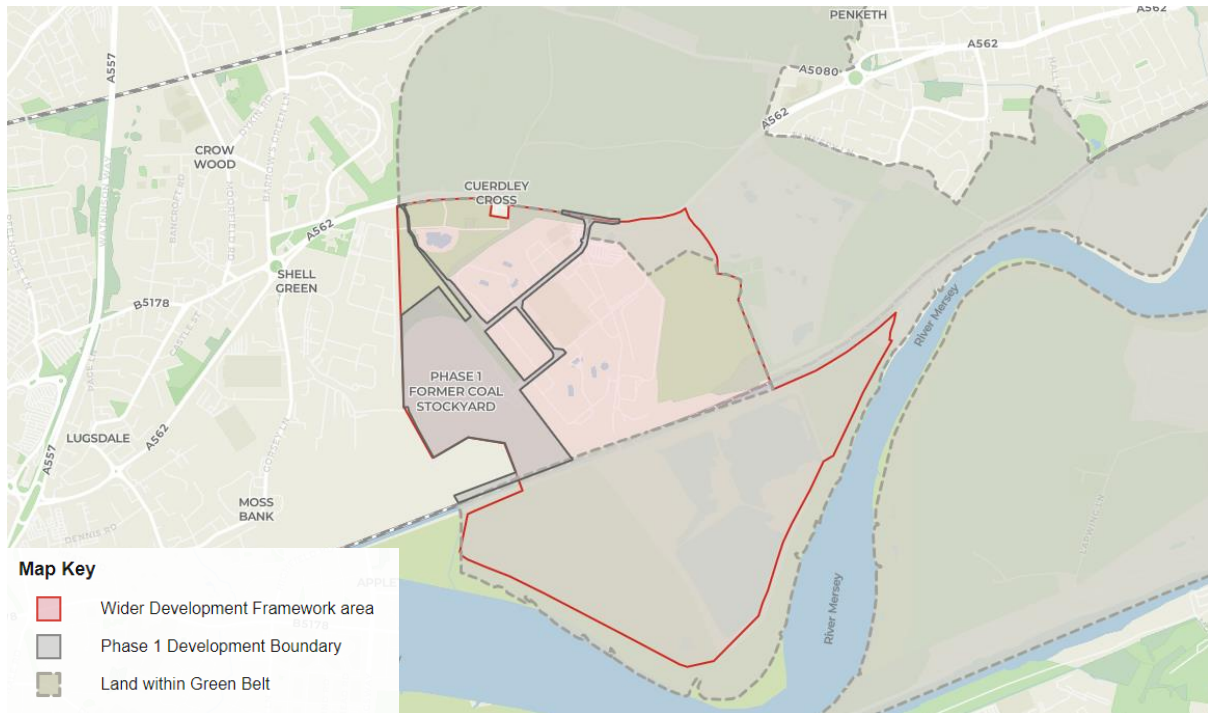
We want to thank everyone who shared their thoughts with us during the previous consultation.

## What will happen next

Fiddler’s Ferry is a once-in-a-generation opportunity to redevelop one of the largest brownfield sites in the region. Peel NRE and WBC want to maximise this opportunity.

The Council has recently adopted their Local Plan. This requires a Development Framework to guide the redevelopment.

The Council has identified the site as having the potential to help fulfil the future needs of Warrington. Large parts of the site not proposed for new development remain within the Green Belt. This includes the ash lagoons to the south of the railway line.



In the Local Plan, the site is allocated for mixed-use development. The allocation includes providing 101 hectares of employment land. This will be in addition to a minimum of 860 homes. Supporting infrastructure will include a primary school, local centre, and potential GP surgery.

This consultation is for the Development Framework, covering the entire Fiddler’s Ferry site. Its purpose is to ensure a coordinated and comprehensive approach to new development. The Development Framework takes into account all infrastructure requirements.

The feedback from this consultation will shape our final version of the Development Framework. This will then be submitted to WBC for formal agreement. The document will be used in the determination of all future planning applications at any phase of development at Fiddler’s Ferry.

## Our Vision

The transformation of Fiddler's Ferry will generate major new employment and residential development. This will create mixed working and living environments within one, distinctive new place.

We want our Development Framework to create a community with a distinct character. The redevelopment will integrate new homes and workspace to support sustainable, balanced lifestyles.

Homes and jobs will be linked to a new local centre at the heart of the community. This will include a primary school and community uses, including space for a potential GP surgery. There will be shops, a central parkland, and day-to-day facilities for residents and workers.

We will provide new energy-efficient homes designed for modern living. Shared streets and pathways will be designed to encourage walking, cycling, and road safety. These will come together to reduce reliance on cars.

The community will benefit from an extensive new green space to encourage healthy lifestyles. This will include parklands and equipped and informal play areas. There will be new playing fields, including two sports pitches.

We will create two new access roads. The first will primarily serve the employment part of the site and will be off Widnes Road to the west. The second, which will primarily serve the new homes, will be from Marsh Lane.

The existing junction with Widnes Road will be improved to serve the early phase of employment development. We will then adjust it to provide suitable access to the whole development.

We will create links with existing public rights of way, including a link to the Trans-Pennine Trail via Station Road. This will allow easy access to nature, open spaces and play areas for new and existing residents.

The western part of the site will host new employment development. This could create up to 6,750 new jobs in a variety of roles. This will ensure the site contributes to the prosperity of the area and remains a key local employment area.

The operation of ash extraction will continue, from the lagoons to the south of the canal and railway line. Once complete, we will restore and improve the lagoons for wildlife and recreation.

The new planting and landscaping will encourage nature conservation.

New landforms will create permanent habitats. This will improve the biodiversity of the area. This will be a space for new residents, and others from Warrington or Widnes, to enjoy.

## Delivering New Employment

The brownfield land of the former power station has been identified for reuse. This will provide modern premises for manufacturing and logistics businesses. Businesses are needing more energy-efficient, purpose-built premises to operate in.

There is a shortage of these modern premises in the area and across the country. These spaces are required to meet the needs of the economy. We want to provide opportunities to keep local businesses in the area. We are proposing new units in a wide range of sizes to meet demand. These opportunities will help existing local businesses expand and attract new companies to the area.

We have submitted an application for the initial phase of the employment development to WBC. This would support around 2,250 jobs. It represents roughly one third of the employment space included in the Development Framework.



The remaining two thirds is expected to support a further 4,500 jobs on site. In addition, the new local centre and community uses will create new jobs. The 11-year phased delivery of the redevelopment will support new construction jobs. This will create an estimated 300+ jobs in the construction sector and its supply chain.

We will create a green buffer between the employment and residential areas on site. This will provide a separation between uses and an attractive, green boundary for the new community.



## Sustainability and Open Space

Our plans include the demolition of the former power station, which began in December 2023. This will secure us the opportunity to redevelop one of the largest brownfield sites in the region.

We will recycle materials including the ash extracted as part of the restoration of the ash lagoons. This will reduce the need for primary aggregates. New, more sustainable forms of development are important if we are to reduce the UK's carbon emissions. Our plans will look to incorporate methods to achieve this.

The buildings and homes will use the latest methods and materials to reduce carbon emissions from construction. The buildings in our Phase 1 employment application will have a minimum “Very Good” BREEAM rating. This will be the minimum requirement for the remaining employment buildings in subsequent phases.

A wooded area, often referred to as a nature reserve, is on the north-eastern edge of the site next to Widnes Road. We want to enhance and integrate this valuable space into the development. This is despite it not being an officially designated ecological site. This space creates a green barrier between the proposed homes and Widnes Road. We will enhance habitats to encourage more wildlife and biodiversity. We will open the space up to public access.

A large central parkland will run through the heart of the community. This will connect the reserve in the north to the community sports provision in the south. With the Local Centre at the heart of the community.

Additional green corridors will provide an extensive network of green space. These will run through the centre of the site, separating jobs and homes. They will follow the eastern edge of the site and the southern edge along the rail lines to Station Road.

This green network will provide sustainable drainage solutions to prevent flooding. Wildlife will be able to move safely around the built-up areas. It will ensure a suitable boundary to the neighbouring Green Belt to the east. These spaces will ensure more recreation opportunities.

The ash lagoons in the south of the site need to have the ash extracted before we can restore them. This process has begun and will take years to complete. In those areas without ash, work can begin to enhance the natural environment. This will help increase biodiversity and wildlife. The long term goal is to create a space that will be ecologically valuable. Something that will complement the habitats within the Mersey Estuary SPA.

We will agree future restoration of the lagoons by preparing a Lagoon Management Plan. This is a working programme that restoration has to follow for extraction of ash. The plan is an existing requirement at Fiddler's Ferry.

## Connectivity

We will plan the future development around a well-connected place. It will have three access points for vehicles from Widnes Road and enhanced public transport. Improved bus services will link the site with Widnes and Warrington town centres. We will support active travel via a network of multi-user routes and segregated foot and cycleways. These will run throughout the site and link to surrounding footpaths.

Currently, the only site access is at the junction with Widnes Road. This will be improved to serve the early phase of employment development. We will then adjust it to provide suitable access to the whole development. This will improve how vehicles filter towards either the employment or residential parts of the site.

We will create two new access roads. The first will primarily serve the employment part of the site and will be off Widnes Road to the west. The second, which will primarily serve the new homes, will be from Marsh Lane. The roads through the residential area will be shared spaces, to encourage use by pedestrians and cyclists.

We will create a series of new green corridors across the site. These more natural routes will allow people to walk and cycle off the roads through the site. Another benefit is they will act as wildlife corridors and connect habitats around the area. These routes will link to the site boundary and the land around the site. This will open the site up for existing communities in Widnes and Warrington.

The Trans-Pennine Trail runs along the Sankey Canal. The new community will be able to access the Trans-Pennine Trail using a new path to Station Road. At this point it will cross the canal. There is the future potential to connect the new community to the ash lagoons via the existing road bridge. This will be subject to ongoing ash extraction operations, restoration and future development phases.

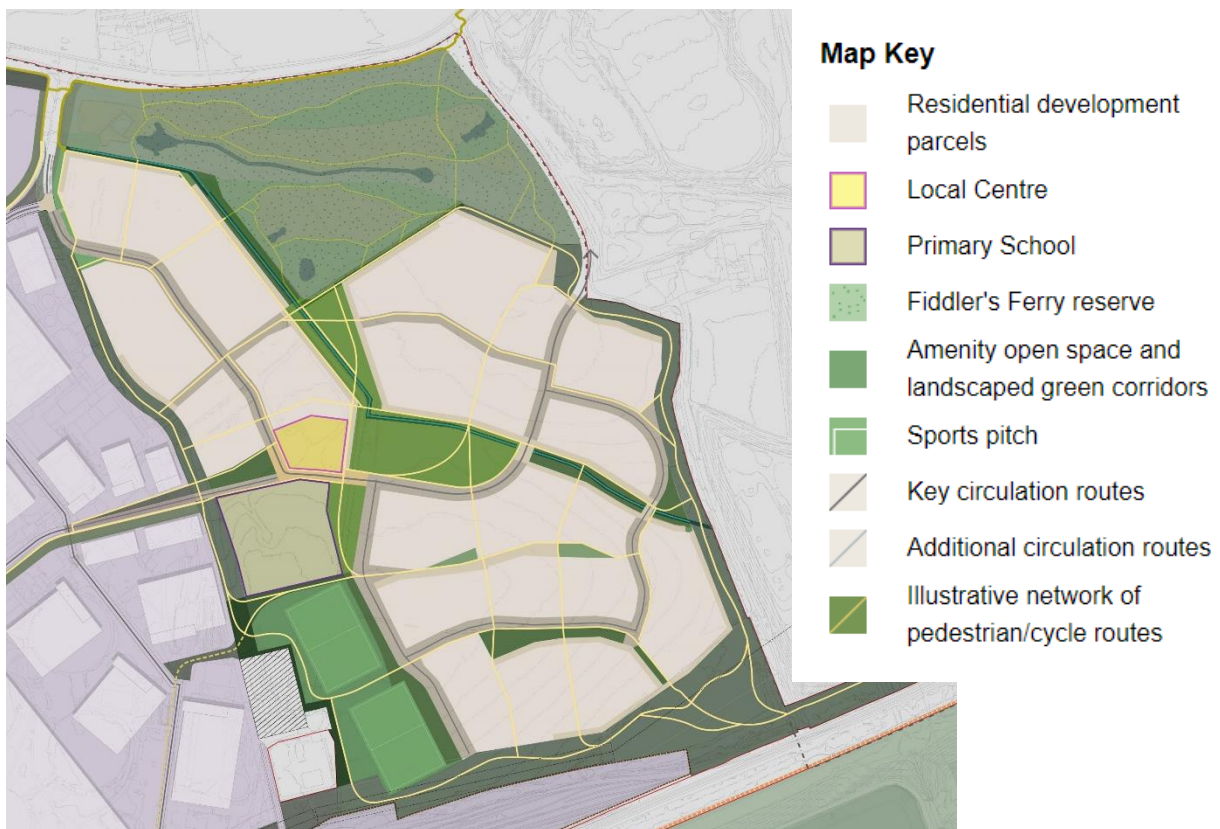
There may be options to provide a bus and/or cycle and pedestrian link to Johnson's Lane in the west. Plans for this potential link are being explored with key stakeholders, including WBC and Halton Borough Council (HBC). The plans will be subject to a feasibility assessment. Peel has recently amended the Phase 1 employment application to allow for future safeguarding of a route.

There is the potential to divert existing bus services through the Phase 1 employment area. There is also the potential for new bus routes and services for future employment phases. These would then integrate with the residential areas as they are delivered.

## Housing and Community

As of January 2023, there are almost 6,000 households on the Warrington housing waiting list. This is with an average of 70 applications a week. Halton Borough has a further 4,000+ households on the housing waiting list. The area desperately needs new homes delivered for today and the future. Our proposals will help to do this in a way the Council thinks is appropriate.

The Local Plan means a minimum of 860 new homes with a mix of sizes and types will be delivered. 30% of the homes will be affordable homes. The homes that will be energy-efficient and prepared for the future.



There will be play areas for families to enjoy, which will include parks with fully equipped play spaces. These will be phased with the delivery of new homes. In addition, there will be spaces for more informal play. Children living in the new homes would have access to play areas that they can reach safely. Over 8 hectares of public open space and two sports pitches will provide even more spaces for people to enjoy.

Communities are more than just houses. At the centre of the residential area, we are proposing a new local centre for the community.

The local centre will include a new primary school to provide more school places. There will be retail space for local shops, in addition to car parking. This would allow for a branch GP office if a surgery would deliver the services. The specification of the sports pitches and associated facilities will depend on types of sports needed at time of delivery.

## Survey | Fiddler's Ferry Development Framework

Please answer this short anonymous survey to let us know your thoughts.

Your views really matter to us.

**Please return ONLY your completed survey (pages 9 - 11) in the envelope provided.**

We want to ensure we hear from as broad a range of people as possible. The following questions are to help us to monitor the range and demographic of responses we are receiving.

### 1. What is your postcode?

.....

### 2. What is your gender?

Male       Female       Other

### 3. What is your age?

Under 18     18 to 24     25 to 34     35 to 44  
 45 to 54     55 to 64     65 to 74     75+

### 4. How did you hear about this survey?

Leaflet                       Social Media       Word of mouth       News article  
 Other (please specify) .....

### 5. How do you feel about the redevelopment of Fiddler's Ferry to deliver thousands of new jobs and a minimum of 860 new homes?

Very Positive       Positive       Negative       Very Negative

Why do you feel this way?

.....  
.....  
.....

6. How do you feel about opening this space up to allow more people to access it?

- Very Positive     Positive     Negative     Very Negative

Why do you feel this way?

.....

.....

.....

7. How do you feel about the enhancement of the existing woodland area (known locally as the ‘nature reserve’) in the north of the site, bordering Widnes Road?

- Very Positive     Positive     Negative     Very Negative

Why do you feel this way?

.....

.....

.....

8. Would the proposed dedicated cycle and walking routes throughout the site, including connections to existing public rights of way and the Trans-Pennine Trail, make you more likely to travel in more active ways?

- Yes, for most journeys     Yes, for most local journeys  
 Yes, for some journeys     Not at all

If you wish to explain more, please do.

.....

.....

.....

9. How do you feel about having a number of local shops and services within a short distance?

- Very Positive     Positive     Negative     Very Negative

Why do you feel this way?

.....

.....

.....

10. Thinking about the different aspects of the proposed development outlines in the Development Framework, which are your priorities?

Please rank them in order of importance, with 1 being your highest preference and 6 being lowest.

|  |   |
|--|---|
|  | Linking with Trans-Pennine Trail          |
|  | Creating new jobs                         |
|  | Delivering new homes                      |
|  | Outdoor space to enjoy                    |
|  | Habitat enhancement                       |
|  | Local centre including new primary school |

11. How do you feel about the reuse of ash from the lagoons and restoration of the land for nature conservation and recreation?

Very Positive     Positive     Negative     Very Negative

Why do you feel this way?

.....

.....

.....

12. Do you have any further comments about the Development Framework proposals?

.....

.....

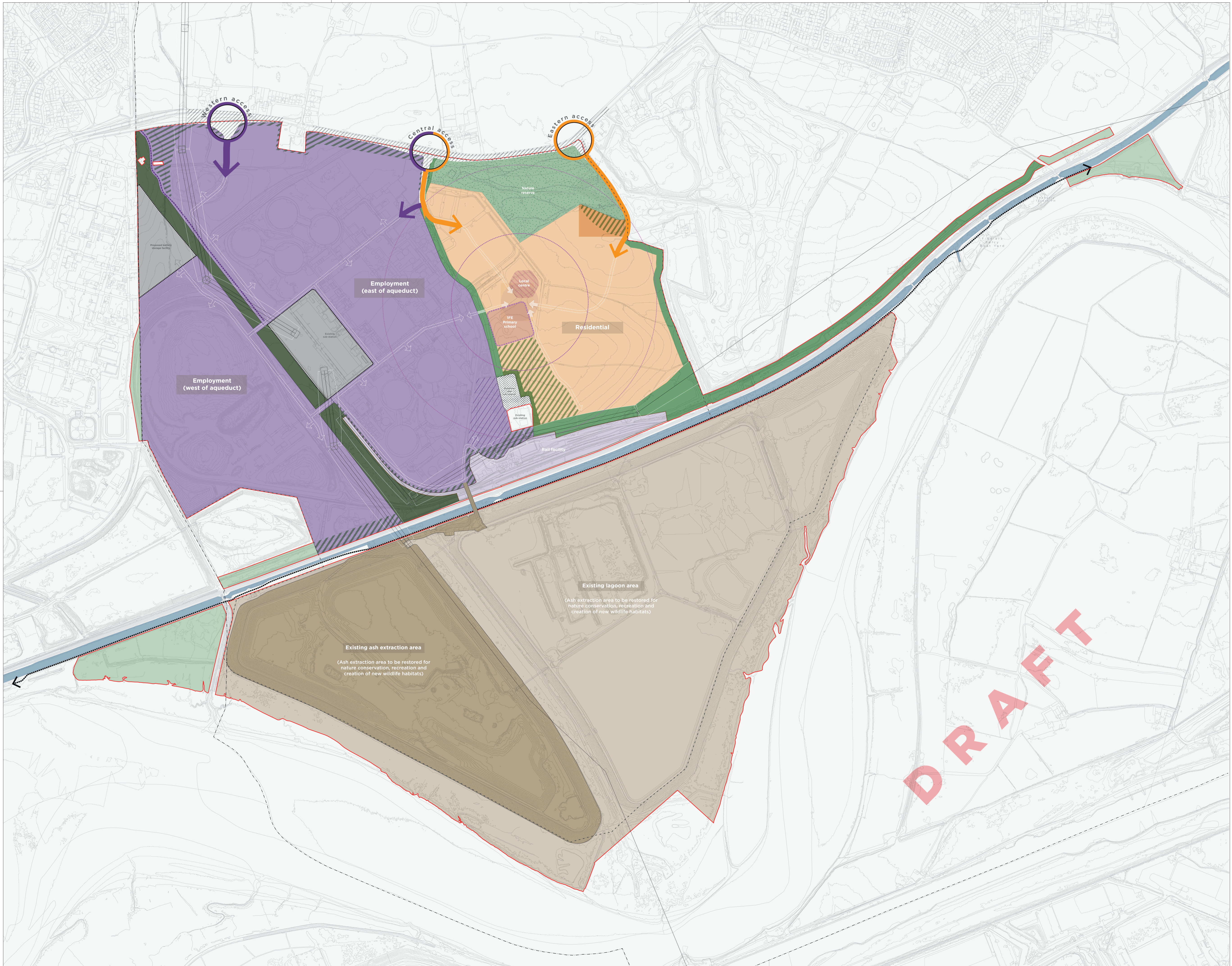
.....

.....

.....

Thank you for taking part in the survey. Your views really matter to us.

The consultation will end on **Sunday 11th February 2024.**



Not to scale

**DRAFT**

- Former Fiddlers Ferry Power Station site (land in Peel ownership)
- FF Allocation site boundary

- Proposed development areas**
- Employment
  - Residential
  - Primary school (indicative location)
  - Mixed use local centre (indicative location)
  - Rail facility
  - Existing ash extraction operational area
  - Existing Ash Processing Plant retained during early phases of development
  - Potential new sub-station (indicative location)

- Proposed green space network**
- Fiddlers Ferry nature reserve
  - Landscape corridors and open spaces
  - Potential for additional green corridors and open spaces<sup>1</sup>
  - Landscape enhancement along Vyrwyw Aqueduct
  - Existing lagoon area (area of ash extraction for restoration and enhancement of wildlife habitat)
  - Retained semi-natural green space (potential for rewilding, habitat enhancement projects etc)

- Proposed movement**
- New and enhanced vehicular access junctions on Widnes Road (indicative)
  - Employment access
  - Residential access
  - Indicative access works along Widnes Road
  - Indicative main vehicular circulation through proposed development areas
  - Trans-Pennine Trail (existing)

<sup>1</sup> Extents, function and character of green corridors and open spaces to be determined through future layout design. To include sports pitches as part of residential development.



Fiddlers Ferry Development Framework  
Spatial Masterplan

**Outline  
Parameters  
Framework  
Plan**

Optimised Environments  
December 2023

**DRAFT**

## Appendix 7 – Stakeholder Engagement Log



| Type                         | Name  |
|------------------------------|---|
| Community group              | South Warrington Parish Councils' Planning Group  |
| Community group              | Matthiola Junior Football Club                    |
| Community group              | Fiddler's Ferry Sailing Club                      |
| Community group              | CPRE Cheshire                                     |
| Community group              | Warrington Disability Partnership                 |
| Community group              | Sankey Canal Restoration Society                  |
| Community group              | Warrington Ethnic Communities Association         |
| Community group              | Halton & St Helens Voluntary and Community Action |
| Community group              | Warrington Voluntary Action                       |
| Community group              | Trams for Warrington                              |
| Local/Business support group | Warrington Chamber of Commerce                    |
| Local/Business support group | Halton and St Helens Voluntary Community Action   |
| Local/Business support group | Halton Chamber of Commerce and Enterprise         |
| Local/Business support group | Halton and Warrington Business Fair               |
| Local/Business support group | Warrington & Co                                   |
| Local/Business support group | Cheshire and Warrington LEP                       |
| Local/Business support group | Liverpool BA                                      |
| Local/Business support group | Business Exchange                                 |
| Local/Business support group | Warrington Wolves                                 |
| Local/Business support group | LANXESS   |
| Schools                      | Wade Deacon High School                           |
| Schools                      | St Bede's Catholic Junior School                  |
| Schools                      | St John Fisher Catholic Primary School            |
| Schools                      | Brookfields School                                |
| Schools                      | Penketh High School                               |
| Schools                      | Great Sankey High School                          |
| Schools                      | Riverside College                                 |
| Schools                      | Warrington Youth Zone                             |
| Halton                       | Halton Council                                    |
| Halton                       | Halton Council                                    |
| Halton                       | Halton Council                                    |
| Political - Halton           | Cllr Mike Wharton                                 |
| Political - Halton           | Councillor McInerney                              |
| Political - Halton           | Councillor Nolan                                  |
| Political - Halton           | Councillor Polhill                                |
| Political - Halton           | Derek Twigg MP                                    |
| Political - Halton           | Mike Amesbury MP                                  |
| Warrington                   | Warrington Council                                |
| Political - Warrington       | Andy Carter MP                                    |
| Political - Warrington       | Cllr Hans Mundry                                  |
| Political - Warrington       | Cllr Janet Henshaw                                |
| Political - Warrington       | Cllr Geoff Fellows                                |
| Political - Warrington       | Cllr Andy Heaver                                  |
| Political - Warrington       | Cllr Craig Lenihan                                |
| Political - Warrington       | Cllr Michael Potts                                |
| Political - Warrington       | Cllr Leigh Jones                                  |
| Political - Warrington       | Cllr Andrea Haywood                               |

|               |  |
|---------------|--|
| St Helens     | St Helens Council                              |
| National Body | British Horse Society                          |
| National Body | Environment Agency                             |
| National Body | Health & Safety Executive                      |
| National Body | National Highways                              |
| National Body | Canal & River Trust                            |
| National Body | The Coal Authority                             |
| National Body | National Grid                                  |
| National Body | Natural England                                |
| National Body | Sport England                                  |
| National Body | Active Travel England                          |
| Regional Body | Trans-Pennine Trail                            |
| Regional Body | United Utilities                               |
| Regional Body | Cheshire Archaeology Planning Advisory Service |
| Regional Body | Greater Manchester Ecology Unit                |
| Regional Body | LCR Cycling and Walking Commissioner           |
| Regional Body | MAG Safeguarding officer                       |
| Regional Body | MAG Planning Manager                           |
| National Body | Historic England                               |

## Thomas Lord

---

**From:** Hughes, Martha <Martha.Hughes@warrington.gov.uk>  
**Sent:** 29 January 2024 11:53  
**To:** Thomas Lord  
**Subject:** FW: Fiddlers Ferry, Warrington, WA5 2UT (Ref: PRE/22/04737) Cheshire APAS

---

**From:** LLOYD, Kirsty <Kirsty.Lloyd@cheshirewestandchester.gov.uk>  
**Sent:** Friday, January 26, 2024 3:26 PM  
**To:** devcontrol <devcontrol@warrington.gov.uk>  
**Subject:** Fiddlers Ferry, Warrington, WA5 2UT (Ref: PRE/22/04737)

Development Control,

### **Development Framework for Fiddlers Ferry, Fiddlers Ferry, Warrington, WA5 2UT (Ref: PRE/22/04737)**

Thank you for consulting with APAS in regard to the above pre application consultation. I note that this consultation seeks comment on the development framework for the proposed works at the former Fiddlers Ferry Power Station site. Having reviewed the supporting information supplied with this pre application along with the information held on the Cheshire Historical Environment Record, I note that there has been some past work in the wider site, beginning with the programme of building recording of the power station which was secured against the demolition application. All works in regard to the building recording have been completed and have been incorporated in the Cheshire Historic Environment Record.

In addition to this, phase one of the proposed works has been subjected to an Environmental Impact Assessment (EIA) and this has confirmed that there are no surviving below ground deposits within the phase one area and therefore there is no requirement for further archaeological works in that area.

The wider development area, however, may have archaeological implications and therefore should be subject to further consideration. In summary, there is a need for a cultural heritage assessment, with particular focus on areas of archaeological potential such as the previously undeveloped farmland, sites of previous industrial structures and the sea banks in the area of the lagoons and the Mersey shoreline.

The previously undeveloped farm land may have below ground archaeological deposits relating to the early use of the fields and falls within 150m (at the closest point) of the known prehistoric enclosure at Marsh

farm, suggesting that there is a likelihood of below ground remains relating to the prehistoric use of the land surviving within the previously undeveloped farmland. The Lagoon area may also have significant archaeological implications by way of the earthworks noted as sea banks on historic maps, the most notable of these being Cromwell’s Bank, which is highlighted in Appendix 7, section [4.1.1.2](#) in the supporting documents for the EIA. This notes that “Cromwell’s bank is of high value for its age and rarity as a medieval sea defence...” As well as these regionally significant earthworks within the lagoon area, there is significant potential for paleoenvironmental evidence to be recovered from the area.

Given the above it is crucial that any development proposals for the redevelopment of the Fiddler’s Ferry site are supported by an exhaustive cultural heritage assessment, to include the archaeological implications outlined within these comments.

This advice has been prepared in line with the guidance contained in the latest version of the National Planning Policy Framework, with particular reference to Paragraph 194 in Section 16 (conserving and enhancing the historic environment).

Thank you

***Kirsty Lloyd***

*Development Management Archaeologist*

Cheshire Archaeology Planning Advisory Service

*Total Environment*

*Economy and Housing*

**Cheshire West and Chester Council**

**Email:** [Kirsty.Lloyd@cheshirewestandchester.gov.uk](mailto:Kirsty.Lloyd@cheshirewestandchester.gov.uk)

**Location:** HQ, Nicholas Street, Chester, Cheshire, CH1 2NP

**Visit:** [cheshirewestandchester.gov.uk](http://cheshirewestandchester.gov.uk)

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The Coal  
Authority

200 Lichfield Lane  
Mansfield  
Nottinghamshire  
NG18 4RG

T: 01623 637 119 (Planning Enquiries)

E: [planningconsultation@coal.gov.uk](mailto:planningconsultation@coal.gov.uk)

W: [www.gov.uk/coalauthority](http://www.gov.uk/coalauthority)

**For the attention of: Mr K Tames – Development Director< Peel NRE**

[By email: [hello@fiddlersferry.com](mailto:hello@fiddlersferry.com)]

7<sup>th</sup> February 2024

Dear Mr Tames

**Re: Fiddlers Ferry Draft Development Framework**

Thank you for your notification of 15 January 2024 seeking the views of the Coal Authority on the above.

The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

Our records do not indicate the presence of any recorded coal mining features at surface or shallow depth which may pose a potential risk to surface stability within the area identified for the development framework. On this basis the Planning team at the Coal Authority have no specific comments to make on this draft proposal.

Please do not hesitate to contact me should you wish to discuss this further.

Yours sincerely

*Melanie Lindsley*

**Melanie Lindsley** BA (Hons), DipEH, DipURP, MA, PGCertUD, PGCertSP, MRTPI

**Principal Planning & Development Manager**

Peel L&P  
1 Old Park Lane  
Urmston  
Manchester  
M41 7HA

**Project ref:** ENVPAC/1/GMC/00525  
**Our ref:** SO/2023/123403/02-L01  
**Your ref:** Dev Framework, Jan 2024  
**Date:** 05 March 2024

## **REVIEW OF THE DRAFT DEVELOPMENT FRAMEWORK FOR THE FORMER FIDDLER'S FERRY POWER STATION.**

### **FIDDLERS FERRY POWER STATION WIDNES ROAD, WARRINGTON, WA5 2UT.**

Thank you for accepting our offer to provide detailed planning advice. We are providing this advice under Agreement No. **ENVPAC/1/GMC/00525**, following submission of the Draft Development Framework for the former Fiddler's Ferry Power Station site in Warrington on 15<sup>th</sup> January 2024.

### **Environment Agency advice**

#### **Groundwater and contaminated land**

We have reviewed the document to assess how and if the proposed regeneration may impact aquatic receptors in the vicinity of the former power station.

The document identifies the long industrial heritage associated with the site whilst we are aware that the use of the site as a former coal fired power station is likely to have introduced adverse concentrations of contamination to the ground which are likely to pose a significant potential of significant harm to Controlled Water receptors.

We are additionally mindful that sites with other, non-associated, industrial land use also pose a risk to the regeneration site through the migration of contamination.

We recognise, as do these documents, that this is an excellent opportunity to realise significant environmental improvements as well as an excellent opportunity to address adverse impacts that former industrial land areas have on the natural environment, not just Controlled Waters.

We recognise that this is an opportunity to address land quality and land contamination issues as they may effect blue and green infrastructure in the wider area.

As shown in your outline parameters section it is likely that not just the former main power generation area will need careful land quality considerations; there are likely to be adverse ground conditions in the peripheral, and auxiliary areas which will need addressing to ensure that the wider regeneration area does not pose an unacceptable risk to Controlled Waters at the site location.

Industrial legacy issues are often difficult to immediately identify, therefore, we strongly recommend that thorough and adequate ground investigation and assessment is undertaken at the earliest possible opportunity to help you identify problematic

Environment Agency  
Richard Fairclough House Knutsford Road, Warrington, WA4 1HT.  
Customer services line: 03708 506 506  
[www.gov.uk/environment-agency](http://www.gov.uk/environment-agency)

Cont/d..

conditions and help you adequately plan and resource sufficient and agreeable clean up procedures that will ensure the ongoing and future protection of the aquatic environment.

## **Biodiversity**

We seek both the protection and enhancement of all waterbodies and the two local wildlife sites onsite, the St Helens Canal and the Upper Mersey Estuary. There should be adequate, undeveloped buffer zones between the development (e.g., fences, roads, buildings) and all waterbodies and local wildlife sites onsite. The developer must continue to work in partnership with the Local Authority to ensure the St Helens Canal has an adequate supply of freshwater to maintain the important biodiversity value of this local wildlife site. Opportunities for habitat enhancement and restoration must be thoroughly investigated, as this would help contribute to Water Framework Directive (WFD) measures and the Biodiversity Net Gain statutory requirement. Appropriate ecological surveys of the site must also be carried out at the appropriate time of year with recognised techniques. We are aware of legally protected species in this area, such as water vole (*Arvicola amphibius*), great crested newt (*Triturus cristatus*) and European eel (*Anguilla anguilla*).

This development provides an ideal opportunity for a Sustainable Drainage System (SuDS). SuDS can protect local freshwater resources, such as the St Helens Canal and the Mersey Estuary, from the effects of pollutants and enhance biodiversity within developments. They include options such as retention ponds, reedbeds, swales, green roofs and porous pavement. Typically, we would expect the developer assess the feasibility of incorporating SuDS within this development. In the instance there is uncertainty on whether ground conditions are suitable for infiltration and / or effectual remediation has occurred to ensure there is no remaining potential risk of contaminants being mobilised, alternative SuDS / methods may be required.

The National Planning Policy Framework (NPPF) recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on nature conservation and providing net gains in biodiversity. This contributes to the Government's commitment to halt the overall decline in biodiversity by establishing coherent ecological networks that are more resilient to current and future pressures. Article 10 of the Habitats Directive stresses the importance of natural networks of linked habitat corridors to allow the movement of species between suitable habitats and promote the expansion of biodiversity. Estuary and canal corridors are particularly effective in this way. Such networks and corridors may also help wildlife adapt to climate change.

## **Fisheries**

The Sankey Canal runs through the site. Its original water levels were supported by the power station abstraction. Since the power station stopped abstracting, water levels have dropped which is significantly effecting the canals ecology including the sustainability of the fish population. Future development could consider how to support the sustainability of canal water levels.

The original settling lagoons do have fish in them, including eel who have entered via the original abstraction from the estuary.



The adjacent estuary is a migratory route for the passage of Atlantic salmon, sea trout, eel and lamprey.

## **Advice to applicant**

### **Model Procedures and good practice**

This development site appears to have been the subject of past industrial activity which may pose a risk of pollution to controlled waters.

We recommend that you should:

- Follow the risk management framework provided in Guidance on Land contamination risk management (LCRM) [Land contamination risk management \(LCRM\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk), when dealing with land affected by contamination.
- Refer to our [Guiding principles for land contamination](#) for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health.
- Refer to the [contaminated land](#) pages on gov.uk for more information.
- Refer to [‘The Environment Agency’s approach to groundwater protection’](#)

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites.

### **Next Steps**

I hope the above advice is helpful. If there is any further work, you anticipate needing our detailed advice on in relation to this project please let me know so it can be incorporated into this charging agreement.

Yours faithfully,

**Miss India Blythin**  
**Planning Advisor**

[india.blythin@environment-agency.gov.uk](mailto:india.blythin@environment-agency.gov.uk)

### ***Disclaimer***

*Our opinion is based on the information available to us at the time of the enquiry. When the formal planning application is submitted, our position may change if there have been changes to environmental risk or evidence, and/or planning policy.*

**From:** LUP enquiries <[LUPenquiries@hse.gov.uk](mailto:LUPenquiries@hse.gov.uk)>

**Sent:** Monday, January 15, 2024 3:23 PM

**To:** Mark Cawdrey <[Mark@deetu.com](mailto:Mark@deetu.com)>

**Subject:** Fiddler's Ferry Draft Development Framework - Consultation Launch

**This email originated from outside of our organisation. Please exercise caution with content, links and attachments.**

---

Dear Mark,

Thank you for your notifying HSE's Land User Planning (LUP) advice team of the public consultation on the proposed development of the Fiddlers Ferry Power Station site.

The role of the LUP team is to provide local planning authorities with statutory advice on the risks to people at a proposed development from a major accident at a site in the vicinity storing or using hazardous chemicals.

Therefore the LUP team is a statutory consultee for planning applications which would result in the following types of new developments being located within the consultation zones of a major accident hazard pipeline or a site with hazardous substance consent:

- residential accommodation;
- more than 250m<sup>2</sup> of retail floor space;
- more than 500m<sup>2</sup> of office floor space;
- more than 750m<sup>2</sup> of floor space to be used for an industrial process;
- transport links;
- or developments which are otherwise likely to result in a material increase in the number of persons working within or visiting the notified area (once the construction work has been completed).

HSE's advice would be either "Advises Against" (AA) or "Doesn't Advise Against" (DAA) the granting of planning permission for a proposed development.

We can confirm that the proposed development area of interest is in the Land Use Planning consultation zones for the following major accident hazard pipelines and sites with hazardous substance consent:

Major accident hazard pipelines:

- NWEF Grangemouth/Stanlow pipeline operated by Essar Oil (UK) Ltd (HSE Ref 7129)
- Warrington/Ditton Widnes gas pipeline operated by Cadent Gas Ltd (HSE ref 6765, Transco ref 1066)

Sites with consent to store major hazard chemicals:

- Emerald Kalama Chemical Ltd, Dans Road, Widnes
- Fiddlers Ferry Power Station (Scottish and Southern Energy plc), Widnes Road, Cuerdley.

This site has an interim consultation zone of 1000m.

The Land Use Planning advice team offers a number of pre-application advice services to developers. These include:

- a pre-application meeting to explain our advice methodology and discuss different options, or
- use of the LUP WebApp to determine what advice HSE would provide to the planning authority if we are consulted on a formal planning application.

These would be provided under HSE's commercial services. If you would like to discuss these please do not hesitate to get back to us via this email address.

Kind regards

Richard Lomax

Land Use Planning Advice team - Chemicals Explosives Microbiological Hazards Division 5B



Redgrave Court, Merton Road, Bootle, Merseyside, L20 7HS

Please send enquiries on Land Use Planning to [lupenquiries@hse.gov.uk](mailto:lupenquiries@hse.gov.uk) and enquiries on hazardous substance consents to [HazSubCon@hse.gov.uk](mailto:HazSubCon@hse.gov.uk)

HSE's Land Use Planning web app is at <https://pa.hsl.gov.uk/>

Our ref: NH/24/04556  
Your ref: FFDDF

Peel NRE  
Venus  
1 Old Park Lane  
TraffordCity  
Manchester  
M41 7HA

Adam Johnson  
National Highways  
Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

Tel: 07917 426 500

8 February 2024

Dear Sir / Madam

### **Fiddler's Ferry Development Framework Consultation**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015. We are responsible for operating, maintaining and improving the Strategic Road Network (SRN) in England, in accordance with the Licence issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.

Our response to this consultation on the Fiddler's Ferry Development Framework ('the Framework') is written in the context of statutory responsibilities as set out in National Highways' Licence, and in the light of Government policy and regulation, including the:

- National Planning Policy Framework (NPPF);
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
- DfT Circular 01/2022 The Strategic Road Network and the delivery of sustainable development ('the Circular').

As a statutory consultee in the planning system, National Highways has a regulatory duty to co-operate. Consequently, we are obliged to give consideration to all proposals received and to provide appropriate, timely and substantive responses.

Our desire to be a proactive planning partner goes beyond this statutory role and follows the spirit of the Licence which stipulates that National Highways should: "Support local and national economic growth and regeneration".

We encourage all parties promoting and preparing Frameworks that may have an impact on the SRN to engage with us as early as possible, to enable collaborative working and to deliver positive outcomes in a timely manner.

## **National Highways' Approach to Plan Making**

The preparation and delivery of Framework documents provides an opportunity to identify and support a pattern of development that minimises trip generation at source and encourages the use of sustainable modes of transport, minimises journey lengths for employment, shopping, leisure, education and other activities, and promotes accessibility for all. This can contribute to environmental objectives and also reduce the cost to the economy arising from the environmental, business and social impacts associated with traffic generation and congestion.

In framing our contribution to the development of the Framework, our aim will be to influence the scale and patterns of development so that it is planned in a manner which will not compromise the fulfilment of the primary purpose of the SRN. To that end, we look forward to gaining an understanding of the likely impact of any proposed allocations and policies on the SRN, and where work is being undertaken to develop a Transport Strategy for the site.

We will look to work with developers to identify opportunities to introduce travel plan and demand management measures through the Framework. These will be based on existing and proposed patterns of development in a manner that will support sustainable transport choice and retain capacity within the transport network so as to provide for further development in the area.

## **DfT Circular 01/2022 and Sustainable Development**

The Circular, published December 2022, is national policy which sets out the framework for working with National Highways on the SRN that emphasises the need for developments to come forward in a sustainable manner. Paragraph 11 states:

*The company [National Highways] will act in a manner which conforms to the principles of sustainable development. In this context, the company's licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations.*

Paragraph 15 goes on to state a shift in policy from the traditional ‘predict and provide’ approach to transport planning, to planning for the outcomes that communities want to achieve in terms of sustainability and providing transport solutions for those outcomes.

With this in mind, National Highways seeks to encourage new developments that facilitate a reduction in the need to travel by private car and focussed on locations that are or can be made sustainable. In the first instance, new developments should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible. For residential-led developments, due consideration should be given to home and street layouts, broadband infrastructure, safe and secure cycle parking, and access to local amenities and open space in support of these aims, while mobility or micromobility hubs should be provided in larger schemes.

## **Net-Zero Carbon Transition**

The Climate Change Committee’s 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The National Planning Policy Framework supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be taken into account within any relevant Local Plan policies to ensure that future planning decisions are in line with the necessary transition to net zero carbon.

## **Strategic Road Network**

The closest SRN locations to the Framework area are the M62 motorway to the north and the M56 motorway to the south, accessed through Warrington or via the Mersey crossings to the west. All other routes in the area are maintained by the local highway authority and it is for them to comment on the suitability of the Framework in terms of those roads.

## Comments Regarding the Framework

We have reviewed the consultation document for the Framework with due regard given to comments previously provided within the previous assessments of the site undertaken by our consultants at WSP. It is noted that the consultation states that the feedback provided will shape the final version of the Framework, which will then be submitted to Warrington Borough Council for formal agreement.

In the adopted Warrington Local Plan 2021/22 – 2038/39, the site is allocated for mixed-use development including 101 hectares of employment land, 860 dwellings and a primary school under Policy MD3. This Policy includes key objectives including ‘MD3.2 Delivery and Phasing’ and ‘MD3.3 Detailed Site-Specific Requirements’ such as community facilities, green infrastructure and a comprehensive package of transport improvements including cycling and walking routes, amongst others. The purpose of the Framework is to guide future development in accordance with Policy MD3 and help create a sustainable mixed-use development.

The consultation document for the Framework appears to be in the spirit of Circular 01/2022 and its vision-led approach, and includes a ‘Vision and Background’ section. The document states:

*“The vision is of a distinctive and original mixed working and living environment located in unique position on the Warrington-Widnes waterfront. A place where vibrant and diverse communities converge, set within extensive and multifunction green infrastructure including lagoon restoration.”*

The vision has been informed through the previous landowners 2021 masterplanning work that formed part of the Local Plan evidence base and the Framework has refined this vision.

The consultation provides a non-technical summary of the key findings of the technical studies that have been commissioned by Peel NRE to inform the vision and includes strategic objectives for the site as well as a spatial masterplan. The objectives are as follows:

### Primary Influences

- Accessibility and Movement.
- Highways and Site Access.
- Ecology and Biodiversity.
- Landscape and Visual.

- Flood Risk and Drainage.
- Ground Conditions, Land Quality, Contamination and Demolition.

#### *Additional Influences*

- *Existing Utilities and Services.*
- *Noise, Vibration and Air Quality.*

It is noted that 'Accessibility and Movement' is the first primary influence for the development of this site followed by 'Highways and Site Access', which is welcomed in terms of prioritising active travel modes/sustainable travel to and from the area. In terms of what the developer is committing to in order to reduce the vehicular impact on the SRN and promote active travel/sustainable trips, the Framework is seeking to provide the following:

- Community uses include a local centre, a primary school and potential GP surgery.
- Homes and jobs linked to a new local centre at the heart of the community.
- Shops, a central parkland (including equipped and informal play areas), new playing fields including two sports pitches and day-to-day facilities for residents and workers.
- Shared streets and pathways designed to encourage walking, cycling and road safety to reduce reliance on cars.

This is welcomed, as it demonstrates that the redevelopment of the site seeks to provide the necessary amenities that residents and employees require on a day-to-day basis and provide green infrastructure to reduce vehicular trips accessing the SRN. Within the online consultation website, the 'Our Vision' section includes a statement that the developer *"wants the Framework to create a community with distinct character. The redevelopment will integrate new homes and workspace to support sustainable, balanced lifestyles"*. The section then leads on to state that *"homes and jobs will be linked to a new local centre at the heart of the community"*, which aligns with NPPF in relation to achieving sustainable development.

Looking into a little more detail to how the Framework will reduce impacts on the SRN, the consultation document provides outline parameters that have been set to establish the key development components and requirements including development areas, strategic green infrastructure and community infrastructure provision. The outline parameters plan will be used as a common reference point for future development proposals and planning applications.



Connectivity and movement is an important theme that runs through the consultation document in relation to providing an integrated residential community and a place for nature and recreation, as well as access for pedestrians, cyclists and public transport users. The consultation document includes a movement framework that *“aims to show how future development can be planned around a well-connected and legible movement structure incorporating a street hierarchy that facilitates active travel”*, which fits in with the vision-led approach. The Framework includes key opportunities for active travel.

In terms of delivery, it is noted that the development is to come forward over a duration of eleven years and primary infrastructure will be provided in differing phases. As we are aware from the Phase 1 application, bus connections are proposed and will include a diverted route into the site or potentially provide a new service in the future. The route will run throughout the site and provide access for residents and employees, further reducing reliance on the private car. It is noted that a package of on-site and off-site highways improvements are proposed over differing phases and the timing of them will be important to promote active travel as early as possible. Some primary infrastructure is reliant on certain phases coming forward, as can be expected for a site of this size, however it would be beneficial for the developer to confirm timescales for bus provision (pending discussions with local bus operators), as early interventions of infrastructure such as this will influence modal choice from the beginning.

Overall, the Framework has been developed using a vision-led approach, in line with the Circular, including a variety of infrastructure proposals that seeks to reduce reliance on the private car and vehicular impacts on the SRN. As the Framework develops and other phases of development come forward, it is important that National Highways remains consulted to ensure that the impacts to the SRN are minimised.

**Future Engagement**

We welcome further engagement with Peel NRE and Warrington Borough Council as you progress the Fiddler’s Ferry Development Framework, and to that end will be keen to arrange future meetings to discuss progress and how we might assist in its development.

In the meantime, if you would like to discuss anything further, please let me know at the email address below.



We look forward to working with you as the Framework develops.

Yours faithfully

A handwritten signature in black ink, appearing to be 'AJ' followed by a long horizontal stroke.

Adam Johnson  
Spatial Planning Team  
Email: [Adam.Johnson@nationalhighways.co.uk](mailto:Adam.Johnson@nationalhighways.co.uk)



Kieran Tames  
Development Director  
Peel NRE

hello@fiddlersferry.com

Date 13 February 2024

Dear Kieran,

**Development Plans**

Development & Growth

Place Services

St Helens Borough Council

PO Box 512

St Helens

WA10 9JX

Contact: Development Plans

Tel: 01744 676190

Email: [planningpolicy@sthelens.gov.uk](mailto:planningpolicy@sthelens.gov.uk)

**Fiddler's Ferry Development Framework Consultation Launch**

Thank you for consulting with St Helens Borough Council on Peel NRE's Draft Development Framework for the former Fiddler's Ferry Power Station site in Warrington, in the context of preparing a comprehensive Development Framework, that is to be approved by the Council in consultation with key statutory consultees and local community.

Following the closure of the former Fiddlers Ferry Power Station, the site was allocated for mixed use development in the Warrington Local Plan (December 2023), along with 29 hectares (ha) of land being removed from the Green Belt. The site offers a mixed-use opportunity comprising of 324ha (although the draft Development Framework states the allocation boundary measures approximately 288ha). Over half of the allocation site will be devoted to parkland and recreational space, with a minimum of 860 homes and approximately 101ha of employment land. The new mixed-use community will be supported by new social infrastructure including a new primary school; a health facility; open space and recreational facilities; a comprehensive package of transport improvements and local shops.

Warrington Local Plan Policy MD3 – Fiddlers Ferry, sets out the key land use and infrastructure requirements; the delivery and phasing mechanisms; and site specific detailed requirements. The proposed Development Framework should accord with the site-specific requirements of this policy and other Local Plan policies, before being agreed with Warrington Council prior to any determination of a first phased planning application (the employment development) and will be a material consideration in the determination of all planning applications across the allocation site.

**Cross boundary issues**

St Helens is supportive of the growth ambitions and Warrington's commitment to meet its own housing and employment needs.

Housing

Warrington and St Helens, together with Halton, form the mid-Mersey Housing Market Area. All three Councils have worked closely around housing need and supply issues as part of our respective 'duty to cooperate' obligations. Warrington Local Plan Policy DEV2 – Meeting Housing Needs, as well as requiring 30% affordable housing provision on site, all homes must be built to Building Regulation Standard M4(2) 'Accessible and Adaptable dwellings', and 10% to be built to meet Building Regulation requirement M4(3) 'Wheelchair user dwellings'. It is appreciated that these details will form part of the main planning application for the housing phase of the site, but these standards should be applied across the different housing sizes, tenures and types of dwellings to ensure a good mix/ spread



## Transport

Curtins advise (in their Junction Capacity Assessment Technical Methodology and Result Technical Note dated 15 December 2023, reference 080937-CUR-XX-XX-T-TP-00010-P05) that the following committed developments within St Helens have been considered:

- P/2023/0075/FUL - Gartons Lane; and
- P/2021/0196/FUL – Red Quarry

However, we consider that the following sites also meet the criteria for Committed Development inclusion from St Helens:

- P/2015/0599/HYBR – Chester Lane;
- P/2021/0405/RES – Approved Dec 2022; and
- P/2020/0061/HYBR – Land to the West of Omega South & South of the M62

Furthermore, the following St Helens Borough Local Plan to 2037 site allocations should also be afforded due consideration:

- 4HA - Land bounded by Reginald Road/Bold Road/Travers Entry/Gorsey lane/Crawford Street, Bold (Bold Forest Garden Suburb
- 1ES – Land North of M62 and South of Gorsey Lane, Bold

With regards to the Proposed Study Area (Figure 2), we consider that the following additional junctions in St Helens require assessment:

- Mill Lane/Twyford Lane/Mill Green Lane; and
- A57 Warrington Road/Mill Lane

It shall also be noted that St Helens Borough Council has a direct interest in M62 Junction 7 'Rainhill Stoops' as it is located within the Borough, and therefore any discussions over mitigation requirements and proposals must include the Council in addition to National Highways.

In relation to Public Transport, we would expect to see bus service connectivity enhancements to the north of the site into/from St Helens, in addition to the proposed East/West enhancements that are mentioned. Accordingly, early discussions are advised with the Council and Merseytravel in the particular context of current live Bus Reform activities for the Liverpool City Region.

It is considered that the current submissions fail to adequately consider the following matters, for which a response is requested:

- St Helens Borough Council Local Cycling & Walking Infrastructure Plan
- Liverpool City Region Local Cycling & Walking Infrastructure Plan
- Network North and specifically Liverpool to Manchester connectivity

I trust you will find these comments useful and would be happy to discuss and clarify any of the above comments if this would be of assistance.

Yours faithfully,

*Sara Manson*

Sara Manson  
Principal Planning Officer (Policy)





### Consultation Response

| <b>Local Authority:</b>      | Warrington  |  |      |  |    |   |    |  |    |  |
|------------------------------|---|--|------|--|----|---|----|--|----|--|
| <b>Detail:</b>               | Development Framework Consultation  |  |      |  |    |   |    |  |    |  |
| <b>Planning Ref:</b>         | N/A   |  |      |  |    |   |    |  |    |  |
| <b>Link:</b>                 | <a href="#">Fiddler's Ferry Development Framework Consultation (engaged.space)</a>  |  |      |  |    |   |    |  |    |  |
| <b>Deadline:</b>             | 11 <sup>th</sup> February 2024  |  |      |  |    |   |    |  |    |  |
| <b>Submitted by</b>          | Trans Pennine Trail National Office & Sustrans  |  |      |  |    |   |    |  |    |  |
| <b>Date:</b>                 | 8 <sup>th</sup> February 2024   |  |      |  |    |   |    |  |    |  |
| <b>Response to:</b>          | <a href="mailto:Mark@deetu.com">Mark@deetu.com</a> and <a href="mailto:carl.peers@curtins.com">carl.peers@curtins.com</a>   |  |      |  |    |   |    |  |    |  |
| <b>Summary</b>               | <p>The Trans Pennine Trail Partnership (TPT) and Sustrans welcomes the opportunity to respond to the Fiddler’s Ferry Development Framework Consultation.</p> <p>The document makes reference to sustainable transport provision along Widnes Road, A562 in detail from page 144 onwards. This aspect should be detailed a lot earlier in the document to highlight the connections that the developer is already looking to provide.</p> <p>TPT and Sustrans would urge the Developer to include improvements to the existing TPT as part of the sustainable travel offer, as well as improving links on/off the route.</p> <p>Ongoing discussions between the Developer, Halton and Warrington are noted in terms of the potential for sustainable transport infrastructure along Johnson’s Lane.</p> <p>Please see below for further detailed comments on the document:</p> |  |      |  |    |   |    |  |    |  |
| <b>Detailed Information:</b> | <table border="1"> <thead> <tr> <th>Page</th> <th>Fiddler’s Ferry Development Framework Consultation</th> </tr> </thead> <tbody> <tr> <td>14</td> <td>Notes reference to a comprehensive package of transport improvements including improved cycling and walking routes.</td> </tr> <tr> <td>15</td> <td>6 – Public spaces – better reference would be ‘accessible for all’ instead of ‘attractive for all’. This would complement the developers commitment for accessible green spaces.</td> </tr> <tr> <td>20</td> <td>Connections: Notes link to TPT/NCN initially via Station Road and via future lagoon restoration.</td> </tr> </tbody> </table>  |  | Page | Fiddler’s Ferry Development Framework Consultation | 14 | Notes reference to a comprehensive package of transport improvements including improved cycling and walking routes. | 15 | 6 – Public spaces – better reference would be ‘accessible for all’ instead of ‘attractive for all’. This would complement the developers commitment for accessible green spaces. | 20 | Connections: Notes link to TPT/NCN initially via Station Road and via future lagoon restoration. |
| Page                         | Fiddler’s Ferry Development Framework Consultation  |  |      |  |    |   |    |  |    |  |
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| 20                           | Connections: Notes link to TPT/NCN initially via Station Road and via future lagoon restoration.  |  |      |  |    |   |    |  |    |  |

|    |   |
|----|---|
|    | <p>It is asked that this detail is shared with TPT and Sustrans – for both options.</p> <p>Both TPT and Sustrans would ask that a link from the application 2023/00392 is provided. This is some distance from Station Road and it is important that employees have sustainable means to reach the manufacturing site when operational.</p>   |
| 25 | 25 – The locations shown in the image are also dissected by the TPT/NCN which runs along the Sankey Canal in this location.   |
| 37 | 34 – This section should also mention the Trans Pennine Trail / National Cycle Network that runs through the middle of the development. It is part of the sustainable transport offer of the development.   |
| 40 | The Trans Pennine Trail runs from Southport to Hornsea with over 370 miles of network available.  |
| 46 | West image – this image also shows the TPT/NCN alignment alongside the canal.   |
| 52 | <p>Opportunities:</p> <p>3 – The current TPT/NCN alignment uses Station Road at Fiddlers Ferry from the Boat Yard westwards alongside the canal through the middle of the site.</p> <p>4 – The developer is urged to provide a map to show said connections to Station Road.</p> <p>5 – Both TPT and Sustrans fully support a sustainable transport link via Johnsons Lane that should also then re-connect to the TPT/NCN.</p> <p>6 – A562 does not yet offer safe facilities for sustainable transport users but this development could increase the potential to develop this.</p> <p>7 – Sustrans and the TPT would welcome being included on discussions for the Travel Plan.</p> <p>8 – Sustrans and TPT would support routes that could be developed to full multi-use to include equestrians.</p> |
| 53 | Accessibility and movement objectives – these are supported by Sustrans and Trans Pennine Trail.  |
| 54 | <p>Opportunities – there is an opportunity for the development to provide a sustainable transport option along Widnes Road to ensure safe passage for residents and employees from the outset of the development.</p> <p>The ongoing discussions between Halton and Warrington re Johnson’s Lane are noted. This could provide another sustainable transport link to the TPT.</p>   |
| 63 | Noise and Vibration: During construction care should also be taken to not detrimentally impact Trail users who are sensitive to noise. Warning signs could be installed on the Trail during the construction period.  |

|  |     |  |
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|  | 70  | There is strong reference to sustainable transport options and links on/off site. The potential of Johsons Lane is also noted as well as including potential for equestrians as well as pedestrians and cyclists. Lack of sustainable transport facilities along Widnes Road should be noted as a concern. The aspirational link to the Lagoons would be fully supported by both the TPT and Sustrans. The Public Rights of Way throughout the existing site should be upgraded to cycleway with the potential to upgrade to bridleway also explored to ensure that those users can utilise the infrastructure legally.  |
|  | 73  | The last point referencing meaningful, accessible and useable green spaces is welcomed.  |
|  | 87  | Some of these ideas would be very useful for the new residents, employees and their families.  |
|  | 91  | Consideration of a cycle hub could be considered as part of the development of the former Sports & Social Club.  |
|  | 98  | From the drawing it is not clear what facilities will be provided at the Marsh Lane revised roundabout or at Marsh Lane.   |
|  | 101 | Briefly mentions open public space but it is imperative that this remains fully accessible to all users at all times.  |
|  | 108 | G – Potential connection to Johnson’s Lane should also provide a further link to the TPT/NCN. It is noted that the main entrance (Western Entrance) will not have a built in sustainable transport option. As the main entrance, this is disappointing.  |
|  | 122 | This is the strongest page within the document that indicates the commitment to providing a wide range of sustainable transport options. The canal corridor is also the TPT/NCN and should be marked as such to highlight further connections.   |
|  | 126 | Fiddlers Ferry Nature Reserve – It is recommended that footpaths are upgraded to accommodate cyclists to encourage families with young children to explore whilst learning to ride. The areas listed in this section should also include regular seating areas providing reassurance residents who may be less able to walk longer distances that seating is available. Seating should be in a variety of designs to accommodate those needing a handle to lean on for support and also those wishing to transfer from a wheelchair onto the seat to enjoy the surroundings with their companion. Artwork and interpretation are recommended for inclusion in multifunctional landscapes within the development. |

|  |     |  |
|--|-----|--|
|  | 144 | 5 – This is the first time specific reference is made to shared pedestrian and cycle facilities along Widnes Road. This is a key piece of infrastructure in terms of sustainable transport and should be clearly referenced from the outset of the document. |
|  | 148 | 2 – Preferred option would be continued provision along Widnes Road AND a route through the employment Phase 2 development.  |



Fiddlers Ferry – Consultation Submission by “Trams for Warrington” to PeelNRE

I am the Chairman of a Community Group called “Trams for Warrington” and we also take a wider interest in Public Transport matters affecting the Warrington Area.

We support your exciting proposals to redevelop the Fiddlers Ferry site but we would recommend that the following three items need to be added as follows-

1. The former coal railway line is already the subject of interest to the Department of Transport for the Rail line to be part of passenger line from Liverpool via Bank Quay Station in Warrington to Manchester and beyond. When the housing at Fiddlers Ferry is at an advanced stage we recommend that a passenger Rail Station is constructed for this Rail Line at Fiddlers Ferry at the cost of PeelNRE.
2. PeelNRE to have discussions Warringtons Own Bus Company for the bus service serving Penketh to be extended to Fiddlers Ferry for the residents of the new houses.
3. In due course we hope to have a Tram Service to Penketh and we recommend that this tram service should be extended up the east side of the Fiddlers Ferry development with a stop for passengers and for the line to continue on to Widnes.

Ian Buttress (Chairman of Trams for Warrington) Tel -01925-455566 and e-mail-  
i.buttress399@gmail.com

**By email only: [engage@deetu.com](mailto:engage@deetu.com)**

**Your ref:**

**Our ref:**

**Date:** 09-FEB-24

Dear Sir / Madam

**TRANSFORMING FIDDLERS FERRY  
DEVELOPMENT FRAMEWORK FOR THE REGENERATION OF THE FORMER FIDDLERS FERRY  
POWER STATION (CONSULTATION DRAFT 2024)**

Thank you for your consultation seeking the views of United Utilities. United Utilities wishes to build a strong partnership with all local authorities and developers to aid sustainable development and growth within its area of operation. We aim to proactively identify future development needs and share our information. This helps:

- ensure a strong connection between development and infrastructure planning;
- deliver sound planning strategies; and
- inform our future infrastructure investment submissions for determination by our regulator.

We understand that your proposals for Fiddlers Ferry have the potential to deliver 101 ha of employment land and a minimum of 860 new homes. The site is covered by adopted development plan Policy MD3, which sets out a series of important requirements. United Utilities is in regular dialogue with the owner of the site and has engaged in detailed discussions regarding the recent demolition and the current application for planning permission for employment uses. We request continued dialogue to ensure the site is delivered in the most appropriate way. For completeness, we wish to note the following matters as part of our response to this consultation. Many of these points have already been raised with the applicant as part of our ongoing discussions:

1. How water and wastewater assets represent a constraint to any masterplan, which must be carefully considered;
2. How sustainable foul and surface water drainage can be integrated into your proposals;
3. The risk of flooding;

4. The need for a co-ordinated and holistic approach to infrastructure delivery across the site;
5. How water efficiency measures can be incorporated into the proposals; and
6. Ground conditions.

Each is addressed in turn.

## 1. Water and Wastewater Assets

It is important to outline the need for our assets to be fully considered in any proposals. There are a range of water and wastewater assets that are located within, and in the vicinity of, the area covered by the development framework. They include a range of water and wastewater assets including important strategic assets.

In accordance with our discussions with the site owner to date, you must engage with United Utilities on the detail of the design and the proposed construction works. At this stage we must emphasise that:

- **United Utilities will not allow a building / structure to be erected over or in close proximity to a water main.**
- **United Utilities will not allow a new building / structure to be erected over or in close proximity to a public sewer or any other wastewater pipeline. This will only be reviewed in exceptional circumstances.**
- **You should not assume that our assets can be diverted.**

The masterplan must be informed by a full understanding of any site constraints so that the implications of our assets on the layout and detail of the proposals, and the construction process can be fully understood and agreed. We require access in accordance with any relevant formal easements and as detailed in our '*Standard Conditions for Works Adjacent to Pipelines*', which can be found on our website: <https://www.unitedutilities.com/builders-developers/your-development/planning/building-over-or-working-near-our-assets/working-near-our-pipes/>. The applicant / site promoter must comply with any easement and our '*Standard Conditions*' to ensure our assets can be accessed and are adequately protected in the detail of the design and during the construction period. Access to our assets must not be compromised in any way.

We have provided supporting information in the Appendix, see Section 2.0 '*United Utilities' Property, Assets and Infrastructure*', which should be read alongside this letter. This provides information that might impact the proposals and additional guidance that applicants / developers must consider when United Utilities' assets are located in, or in the locality of, development. It is essential that any future applicant, or any subsequent developer, continues to liaise with our Developer Services and Engineering teams prior to commencing any works on site, including trial holes, groundworks, remediation, demolition or land reprofiling.

We wish to draw your attention to the need to carefully consider landscaping proposals in the vicinity of our assets. Guidance on landscaping near our assets is included in our aforementioned '*Standard Conditions*'. This must include any changes in levels and proposed crossing points (access points and services crossing our assets). You should not assume that changes in levels will be acceptable. Changes in levels can affect the structural integrity of our assets and the hydraulic performance of our assets which can result in the increase or displacement of flood risk from the public sewer. The details of any crossing

points over our assets and associated protection measures, including the details of any services that are proposed to cross our assets, will also need to be agreed.

Whilst we are very keen that you consider how sustainable drainage and biodiversity net gain can be incorporated into your proposals, these must not be located on top of our assets.

### ***Property Interests***

According to our records there are easements and rights of way crossing the site which are in addition to our statutory rights for inspection, maintenance and repair. The easements have restrictive covenants that must be adhered to.

Please note that the distances specified within these formal easements may be different from those specified within our Standard Conditions. You should obtain a copy of the easements, available from United Utilities Legal Services or Land Registry. The applicant must comply with the provisions stated within these documents and liaise with United Utilities to agree the approach to the design and delivery of the development.

## **2. Sustainable Foul and Surface Water Management**

We welcome the work that has been done to prepare a foul and surface water management strategy which has informed the development framework. It is critical that development comes forward in accordance with an overall drainage strategy to meet the requirements of development plan policy. We also welcome the fact that development will only discharge foul water to the existing public sewer system.

We note the various references to sustainable drainage systems (SuDS) in the form of '*exemplar SuDS features*'. Whilst we welcome the references to SuDS, we would suggest that the development framework more specifically references the types of SuDS that developers will be required to implement and how these will be incorporated into the redevelopment proposals for the area including how they can be integrated into a typical street scene. We would suggest that consideration needs to be given to how the SuDS strategy will more fully accord with the latest draft Warrington Design Guide SPD which was recently out to consultation and appears to be more ambitious with respect to the integration of SuDS into the design of development and the street environment. Such an approach has added benefits associated with the quality of the public realm, the enhancement of biodiversity and urban cooling.

## **3. Risk of Flooding**

We note the reference to flood risk within the consultation document. Alongside fluvial and surface water flood risk, it is critical that you understand the current drainage patterns and existing flood risks within and across the site, including any risk of sewer and groundwater flooding.

You should ensure that any exceedance paths from existing and proposed sewerage systems are most appropriately managed. Changes in levels can alter overland flows and exceedance paths from the public sewer. It is important that you ensure that any changes to levels do not increase flood risk to existing properties by negatively changing the overland flow paths that arise in heavy rainfall or the exceedance paths from existing drainage systems. You must not assume that any changes to levels of land above our manholes will be acceptable as this could increase / move the risk of flooding from the public sewer. Any such approaches should be first discussed and agreed with United Utilities. In addition, you should not assume that a sewer can be diverted or altered. This can affect the hydraulic performance of the sewer and result in the increase and / or displacement of flood risk. Any diversion should not reduce the

volumetric capacity of the network and should not significantly increase our future sewer operational maintenance liabilities.

#### **4. A Co-ordinated and Holistic Approach to Infrastructure Delivery across the Masterplan**

It is critical that your approach to delivery / development is reflective of holistic and co-ordinated infrastructure delivery strategy. We therefore welcome the fact that the masterplan has been informed by a strategy for foul and surface water drainage. We welcome the ongoing dialogue regarding this strategy. We request that you continue to liaise with United Utilities on the strategy for new infrastructure so that a holistic and co-ordinated strategy can be achieved which avoids a piecemeal approach to infrastructure delivery across the site to ensure that the most sustainable and cost-effective approach to infrastructure is achieved. We request that any disposal of land is linked to the delivery of your holistic infrastructure strategy.

#### **5. Water Efficiency**

We welcome the references to BREEAM Very Good for the non-residential proposals. BREEAM very good includes a minimum level of water efficiency. We request that the development framework also considers how water efficiency measures can be incorporated into the new residential proposals.

Water efficiency should be a fundamental component of any approach to carbon reduction and we request that you clearly set out your water efficiency requirements and expectations in the development framework. A tighter water efficiency standard in new development has multiple benefits including a reduction in water and energy use, as well as helping to reduce customer bills. Water efficiency is therefore a key component of your journey to carbon neutrality. At the current time, Building Regulations includes a requirement for all new dwellings to achieve a water efficiency standard of 125 litres of water per person per day (l/p/d). In 2015 an '*optional*' requirement was introduced which is currently set at 110 l/p/d for new residential development. This can be implemented through local planning policy where there is a clear need based on evidence. Although this is not a requirement of the current local plan, we have evidence to justify the approach and we believe that the optional standard can be achieved at minimal cost. To promote sustainable development, we wish to highlight that United Utilities currently offers a reduction in infrastructure charges for applicant's delivering water efficient homes and draining surface water sustainably. More information on this can be found [here](#).

#### **6. Ground Conditions**

##### ***Groundwater Source Protection Zone***

We request that the development framework acknowledges the location of part of the site in groundwater source protection zone 3.

##### ***Water connections and Brownfield Land***

The ground investigation reports which we have seen to date that relate to the site indicate the presence of hydrocarbon contamination within ground and groundwater on-site. As this is a brownfield site, the developer will be required to undertake a Water Supply Pipe Risk Assessment (WSP RA), to select the correct water pipes for installation and to make connection to the proposed properties and businesses.

Ground investigation must be conducted in line with WSP RA guidance, to support the WSP RA submitted to United Utilities, along with an application for water connection. This will aid in design of future pipework and materials, to eliminate the risk of contamination entering the local water supply. We also request that you address the risk of contamination to water supply during construction.

### ***Brownfield Land***

Ground investigation reports indicate that there is potential for land or groundwater contamination to be present on-site, particularly aggressive ground conditions (from coal and ash storage and buried Galligu) which can affect steel and concrete pipelines, and hydrocarbons which can affect plastic pipes and impact water quality within existing pipes. You should liaise with the Environment Agency and Warrington Borough Council with regards to the risks to pre-existing underground structures and to controlled waters, groundwater and surface waters. We request that United Utilities is informed if the contaminated land risk assessment determines that the development shall potentially impact existing underground assets.

### ***High Water Table***

Based on our review of technical reports associated with the site, we note the presence of a high-water table. We request that you consider the potential impact of a high-water table on the proposed drainage infrastructure. United Utilities recommends that in designing the on-site drainage system, you should consider how the risk of infiltration and floatation to the on-site drainage system will be managed and mitigated.

If you wish to discuss the above matters, please do not hesitate to contact United Utilities via the existing channels for dialogue relating to this site.

Yours faithfully

Andrew Leysens MRTPI  
Planning, Landscape and Ecology  
United Utilities Water Limited

*Enc. Appendix: Supporting information for the decision maker, applicant, developers and any other interested party*

## **APPENDIX**

### **Supporting information for the decision maker, applicant, developers and any other interested party**

Whilst we provide the following information to support the design and delivery of the proposed scheme, we strongly recommend that the applicant, or any subsequent developer, contacts our Developer Services team at the earliest opportunity, using our **free pre-development enquiry service**, to ensure they have fully considered all aspects of development and to avoid any potential issues or unexpected costs at a later date.

Full details of the services offered to developers, guidance and application forms are available on our website: [www.unitedutilities.com/builders-developers/](http://www.unitedutilities.com/builders-developers/)

## **1.0 DRAINAGE DESIGN**

### **1.1 The importance of sustainable drainage systems**

We strongly encourage all developments to include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish. We request that Local Planning Authorities and applicants do all they can to avoid surface water entering the public sewer. The flows that come from this surface water are very large when compared with the foul water that comes from toilets, showers, baths, washing machines, etc. It is the surface water that uses up a lot of capacity in our sewers and results in the unnecessary pumping and treatment of surface water at our pumping stations and treatment works. If new developments can manage flows through sustainable drainage systems that discharge to an alternative to the public sewer, it will help to minimise the likelihood of sewers spilling into watercourses and the flooding of homes and businesses.

### **1.2 Adoption and construction of drainage systems**

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, their proposed detailed design will be subject to a technical appraisal by our Developer Services team and must meet the requirements outlined in 'Sewerage Sector Guidance Appendix C – Design and Construction Guidance v2-2' dated 29 June 2022 or any subsequent iteration. This is important as drainage design can be a key determining factor of site levels and layout.

If the proposal incorporates a SuDS component(s) which interacts with a sewer network that may be offered for adoption by United Utilities we recommend the applicant seeks further advice regarding the SuDS design; detailed information is available on our website.

Our acceptance of any drainage strategy submitted by an applicant to the Local Planning Authority for approval does not infer that a detailed drainage design will meet the requirements for a successful adoption application. We strongly recommend that no construction commences until the detailed drainage design has been submitted directly to United Utilities, assessed and accepted in writing. Any work carried out prior to the technical assessment being approved is done entirely at the developer's own risk and could be subject to change.

## **2.0 UNITED UTILITIES' PROPERTY, ASSETS AND INFRASTRUCTURE**

### **2.1 Water pipelines**

United Utilities will not allow building over or in close proximity to a water main.

For any works in the vicinity of water pipelines, the applicant must comply with any formal easement and our 'Standard Conditions for Works Adjacent to Pipelines', which can be found on our website: <https://www.unitedutilities.com/builders-developers/your-development/planning/building-over-or-working-near-our-assets/working-near-our-pipes/>

## **2.2 Wastewater pipelines**

United Utilities will not allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline. This will only be reviewed in exceptional circumstances.

*Nb. Proposals to extend domestic properties either above, or in close proximity to a public sewer will be reviewed on a case by case basis by either by a building control professional or following a direct application to United Utilities (see our website for further details).*

## **2.3 Water and wastewater pipelines and apparatus**

A number of providers offer a paid for mapping service, including United Utilities (see Section 4.0 'Contacts' (below)). The position of the underground apparatus shown on water and wastewater asset maps is approximate only and is given in accordance with the best information currently available. Therefore, we strongly recommend the applicant, or any future developer, does not rely solely on the asset maps to inform decisions relating to the detail of their site and instead investigates the precise location of any underground pipelines and apparatus.

Where additional information is requested to enable an assessment of the proximity of proposed development features to United Utilities assets, the proven location of pipelines should be confirmed by site survey; an extract of asset maps will not suffice. The applicant should seek advice from our Developer Services team on this matter. See Section 4.0. 'Contacts' (below). United Utilities Water will not accept liability for any loss or damage caused by the actual position of our assets and infrastructure being different from those shown on asset maps.

Developers should investigate the existence and the precise location of water and wastewater pipelines as soon as possible as this could significantly impact the preferred site layout and/or diversion of the asset(s) may be required. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense. In some circumstances, usually related to the size and nature of the assets impacted by proposals, developers may discover the cost of diversion is prohibitive in the context of their development scheme.

Any agreement to divert our underground assets will be subject to a diversion application, made directly to United Utilities. This is a separate matter to the determination of a planning application. We will not guarantee, or infer acceptance of, a proposed diversion through the planning process (where diversion is indicated on submitted plans). In the event that an application to divert or abandon underground assets is submitted to United Utilities and subsequently rejected (either before or after the determination of a planning application), applicants should be aware that they may need to amend their proposed layout to accommodate United Utilities' assets.

Where United Utilities' assets exist, the level of cover to United Utilities' pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. This would include sustainable drainage features, earth movement and the transport and position of construction equipment and vehicles.



Any construction activities in the vicinity of United Utilities' assets, including any assets or infrastructure that may be located outside the applicant's red line boundary, must comply with national building and construction standards, any formal easement and where applicable, our '*Standard Conditions for Works Adjacent to Pipelines*', which can be found on our website: <https://www.unitedutilities.com/builders-developers/your-development/planning/building-over-or-working-near-our-assets/working-near-our-pipes/>.

The applicant, and/or any subsequent developer should note that our '*Standard Conditions*' guidance applies to any design and construction activities in close proximity to water pipelines and apparatus that are no longer in service, as well as pipelines and apparatus that are currently in operation.

It is the responsibility of the applicant to ensure that the access required by United Utilities is provided within any proposed layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity.

### **3.0 WATER AND WASTEWATER SERVICES, METERING AND CHARGES**

If the applicant intends to receive water and/or wastewater services from United Utilities they should visit our website or contact the Developer Services team for advice at the earliest opportunity. This includes seeking confirmation of the required metering arrangements for the proposed development. See Section 4.0 'Contacts' (below).

If the proposed development site benefits from existing water and wastewater connections, the applicant should not assume that the connection(s) will be suitable for the new proposal or that any existing metering arrangements will suffice. In addition, if reinforcement of the water network is required to meet potential demand, this could be a significant project and the design and construction period should be accounted for.

In some circumstances we may require a compulsory meter is fitted. For detailed guidance on whether the development will require a compulsory meter please visit <https://www.unitedutilities.com/my-account/your-bill/our-household-charges-20232024/> and go to Section 7.7 for compulsory metering.

To promote sustainable development United Utilities offers a reduction in infrastructure charges to applicant's delivering water efficient homes and draining surface water sustainably (criteria applies). For further information, we strongly recommend the applicant visits our website when considering any water or wastewater design <https://www.unitedutilities.com/builders-developers/your-development/planning/building-sustainable-homes/>

Business customers can find additional information on our sustainable drainage incentive scheme at <https://www.unitedutilities.com/Business-services/retailers/incentive-schemes/>

To avoid any unnecessary costs and delays being incurred by the applicant or any subsequent developer, we strongly recommend the applicant seeks advice regarding water and wastewater services and metering arrangements, at the earliest opportunity. See Section 4.0 'Contacts' (below).

### **4.0 CONTACTS**

For advice on your development contact our **DEVELOPER SERVICES** team as follows:

**Website** (including 'Live Chat'): <http://www.unitedutilities.com/builders-developers.aspx>

**Email:**

**WATER** (water mains, supply and metering): [DeveloperServicesWater@uuplc.co.uk](mailto:DeveloperServicesWater@uuplc.co.uk)  
**WASTEWATER** (public sewers and drainage): [SewerAdoptions@uuplc.co.uk](mailto:SewerAdoptions@uuplc.co.uk)

**Telephone** (Monday-Friday, 8am-6pm): **0345 072 6067**

**PROPERTY SEARCHES (FOR ASSET MAPS):**

A number of providers offer a paid for mapping service including United Utilities. For more information, or to purchase a sewer and water plan from United Utilities, please visit <https://www.unitedutilities.com/property-searches/>

Water and sewer records can be viewed for free at our Warrington Head Office by calling 0370 751 0101. Appointments must be made in advance. Public sewer records can be viewed at local authority offices. Arrangements should be made directly with the local authority.

**UNITED UTILITIES LEGAL SERVICES (FOR EASEMENT DOCUMENTS):**

Copies of relevant deeds may be purchased from United Utilities Legal Services. This information is also available from Land Registry.

To purchase a copy of easement documents from United Utilities, please email: [LegalServices@uuplc.co.uk](mailto:LegalServices@uuplc.co.uk)

Peel NRE

FAO: Kieran James

By email

09.02.24

**Site:** Fiddlers Ferry, Widnes Road, Cuerdley WA5 2UT

**Proposal:** Fiddler's Ferry Draft Development Framework

**Sport England Reference:** PA/24/NW/WR/66664

Thank you for consulting Sport England on the Fiddler's Ferry Draft Development Framework. Sport England would like to provide the following comments that should assist in the development of the framework.

### **Sport England – Statutory consultee role and policy**

As the site is considered to contain a playing field, or land last used as playing field, Sport England advises that any forthcoming planning application would require statutory consultation, under the terms of the Town and Country Planning (Development Management Procedure) (England) Order 2015, at the formal planning application stage.

Sport England considers proposals affecting playing fields in light of the National Planning Policy Framework (NPPF) (in particular Para. 103) and against its own playing fields policy, which states:

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.' A summary of the exceptions is provided in the annex to this response.

Sport England's Playing Fields Policy and Guidance document can be viewed via this link: [Planning for sport | Sport England](#)

## The Proposal and its Impact on the playing field

It is understood that when the power station was operational it contained a grass playing field measuring approximately 1.5ha for use of the private sports and social club to the onsite work force. Based on the most up to date aerial images of the site (which also appears to indicate the presence of a bowling green which should also be included in the playing field land measurement), it appears that this area of playing field was still maintained and marked out as a playing pitch as recently as 2021



2021 Google Earth aerial image of playing field and bowling green.

Based on the information contained within the submission documents, it is understood that this area of playing field it to be replaced by new area playing field of equivalent area (1.5ha) on a part of the proposal site further to the south adjacent to the railway and existing substation. Based on key plan imagery it appears that the proposed playing field will contain 2 sports pitches:



### Assessment against Sport England’s Playing Fields Policy and NPPF

The proposed development results in the loss of approximately 1.5 ha of playing field. Exception 4 of Sport England’s Playing Fields Policy and Guidance details that the area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and
- subject to equivalent or better accessibility and management arrangements.

As mentioned previously, the submission documents indicate that this 1.5ha loss will be replaced by a new area of playing field as shown in the image above.

For Sport England to consider this replacement to be acceptable, this new area of playing field will need to satisfy the four bullet points contained within Exception 4.

Please note that to accord with Exception 4 any new area of playing field will need to be provided **prior to the commencement of development or loss of the existing playing field.**

In terms of meeting the equivalent or better quality requirement, Paragraph 58 of Sport England's Playing Fields Policy and Guidance document provides clarification of what is meant by 'equivalent quality':

*"A new area of playing field being laid out, drained, maintained and provided with the necessary ancillary facilities so as to have the same capability, functionality and flexibility as the existing area of playing field to accommodate playing pitches, matches, training sessions and other sporting activities."*

To satisfy this quality requirement, any forthcoming application proposing replacement playing field provision should include an assessment of the performance of the existing area of playing field, the programme of works (including pitch construction) for the creation of the proposed replacement area of playing field (to ensure it is developed to the required quality), along with an ongoing management and monitoring plan.

The above details should be undertaken and developed by a suitably qualified and experienced sports turf consultant. Replacement areas of playing field and facilities should satisfy appropriate Sport England and national governing body of sport design guidance, and have regard to the following: [natural-turf-for-sport.pdf \(sportengland-production-files.s3.eu-west-2.amazonaws.com\)](http://sportengland-production-files.s3.eu-west-2.amazonaws.com/natural-turf-for-sport.pdf).

Further to this, to satisfy the quality element of Exception 4, it will also be necessary to provide details of any ancillary facilities that support the use of the playing field such as sport pavilion or ancillary parking area. These should be designed in accordance with the following guidance: <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

In order to satisfy the quantity requirement of bullet point two, it will be necessary to provide at least 1.5ha of **natural turf** playing field. Please note that Artificial Grass Pitches (AGPs) will not satisfy this replacement quantity requirement of Exception 4.

In terms of location, no exact details have been provided at this stage, but the above image indicates that the proposed playing field will be situated in close proximity to the proposed residential development and primary school campus.

The siting of any new playing field land should be in a position where users can conveniently gain access by a variety of transport modes as access by public transport, cycling and walking are key considerations. Sport England assesses what it considers to be a suitable location in each case, taking into account the convenience of the location to current, appropriate former, and potential users of a playing field, including for example their competitive play, training and practice needs.

Bullet point four of Exception 4 specifies that any new area of playing field should be subject to equivalent or better accessibility and management arrangements compared to the existing field which is to be lost.

No details of this have been provided at this stage but it is advised that any application for new playing field provision includes a draft community use agreement (CUA) which confirms how the field will be made available for use by the local community or sports teams.

This CUA should also provide details in relation to all aspects that govern the running of a playing field including ownership arrangements, rental and maintenance costs, management charges, opening hours, community access, staffing levels, and any restrictive covenants. The CUA should also include details of any revenue generating activities that support the running of a playing field such as clubhouse social facilities, bars, catering and advertising.

### **Sport England – Non-Statutory consultee role and policy**

Government planning policy, within the National Planning Policy Framework (NPPF), identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process.

Providing enough sports facilities of the right quality and type in the right places is vital to achieving this aim. This means that positive planning for sport, protection from the unnecessary loss of sports facilities, along with an integrated approach to providing new housing and employment land with community facilities is important.

It is essential therefore that the finalised development framework reflects and complies with national planning policy for sport as set out in the NPPF with particular reference to paras 102 and 103.

Sport England provides guidance on developing planning policy for sport and vital to the development and implementation of planning policy is the evidence base on which it is founded.

Sport England works with local authorities to ensure their Local Plan is underpinned by robust and up to date evidence. In line with para 102 of the NPPF, this takes the form of assessments of need and strategies for indoor and outdoor sports facilities.

It is important that the finalised development framework reflects the recommendations and actions set out in any such strategies, including those which may specifically relate to the local area, and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support their delivery.

Any new housing developments will generate additional demand for sport. If existing sports facilities across the Warrington area do not have the capacity to absorb the additional demand created by the proposed of 860 dwellings (approximate population increase of 2,064), then the finalised development framework and subsequent planning applications for the site should look to ensure that new sports facilities, or improvements to existing sports facilities are secured and delivered.

Proposed actions to meet the demand should accord with any approved local plan or neighbourhood plan policy for social infrastructure, along with priorities resulting from any assessment of need, or set out in any playing pitch or other indoor and/or outdoor sports facility strategy that the local authority has in place.

For instance, as referenced in the submission documents the development framework should be informed by the emerging Warrington Borough Council 2023 Playing Pitch and Outdoor Sport Strategy. Further to this, any financial contributions towards built sport facilities will need to accord with the adopted Warrington Planning Obligations SPD and the emerging Warrington Indoor & Built Sports Facilities Needs Assessment Report.

Sport England is pleased to see that information in relation to proposed playing pitch provision and financial contributions for sports facilities is provided in the submitted Appendices document at sections POS3-POS6. However, in any forthcoming application it will be necessary to justify the figures quoted as these



appear to differ from those as generated via an examination of the Warrington Borough Council 2022 Playing Pitch and Outdoor Sport Strategy and the Active Places Playing Pitch Calculator for a population increase of approximately 2064 (860 (proposed dwellings) x 2.4 (national average occupancy rate)). A summary of this is as follows:

Estimated demand and costs for new pitches (pitches and training demand) and ancillary provision

|                                 | Number of pitches to meet estimated demand | Capital Cost | Lifecycle Cost (per annum) | Changing Rooms (number) | Changing Rooms (capital cost) |
|---------------------------------|--|--------------|----------------------------|-------------------------|-------------------------------|
| <b>Total</b>                    | 3.30                                       | £449,375     | £59,342                    | 3.36                    | £653,664                      |
| <b>Natural Grass Pitches</b>    | 3.14                                       | £277,789     | £54,201                    | 3.06                    | £593,641                      |
| Adult Football                  | 0.40                                       | £43,481      | £8,566                     | 0.80                    | £155,148                      |
| Youth Football                  | 1.28                                       | £114,417     | £23,112                    | 1.28                    | £249,526                      |
| Mini Soccer                     | 0.97                                       | £28,929      | £5,728                     | 0.00                    | £0                            |
| Rugby Union                     | 0.11                                       | £18,293      | £3,384                     | 0.22                    | £43,516                       |
| Rugby League                    | 0.28                                       | £40,006      | £7,401                     | 0.56                    | £108,292                      |
| Cricket                         | 0.10                                       | £32,663      | £6,010                     | 0.19                    | £37,160                       |
| <b>Artificial Grass Pitches</b> | 0.15                                       | £171,586     | £5,140                     | 0.31                    | £60,022                       |
| Sand Based                      | 0.01                                       | £13,732      | £357                       | 0.03                    | £5,674                        |
| 3G                              | 0.14                                       | £157,853     | £4,783                     | 0.28                    | £54,349                       |

Source of costs: Capital Cost - Sport England Facilities Costs 2023 (Q2)

Lifecycle Costs - Based on a % of the total project cost per annum as set out in Sport England's Life Cycle Costs Natural Turf Pitches and Artificial Surfaces documents (2023 Q2)

<https://www.sportengland.org/facilities-planning/design-and-cost-guidance/cost-guidance>

Similarly, the figure quoted in the Appendices for indoor sports facilities (£795,034) also appears to differ from that as generated via Active Places (£937,709) which is broken down as follows:

Indoor Bowls- £14,685  
AGPs- £59,087  
Sports Halls- £ 412,209  
Swimming Pools- £451,728

**TOTAL- £937,709**

In line with the NPPF (including Section 8) and Planning Practice Guidance (Health and wellbeing section), links below, consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing individual proposals. Further information can be found by following these links:

NPPF Section 8: [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk)

PPG Health and wellbeing section: [Healthy and safe communities - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Sport England's Active Design Guidance: [Active Design | Sport England](https://www.sportengland.org)

Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity. The guidance, and its accompanying checklist, could also be used at the evidence gathering stage of the development framework to help undertake an assessment of how the design and layout of the proposed Fiddlers Ferry site area would enable people to lead active lifestyles.

If you need any further advice, please do not hesitate to contact Sport England using the contact details below.

Yours sincerely,

**Richard Sewell MSc BA Hons MRTPI**

Planning Manager

M: 07826168036

E: [richard.sewell@sportengland.org](mailto:richard.sewell@sportengland.org)

## **Annex**

### **The Five Exceptions to Sport England's Playing Fields Policy**

#### **Exception 1**

A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.

#### **Exception 2**

The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.

#### **Exception 3**

The proposed development affects only land incapable of forming part of a playing pitch and does not:

- reduce the size of any playing pitch;
- result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
- reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
- result in the loss of other sporting provision or ancillary facilities on the site;
- or
- prejudice the use of any remaining areas of playing field on the site.

#### **Exception 4**

The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and
- subject to equivalent or better accessibility and management arrangements.

#### **Exception 5**

The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

**The full 'Playing Fields Policy and Guidance Document' is available to view at:**

[www.sportengland.org/playingfieldspolicy](http://www.sportengland.org/playingfieldspolicy)

Peel NRE

FAO: Kieran James

By email

09.02.24

**Site:** Fiddlers Ferry, Widnes Road, Cuerdley WA5 2UT

**Proposal:** Fiddler's Ferry Draft Development Framework

**Sport England Reference:** PA/24/NW/WR/66664

Thank you for consulting Sport England on the Fiddler's Ferry Draft Development Framework. Sport England would like to provide the following comments that should assist in the development of the framework.

### **Sport England – Statutory consultee role and policy**

As the site is considered to contain a playing field, or land last used as playing field, Sport England advises that any forthcoming planning application would require statutory consultation, under the terms of the Town and Country Planning (Development Management Procedure) (England) Order 2015, at the formal planning application stage.

Sport England considers proposals affecting playing fields in light of the National Planning Policy Framework (NPPF) (in particular Para. 103) and against its own playing fields policy, which states:

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.' A summary of the exceptions is provided in the annex to this response.

Sport England's Playing Fields Policy and Guidance document can be viewed via this link: [Planning for sport | Sport England](#)

## The Proposal and its Impact on the playing field

It is understood that when the power station was operational it contained a grass playing field measuring approximately 1.5ha for use of the private sports and social club to the onsite work force. Based on the most up to date aerial images of the site (which also appears to indicate the presence of a bowling green which should also be included in the playing field land measurement), it appears that this area of playing field was still maintained and marked out as a playing pitch as recently as 2021



2021 Google Earth aerial image of playing field and bowling green.

Based on the information contained within the submission documents, it is understood that this area of playing field it to be replaced by new area playing field of equivalent area (1.5ha) on a part of the proposal site further to the south adjacent to the railway and existing substation. Based on key plan imagery it appears that the proposed playing field will contain 2 sports pitches:



### Assessment against Sport England’s Playing Fields Policy and NPPF

The proposed development results in the loss of approximately 1.5 ha of playing field. Exception 4 of Sport England’s Playing Fields Policy and Guidance details that the area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and
- subject to equivalent or better accessibility and management arrangements.

As mentioned previously, the submission documents indicate that this 1.5ha loss will be replaced by a new area of playing field as shown in the image above.

For Sport England to consider this replacement to be acceptable, this new area of playing field will need to satisfy the four bullet points contained within Exception 4.

Please note that to accord with Exception 4 any new area of playing field will need to be provided **prior to the commencement of development or loss of the existing playing field.**

In terms of meeting the equivalent or better quality requirement, Paragraph 58 of Sport England's Playing Fields Policy and Guidance document provides clarification of what is meant by 'equivalent quality':

*"A new area of playing field being laid out, drained, maintained and provided with the necessary ancillary facilities so as to have the same capability, functionality and flexibility as the existing area of playing field to accommodate playing pitches, matches, training sessions and other sporting activities."*

To satisfy this quality requirement, any forthcoming application proposing replacement playing field provision should include an assessment of the performance of the existing area of playing field, the programme of works (including pitch construction) for the creation of the proposed replacement area of playing field (to ensure it is developed to the required quality), along with an ongoing management and monitoring plan.

The above details should be undertaken and developed by a suitably qualified and experienced sports turf consultant. Replacement areas of playing field and facilities should satisfy appropriate Sport England and national governing body of sport design guidance, and have regard to the following: [natural-turf-for-sport.pdf \(sportengland-production-files.s3.eu-west-2.amazonaws.com\)](http://sportengland-production-files.s3.eu-west-2.amazonaws.com/natural-turf-for-sport.pdf).

Further to this, to satisfy the quality element of Exception 4, it will also be necessary to provide details of any ancillary facilities that support the use of the playing field such as sport pavilion or ancillary parking area. These should be designed in accordance with the following guidance: <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

In order to satisfy the quantity requirement of bullet point two, it will be necessary to provide at least 1.5ha of **natural turf** playing field. Please note that Artificial Grass Pitches (AGPs) will not satisfy this replacement quantity requirement of Exception 4.

In terms of location, no exact details have been provided at this stage, but the above image indicates that the proposed playing field will be situated in close proximity to the proposed residential development and primary school campus.

The siting of any new playing field land should be in a position where users can conveniently gain access by a variety of transport modes as access by public transport, cycling and walking are key considerations. Sport England assesses what it considers to be a suitable location in each case, taking into account the convenience of the location to current, appropriate former, and potential users of a playing field, including for example their competitive play, training and practice needs.

Bullet point four of Exception 4 specifies that any new area of playing field should be subject to equivalent or better accessibility and management arrangements compared to the existing field which is to be lost.

No details of this have been provided at this stage but it is advised that any application for new playing field provision includes a draft community use agreement (CUA) which confirms how the field will be made available for use by the local community or sports teams.

This CUA should also provide details in relation to all aspects that govern the running of a playing field including ownership arrangements, rental and maintenance costs, management charges, opening hours, community access, staffing levels, and any restrictive covenants. The CUA should also include details of any revenue generating activities that support the running of a playing field such as clubhouse social facilities, bars, catering and advertising.

### **Sport England – Non-Statutory consultee role and policy**

Government planning policy, within the National Planning Policy Framework (NPPF), identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process.

Providing enough sports facilities of the right quality and type in the right places is vital to achieving this aim. This means that positive planning for sport, protection from the unnecessary loss of sports facilities, along with an integrated approach to providing new housing and employment land with community facilities is important.



It is essential therefore that the finalised development framework reflects and complies with national planning policy for sport as set out in the NPPF with particular reference to paras 102 and 103.

Sport England provides guidance on developing planning policy for sport and vital to the development and implementation of planning policy is the evidence base on which it is founded.

Sport England works with local authorities to ensure their Local Plan is underpinned by robust and up to date evidence. In line with para 102 of the NPPF, this takes the form of assessments of need and strategies for indoor and outdoor sports facilities.

It is important that the finalised development framework reflects the recommendations and actions set out in any such strategies, including those which may specifically relate to the local area, and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support their delivery.

Any new housing developments will generate additional demand for sport. If existing sports facilities across the Warrington area do not have the capacity to absorb the additional demand created by the proposed of 860 dwellings (approximate population increase of 2,064), then the finalised development framework and subsequent planning applications for the site should look to ensure that new sports facilities, or improvements to existing sports facilities are secured and delivered.

Proposed actions to meet the demand should accord with any approved local plan or neighbourhood plan policy for social infrastructure, along with priorities resulting from any assessment of need, or set out in any playing pitch or other indoor and/or outdoor sports facility strategy that the local authority has in place.

For instance, as referenced in the submission documents the development framework should be informed by the emerging Warrington Borough Council 2023 Playing Pitch and Outdoor Sport Strategy. Further to this, any financial contributions towards built sport facilities will need to accord with the adopted Warrington Planning Obligations SPD and the emerging Warrington Indoor & Built Sports Facilities Needs Assessment Report.

Sport England is pleased to see that information in relation to proposed playing pitch provision and financial contributions for sports facilities is provided in the submitted Appendices document at sections POS3-POS6. However, in any forthcoming application it will be necessary to justify the figures quoted as these

appear to differ from those as generated via an examination of the Warrington Borough Council 2022 Playing Pitch and Outdoor Sport Strategy and the Active Places Playing Pitch Calculator for a population increase of approximately 2064 (860 (proposed dwellings) x 2.4 (national average occupancy rate)). A summary of this is as follows:

Estimated demand and costs for new pitches (pitches and training demand) and ancillary provision

|                                 | Number of pitches to meet estimated demand | Capital Cost | Lifecycle Cost (per annum) | Changing Rooms (number) | Changing Rooms (capital cost) |
|---------------------------------|--|--------------|----------------------------|-------------------------|-------------------------------|
| <b>Total</b>                    | 3.30                                       | £449,375     | £59,342                    | 3.36                    | £653,664                      |
| <b>Natural Grass Pitches</b>    | 3.14                                       | £277,789     | £54,201                    | 3.06                    | £593,641                      |
| Adult Football                  | 0.40                                       | £43,481      | £8,566                     | 0.80                    | £155,148                      |
| Youth Football                  | 1.28                                       | £114,417     | £23,112                    | 1.28                    | £249,526                      |
| Mini Soccer                     | 0.97                                       | £28,929      | £5,728                     | 0.00                    | £0                            |
| Rugby Union                     | 0.11                                       | £18,293      | £3,384                     | 0.22                    | £43,516                       |
| Rugby League                    | 0.28                                       | £40,006      | £7,401                     | 0.56                    | £108,292                      |
| Cricket                         | 0.10                                       | £32,663      | £6,010                     | 0.19                    | £37,160                       |
| <b>Artificial Grass Pitches</b> | 0.15                                       | £171,586     | £5,140                     | 0.31                    | £60,022                       |
| Sand Based                      | 0.01                                       | £13,732      | £357                       | 0.03                    | £5,674                        |
| 3G                              | 0.14                                       | £157,853     | £4,783                     | 0.28                    | £54,349                       |

Source of costs: Capital Cost - Sport England Facilities Costs 2023 (Q2)

Lifecycle Costs - Based on a % of the total project cost per annum as set out in Sport England's Life Cycle Costs Natural Turf Pitches and Artificial Surfaces documents (2023 Q2)

<https://www.sportengland.org/facilities-planning/design-and-cost-guidance/cost-guidance>

Similarly, the figure quoted in the Appendices for indoor sports facilities (£795,034) also appears to differ from that as generated via Active Places (£937, 709) which is broken down as follows:

Indoor Bowls- £14,685  
AGPs- £59,087  
Sports Halls- £ 412,209  
Swimming Pools- £451,728

**TOTAL- £937,709**

In line with the NPPF (including Section 8) and Planning Practice Guidance (Health and wellbeing section), links below, consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing individual proposals. Further information can be found by following these links:

NPPF Section 8: [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk)

PPG Health and wellbeing section: [Healthy and safe communities - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Sport England's Active Design Guidance: [Active Design | Sport England](https://www.sportengland.org)

Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity. The guidance, and its accompanying checklist, could also be used at the evidence gathering stage of the development framework to help undertake an assessment of how the design and layout of the proposed Fiddlers Ferry site area would enable people to lead active lifestyles.

If you need any further advice, please do not hesitate to contact Sport England using the contact details below.

Yours sincerely,

**Richard Sewell MSc BA Hons MRTPI**

Planning Manager

M: 07826168036

E: [richard.sewell@sportengland.org](mailto:richard.sewell@sportengland.org)

## **Annex**

### **The Five Exceptions to Sport England's Playing Fields Policy**

#### **Exception 1**

A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.

#### **Exception 2**

The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.

#### **Exception 3**

The proposed development affects only land incapable of forming part of a playing pitch and does not:

- reduce the size of any playing pitch;
- result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
- reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
- result in the loss of other sporting provision or ancillary facilities on the site;
- or
- prejudice the use of any remaining areas of playing field on the site.

#### **Exception 4**

The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and
- subject to equivalent or better accessibility and management arrangements.

#### **Exception 5**

The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

**The full 'Playing Fields Policy and Guidance Document' is available to view at:**

[www.sportengland.org/playingfieldspolicy](http://www.sportengland.org/playingfieldspolicy)



## Sport Facility Calculator

The Sports Facility Calculator (SFC) is a planning tool which helps to estimate the amount of demand for key community sports facilities that may be generated by a given population. The SFC is hosted on the Active Places Power website - <https://www.activeplacespower.com>.

*The SFC results presented below are based on the following criteria:*

|                            |   |                        |                   |
|----------------------------|---|------------------------|-------------------|
| <b>Area of Interest:</b>   | <b>Warrington UA</b>  | <b>Population:</b>     | <b>2,064</b>      |
| <b>Population Profile:</b> | <b>Warrington UA</b>  | <b>Date generated:</b> | <b>09/02/2024</b> |
| <b>Build Costs:</b>        | <b>Q2 2023</b>  | <b>BCIS:</b>           | <b>June 2023</b>  |
| <b>Population:</b>         | <b>Projection for 2023, based on 2021 Census data and modified by 2018-based Subnational Population Projections for Local Authorities. Adapted from data from the Office for National Statistics licensed under the Open Government Licence v.3.0. London boroughs modified by GLA 2021-based Demographic Projections - ward populations, identified capacity scenario, © Greater London Authority, 2021.</b> |                        |                   |

*Facility Requirements:*

| Artificial Grass Pitches |         |
|--------------------------|---------|
| Demand adjusted by       | 0%      |
| Pitches                  | 0.06    |
| vpwpp                    | 43      |
| Cost if 3G               | £65,397 |
| Cost if Sand             | £59,087 |

DISCLAIMER: Sport England has made all reasonable endeavours to ensure the accuracy of the material contained in the Sport Facility Calculator. The Calculator has been produced in good faith and Sport England does not accept any liability that may come from the use of it. The use of the Calculator is entirely at the user's own risk and Sport England does not accept any liability caused from its use.

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**Build Costs:** Q2 2023      **BCIS:** June 2023  
**Population:** Projection for 2023, based on 2021 Census data and modified by 2018-based Subnational Population Projections for Local Authorities. Adapted from data from the Office for National Statistics licensed under the Open Government Licence v.3.0. London boroughs modified by GLA 2021-based Demographic Projections - ward populations, identified capacity scenario, © Greater London Authority, 2021.

*Facility Requirements:*

| Indoor Bowls       |         |
|--------------------|---------|
| Demand adjusted by | 0%      |
| Rinks              | 0.03    |
| Centres            | 0.01    |
| vpwpp              | 5       |
| Cost               | £14,685 |

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**Build Costs:** Q2 2023      **BCIS:** June 2023  
**Population:** Projection for 2023, based on 2021 Census data and modified by 2018-based Subnational Population Projections for Local Authorities. Adapted from data from the Office for National Statistics licensed under the Open Government Licence v.3.0. London boroughs modified by GLA 2021-based Demographic Projections - ward populations, identified capacity scenario, © Greater London Authority, 2021.

*Facility Requirements:*

| Sports Halls       |          |
|--------------------|----------|
| Demand adjusted by | 0%       |
| Courts             | 0.58     |
| Halls              | 0.15     |
| vpwpp              | 171      |
| Cost               | £412,209 |

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*The SFC results presented below are based on the following criteria:*

|                            |   |                        |                   |
|----------------------------|---|------------------------|-------------------|
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| <b>Population Profile:</b> | <b>Warrington UA</b>  | <b>Date generated:</b> | <b>09/02/2024</b> |
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*Facility Requirements:*

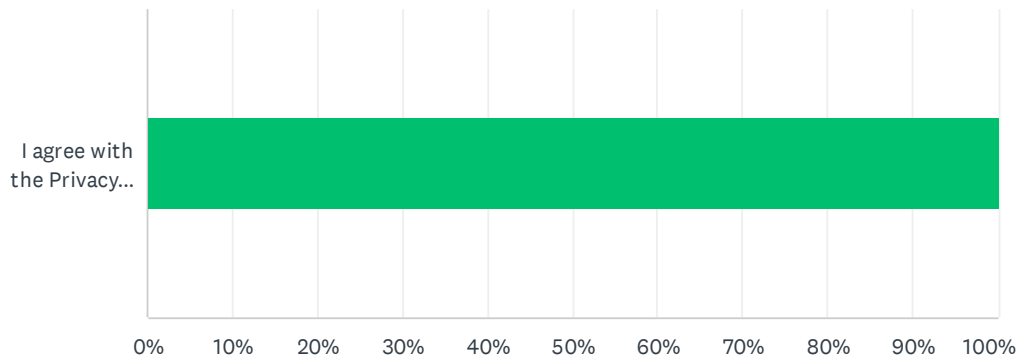
| Swimming Pools     |          |
|--------------------|----------|
| Demand adjusted by | 0%       |
| Square meters      | 22.22    |
| Lanes              | 0.42     |
| Pools              | 0.10     |
| vpwpp              | 135      |
| Cost               | £451,728 |

DISCLAIMER: Sport England has made all reasonable endeavours to ensure the accuracy of the material contained in the Sport Facility Calculator. The Calculator has been produced in good faith and Sport England does not accept any liability that may come from the use of it. The use of the Calculator is entirely at the user's own risk and Sport England does not accept any liability caused from its use.

## Appendix 8 – Survey Results

# Q1 To start the survey, please agree to the Privacy Policy.

Answered: 338 Skipped: 0



| ANSWER CHOICES                  | RESPONSES |     |
|---------------------------------|-----------|-----|
| I agree with the Privacy Policy | 100.00%   | 338 |
| Total Respondents: 338          |           |     |

## Q2 What is your postcode?

Answered: 301 Skipped: 37

| #  | RESPONSES | DATE               |
|----|-----------|--------------------|
| 1  | Wa8 0qw   | 2/12/2024 6:15 AM  |
| 2  | WA3 7PD   | 2/10/2024 10:20 PM |
| 3  | WA8 7NL   | 2/10/2024 10:05 PM |
| 4  | Wa89wy    | 2/10/2024 7:48 PM  |
| 5  | Wa56jp    | 2/10/2024 5:47 PM  |
| 6  | WA5 2PG   | 2/10/2024 7:54 AM  |
| 7  | WA8 0qt   | 2/10/2024 7:36 AM  |
| 8  | Wa5 1ry   | 2/9/2024 9:30 PM   |
| 9  | Wa8 3lr   | 2/9/2024 8:34 PM   |
| 10 | WA8 8RQ   | 2/9/2024 2:07 PM   |
| 11 | Wa52dr    | 2/9/2024 12:32 PM  |
| 12 | m21 8df   | 2/9/2024 10:42 AM  |
| 13 | WA8 3YY   | 2/9/2024 12:20 AM  |
| 14 | Wa87hw    | 2/8/2024 10:29 PM  |
| 15 | WA7 2rq   | 2/8/2024 7:18 AM   |
| 16 | Wa8 6tu   | 2/8/2024 5:25 AM   |
| 17 | wa52hn    | 2/7/2024 11:55 PM  |
| 18 | WA5 1XB   | 2/7/2024 10:41 PM  |
| 19 | Wa88hj    | 2/7/2024 9:47 PM   |
| 20 | WA8 0QR   | 2/7/2024 3:07 PM   |
| 21 | Wa8 3jd   | 2/7/2024 8:16 AM   |
| 22 | Wa87pn    | 2/6/2024 10:13 PM  |
| 23 | Wa53yb    | 2/6/2024 8:09 AM   |
| 24 | Wa53sb    | 2/5/2024 8:30 PM   |
| 25 | Wa53uh    | 2/5/2024 5:34 PM   |
| 26 | WA 88 HW  | 2/5/2024 12:41 PM  |
| 27 | WA5 2PF   | 2/5/2024 12:23 PM  |
| 28 | WA89RX    | 2/5/2024 11:50 AM  |
| 29 | WA8 9FA   | 2/5/2024 8:26 AM   |
| 30 | Wa87hf    | 2/5/2024 8:24 AM   |
| 31 | Wa83fj    | 2/5/2024 12:12 AM  |
| 32 | Wa13sx    | 2/4/2024 10:44 PM  |
| 33 | Wa85dw    | 2/4/2024 9:31 PM   |
| 34 | Wa5 2ht   | 2/4/2024 5:59 PM   |
| 35 | WA5 2PF   | 2/4/2024 5:18 PM   |

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|    |          |                    |
|----|----------|--------------------|
| 36 | WA10 4RW | 2/4/2024 4:12 PM   |
| 37 | Wa5 2pf  | 2/4/2024 10:31 AM  |
| 38 | WA72BJ   | 2/4/2024 8:37 AM   |
| 39 | Wa89dp   | 2/3/2024 10:30 PM  |
| 40 | Wa88hz   | 2/3/2024 9:44 PM   |
| 41 | Wa52dt   | 2/3/2024 8:34 PM   |
| 42 | Wa8 8bz  | 2/3/2024 8:22 PM   |
| 43 | WA7 1XH  | 2/3/2024 5:37 PM   |
| 44 | WA5 2SP  | 2/3/2024 3:51 PM   |
| 45 | WA8 6EG  | 2/3/2024 2:07 PM   |
| 46 | Wa87qn   | 2/3/2024 2:06 PM   |
| 47 | Wa8 3sf  | 2/3/2024 10:49 AM  |
| 48 | Wa44jx   | 2/3/2024 8:01 AM   |
| 49 | Wa83ae   | 2/3/2024 5:41 AM   |
| 50 | Wa83ae   | 2/2/2024 8:28 PM   |
| 51 | WA8 3ae  | 2/2/2024 8:20 PM   |
| 52 | WA12 9GT | 2/2/2024 7:09 AM   |
| 53 | Wa89as   | 2/2/2024 5:37 AM   |
| 54 | Wa7 6hh  | 2/1/2024 11:04 PM  |
| 55 | WA7 6PA  | 2/1/2024 8:13 PM   |
| 56 | Wa5 2hs  | 2/1/2024 8:09 PM   |
| 57 | WA8 0NF  | 2/1/2024 5:19 PM   |
| 58 | Wa7 2sn  | 2/1/2024 2:37 PM   |
| 59 | Wa8 3yh  | 2/1/2024 1:54 PM   |
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| 61 | WA4 2UU  | 2/1/2024 5:54 AM   |
| 62 | Wa5 8gg  | 1/31/2024 11:44 PM |
| 63 | Wa52ld   | 1/31/2024 10:57 PM |
| 64 | WA51HB   | 1/31/2024 4:56 PM  |
| 65 | WA52DR   | 1/31/2024 4:07 PM  |
| 66 | I25 6hf  | 1/31/2024 1:41 PM  |
| 67 | SK145JY  | 1/31/2024 10:42 AM |
| 68 | WA5 3HH  | 1/31/2024 8:53 AM  |
| 69 | WA5 2UX  | 1/31/2024 7:53 AM  |
| 70 | Wa8 6ep  | 1/31/2024 2:48 AM  |
| 71 | WA5 2SJ  | 1/30/2024 10:40 PM |
| 72 | WA8 7JG  | 1/30/2024 9:17 PM  |
| 73 | Wa5 2pw  | 1/30/2024 7:57 PM  |
| 74 | WA51LJ   | 1/30/2024 6:53 PM  |
| 75 | WA5 2BA  | 1/30/2024 6:11 PM  |
| 76 | WA5 2LG  | 1/30/2024 4:07 PM  |

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|     |         |                    |
|-----|---------|--------------------|
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| 78  | WA5 2JZ | 1/30/2024 3:44 PM  |
| 79  | Wa83yh  | 1/30/2024 3:30 PM  |
| 80  | WA5 2EH | 1/30/2024 3:30 PM  |
| 81  | WA5 2SG | 1/30/2024 3:11 PM  |
| 82  | L266lx  | 1/30/2024 2:04 PM  |
| 83  | WA7 1LS | 1/30/2024 10:35 AM |
| 84  | Wa52ew  | 1/30/2024 8:01 AM  |
| 85  | WA52SJ  | 1/30/2024 7:54 AM  |
| 86  | Wa72an  | 1/29/2024 10:00 PM |
| 87  | WA5 2EE | 1/29/2024 9:43 PM  |
| 88  | Wa28bq  | 1/29/2024 9:35 PM  |
| 89  | Wa84tj  | 1/29/2024 9:10 PM  |
| 90  | WA5 2SG | 1/29/2024 9:09 PM  |
| 91  | WA36PP  | 1/29/2024 3:18 PM  |
| 92  | Wa86qt  | 1/29/2024 12:24 PM |
| 93  | WA5 3NX | 1/29/2024 12:19 PM |
| 94  | Wa86qs  | 1/29/2024 9:36 AM  |
| 95  | WA4 5AH | 1/29/2024 7:55 AM  |
| 96  | Wa5 3hf | 1/29/2024 7:53 AM  |
| 97  | Wa51Zhb | 1/29/2024 12:31 AM |
| 98  | Wa5 3xt | 1/28/2024 11:46 PM |
| 99  | WA52DD  | 1/28/2024 10:32 PM |
| 100 | WA5 2DD | 1/28/2024 10:19 PM |
| 101 | WA5 2sg | 1/28/2024 8:55 PM  |
| 102 | WA42LB  | 1/28/2024 8:41 PM  |
| 103 | WA46TZ  | 1/28/2024 8:23 PM  |
| 104 | WA5 4LP | 1/28/2024 7:10 PM  |
| 105 | Wa88ue  | 1/28/2024 7:08 PM  |
| 106 | WA5 2DD | 1/28/2024 6:43 PM  |
| 107 | Wa88nb  | 1/28/2024 4:35 PM  |
| 108 | WA5 2BW | 1/28/2024 1:54 PM  |
| 109 | Wa53jl  | 1/28/2024 10:40 AM |
| 110 | WA52HP  | 1/28/2024 9:06 AM  |
| 111 | WA7 6UF | 1/28/2024 8:51 AM  |
| 112 | Wa53un  | 1/28/2024 1:06 AM  |
| 113 | WA8 3YH | 1/27/2024 10:48 PM |
| 114 | Wa52nu  | 1/27/2024 10:32 PM |
| 115 | Wa76pz  | 1/27/2024 5:38 PM  |
| 116 | WA5 2BF | 1/27/2024 2:59 PM  |
| 117 | Wa5 8eu | 1/27/2024 2:36 PM  |

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|     |         |                    |
|-----|---------|--------------------|
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| 119 | Wa53uw  | 1/27/2024 12:51 PM |
| 120 | WA8 3ya | 1/27/2024 11:52 AM |
| 121 | WA5 3JG | 1/27/2024 8:29 AM  |
| 122 | Wa89qz  | 1/26/2024 8:52 PM  |
| 123 | WA7 4PP | 1/26/2024 8:47 PM  |
| 124 | WA51QW  | 1/26/2024 7:32 PM  |
| 125 | Wa51xt  | 1/26/2024 7:14 PM  |
| 126 | WA8 3YF | 1/26/2024 6:39 PM  |
| 127 | L40 9RH | 1/26/2024 4:29 PM  |
| 128 | WA5 8TL | 1/26/2024 3:33 PM  |
| 129 | WA8 3UF | 1/26/2024 2:09 PM  |
| 130 | Wa8 4nh | 1/26/2024 10:28 AM |
| 131 | WA8 9QB | 1/26/2024 8:48 AM  |
| 132 | WA8 9ZF | 1/26/2024 8:35 AM  |
| 133 | WA89QZ  | 1/26/2024 8:31 AM  |
| 134 | WA8 3JD | 1/25/2024 11:56 PM |
| 135 | wa53hw  | 1/25/2024 7:04 PM  |
| 136 | wa53hw  | 1/25/2024 6:13 PM  |
| 137 | WA5 2PU | 1/25/2024 5:39 PM  |
| 138 | WA8 3XZ | 1/25/2024 3:57 PM  |
| 139 | WA75QX  | 1/25/2024 3:42 PM  |
| 140 | Wa89uf  | 1/25/2024 2:37 PM  |
| 141 | WA8 3JH | 1/25/2024 2:13 PM  |
| 142 | Wa8 0ay | 1/25/2024 2:01 PM  |
| 143 | WA75XP  | 1/25/2024 1:20 PM  |
| 144 | WA4 6ET | 1/25/2024 12:36 PM |
| 145 | WA5 2US | 1/25/2024 12:21 PM |
| 146 | Wa8 7lp | 1/25/2024 11:59 AM |
| 147 | Wa5 1jg | 1/25/2024 11:52 AM |
| 148 | Wa5 2pb | 1/25/2024 11:24 AM |
| 149 | WA4 6NB | 1/25/2024 10:49 AM |
| 150 | Wa88pg  | 1/25/2024 10:43 AM |
| 151 | M21 7HZ | 1/25/2024 9:53 AM  |
| 152 | Wa83yh  | 1/25/2024 9:14 AM  |
| 153 | Wa8 0DT | 1/25/2024 6:23 AM  |
| 154 | WA5 8QH | 1/25/2024 6:09 AM  |
| 155 | Wa8 3xp | 1/25/2024 3:09 AM  |
| 156 | Wa5 9pu | 1/25/2024 12:21 AM |
| 157 | Wa52th  | 1/24/2024 11:05 PM |
| 158 | WA7 6ud | 1/24/2024 9:12 PM  |

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|     |         |                    |
|-----|---------|--------------------|
| 159 | WA5 2UX | 1/24/2024 7:53 PM  |
| 160 | WA52UX  | 1/24/2024 7:18 PM  |
| 161 | WA5 2ue | 1/24/2024 6:53 PM  |
| 162 | WA8 7HL | 1/24/2024 6:29 PM  |
| 163 | Wa5 2ue | 1/24/2024 6:24 PM  |
| 164 | Wa5 2ux | 1/24/2024 5:46 PM  |
| 165 | 10829   | 1/24/2024 2:59 PM  |
| 166 | WA86RB  | 1/24/2024 9:01 AM  |
| 167 | WA74YQ  | 1/23/2024 10:19 PM |
| 168 | Wa5 4lb | 1/23/2024 8:30 PM  |
| 169 | WA5 2Af | 1/23/2024 7:50 PM  |
| 170 | WA7 6HL | 1/23/2024 7:07 PM  |
| 171 | WA5 2AX | 1/23/2024 11:22 AM |
| 172 | WA5 2RD | 1/22/2024 6:04 PM  |
| 173 | WA8 6RD | 1/22/2024 3:11 PM  |
| 174 | WA5 2AN | 1/22/2024 1:48 PM  |
| 175 | WA5 2PG | 1/22/2024 12:37 PM |
| 176 | WA5 2QL | 1/21/2024 12:01 PM |
| 177 | wa5 2ar | 1/21/2024 10:22 AM |
| 178 | Wa5 3by | 1/21/2024 7:49 AM  |
| 179 | Wa5 2es | 1/20/2024 3:40 PM  |
| 180 | Wa5 2pj | 1/20/2024 1:46 PM  |
| 181 | Wa5 2nn | 1/20/2024 1:26 PM  |
| 182 | Wa52sg  | 1/20/2024 12:41 PM |
| 183 | WA5 2JX | 1/20/2024 12:31 PM |
| 184 | WA5 2UX | 1/20/2024 11:44 AM |
| 185 | Wa52dr  | 1/20/2024 10:36 AM |
| 186 | WA8 0ZB | 1/19/2024 11:27 PM |
| 187 | wa8 5ag | 1/19/2024 11:12 PM |
| 188 | WA5 2RP | 1/19/2024 6:59 PM  |
| 189 | wa52jr  | 1/19/2024 6:00 PM  |
| 190 | Wa5 2gh | 1/19/2024 3:40 PM  |
| 191 | WA5 2JR | 1/19/2024 1:03 PM  |
| 192 | WA46ST  | 1/19/2024 12:35 PM |
| 193 | Wa46st  | 1/19/2024 12:30 PM |
| 194 | L35 1qh | 1/19/2024 12:14 PM |
| 195 | WA5 2QA | 1/19/2024 11:10 AM |
| 196 | WA7 1QN | 1/19/2024 8:43 AM  |
| 197 | WA58GE  | 1/18/2024 10:01 PM |
| 198 | Wa52ya  | 1/18/2024 7:52 PM  |
| 199 | Wa51rh  | 1/18/2024 7:30 PM  |



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|     |          |                    |
|-----|----------|--------------------|
| 200 | WA5 2SJ  | 1/18/2024 5:33 PM  |
| 201 | WA5 2TH  | 1/18/2024 5:31 PM  |
| 202 | WA5 2PU  | 1/18/2024 4:47 PM  |
| 203 | WA80QA   | 1/18/2024 4:38 PM  |
| 204 | WA5 2QY  | 1/18/2024 3:19 PM  |
| 205 | WA53UQ   | 1/18/2024 1:42 PM  |
| 206 | WA5 2JN  | 1/18/2024 1:29 PM  |
| 207 | WA5 2TH  | 1/18/2024 1:12 PM  |
| 208 | L35 1QZ  | 1/18/2024 12:54 PM |
| 209 | WA5 2PG  | 1/18/2024 12:23 PM |
| 210 | WA5 2UE  | 1/18/2024 11:43 AM |
| 211 | WA52PG   | 1/18/2024 10:58 AM |
| 212 | Wa52az   | 1/18/2024 6:45 AM  |
| 213 | Wa5 2pd  | 1/17/2024 10:47 PM |
| 214 | WA52XG   | 1/17/2024 10:18 PM |
| 215 | Wa52sg   | 1/17/2024 9:42 PM  |
| 216 | Wa52sg   | 1/17/2024 9:20 PM  |
| 217 | Wa5 2uf  | 1/17/2024 8:56 PM  |
| 218 | WA8 9SG  | 1/17/2024 7:44 PM  |
| 219 | WA4 6DY  | 1/17/2024 6:55 PM  |
| 220 | L26 1XT  | 1/17/2024 6:19 PM  |
| 221 | Wa5 2ux  | 1/17/2024 5:40 PM  |
| 222 | WA5 2SG  | 1/17/2024 5:33 PM  |
| 223 | WA5 2PG  | 1/17/2024 4:53 PM  |
| 224 | wa89nn   | 1/17/2024 3:19 PM  |
| 225 | Wa5 2px  | 1/17/2024 3:01 PM  |
| 226 | Wa5 2ar  | 1/17/2024 2:33 PM  |
| 227 | WA5 2PJ  | 1/17/2024 2:32 PM  |
| 228 | WA4 2UG  | 1/17/2024 2:05 PM  |
| 229 | WA5 2PG  | 1/17/2024 2:00 PM  |
| 230 | WA52QG   | 1/17/2024 1:54 PM  |
| 231 | Wa5 2ue  | 1/17/2024 1:46 PM  |
| 232 | Wa52hx   | 1/17/2024 1:44 PM  |
| 233 | WA52QG   | 1/17/2024 1:27 PM  |
| 234 | WA5 3EU  | 1/17/2024 12:39 PM |
| 235 | Wa52eh   | 1/17/2024 12:38 PM |
| 236 | wa8 7qn  | 1/17/2024 8:41 AM  |
| 237 | KA27 8BQ | 1/16/2024 10:56 PM |
| 238 | KA27 8BQ | 1/16/2024 10:56 PM |
| 239 | Wa83lg   | 1/16/2024 10:21 PM |
| 240 | Wa46 au  | 1/16/2024 10:00 PM |

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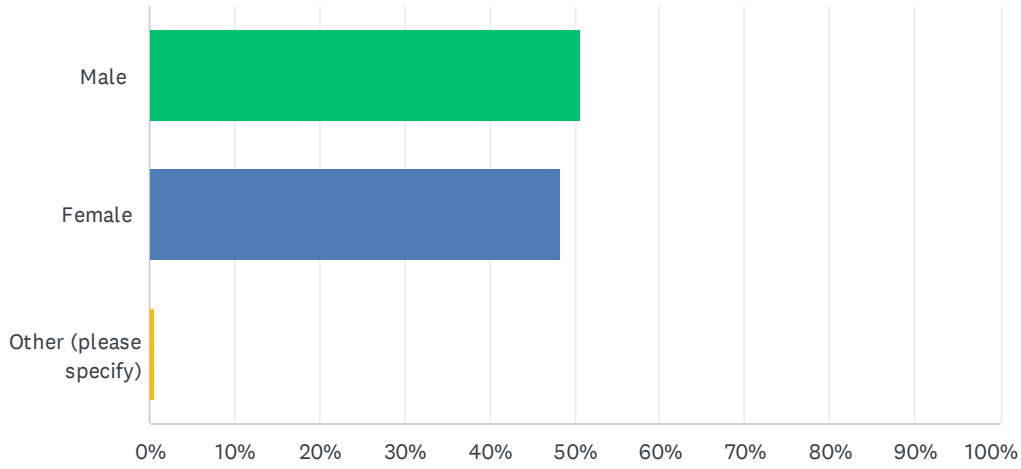
|     |          |                    |
|-----|----------|--------------------|
| 241 | WA8 3LR  | 1/16/2024 9:41 PM  |
| 242 | Wa83da   | 1/16/2024 7:08 PM  |
| 243 | WA8 0AY  | 1/16/2024 7:00 PM  |
| 244 | wa8 3lx  | 1/16/2024 6:29 PM  |
| 245 | Wa83hz   | 1/16/2024 6:29 PM  |
| 246 | Wa87se   | 1/16/2024 6:08 PM  |
| 247 | WA5 2BF  | 1/16/2024 5:05 PM  |
| 248 | WA52JN   | 1/16/2024 4:20 PM  |
| 249 | WA11 7DL | 1/16/2024 3:14 PM  |
| 250 | Wa8 3ej  | 1/16/2024 3:08 PM  |
| 251 | WA8 3JD  | 1/16/2024 2:25 PM  |
| 252 | Wa5 2xg  | 1/16/2024 2:18 PM  |
| 253 | Wa5 2ta  | 1/16/2024 2:12 PM  |
| 254 | L35 6PD  | 1/16/2024 2:07 PM  |
| 255 | L17 XXX  | 1/16/2024 1:59 PM  |
| 256 | WA52PD   | 1/16/2024 1:37 PM  |
| 257 | Wa5 2pd  | 1/16/2024 1:37 PM  |
| 258 | WA80AD   | 1/16/2024 1:32 PM  |
| 259 | WA8 0ZE  | 1/16/2024 1:04 PM  |
| 260 | WA8 8ee  | 1/16/2024 12:58 PM |
| 261 | Wa5 1jj  | 1/16/2024 12:53 PM |
| 262 | WA5 2SJ  | 1/16/2024 12:49 PM |
| 263 | l18 3eb  | 1/16/2024 11:59 AM |
| 264 | Wa52uj   | 1/16/2024 11:49 AM |
| 265 | Wa89bp   | 1/16/2024 10:38 AM |
| 266 | WA5 8AZ  | 1/16/2024 10:19 AM |
| 267 | Wa9 5pu  | 1/16/2024 10:16 AM |
| 268 | Wa58tf   | 1/16/2024 9:47 AM  |
| 269 | Wa42rf   | 1/16/2024 9:44 AM  |
| 270 | M1 5QF   | 1/16/2024 9:32 AM  |
| 271 | WA1 2PN  | 1/16/2024 9:22 AM  |
| 272 | WA5 2QL  | 1/16/2024 9:20 AM  |
| 273 | WA5 2SG  | 1/15/2024 11:30 PM |
| 274 | WA8 0NF  | 1/15/2024 10:59 PM |
| 275 | Wa5 2qg  | 1/15/2024 10:54 PM |
| 276 | Wa71xb   | 1/15/2024 10:06 PM |
| 277 | Wa5 2ha  | 1/15/2024 9:06 PM  |
| 278 | WA7 6LH  | 1/15/2024 8:59 PM  |
| 279 | WA8 9UJ  | 1/15/2024 8:57 PM  |
| 280 | WA5 2PG  | 1/15/2024 8:50 PM  |
| 281 | Wa52qj   | 1/15/2024 8:46 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|     |          |                    |
|-----|----------|--------------------|
| 282 | WA8 3DA  | 1/15/2024 8:06 PM  |
| 283 | WA5 2RP  | 1/15/2024 8:05 PM  |
| 284 | Wa52ux   | 1/15/2024 7:50 PM  |
| 285 | Wa52rb   | 1/15/2024 7:31 PM  |
| 286 | WA5 3ns  | 1/15/2024 7:19 PM  |
| 287 | WA8 3YS  | 1/15/2024 6:56 PM  |
| 288 | WA8 4TB  | 1/15/2024 6:52 PM  |
| 289 | WA80EP   | 1/15/2024 6:45 PM  |
| 290 | Wa52lg   | 1/15/2024 6:03 PM  |
| 291 | Wa5 0et  | 1/15/2024 5:46 PM  |
| 292 | WA5 8QJ  | 1/15/2024 5:17 PM  |
| 293 | Wa51ej   | 1/15/2024 5:12 PM  |
| 294 | WA1 3BS  | 1/15/2024 4:52 PM  |
| 295 | WA1 3BS  | 1/15/2024 4:50 PM  |
| 296 | WA8 7BQ  | 1/15/2024 2:14 PM  |
| 297 | Wa8 6ss  | 1/15/2024 1:28 PM  |
| 298 | WA8 9ER  | 1/15/2024 1:01 PM  |
| 299 | SY13 1NE | 1/15/2024 1:00 PM  |
| 300 | CW11 3LZ | 1/15/2024 12:56 PM |
| 301 | WA4 6GA  | 1/15/2024 12:08 PM |

### Q3 What is your gender?

Answered: 301 Skipped: 37

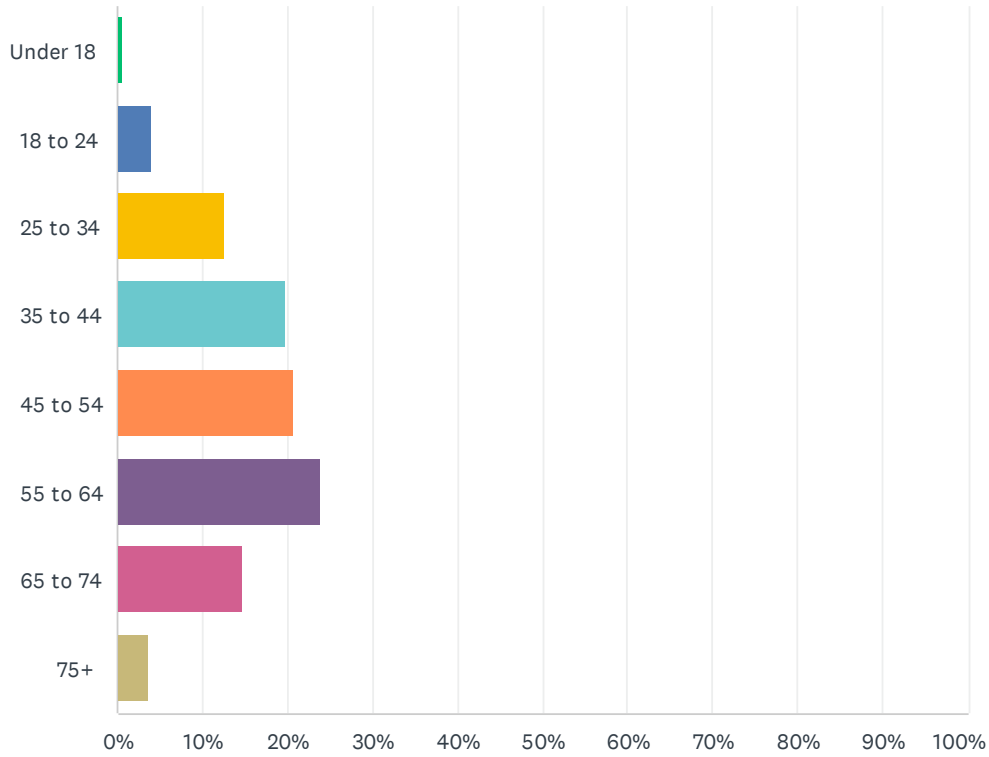


| ANSWER CHOICES         | RESPONSES  |
|------------------------|------------|
| Male                   | 50.83% 153 |
| Female                 | 48.50% 146 |
| Other (please specify) | 0.66% 2    |
| <b>TOTAL</b>           | <b>301</b> |

| # | OTHER (PLEASE SPECIFY) | DATE              |
|---|------------------------|-------------------|
| 1 | Prefer not to say      | 2/1/2024 7:09 AM  |
| 2 | Allien                 | 1/18/2024 7:30 PM |

## Q4 What is your age?

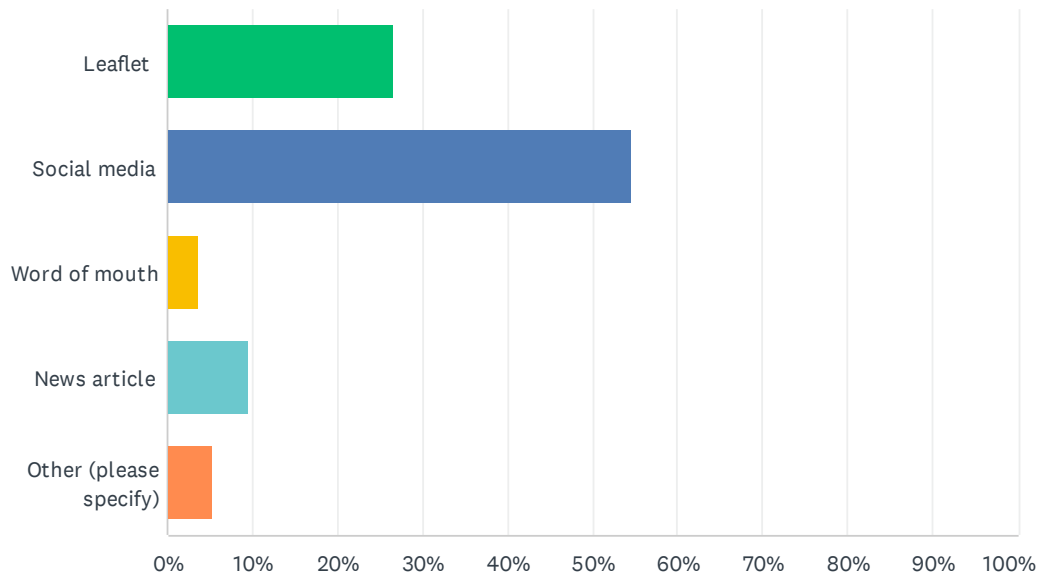
Answered: 301 Skipped: 37



| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Under 18       | 0.66%     | 2          |
| 18 to 24       | 3.99%     | 12         |
| 25 to 34       | 12.62%    | 38         |
| 35 to 44       | 19.93%    | 60         |
| 45 to 54       | 20.60%    | 62         |
| 55 to 64       | 23.92%    | 72         |
| 65 to 74       | 14.62%    | 44         |
| 75+            | 3.65%     | 11         |
| <b>TOTAL</b>   |           | <b>301</b> |

## Q5 How did you hear about this survey?

Answered: 300 Skipped: 38



| ANSWER CHOICES         | RESPONSES  |
|------------------------|------------|
| Leaflet                | 26.67% 80  |
| Social media           | 54.67% 164 |
| Word of mouth          | 3.67% 11   |
| News article           | 9.67% 29   |
| Other (please specify) | 5.33% 16   |
| <b>TOTAL</b>           | <b>300</b> |

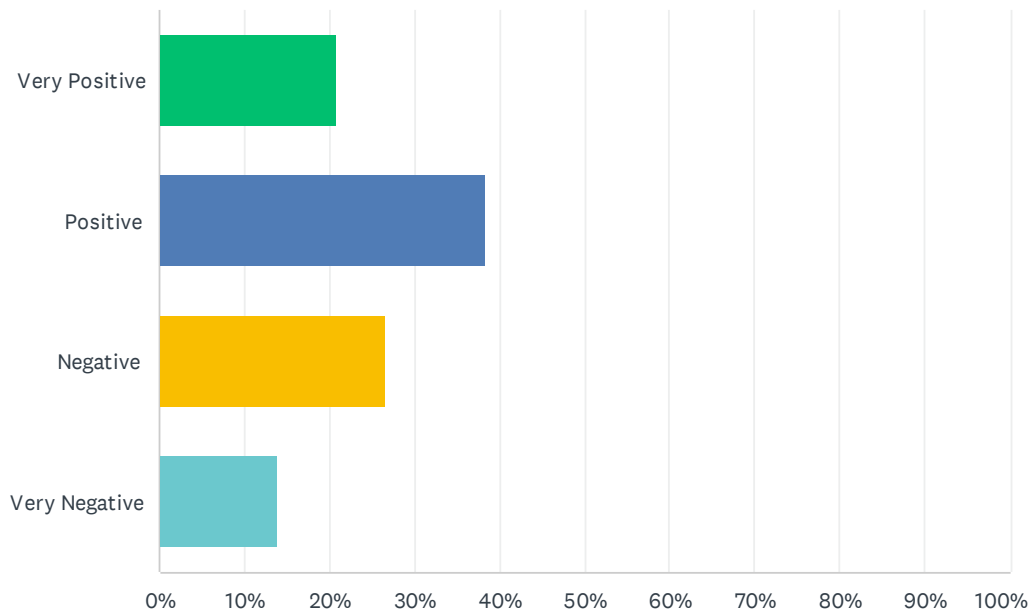
| #  | OTHER (PLEASE SPECIFY)                  | DATE               |
|----|---|--------------------|
| 1  | Facebook                                | 2/7/2024 10:41 PM  |
| 2  | Email from Peel RNE                     | 2/4/2024 4:12 PM   |
| 3  | At consultation day                     | 2/1/2024 5:19 PM   |
| 4  | Facebook                                | 2/1/2024 2:37 PM   |
| 5  | LCR combined authority                  | 1/31/2024 1:41 PM  |
| 6  | From our Conservative mp online letter. | 1/30/2024 3:47 PM  |
| 7  | Exhibition                              | 1/30/2024 3:30 PM  |
| 8  | Facebook                                | 1/27/2024 1:07 PM  |
| 9  | Facebook                                | 1/25/2024 11:56 PM |
| 10 | friend advised me                       | 1/24/2024 2:59 PM  |
| 11 | Facebook                                | 1/17/2024 6:55 PM  |
| 12 | Interest in the local area              | 1/16/2024 10:56 PM |
| 13 | Via work, I work in Halton              | 1/16/2024 2:07 PM  |
| 14 | I live near the site                    | 1/16/2024 1:37 PM  |

# Fiddler's Ferry Draft Development Framework Public Consultation

|    |        |                   |
|----|--------|-------------------|
| 15 | Google | 1/16/2024 9:44 AM |
| 16 | Turley | 1/16/2024 9:32 AM |

## Q6 How do you feel about the redevelopment of Fiddler’s Ferry to deliver thousands of new jobs and a minimum of 860 new homes?

Answered: 281 Skipped: 57



| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Very Positive  | 21.00%    | 59         |
| Positive       | 38.43%    | 108        |
| Negative       | 26.69%    | 75         |
| Very Negative  | 13.88%    | 39         |
| <b>TOTAL</b>   |           | <b>281</b> |

| # | WHY DO YOU FEEL THIS WAY?   | DATE              |
|---|---|-------------------|
| 1 | - Concerns about the long-term impact of a new residential area on the environment. The development will essentially turn Warrington and Widnes into one extended urban sprawl. Impact on congestion/traffic, potential local demand on services, impact to environment in the area - Historic significance of the power station as part of our energy heritage - the site is a very well known landmark and many of us will be sad to see the cooling towers go after living alongside them  | 2/12/2024 6:23 AM |
| 2 | Tuesday peel  | 2/10/2024 7:50 PM |
| 3 | I feel neutral. I am concerned about encroachment from the brownfield site onto what was greenbelt land. I think this should have been avoided. I'm unsure what it will mean for traffic in the surrounding area.   | 2/10/2024 7:56 AM |
| 4 | Road stretched penketh and great sankey. Houses built today very expensive and last 30 years. Jobs will be provided but it comes with more pollution air. Green belts disappearing. Will whole area be correctly lit. Esp parks and wooded area. Bins for dogs over flow not cleaned. Taxes go up paying this door step. Not included a gym. Youth club. Or any building for leisure use. Encourages more folk move up from south take houses from locals. More germs in air. Fire station nearby. Good. Will folk licals get jobs and houses.. | 2/9/2024 9:34 PM  |
| 5 | More homes and businesses can only be good for the area   | 2/9/2024 8:36 PM  |
| 6 | I am very concerned about the over development of areas around nature and all the habitat   | 2/9/2024 2:10 PM  |



## Fiddler's Ferry Draft Development Framework Public Consultation

|    |   |                   |
|----|---|-------------------|
|    | destruction that we see all the time in and around the outskirts of Widnes  |                   |
| 7  | Soounds like a well thought out plan  | 2/8/2024 10:30 PM |
| 8  | Are the horses affordable for people on low wages in the area or are they for wealthy people from outside the area. Because more houses means a lot more cars first major road disruption during building and then once people move in hundreds more cars on the roads, which heading into Warrington is already a nightmare because there are not enough roads.  | 2/8/2024 7:22 AM  |
| 9  | I would rather the site should be used for renewable energy generation or cleaned up and returned to nature.  | 2/7/2024 11:58 PM |
| 10 | We do not have the infrastructure to support this development idea. Widnes and Warrington are over populated as it is and do not have adequate health resources as it is.   | 2/7/2024 10:42 PM |
| 11 | Hopefully so we can buy a industrial unit under 10,000 square foot.   | 2/7/2024 3:08 PM  |
| 12 | Area needs it   | 2/7/2024 8:17 AM  |
| 13 | Important to invest in this area, especially to redress the impact of the power station and make it a desirable place to live and work  | 2/5/2024 8:35 PM  |
| 14 | Power station should not have have closed but now it has something has to be done with the site   | 2/5/2024 12:53 PM |
| 15 | Power station is an eyesore, sooner its down the better   | 2/5/2024 12:23 PM |
| 16 | Any development that provides desperately needed housing and is sensitive to the the environment must be good.  | 2/5/2024 11:57 AM |
| 17 | Good balance of use and important recognition of natural habitats and the need to build a school and services.  | 2/5/2024 8:27 AM  |
| 18 | Only if the remaining green spaces are kept green   | 2/5/2024 12:13 AM |
| 19 | I feel it will present a great opportunity to get together with the local councils and develop the site, however there is an overriding concern at a missed opportunity to restore the canal running through the site.  | 2/4/2024 10:55 PM |
| 20 | The infrastructure is not good enough to handle all the extra traffic   | 2/4/2024 6:01 PM  |
| 21 | Services in Penketh are already stretched thin and the infrastructure, specifically the roads in and out of Warrington town centre, experience very heavy traffic for commuters every day. This will likely have a further negative impact on that. Realistically, a GP should be a requirement, not a possibility, and a high school is also required. We're already concerned that our children may not get a place in Penketh High School, this will further add to that stress. | 2/4/2024 5:20 PM  |
| 22 | Derelict Site , a new beginning   | 2/4/2024 4:15 PM  |
| 23 | This is going to create so much traffic and Warrington can't handle the current amount of traffic we always have. Local people wanted the entire site to become a large nature reserve as we don't have much green space. The air pollution is really bad already.  | 2/4/2024 10:34 AM |
| 24 | More houses are needed  | 2/4/2024 8:39 AM  |
| 25 | I am in favour of the development but this is a very loaded question and should not be used in any decent research project  | 2/3/2024 9:45 PM  |
| 26 | I feel you will just create a huge housing estate which will become a trouble zone. The jobs won't appear in the quantity you expect.   | 2/3/2024 8:24 PM  |
| 27 | It's is not what we were told the land would be used for. Residents of Runcorn and Warrington were expecting a new hospital to be built on this site.   | 2/3/2024 5:39 PM  |
| 28 | Positive for a new community, but tentatively pleased for more access to the historic canal and canal pathway.  | 2/3/2024 4:00 PM  |
| 29 | The area needs more housing and it would be a good use of the former industrial site.   | 2/3/2024 2:09 PM  |
| 30 | Employment Is needed  | 2/3/2024 10:52 AM |
| 31 | Because it is a brownfield site   | 2/3/2024 8:02 AM  |
| 32 | Written already is the 'potential' for new GP surgery. Living in the area the basic infrastructure is missing. There ABSOLUTELY needs to be a GP and dentist provided to the area over likely another supermarket. Also both Warrington council and Halton need to stop   | 2/3/2024 5:46 AM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

promoting their local development plans. They and now Peel are by no means doing what they promote which is to ensure green between town boundaries so that towns cannot merge. Clearly this will merge Widnes, penketh and Warrington.

|    |   |                    |
|----|---|--------------------|
| 33 | I am glad to hear there will be a primary school but I am concerned by the number of houses given that our local high school is already oversubscribed.   | 2/2/2024 8:21 PM   |
| 34 | I was concerned the site may be abandoned.  | 2/2/2024 5:38 AM   |
| 35 | Regeneration of an existing brown space is preferable to building on green belt land as is happening elsewhere  | 2/1/2024 11:06 PM  |
| 36 | An ever changing world. So long as all environmental issues are covered and the wildlife are given a home. More jobs for the local people.  | 2/1/2024 5:27 PM   |
| 37 | Good use of brownfield site   | 2/1/2024 2:38 PM   |
| 38 | Need new homes in appropriate places not green belt   | 2/1/2024 5:56 AM   |
| 39 | Need a new hospital first. Warrington hospital is struggling at the moment as it is never mind building new homes only to add to the pressure.  | 1/31/2024 11:46 PM |
| 40 | Need more infrastructure not more cars and traffic doctors schools open space   | 1/31/2024 11:00 PM |
| 41 | Seems like a really great development with fantastic employment and residential opportunities. It's really important however, that a common sense approach to infrastructure such as road use, doctors surgeries and schools. There should NOT be any further strain on the already failing infrastructure of Penketh, Cuardley and surrounding areas.  | 1/31/2024 4:11 PM  |
| 42 | re use of industrial site is good   | 1/31/2024 1:42 PM  |
| 43 | It's a positive use of the existing site and facilities for redevelopment and future use.   | 1/31/2024 10:43 AM |
| 44 | Effective use of brownfield site with emphasis on creating community offering both housing and employment opportunities.  | 1/31/2024 8:57 AM  |
| 45 | The space is crying out for redevelopment.  | 1/31/2024 7:54 AM  |
| 46 | I think it is fantastic, however I am concerned when the housing waiting lists were mentioned potentially meaning that the housing will be council housing. I see that potentially the area could become like the areas of Runcorn that were developed and now are in poverty.  | 1/31/2024 2:50 AM  |
| 47 | Worried about local infrastructure being inadequate in particular the added demand for extra traffic running through Penketh and Sankey   | 1/30/2024 10:42 PM |
| 48 | Jobs great, housing negative unless comes with proper infrastructure such as GP surgery, school etc   | 1/30/2024 9:18 PM  |
| 49 | We need more homes for our children to get a step on the housing ladder,  | 1/30/2024 7:59 PM  |
| 50 | A good use of the site  | 1/30/2024 6:54 PM  |
| 51 | No infrastructure for the amount of traffic this will add to the roads from both the residential and employment areas. The whole area should be redeveloped as a forest park.   | 1/30/2024 6:13 PM  |
| 52 | Lack of detail at this stage; impact on local infrastructure, especially schools and doctors; huge increase in traffic with attendant reduction in air quality. Previous experience of Chapelford suggests that initial focus will be on building housing and commercial properties and social facilities, doctors etc will be "sometime, never."       | 1/30/2024 4:21 PM  |
| 53 | Warrington is already totally over populated, more people than resources can cope with and this new development does not appear to have any new roads or bypasses. It can already take 45 minutes to cross town from either direction at peak times, unbelievable that new development planned without sorting out proper new roads, rail station, etc. | 1/30/2024 3:51 PM  |
| 54 | I think new business units will create jobs in the area   | 1/30/2024 3:48 PM  |
| 55 | Area regeneration and housing for the area  | 1/30/2024 3:31 PM  |
| 56 | Provision of hsg (incl affordable hsg) and employment opportunities is v.important  | 1/30/2024 3:31 PM  |
| 57 | Still unaware of the impact on health services, education and infrastructure. Great set up but would have been good to have representatives from WBC. Also are there any plans for retirement villages to support the aging community   | 1/30/2024 3:13 PM  |
| 58 | It's great news for the area  | 1/30/2024 2:04 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|    |   |                    |
|----|---|--------------------|
| 59 | It's good ot is being regenerated, but I am concerned re the impact on Warrington Hospital  | 1/30/2024 10:36 AM |
| 60 | Road infrastructure will not cope with extra 1000 plus cars You said potential gp this is an absolute must and inwould even suggest a walk in centre help take burden off the already over ran hospital   | 1/30/2024 8:04 AM  |
| 61 | This site would have been great for a new hospital  | 1/30/2024 7:55 AM  |
| 62 | Jobs and housing is always a good factor  | 1/29/2024 9:44 PM  |
| 63 | Warrington needs this   | 1/29/2024 9:36 PM  |
| 64 | The houses which are to be built, will not be affordable for everyone as your presentation has said only 30% will be affordable   | 1/29/2024 9:16 PM  |
| 65 | Creating jobs   | 1/29/2024 9:10 PM  |
| 66 | New jobs, homes etc for Warrington people is always a positive  | 1/29/2024 3:19 PM  |
| 67 | I worked at the site for 30 years, it will be a real treat to see the land put to a good use, sad to see the station go but progress must happen. The proposed project will have positive benefits for Warrington and Widnes residents. Well done Peel Holdings   | 1/29/2024 12:29 PM |
| 68 | There is already far too much development in the whole of this area, industrial and residential. With no consideration to the road structure to carry all this traffic. Adding more will certainly not help.  | 1/29/2024 12:29 PM |
| 69 | It's been an eyesore for two many years, the hole area needs to be developed  | 1/29/2024 9:40 AM  |
| 70 | This is a great idea, so.long as the infrastructure is in place to support it. Other areas are increasing in capacity as well, but the provision of facilities is too low. I would be more positive if the sports provision here was doubled.   | 1/29/2024 7:57 AM  |
| 71 | New homes new jobs  | 1/29/2024 7:55 AM  |
| 72 | There is an opportunity to utilise major brownfield land to enhance the area. Utilise the waterfront and benefit the towns. The opportunity for a new hospital? Homes with waterside views, high rise. Not just another bunch of warehousing and standard new housing with a token Lidl or Aldi. How about some local retail, opportunity for local commerce not just fast food, cheap retail and coffee. Local businesses should be encouraged.  | 1/28/2024 11:51 PM |
| 73 | Feel we need to build 70 % affordable housing rather than 30 % if there is such an issue. House builders need to stop thinking £ and and actual get more smaller affordable houses for younger generations  | 1/28/2024 9:00 PM  |
| 74 | May take some pressure off building on Greenbelt.   | 1/28/2024 8:24 PM  |
| 75 | Because the infrastructure is not there to support the number of residents. There are no more GP practices, hospitals nor schools being built to support the increased population. As it stands, people in the local area are struggling to access theses facilities without an increased population.   | 1/28/2024 7:15 PM  |
| 76 | Warrington has not got a high unemployment issue. There are plenty of jobs that are needed in existing establishments that are running on low staff. There are houses still being built on the Omega and the site on Slutchers Lane. The road network has not been properly thought through. Building in excess of 860 houses will impact the existing problems of traffic with families of these homes driving to the only 2 main high schools in the entire area. This will cause greater congestion. It already is a problem as the school takes in children from all across Warrington. A secondary school is very much needed to help an already dire situation of lack of places for our children entering high school. | 1/28/2024 6:45 PM  |
| 77 | More social housing needed  | 1/28/2024 4:36 PM  |
| 78 | GP surgery 'if' it's taken on.  | 1/28/2024 1:56 PM  |
| 79 | Widnes road A562 is inadequate already to accommodate such a large increase in traffic  | 1/28/2024 9:09 AM  |
| 80 | Get rid of the cooling towers and high tower. If the plant is no longer operating and raze to the ground.   | 1/28/2024 8:54 AM  |
| 81 | More job's and more housing   | 1/27/2024 10:49 PM |
| 82 | We need more GP surgeries and dental surgeries etc as there is a shortfall in the area already with a minimum 860 extra houses where will these people go. What will are dental and health care services in the local area look like. Secondary Schools where will the students go?   | 1/27/2024 10:34 PM |

## Fiddler's Ferry Draft Development Framework Public Consultation

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| 83  | This is an iconic location and should be redeveloped as such rather than the unimaginative proposal  | 1/27/2024 5:42 PM  |
| 84  | Peel are an excellent going concern with positive results in expanding their business. The financial side of this redevelopment is highly likely to be achieved and my opinion is it will benefit so many reasons for it to go ahead.  | 1/27/2024 3:07 PM  |
| 85  | I'm sad that the power station is going, but I look forward to the area being repurposed, with creation of wildlife areas as well as homes etc.  | 1/27/2024 2:38 PM  |
| 86  | It's a development of a huge brownfield site   | 1/27/2024 11:53 AM |
| 87  | Sure we need more housing, that but I don't mind. But seriously, can we have better employment opportunities than huge, ugly warehouses. The jobs on offer there don't support the local economy as exemplified by Omega. They are low-paid, low-skilled jobs which undermine the local economy and seriously degrade the use of land.   | 1/27/2024 8:33 AM  |
| 88  | Concerned about the effects on existing wildlife in the mersey estuary   | 1/26/2024 8:54 PM  |
| 89  | It is much more favourable to redevelop brown belt sites, instead of destroying further green belt.  | 1/26/2024 8:51 PM  |
| 90  | We don't need more houses/ traffic . Shortage of modern employment building ? There's loads built and empty . Where is all the extra traffic , upwards of thousands of vehicles a day , going to integrate with the existing network, not at FF but in the rest of the towns and area . Peel don't give a shit about the area etc just how much money they can make . This is not what the people of Warrington and Widnes asked for so your statement that our views count is rubbish   | 1/26/2024 7:43 PM  |
| 91  | Good use of brownfield site  | 1/26/2024 4:31 PM  |
| 92  | Good thing for the area.   | 1/26/2024 3:34 PM  |
| 93  | Development of the vacated sight is necessary, however it must be done with consultation   | 1/26/2024 2:11 PM  |
| 94  | Widnes and Warrington already been expanding and swallowing surrounding green nature. At this pace it will become suburb of Liverpool within next decade without any social / public buildings. Just large sleeping quarters with some warehouses thrown in middle   | 1/26/2024 8:52 AM  |
| 95  | Need to use brownfield sites for housing etc instead of using greenfield sites   | 1/26/2024 8:36 AM  |
| 96  | Widnes is too congested already, along with the new development along lunts Heath road from miller homes this will cause even more congestion with people trying to access motorway connections. We don't need more primary schools that is not the issue it's high schools we need with the closure of 2 in Widnes in the last 30 years children struggle to transition to high school with many having to travel to Runcorn from Widnes. The hospitals in the area both Whiston and Warrington will also struggle even more we simply cannot cope with more people in this area. | 1/26/2024 8:36 AM  |
| 97  | It's a great opportunity for Widnes.   | 1/25/2024 11:57 PM |
| 98  | It will be good to see the area regenerated for the good of the local community.   | 1/25/2024 5:40 PM  |
| 99  | It should never have been shut down - the U.K. needs reliable cheap energy and the station should have been converted to natural gas.  | 1/25/2024 3:59 PM  |
| 100 | The 860 jobs are surely only while the site is being developeped, so what happens after that?  | 1/25/2024 2:04 PM  |
| 101 | Seems to be a broad balanced proposal  | 1/25/2024 12:38 PM |
| 102 | the roads around our area are already congested, with roads being dug up to expand all the time, more houses will only make it worse   | 1/25/2024 12:25 PM |
| 103 | Because as usual your infrastructure is missing keys elements ie Schools Doctor and Dentists practices just to start with.   | 1/25/2024 12:01 PM |
| 104 | Traffic issues with the employment area. The reference to 6000 people on the housing list - if you're building homes for those people then that's amazing, but you won't be.   | 1/25/2024 11:54 AM |
| 105 | The infrastructure of the roads around Penketh and Cuerdley will not be able to take the increase in vehicle traffic. There has been many casualties on Penketh/Warrington Road and this is likely to increase with the increased vehicle movements. There has been no consideration to nearby residents nor the current road layouts.   | 1/25/2024 11:28 AM |
| 106 | I am positive but have reservations about the Scotland education and medial availability once this is done   | 1/25/2024 9:15 AM  |

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| 107 | Not currently enough provision for people currently living in the area. No new schools or dr's surgeries to cope   | 1/25/2024 6:25 AM  |
| 108 | Concerns over Warrington's current infrastructure, hard to get school of choice, road system. Constraints on the energy system and how this is being managed not to mention the impact on health care  | 1/25/2024 6:12 AM  |
| 109 | The amount of extra traffic on already busy roads and dramatically increasing air pollution  | 1/25/2024 12:23 AM |
| 110 | The west of Warrington is already over developed and the main roads can not facilitate any more traffic  | 1/24/2024 11:06 PM |
| 111 | I think Peel are one of the few organisations who can deliver such a scheme and maintain high standards of execution   | 1/24/2024 9:16 PM  |
| 112 | I live within one mile of the proposed development. The main road is a very fast busy road. I worry about the weight of the traffic when for the school run and my place of work in Runcorn  | 1/24/2024 7:55 PM  |
| 113 | To many houses.To many Industrial units.Not enough new road infrastructure for this project  | 1/24/2024 6:26 PM  |
| 114 | Poor infrastructure to support the increase in houses, the services locally can't cope as it is . E.g doctors, dentists, hospitals along with the roads locally not being fit ti cope with the extra traffic. I do believe there is a need for more homes but this can only be done if services are improved to cope.  | 1/24/2024 5:51 PM  |
| 115 | The land will need a huge amount of restoration to allow the development but it is a good idea and provided the finances are sound will be positive for the area   | 1/24/2024 3:03 PM  |
| 116 | I worked at Fiddler's Ferry PS & feel it should be a mix of housing, a wildlife area, and Industrial, ideally using the grid connection for generation, battery storage, wind, solar, even hydrogen peaking emergency grid gas turbines.etc.   | 1/23/2024 10:26 PM |
| 117 | Jobs need to be high skilled not warehousing - 860 homes without enough proper local facilities - 1 school and probably a gp surgery is not enough - local hospital facilities are not sufficient. House will be 30% affordable- the numbers used of people requiring housing require social housing - maybe 1000 social housing will address the numbers on waiting lists better  | 1/23/2024 8:37 PM  |
| 118 | Better to use the space thank leaving it to rot.   | 1/23/2024 7:50 PM  |
| 119 | We need more energy generation not less. So it should be used for a new power station wind and solar farm  | 1/23/2024 7:09 PM  |
| 120 | More housing is definitely needed (especially affordable housing), and I feel that this development will not impact the area and environment negatively.   | 1/23/2024 11:27 AM |
| 121 | Feel like they're will be a major impact on surrounding roads towards this area. From Cromwell Ave all the way down will be impacted   | 1/22/2024 6:05 PM  |
| 122 | Providing services and needs to local area - if implemented in the way proposed.   | 1/22/2024 3:12 PM  |
| 123 | the amount of traffic it will cause through the already overloaded roads through penketh and cuerdeley   | 1/22/2024 1:52 PM  |
| 124 | I don't think we need that many homes. I think we need a promenade from Spike Island right the way through past the Fiddlers Ferry Inn. This would encourage people to walk along the coast and could a leisure area with facilities for eating, for example coffee shops.   | 1/21/2024 12:05 PM |
| 125 | The site cannot be left derelict and there is an opportunity to use it in a positive way. I have reservations about the impact on local infrastructure during the construction phase and later. In particular, the addition of significant numbers of commercial and other traffic to already congested roads could significantly affect the quality of life of existing nearby residents. It would be interesting to hear what plans are in place to alleviate this impact.   | 1/21/2024 10:28 AM |
| 126 | With the plan stating job for local people, like the OMEGA site also stated the same but most them workers seem to be agency roles with minimum wage salaries. Some being transported in from as far as Manchester and Preston..   | 1/21/2024 7:55 AM  |
| 127 | Please confirm how lorries from the warehouse will connect to motorways? The roads through Penketh are not fit for purpose when factoring in thousands of new cars and lorries on already narrow roads and roundabouts. Please provide details of assessments carried out on the impact on the health of residents by the increased air pollution you will be causing. Will Peel be contributing towards new hospitals, schools, GP and supermarket for the new homes or simply adding to what is already a busy area? | 1/20/2024 3:43 PM  |

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| 128 | More houses means more traffic I work in Warrington Town Centre approx 3.2 miles away and I have to leave my house 1hour as the traffic down Warrington Road and sankey way is extremely busy every morning, I also feel that this site should be given back to nature   | 1/20/2024 1:50 PM  |
| 129 | The hospital is beyond capacity as it is. The local high schools are beyond capacity. There is nothing in the plan to support these needs. A primary school and 'potential GP surgery' does not replace the need for high schools and hospitals. Also a lot of what is being built on is nature reserve and natural flood planes. Has the flooding risk been considered at all? The likely hood that ANY of the homes will be affordable is minimal. Define affordable?! Will they be available for 2 people on minimum wage for example?  | 1/20/2024 1:32 PM  |
| 130 | I think using this brown field site is a great idea, however I do have a large concern regarding local services, ie doctors, dentist and hospitals. Warrington and Haltona current facilities are already bursting at the seams due to the significant large scale developments Warrington have already approved. Chapelford, Whittle Hall and most recently the Omega site and this is not forgetting a whole lot more throughout the rest of Warrington. To be fully comfortable will this development there needs to be a detailed view on how its expected to be accommodated with services already pushed to the limits   | 1/20/2024 1:26 PM  |
| 131 | The infrastructure is not there. Too much traffic. Not enough secondary school places or doctors. Do not want social housing in this area increasing anti social behaviour.  | 1/20/2024 12:43 PM |
| 132 | I have no objection to the houses but there has been considerable investment in logistics and warehousing in the area recently with Omega and the new warehouses in Widnes. Quite a few have not been filled and I question the need for more. Especially given their ugliness.  | 1/20/2024 11:48 AM |
| 133 | Extra traffic through Penketh that is very congested anyway. How will the roads cope with all the extra traffic  | 1/20/2024 10:39 AM |
| 134 | I agree that more housing is needed  | 1/19/2024 11:28 PM |
| 135 | Worried that the infrastructure will not be able to cope. Ie doctors, hospitals, police, Where's stuff for teenagers to do , The upset to local wild life.   | 1/19/2024 7:03 PM  |
| 136 | Because there is no consideration of how traffic will get to the development through Penketh. Warrington Road will be log jam. Proposal has lots of 'potentials' which means it sounds good but we won't do it ( we meaning Pee  | 1/19/2024 3:43 PM  |
| 137 | The area needs to be renovated. The mix of uses for homes and jobs along with green/wildlife areas is ideal for the community.   | 1/19/2024 1:05 PM  |
| 138 | Too many houses getting built and ruining green spaces   | 1/19/2024 12:36 PM |
| 139 | In fine will new jobs but no more houses. Halton is full of new houses and no green space for the wildlife. The wildlife will go extinct if they cannot nest and find homes  | 1/19/2024 12:32 PM |
| 140 | There is plenty of houses that have been built in the area, we dont require any more there is not the infrastructure to support the amount of people in the area (school, dentists, doctors, hospitals) its a farce and just greedy developers taking over the green spaces  | 1/19/2024 12:16 PM |
| 141 | Should still be a power station producing energy.  | 1/19/2024 11:12 AM |
| 142 | No infrastructure, the hospital cannot cope. Need more access for horseriders  | 1/19/2024 8:45 AM  |
| 143 | We are looking for a home - this would be brilliant  | 1/18/2024 7:52 PM  |
| 144 | Constantly building the same things and saying the same scripted response to questions put to you since the building of Hood Monnor in the 70s. We need a new Hospital for over 30 years. Not more houses. More cars. More pollution.  | 1/18/2024 7:39 PM  |
| 145 | I have lived in Warrington since I was 11 years old (I'm 51 now). I have seen Warrington develop as a town and not in a good way. We need more houses like a hole in the head. I have noted the numbers of people waiting for housing however the houses that are being built/have been built over the last 40 years are fine if you want 3-4-5 bedrooms but generally this out prices local people. There is no road infrastructure that supports the numbers of houses and businesses as it is and all routes in and out and through Warrington are horrendous most of the time and cannot support more houses or businesses. I get that building houses brings in the money and jobs but at what cost? what about the existing residents that currently live in the with the overwhelming traffic without adding to that problem! It's all very well saying it's progress and it will bring more positives than negatives, however I disagree. There needs to more done to the existing road network, let alone adding to the already crumbling roads and waiting times. I for one do not support the development of there as is currently suggested and I am sure I'm not the only one. More consideration | 1/18/2024 5:51 PM  |

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needs to be given to what's currently in place before any further housing or business units are built.

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|-----|---|--------------------|
| 146 | Hopefully enhance and diverse the warrington economy  | 1/18/2024 5:34 PM  |
| 147 | There are enough new build estates in Warrington without the infra structure to support them. The traffic network is bad enough as it is and this will add to the commute traffic. You are not building new schools to add to the 860 proposed homes, schools in Warrington are already oversubscribed. We don't need more cheap (materials) housing being built. | 1/18/2024 4:51 PM  |
| 148 | The infrastructure isn't increasing - also under Warrington council so what support will there be for residents that travel the Runcorn bridge as only a short way from Widnes and wouldn't be eligible for the £10 residents discounts   | 1/18/2024 4:41 PM  |
| 149 | The local infrastructure is already struggling greatly, with thousands more homes and heavy goods vehicles from industrial units will make the area even worse than it already is.  | 1/18/2024 3:20 PM  |
| 150 | We don't want any more homes. Services in Penketh and Curedley cannot cope with the current infrastructure as it stands. To bring in more houses is just an excuse for the council to get money for the rates. I don't feel confident that the developer will deliver on any of these promises to bring in green spaces, new schools or GP services.              | 1/18/2024 1:36 PM  |
| 151 | 2000+ extra cars plus unknown amount of HGV on already crowded local roads. A railway line runs through the site no plans to contribute to restoring passenger services.  | 1/18/2024 1:19 PM  |
| 152 | Resigned to the fact that this space will be developed - need for more houses and jobs will always far outweigh cries to save the Greenbelt as open space- I think now we have the time and opportunity to make the best of it and get as much as we can for people who want to make use of this space.   | 1/18/2024 12:58 PM |
| 153 | The whole of Warrington is at a standstill in the morning and late afternoon so adding logistics businesses and houses 800+ will only add to the misery. The investors need to consider infrastructure before development   | 1/18/2024 12:26 PM |
| 154 | The wording suggests there is no DEFINITE GP surgery is in place and it has to be . The impact of all the extra traffic on the roads through Penketh is very worrying , all the pollution from standing traffic is an issue now !   | 1/18/2024 11:09 AM |
| 155 | I don't believe the school or "potential Gp" will come to fruition,   | 1/18/2024 6:47 AM  |
| 156 | There is going to be so much more traffic and also no guarantee of a gp surgery   | 1/17/2024 10:48 PM |
| 157 | The roads and infrastructure around Warrington is very poor already and can not cope with the amount of traffic. This will create even more traffic in the area with substandard highways to allow easy movement and access.  | 1/17/2024 10:30 PM |
| 158 | Increased stress on existing infrastructure such as the hospital gp surgeries and high schools. Not to mention the increase in traffic which is already terrible  | 1/17/2024 9:44 PM  |
| 159 | Little green space left in area , going to be a significant strains on already stretched gp , dentist schools ( including high schools)   | 1/17/2024 9:21 PM  |
| 160 | I understand that the site must be developed. I am just concerned about road infrastructure during development and once completed. I live on Tannery lane and access to Widnes road is already dangerous.   | 1/17/2024 9:00 PM  |
| 161 | i think its a good thing to happen however there needs to be more facilities built to support these homes, a 'potential' GP, a school and a community centre is not enough  | 1/17/2024 7:45 PM  |
| 162 | -   | 1/17/2024 6:55 PM  |
| 163 | As long as it's supported by medical and school amenities for the new occupiers and wider community   | 1/17/2024 5:43 PM  |
| 164 | Nobody want to live next to a power station   | 1/17/2024 5:34 PM  |
| 165 | Infrastructure and also need a new hospital as Warrington Hospital is unable to cope at present without the introduction of 860+ homes plus all the other additional housing developments in Warrington.  | 1/17/2024 4:55 PM  |
| 166 | New employment opportunities and new housing is good for Warrington   | 1/17/2024 3:03 PM  |
| 167 | Hopeful as site needs to be used but want to keep green spaces and quieter roads  | 1/17/2024 2:34 PM  |
| 168 | There is a need for good quality housing in the area and local jobs   | 1/17/2024 2:34 PM  |
| 169 | Worried about increased volume of traffic thru Penketh and added pressure on local doctors  | 1/17/2024 1:55 PM  |

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|     |  |                    |
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|     | and health amenities   |                    |
| 170 | Too many houses, not enough infrastructure as it is for existing homes in this area ie schools, doctors  | 1/17/2024 1:47 PM  |
| 171 | Would prefer it to be a nature reserve.  | 1/17/2024 1:46 PM  |
| 172 | Seems to be a good regeneration of the area  | 1/17/2024 1:29 PM  |
| 173 | Infrastructure needs to be planned first - secondary school places, doctors surgery, dentist - before the housing  | 1/17/2024 12:40 PM |
| 174 | it is needed, links warrington an widnes better  | 1/17/2024 8:42 AM  |
| 175 | It's nice to see houses getting built and more job opportunities arising   | 1/16/2024 10:57 PM |
| 176 | More schools, shops and hospitals are needed. This is putting more pressure on the current public services which are at capacity !!  | 1/16/2024 10:02 PM |
| 177 | i miss the power station   | 1/16/2024 6:30 PM  |
| 178 | New school needed in the area  | 1/16/2024 6:30 PM  |
| 179 | Halton do not need last green spaces or more unaffordable housing  | 1/16/2024 6:09 PM  |
| 180 | From the development plan, which I've studied for one hour, on line, I have a very positive opinion on the plan. Certainly more than before the consultation.  | 1/16/2024 5:07 PM  |
| 181 | Providing there are the services and green spaces outlined it should be good, however, if these are dropped we don't have the infrastructure to cope with the additional houses/people. The GP surgery is already at breaking point and the primary schools are full.  | 1/16/2024 4:25 PM  |
| 182 | Clearly the site ought to be used. Strong oversight and planning is required to ensure adequate infrastructure and that promises are kept. The wider area (particularly Sankey canal - the factor which links me directly with this particular development) is an important concern, but also an opportunity both for the canal but also the whole development.  | 1/16/2024 3:18 PM  |
| 183 | I am concerned about the significant increase the traffic that thousands of employees, hgv's and hundreds of residents will add ta single carriageway.   | 1/16/2024 2:21 PM  |
| 184 | It's great to see the land being developed. But I think we are missing a trick. More green spaces are needed. I'd like to see slightly less homes and more green spaces  | 1/16/2024 2:09 PM  |
| 185 | Both jobs and homes are needed. These should be created on brownfield land where at all possible (and there seems to be lots of brownfield land in the North West)   | 1/16/2024 2:02 PM  |
| 186 | It is a good use of the former power station. It is disappointing that it will remove greenbelt. I am concerned about the infrastructure and would feel more positive if firm plans were published that guaranteed a suitable infrastructure to support the development  | 1/16/2024 1:50 PM  |
| 187 | I live close to the site. The building noise will go on for years. The increase in traffic will be tremendous and I don't actually trust Peel Holdings   | 1/16/2024 1:41 PM  |
| 188 | Because we need more homes, jobs and green spaces  | 1/16/2024 1:34 PM  |
| 189 | Cautiously positive, provided everything listed is actually done.  | 1/16/2024 1:21 PM  |
| 190 | I was a bit worried it would be flats and all crammed after reading the amount of homes that were proposed. Although, after reading through this leaflet I'm pleasantly surprised that there will be green areas as well as amenities for the new homes.   | 1/16/2024 1:03 PM  |
| 191 | Over populating the area, strain on services and roads.  | 1/16/2024 12:55 PM |
| 192 | Providing new homes and redeveloping a brown field site is a positive.   | 1/16/2024 12:50 PM |
| 193 | An excellent way to rejuvenate a space and great to see deep thought go into the planning to include how the space can become a community because it will feel cut off.  | 1/16/2024 10:21 AM |
| 194 | I would prefer for more of the space to be developed into wildlife areas and parkland. A new hospital site would also be preferable.   | 1/16/2024 9:45 AM  |
| 195 | I hope to live there   | 1/16/2024 9:22 AM  |
| 196 | I have always lived in this area and in the past 20 year a substantial amount have house have been built in a close proximity for example the chapelford and omega estates. Very little infrastructure has been built alongside this to accomodate the ever increasing number of people. The hospital, GPs and Dentists are already rammed and you are unable to gain appointments (I note you plan includes a potential GP surgery but is that going far enough - | 1/15/2024 11:05 PM |



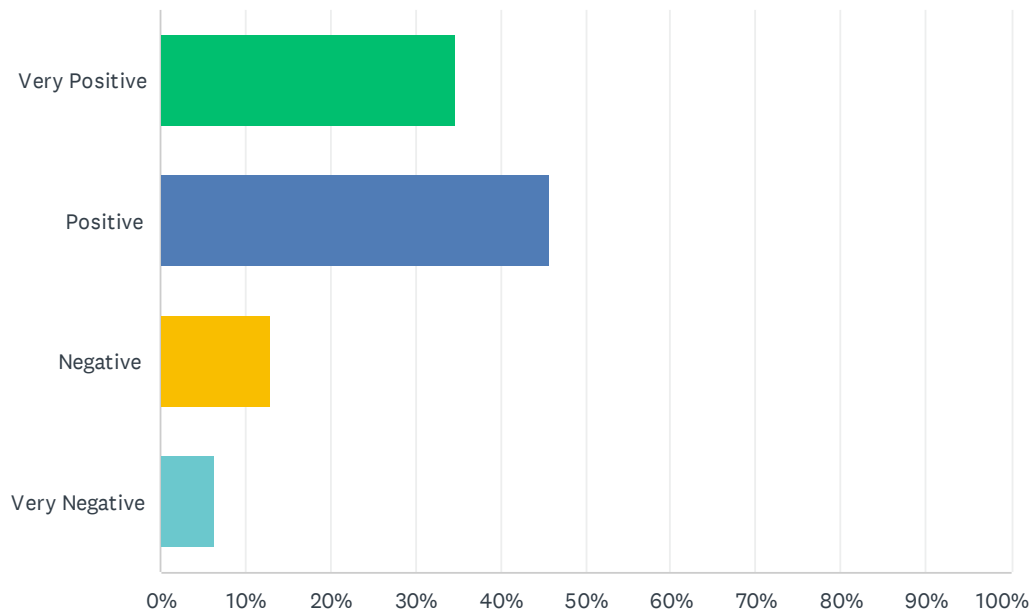
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potential is another word for maybe) I have been unable to secure my own son a place at nursery recently as the growing numbers of people means that nursery's are also over stretched (nothing in your plan about nursery's) My daughter is due to go to high school this year and again places are scarce (no mention of high schools in your plan) The roads in this area are already congested but another 860 house means at the very minimum of an extra 1000 cars on the roads - not to mention the thousands of people traveling to work and back on this new estate so let's say another 1000 cars - that's an extra 2000 cars on the road we will be totally gridlocked

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| 197 | Not sure the local schools, doctors etc can cope  | 1/15/2024 10:59 PM |
| 198 | Comes under warrington No mention of widnes or runcorn-halton No infrastructure- doctors, schools, dentists, hospital   | 1/15/2024 10:08 PM |
| 199 | Will provide much needed housing - but feel it is a wasted opportunity when we are desperate for a hospital rather than more housing  | 1/15/2024 9:08 PM  |
| 200 | Where's the development of hospitals, schools and shops, any bit of greenery is built on to line councillors pockets  | 1/15/2024 9:00 PM  |
| 201 | This sounds like a bigger version of chapleford on the old Burtonwood airbase site. Lots of over crowded streets, crime and it will make the area extremely busy. At least when it was a power station we knew what was what, dreading what's to come. It will ruin where we've lived our whole lives.  | 1/15/2024 8:54 PM  |
| 202 | 860 new homes without the town infrastructure improvements will be a detriment to the area  | 1/15/2024 8:47 PM  |
| 203 | No mention of additional support for local hospital over crowding. A vague reference to a GP surgery and primary school. Proven track record of accentuating bio diversity with no real outcome   | 1/15/2024 8:11 PM  |
| 204 | As long as the redevelopment meets the needs of the people who will be living in this area. Providing an educational provision due to lack of schools in the area. Making use of the outdoors and providing a place for people and young children can enjoy walks etc.  | 1/15/2024 8:09 PM  |
| 205 | The power station is an old, tired site. It's great to see disused brownfield land being redeveloped to deliver homes and jobs.   | 1/15/2024 7:51 PM  |
| 206 | Land use could have been for more local enhancing outcomes than 800+ houses with an average of 1.5 cars. The major commercial development makes no indication as to additional traffic on existing A roads.   | 1/15/2024 7:34 PM  |
| 207 | More houses,are you kidding! More warehouses, are you kidding!  | 1/15/2024 7:21 PM  |
| 208 | Great use of space  | 1/15/2024 6:57 PM  |
| 209 | More houses means more children going to schools that haven't got the places for children that want to go them now they are having to go to schools they not chosen   | 1/15/2024 6:49 PM  |
| 210 | Although I welcome the development of the site the area infrastructure cannot handle this number of additional residents. The main roads are already dangerous racetracks due to the increases number of vehicles over the years and the doctors and dentists already can't support the current residents adequately. I don't feel the additional infrastructure proposed is any where near sufficient. | 1/15/2024 6:06 PM  |
| 211 | The place is nit suitable for houses and these new houses will be far away affordable for people around here  | 1/15/2024 5:48 PM  |
| 212 | The road infrastructure in the area is not really adequate. I feel that the result of these houses will be a significant rise in traffic in surrounding areas. I also feel that - although a primary school is suggested - a secondary school is essential.   | 1/15/2024 5:19 PM  |
| 213 | Think it won't be as nature friendly as planned   | 1/15/2024 5:13 PM  |
| 214 | I think it's a good idea to create more job for those who live in the surrounding areas, however, I feel this would be a great opportunity for a new hospital build & have the old hospital site for creating jobs etc.   | 1/15/2024 4:54 PM  |
| 215 | If it does this it will be good   | 1/15/2024 2:16 PM  |
| 216 | Only positive if that comes with the likes of GP & dentist etc  | 1/15/2024 1:29 PM  |
| 217 | The site is clearly needed if Warrington is to develop properly into a 21st Century town.   | 1/15/2024 1:01 PM  |
| 218 | Good use of formerly developed land   | 1/15/2024 12:56 PM |

## Q7 How do you feel about opening this space up to allow more people to access it?

Answered: 277 Skipped: 61



| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Very Positive  | 34.66%    | 96         |
| Positive       | 45.85%    | 127        |
| Negative       | 13.00%    | 36         |
| Very Negative  | 6.50%     | 18         |
| <b>TOTAL</b>   |           | <b>277</b> |

| #  | WHY DO YOU FEEL THIS WAY?   | DATE              |
|----|---|-------------------|
| 1  | Concerns as per aforementioned, however, do recognise the space is redundant and there to be utilised. The concerns is more around 'how' the land is going to be repurposed             | 2/12/2024 6:23 AM |
| 2  | Trust peel  | 2/10/2024 7:50 PM |
| 3  | Greenspace and recreational space will be very welcome  | 2/10/2024 7:56 AM |
| 4  | Folk need move about  | 2/9/2024 9:34 PM  |
| 5  | Easier access will bring more business to the area  | 2/9/2024 8:36 PM  |
| 6  | We are virtually grinding to a halt with traffic in and around Widnes   | 2/9/2024 2:10 PM  |
| 7  | Could do with more access   | 2/8/2024 10:30 PM |
| 8  | Great for more open spaces  | 2/8/2024 7:22 AM  |
| 9  | I'm neutral on this actually, but haven't been given that option. Given the lack of railway link, the access will be mostly by road which will cause increased traffic through Penketh. | 2/7/2024 11:58 PM |
| 10 | As above  | 2/7/2024 10:42 PM |
| 11 | Depends what people   | 2/7/2024 9:48 PM  |
| 12 | Area needs it   | 2/7/2024 8:17 AM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|    |   |                    |
|----|---|--------------------|
| 13 | Land is a premium commodity and it needs to be utilised for the benefit of the many not the few.  | 2/5/2024 8:35 PM   |
| 14 | Accessibility to any green spaces is always beneficial to the community.  | 2/5/2024 11:57 AM  |
| 15 | Open up the canal, work with widnes and warrington councils to link the 2 marinas at spike Island and fiddlers ferry and provide greater access to water based leisure and biodiversity, tourism and day trips. Access for barges and pleasure craft, paddle boarding, kayaking, fishing long before the ash pits are ready for development. And when the ash pits are open there will be a culture ready to expand and a whole new marina could be made for access to the mersey without the restrictions of the current marinas, a sailing club not restricted by tides and potential holiday chalets with the stunning backdrop of the mersey gateway bridge | 2/4/2024 10:55 PM  |
| 16 | Penketh is on the edge of a rural space and needs to stay that way.   | 2/4/2024 6:01 PM   |
| 17 | See above   | 2/4/2024 5:20 PM   |
| 18 | Once this area is cleared and house and industry return it will be of great benefit to the whole are of Warrington and Widnes   | 2/4/2024 4:15 PM   |
| 19 | More traffic  | 2/4/2024 10:34 AM  |
| 20 | It's a beautiful piece of land  | 2/4/2024 8:39 AM   |
| 21 | I am in favour of the development but this is a very loaded question and should not be used in any decent research project  | 2/3/2024 9:45 PM   |
| 22 | The 1757 Canal a historical pivot of national importance and the wetland Mersey shoreline a Wildlife hub. The increased footfall will demand curation similar to Sankey Valley Park. Will this happen?  | 2/3/2024 4:00 PM   |
| 23 | Increasing access to nature is important. I hope it is done in a way that discourages fly tipping and is a pleasant experience. There are lots of depressing muddy green spaces already.  | 2/3/2024 2:09 PM   |
| 24 | More access the better  | 2/3/2024 8:02 AM   |
| 25 | Currently it is just a waste of inaccessible land as long as it's safe to do so with the history being heavy industry   | 2/3/2024 5:46 AM   |
| 26 | It's an iconic area that should be able to be used by the community.  | 2/2/2024 5:38 AM   |
| 27 | Although needs to be a balance between opening space up for wildlife and creating access for people whilst reducing risk of disturbance, particularly to wintering waders and waterfowl that may use these sites as safe spaces during high tides   | 2/1/2024 11:06 PM  |
| 28 | Many local people go walking along the canal and green open spaces are essential for people and there well being.   | 2/1/2024 5:27 PM   |
| 29 | Limited access before   | 2/1/2024 2:38 PM   |
| 30 | But with access restricted in some nature conservation areas particularly for dogs  | 2/1/2024 5:56 AM   |
| 31 | Should be a hospital open space   | 1/31/2024 11:00 PM |
| 32 | better access to trans pennine trail and in the longer term River Mersey  | 1/31/2024 1:42 PM  |
| 33 | Essential to integrate with existing communities in the locality and not create an out of town development  | 1/31/2024 8:57 AM  |
| 34 | There has to be the right balance.  | 1/31/2024 7:54 AM  |
| 35 | It would be nice to see more green areas retain but not at the expense of more traffic running through Penketh and Sankey.  | 1/30/2024 10:42 PM |
| 36 | No reason not to  | 1/30/2024 9:18 PM  |
| 37 | Better opportunities for local people and businesses  | 1/30/2024 7:59 PM  |
| 38 | Access to the proposed nature reserve is a good idea  | 1/30/2024 6:54 PM  |
| 39 | The area will not be opened up, in fact quite the opposite. Evidence for this can be gleaned from the Chapelford development etc.   | 1/30/2024 6:13 PM  |
| 40 | It's a huge piece of the local community which should be utilised for the maximum benefit of the community but this has to be balanced by practical considerations of the overall impact on that community.   | 1/30/2024 4:21 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|    |   |                    |
|----|---|--------------------|
| 41 | Warrington is grossly over populated already.   | 1/30/2024 3:51 PM  |
| 42 | Whilst not opposed to the residential aspect of the development, I am concerned about the increase in traffic on the single lane highway along the northern border of the site. Also the impact on the wildlife area on the northern border.  | 1/30/2024 3:48 PM  |
| 43 | See above   | 1/30/2024 3:31 PM  |
| 44 | As above we need more information to make an informed decision  | 1/30/2024 3:13 PM  |
| 45 | That's what it requires   | 1/30/2024 2:04 PM  |
| 46 | Something has to be done with the land I just dontbfeel houses are the right thing  | 1/30/2024 8:04 AM  |
| 47 | There's too many people in the the borough as it is not enough schools nor doctors or dentists, so opening it up to more people will just make more of a strain on all of the above   | 1/29/2024 9:16 PM  |
| 48 | Already a busy road before the houses are built.  | 1/29/2024 9:10 PM  |
| 49 | People need this  | 1/29/2024 3:19 PM  |
| 50 | Access to the riverside via a nature reserve will be a very good place to walk and cycle for the new residents and people in the local areas  | 1/29/2024 12:29 PM |
| 51 | We have sankey valley but for the amount of residential property that has been built this space if not enough, therefore I believe that the fiddlers ferry land should be left and developed into a protected open space and park for everyone in the area to enjoy. Look at what the Victorian's did by developing parks in areas for people to enjoy and are still very much used today.  | 1/29/2024 12:29 PM |
| 52 | I like to cycle around the area   | 1/29/2024 9:40 AM  |
| 53 | The lagoon areas are fantastic for bird lovers and we're historically permit controlled. Allowing morr access to these fairly peaceful places can only be positive  | 1/29/2024 7:57 AM  |
| 54 | Tiny spaces of green left shame for the wild life and shame the land isn't left as a place to explore and grow trees ....   | 1/28/2024 9:00 PM  |
| 55 | If this is done on the correct manner, preserving valuable wildlife habitat, it will be a great opportunity & I would feel very positive about it. However, I believe that money talks and wildlife will suffer for the sake of profit margins.   | 1/28/2024 7:15 PM  |
| 56 | The space needs to be respected as a place of history and nature. What is also needed is a Secondary school, desperately needed to take in the already large intake of children coming across from already 11 primary schools. Another primary school will not solve this. Also one of the primary schools is not even full to capacity, needing to fill in places.   | 1/28/2024 6:45 PM  |
| 57 | See above   | 1/28/2024 9:09 AM  |
| 58 | As long as housing is limited and provides truly affordable homes.  | 1/28/2024 8:54 AM  |
| 59 | I don't agree with all the houses or industry being built   | 1/27/2024 10:34 PM |
| 60 | There must be easy access and parking for the public to enjoy a new nature reserve  | 1/27/2024 5:42 PM  |
| 61 | Access to whatever should never be restricted to certain parties it is something to be enjoyed by all   | 1/27/2024 3:07 PM  |
| 62 | It could be a love my green open space for walks near to the river.   | 1/27/2024 2:38 PM  |
| 63 | It would be a pity to waste it  | 1/27/2024 11:53 AM |
| 64 | Again, opportunities for housing are fine. However, we don't need more huge boxes. In Widnes they cannot occupy the new warehouses on gorse lane and peel is suggesting they build more? They wouldn't even be located near motorways or proper infrastructure.   | 1/27/2024 8:33 AM  |
| 65 | I would assume there will be plenty of nature to be rediscovered that has been out of bounds for over 50 years.   | 1/26/2024 8:51 PM  |
| 66 | It won't open it up . It will become a ghetto just like Chapelford has . Better use would be a big hospital to serve Warrington, Widnes and Runcorn . Open space to help with recovery , plenty of car parking for visitors etc , on a main route for buses and taxis and it also has a rail connection . But a hospital doesn't bring in money for you does it or for your lackies at WBC . I know hospitals come from central gov but a major contribution from Peel would go along way to ensure funding and make amends for the damage you have done to the Warrington area | 1/26/2024 7:43 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|    |   |                    |
|----|---|--------------------|
| 67 | Socially responsible action   | 1/26/2024 4:31 PM  |
| 68 | Access is very important  | 1/26/2024 2:11 PM  |
| 69 | As long this access is to allow people to access nature trails and riverside  | 1/26/2024 8:52 AM  |
| 70 | I feel we could make better use of the available space such as a high school / hospital, park, an area for people to enjoy but why would we there's no profit in that   | 1/26/2024 8:36 AM  |
| 71 | It will be a new exciting place and will offer lots of new opportunities.   | 1/25/2024 11:57 PM |
| 72 | We need more housing and more school places.  | 1/25/2024 5:40 PM  |
| 73 | All you are going to get are the local reprobates causing trouble. It will become a no go area within 6 months  | 1/25/2024 3:59 PM  |
| 74 | We are desperate for open green spaces in the are, where everyone can enjoy.  | 1/25/2024 2:04 PM  |
| 75 | I'm on the TPW within cycling distance of the site. If there's enough in the plan to attract recreational visitors, they would surely be expected to cycle out that far.  | 1/25/2024 12:38 PM |
| 76 | recreation is a good thing but we need to consider the wildlife and not push it further and further away  | 1/25/2024 12:25 PM |
| 77 | It won't be it all though - we'll have to look at, hear & smell a huge distribution centre  | 1/25/2024 11:54 AM |
| 78 | Road infrastructure and increase vehicle traffic is a massive negative.   | 1/25/2024 11:28 AM |
| 79 | The use of brownfield sites will reduce pressure in existing green belt areas   | 1/25/2024 10:50 AM |
| 80 | It will make an already busy road route even busier   | 1/25/2024 6:25 AM  |
| 81 | Warrington is losing green space to make way for housing and warehouses   | 1/25/2024 12:23 AM |
| 82 | Green spaces and public paths are positive  | 1/24/2024 11:06 PM |
| 83 | I use the trans pennine trail already and it has the potential to become a more widely used feature   | 1/24/2024 9:16 PM  |
| 84 | I feel sad that the landscape is changing. That we aren't keeping the green space   | 1/24/2024 7:55 PM  |
| 85 | Need more walks and cycle paths in this area  | 1/24/2024 6:26 PM  |
| 86 | Anywhere that involves the community to benefit is a good move  | 1/24/2024 5:51 PM  |
| 87 | It is quite a nice location and very conveniently placed for access to many amenities   | 1/24/2024 3:03 PM  |
| 88 | Those who have worked at Fiddler's Ferry or have had Fiddler's Ferry in the skyline for most of their lives on either side of the river mersey should have the opportunity to input to plans & be enabled to stay informed. | 1/23/2024 10:26 PM |
| 89 | We need more energy generation not less. So it should be used for a new power station wind and solar farm   | 1/23/2024 7:09 PM  |
| 90 | I would hope that the lagoons (or part of) are opened up for angling, kayaking and perhaps other water sports. Segregating angling area from other water sport areas would be necessary.                                    | 1/23/2024 11:27 AM |
| 91 | Feels like an excuse to put more houses/warehouses on   | 1/22/2024 6:05 PM  |
| 92 | Providing a range of services and needs to the local area. If implemented in the way proposed. Especially if the additional infrastructure is included - school, medical, green space etc.                                  | 1/22/2024 3:12 PM  |
| 93 | the work would be welcome and the open spaces   | 1/22/2024 1:52 PM  |
| 94 | We need a promenade to encourage people to walk along the coast from Spike Island to past the Fiddlers Ferry Inn.   | 1/21/2024 12:05 PM |
| 95 | There is great potential for recreational activities on land and water and this should be encouraged.   | 1/21/2024 10:28 AM |
| 96 | Since the power station closed the sankey canal has dried up due to the lack of water being discharged this is such a shame fishing the canal has ended with much of the wildlife going else or actually dying.             | 1/21/2024 7:55 AM  |
| 97 | Access it in what way? As a purely green space for people to enjoy then absolutely, for more homes and warehouses to damage the environment and road system around penketh then absolutely not.                             | 1/20/2024 3:43 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|     |   |                    |
|-----|---|--------------------|
| 98  | If this is a nature reserve   | 1/20/2024 1:50 PM  |
| 99  | It is difficult to believe that anything will be done to support local wildlife when it involves paving over it.  | 1/20/2024 1:32 PM  |
| 100 | As long as there's adequate traffic management in place   | 1/20/2024 1:26 PM  |
| 101 | Any green space and conservation of wildlife is to be applauded but I don't really trust Peel to do any more than pay lip service to their minimum obligations. This area is home to many birds of prey and wading birds. We must protect their habitat at all costs  | 1/20/2024 11:48 AM |
| 102 | Any green spaces and natural habitat is a positive  | 1/20/2024 10:39 AM |
| 103 | The canal is an important part of the industrial heritage of the area and should be recognised as such. It provides walking and cycling opportunities   | 1/19/2024 11:28 PM |
| 104 | See Q6, how will we all get there?  | 1/19/2024 3:43 PM  |
| 105 | People sure houses no   | 1/19/2024 12:36 PM |
| 106 | The towers were historic and now because someone asks for more houses with the brown envelope nothing is right anymore  | 1/19/2024 12:32 PM |
| 107 | There is open space already   | 1/19/2024 11:12 AM |
| 108 | Need more access for horse riders   | 1/19/2024 8:45 AM  |
| 109 | It's just wasted space  | 1/18/2024 7:52 PM  |
| 110 | It was a semi rural area. With a fantastic Community. Even the schools like Penketh Community primary school. Now it's all flats, cramming people in in anti social areas and wonder why there are social issues! This is always the planners and Architects. Like Runcorn legoland. & Skelmersdale. IN THE SAME TIMEFRAME. Wem has only just built its first lot of new houses in centres. | 1/18/2024 7:39 PM  |
| 111 | We need more green spaces in Warrington not concreting/tarmaccing them over with housing and business units.  | 1/18/2024 5:51 PM  |
| 112 | You have shown no road plans at this point  | 1/18/2024 5:34 PM  |
| 113 | Park and green space is ideal   | 1/18/2024 4:51 PM  |
| 114 | It's a positive for mental health that the space is getting used for walks etc would be great to see some other great environmental bits  | 1/18/2024 4:41 PM  |
| 115 | Positive but very wary. The impact on the area by adding in least 1000 extra vehicles will grid lock the road   | 1/18/2024 1:36 PM  |
| 116 | There is no mention of the disused canal which runs through the site, a contribution to returning this stretch to water should be made, the current plans look very limited overlooking already underfunded open spaces ie TP Trail.  | 1/18/2024 1:19 PM  |
| 117 | Access be it on foot, bike or ON HORSE is good for mental well being of local people as well as the ENVIRONMENT   | 1/18/2024 12:58 PM |
| 118 | Brown field sites take decades to become clean so I would need some scientific assurance on the methodology of cleaning the area for public use....   | 1/18/2024 12:26 PM |
| 119 | I think 800 plus homes and businesses is too much and the surrounding green belt will be destroyed , Marsh Lane is currently tucked away with plenty of trees, grassland and bushes .   | 1/18/2024 11:09 AM |
| 120 | As above  | 1/17/2024 10:48 PM |
| 121 | Again there will be too many people around the area for the local services to deal with .. police .. hospitals .. bin collections .. and so on.   | 1/17/2024 10:30 PM |
| 122 | The whole thing was supposed to be green belt land  | 1/17/2024 9:44 PM  |
| 123 | I feel that the area can't accommodate the numbers that are being put forward.  | 1/17/2024 9:00 PM  |
| 124 | might as well use space that will otherwise go to waste   | 1/17/2024 7:45 PM  |
| 125 | -   | 1/17/2024 6:55 PM  |
| 126 | There's a limited amount of recreational space, so more would be appreciated  | 1/17/2024 5:43 PM  |
| 127 | It would be good to walk to   | 1/17/2024 2:34 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|     |  |                    |
|-----|--|--------------------|
| 128 | As long as the road infrastructure is improved it is already a busy road route towards the Mersey gateway  | 1/17/2024 2:34 PM  |
| 129 | We need more access to green spaces  | 1/17/2024 1:46 PM  |
| 130 | Might be idea to join the 2dual carriage ways up.to ease extra traffic.  | 1/17/2024 1:29 PM  |
| 131 | We need more open saves  | 1/16/2024 10:02 PM |
| 132 | it's already too busy around here  | 1/16/2024 6:30 PM  |
| 133 | It depends on the space. Houses, units....   | 1/16/2024 6:09 PM  |
| 134 | It will bring new jobs and people into the area, and provide more definite plans for green belt and nature.  | 1/16/2024 5:07 PM  |
| 135 | Provided it's done as outlined it should be a nice environment   | 1/16/2024 4:25 PM  |
| 136 | See 6.   | 1/16/2024 3:18 PM  |
| 137 | Access to more green spaces around this area is crucial to a successful development  | 1/16/2024 2:26 PM  |
| 138 | I'm looking to purchase a new home on the site   | 1/16/2024 2:13 PM  |
| 139 | It's well-located near transport routes, local urban centres and the estuary.  | 1/16/2024 2:02 PM  |
| 140 | I am supportive of limited public access to some of the space. I am concerned about the impact on the eco environment south of the canal. There is already a huge public space accessed from the trail east of the Ferry Tavern. It is hardly used by anyone. As a resident of many years, the most used space is the beer garden of the Ferry Tavern. I do not support destroying natural habitats (which public access can do) when there is already vast areas of public access to the land that adjoins the river and is only used by a handful of dog walkers. I do support more access to the Trans Pennine trail. It is well used currently for cycling. The trail south of the development is rarely used by walkers. It is an unpleasant environment due to the disused canal full of stagnant water. It smells bad and is a haven for biting bugs most of the year. Further access to the land south of the canal should be carefully balanced against existing access that isn't used and the need to protect natural environments. Further to this, the river Mersey is dangerous. It has quick changing tides, rapid currents and mud banks that act like quick sand. It is not a safe environment and careful consideration should be given to this especially for a development that will encourage young families to live there. | 1/16/2024 1:50 PM  |
| 141 | I would love that, however, I don't think new residents will like people visiting the area clogging up their access roads  | 1/16/2024 1:41 PM  |
| 142 | Again, cautiously positive. The St. Helens canal runs through the site and is in needs of a stable water source. Consideration should be given to it if you are to avoid a disused, derelict canal running through the heart of your new development.  | 1/16/2024 1:21 PM  |
| 143 | There needs to be more green areas around for people to access it will improve our relationship with nature so people will learn to respect it. I'm also glad there will be more shops, I hope they're companies we don't already have in Widnes so that there is less need to travel to local cities.   | 1/16/2024 1:03 PM  |
| 144 | Otherwise its wasted   | 1/16/2024 12:50 PM |
| 145 | It looks well thought out.   | 1/16/2024 10:21 AM |
| 146 | It would be good if access to the nature reserve area, other green spaces was prioritized on the development timeline, also would like to understand more about widnes road changes, cycle paths? better footpaths? new junctions?   | 1/16/2024 9:22 AM  |
| 147 | As stated above  | 1/15/2024 11:05 PM |
| 148 | Only ok if infrastructure put in place   | 1/15/2024 10:08 PM |
| 149 | Again just more over development and overcrowding.   | 1/15/2024 8:54 PM  |
| 150 | Very misleading question. Why not ask the opposite and ask how we feel about the urbanisation of the area to the detriment of the local wildlife, the increase in traffic and air pollution.   | 1/15/2024 8:11 PM  |
| 151 | Warrington is suffering from too much development that consumes open space that would be better used enhancing quality of life for current inhabitants.  | 1/15/2024 7:34 PM  |
| 152 | Just click bait to fool people   | 1/15/2024 7:21 PM  |

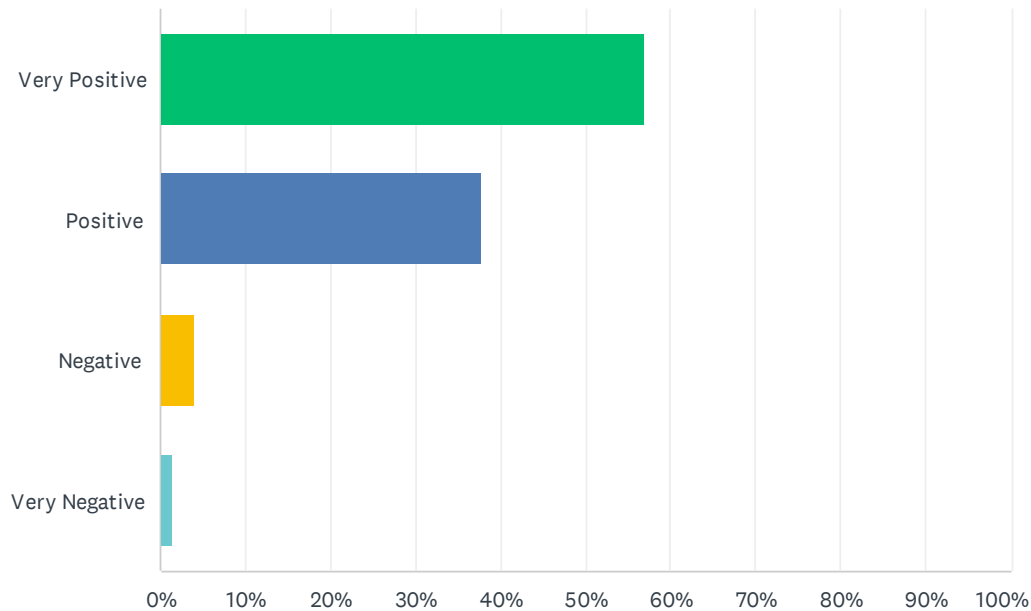
## Fiddler's Ferry Draft Development Framework Public Consultation

|     |   |                    |
|-----|---|--------------------|
| 153 | I am 50/50. If the remediation if the land,can be successfully undertaken.This would be a more sustainable repurpose of this past brownfield site,which would be a beneficial for all.Aswell as changing what was once a eyesore of the widnes landscape.But I will add the incorporation of the existing green space/open spaces into the planned community is essential for future residents and the ecology of land. | 1/15/2024 7:01 PM  |
| 154 | Be good to ha e a nice area to use  | 1/15/2024 6:57 PM  |
| 155 | Just good to be able to roam and explore.   | 1/15/2024 5:19 PM  |
| 156 | Would be good to have open access to this area & especially if helps create less congestion.  | 1/15/2024 4:54 PM  |
| 157 | If it helps people get affordable homes and jobs it should be good.   | 1/15/2024 2:16 PM  |
| 158 | As above, it's no use just leaving it to be an industrial area. It has benefits already in being partly green space.  | 1/15/2024 1:01 PM  |
| 159 | Improved health benefits  | 1/15/2024 12:56 PM |



## Q8 How do you feel about the enhancement of the existing woodland area (known locally as the 'nature reserve') in the north of site, bordering Widnes Road?

Answered: 276 Skipped: 62



### ANSWER CHOICES

### RESPONSES

|               |        |            |
|---------------|--------|------------|
| Very Positive | 56.88% | 157        |
| Positive      | 37.68% | 104        |
| Negative      | 3.99%  | 11         |
| Very Negative | 1.45%  | 4          |
| <b>TOTAL</b>  |        | <b>276</b> |

| # | WHY DO YOU FEEL THIS WAY?  | DATE              |
|---|--|-------------------|
| 1 | This is the first I have heard of this. Any attempts to help cultivate and enhance the environment are invaluable. This doesn't mitigate concerns over long term impact of an entire new community and industrial units being created on site, however | 2/12/2024 6:26 AM |
| 2 | Trust peel   | 2/10/2024 7:51 PM |
| 3 | There should definitely be a visual buffer between the development and the main road so that the impression of separation between Warrington and Widnes is maintained.   | 2/10/2024 7:59 AM |
| 4 | It will give the area a nice place to spend some time  | 2/9/2024 8:39 PM  |
| 5 | Anything that puts into the natural environment and doesn't take away from it is a positive  | 2/9/2024 2:12 PM  |
| 6 | Great we need better outdoor spaces  | 2/8/2024 7:24 AM  |
| 7 | I've noted that your are building on greenbelt land which is not acceptable given the scale of brownfield land available.  | 2/8/2024 12:00 AM |
| 8 | Because it is needed   | 2/7/2024 10:43 PM |
| 9 | Vital to invest in this area for the planet and local environment but also to enhance the living standard. Leisure and appeal of this part of our area.  | 2/5/2024 8:38 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|    |  |                    |
|----|--|--------------------|
| 10 | As long as open space is maintained then it is a good thing  | 2/5/2024 12:58 PM  |
| 11 | More green space & trees, the better   | 2/5/2024 12:24 PM  |
| 12 | Biodiversity increases the look of the area,encourages visitors and increases leisure facilities, we could have our own delamere style bike trails and accessible routes for all   | 2/4/2024 10:57 PM  |
| 13 | This needs to happen, but until it's actually done, then I will belive it, but if foe some reason this doesn't happen, then I won't be surprised.  | 2/4/2024 6:04 PM   |
| 14 | The more green spaces the better.  | 2/4/2024 5:20 PM   |
| 15 | This will allow local resident an area in which to appreciate wildlife and nature  | 2/4/2024 4:17 PM   |
| 16 | More needed.   | 2/4/2024 10:34 AM  |
| 17 | We need to protect nature and incorporate more into our everyday living space  | 2/4/2024 8:41 AM   |
| 18 | I am in favour of the development but this is a very loaded question and should not be used in any decent research project   | 2/3/2024 9:46 PM   |
| 19 | It is important to not eradicate the wildlife.   | 2/3/2024 5:40 PM   |
| 20 | Future development should be ring fenced.  | 2/3/2024 4:06 PM   |
| 21 | I don't know enough about the woodland area to comment in detail.  | 2/3/2024 2:10 PM   |
| 22 | Green space is good And also we need more jobs   | 2/3/2024 10:54 AM  |
| 23 | We need more woodland  | 2/3/2024 8:03 AM   |
| 24 | I am concerned the current reserve would be damaged in the process. If not then I would feel happy.  | 2/2/2024 8:22 PM   |
| 25 | Enhanc ment is good.   | 2/2/2024 5:39 AM   |
| 26 | Would need more clarification on how it will be managed and is there a long term management t plan in place. How will benefits for biodiversity be monitored and shown?  | 2/1/2024 11:07 PM  |
| 27 | Any nature reserve is important.   | 2/1/2024 5:31 PM   |
| 28 | Really important to deliver biodiversity net gain at the site and ideally greater than the mandatory 10%   | 2/1/2024 5:57 AM   |
| 29 | Needs to be bigger   | 1/31/2024 11:01 PM |
| 30 | better access  | 1/31/2024 1:44 PM  |
| 31 | Increasing wildlife habitat that is additionally available for recreational uses is a positive development and provides learning and outdoor recreational opportunities for local residents, children, students and visitors. There are similar facilities in the wider local community. | 1/31/2024 10:49 AM |
| 32 | We need to feel like we have open spaces, so it makes sense to create the illusion of one with a nature reserve.   | 1/31/2024 7:55 AM  |
| 33 | Any enhancement to green areas is a positive but this is a red herring given the size of the site and number of commercial and residential buildings being proposed. The local infrastructure can't cope now!!!  | 1/30/2024 10:45 PM |
| 34 | Should keep as many green spaces as possible   | 1/30/2024 9:18 PM  |
| 35 | Good for local environment   | 1/30/2024 8:00 PM  |
| 36 | Any space for nature is welcome  | 1/30/2024 6:55 PM  |
| 37 | Enhancement of the woodlands and open spaces in the area is long overdue.  | 1/30/2024 6:15 PM  |
| 38 | Hopeful but can't say positive as there is no detail of what this "enhancement" actually entails. These survey questions are obviously phrased in such a way (no "neutral" option) that the results can be spun positively.  | 1/30/2024 4:26 PM  |
| 39 | Planting a few new trees to placate the gullible greens won't help, to little.   | 1/30/2024 3:55 PM  |
| 40 | I am not sure what 'enhancements' are planned, but widening Marsh Lane will affect the wildlife area, as will increased traffic on the main road.  | 1/30/2024 3:53 PM  |
| 41 | Need to protect and promote the natural habitat  | 1/30/2024 3:36 PM  |
| 42 | We need to maintain a healthy balance between nature and redevelopment. When you look  | 1/30/2024 3:14 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|    |   |                    |
|----|---|--------------------|
|    | at other developments in the area this has been lacking   |                    |
| 43 | It's the right thing to do  | 1/30/2024 2:05 PM  |
| 44 | Very important to keep the habitat going for the animals around Nice to have local areas to visit   | 1/30/2024 8:05 AM  |
| 45 | Better for everyone   | 1/29/2024 9:36 PM  |
| 46 | Green footprint   | 1/29/2024 9:11 PM  |
| 47 | Nature is something we should all embrace   | 1/29/2024 3:21 PM  |
| 48 | Anything that improves the view from the road must be beneficial, and the extra area is good for the wildlife   | 1/29/2024 12:30 PM |
| 49 | This is good but we need less development and more open spaces.   | 1/29/2024 12:30 PM |
| 50 | Any increase in woodland areas is a positive. I hope the improvement of it included an expansion of it.   | 1/29/2024 7:58 AM  |
| 51 | Needs to be bigger and usable space   | 1/28/2024 9:01 PM  |
| 52 | We need more green spaces.  | 1/28/2024 8:25 PM  |
| 53 | I hope that it is improved for wildlife, but I am very sceptical  | 1/28/2024 7:17 PM  |
| 54 | Nature reserves are best kept to nature. Introducing purpose based access encouraging people to visit needs to be in keeping with the local area. It will increase traffic and congestion and causing further delays for commuting. | 1/28/2024 6:46 PM  |
| 55 | Hope it happens plant more trees instead of chopping them down would be good as the birds are being made homeless   | 1/28/2024 4:37 PM  |
| 56 | Good environment reasons  | 1/28/2024 9:10 AM  |
| 57 | Need to support nature and the local environment  | 1/28/2024 8:55 AM  |
| 58 | More green space for wildlife is a must.  | 1/27/2024 10:51 PM |
| 59 | If it has proper paths all the way around that would be nice  | 1/27/2024 10:35 PM |
| 60 | This needs to be on a much larger scale   | 1/27/2024 5:42 PM  |
| 61 | Everyone needs to get back to nature in some form, if the area is to be enhanced then people will respond to the changes and perhaps more people will visit.  | 1/27/2024 3:17 PM  |
| 62 | This a good part of the plan. Anything that provides wildlife habitat is good   | 1/27/2024 2:39 PM  |
| 63 | Opportunities for many to enjoy   | 1/27/2024 11:54 AM |
| 64 | Anything that improves nature and ecosystems would be beneficial. However, don't pass it off as "tick box" exercise and actually do nothing to improve it.  | 1/27/2024 8:34 AM  |
| 65 | I what way are you going to enhance it ? By providing more dark corners for muggings and drug use similar to what has happened at Chapelford  | 1/26/2024 7:47 PM  |
| 66 | Green action  | 1/26/2024 4:32 PM  |
| 67 | Letting us breathe  | 1/26/2024 2:12 PM  |
| 68 | I feel that we need to keep more green belts to avoid of towns merging and making nature access exclusive rather than easy access to everyone   | 1/26/2024 8:55 AM  |
| 69 | We should keep our nature reserves, we moan about the earth's temperatures rising yet we cover the earth in concrete of course it's going to get hotter. We need to keep green spaces for the sake of rising temperatures           | 1/26/2024 8:39 AM  |
| 70 | Good environment consideration  | 1/25/2024 11:57 PM |
| 71 | The local woodland area should be kept, maintained and developed.   | 1/25/2024 5:41 PM  |
| 72 | This is OK and something that could have been done while it was kept as a power station.  | 1/25/2024 4:01 PM  |
| 73 | It's been there a long time and has a huge impact on the local wildlife.  | 1/25/2024 2:06 PM  |
| 74 | Wilding areas is necessary for the good of biodiversity, especially as we are repurposing former brownfield in this case  | 1/25/2024 12:40 PM |

## Fiddler's Ferry Draft Development Framework Public Consultation

|     |  |                    |
|-----|--|--------------------|
| 75  | it would be great for existing wildlife, in the lagoons as long as its not too accessible as to disturb what's already there. Birds such as Jack snipe do not respond well to too much human activity. I held a pass for bird watching there and there is plenty of wildlife about.                              | 1/25/2024 12:34 PM |
| 76  | Again - it feels like a token gesture.   | 1/25/2024 11:55 AM |
| 77  | Making The green land and mature area accessible to public is a positive. However where does the upkeep costs fall? Will this be Peel or Council.  | 1/25/2024 11:29 AM |
| 78  | Woodland areas have a positive effect on people who live nearby.   | 1/25/2024 10:53 AM |
| 79  | The more nice green space the better   | 1/25/2024 9:16 AM  |
| 80  | We need more green space   | 1/25/2024 6:26 AM  |
| 81  | See previous.  | 1/25/2024 12:24 AM |
| 82  | Need more open space walks and cycle paths in this area  | 1/24/2024 6:28 PM  |
| 83  | Protecting nature has got to be a priority   | 1/24/2024 5:52 PM  |
| 84  | any woodland development has to be positive  | 1/24/2024 3:05 PM  |
| 85  | Nature walks should stay a key part if the scheme for Fiddler's Ferry. It is a beautiful site & nature still thrived on the site even when it was a running Power Station. A Nature area with local access should remain part of the scheme, as Power Stations are always in nature habitats on river estuaries. | 1/23/2024 10:31 PM |
| 86  | Nice to see putting nature in there and encouraging it   | 1/22/2024 6:06 PM  |
| 87  | As previously mentioned - in fitting with the area and has always been a popular area for local schools/ groups etc.   | 1/22/2024 3:13 PM  |
| 88  | You could use the land to incorporate a promenade and people's interest in nature. You could use the tide to drive wind turbines or just turbines and use solar panels which could be incorporated onto the houses and the land.   | 1/21/2024 12:09 PM |
| 89  | The area is largely developed already and green spaces are vital.  | 1/21/2024 10:29 AM |
| 90  | The deer that were in there will no doubt have moved on I work shift and saw them many times near Marsh Lane it'll be nice to see wildlife back again  | 1/21/2024 7:59 AM  |
| 91  | Positive provided Peel follow through with their commitments which evidence shows is unlikely.   | 1/20/2024 3:44 PM  |
| 92  | I think enhancing has been misspelled by 'destroying'  | 1/20/2024 1:33 PM  |
| 93  | We need to keep green and local wildlife undisturbed   | 1/20/2024 12:44 PM |
| 94  | We need to preserve as many mature trees as possible however I would be interested to know if this is Peel making an altruistic commitment or if the trees are subject to TPOs and this is spin.   | 1/20/2024 11:52 AM |
| 95  | The developer should be balanced between benefiting the economy, The people and The environment  | 1/19/2024 11:30 PM |
| 96  | I hope this is true as this area has been important to the local community for a long time   | 1/19/2024 7:04 PM  |
| 97  | See Q6   | 1/19/2024 3:43 PM  |
| 98  | We need to encourage wildlife in the area.   | 1/19/2024 1:06 PM  |
| 99  | Wildlife need homes too  | 1/19/2024 12:36 PM |
| 100 | I'm happy that the woodlands area is expanding but we need to think about the wildlife that have already lost their homes to new houses being build and destroying where they nest.  | 1/19/2024 12:33 PM |
| 101 | If it actually happens   | 1/19/2024 12:17 PM |
| 102 | Need more access for horseriders   | 1/19/2024 8:47 AM  |
| 103 | Good for nature  | 1/18/2024 7:53 PM  |
| 104 | You destroyed more than you let on . Many Native hardwoods. Just do not plant crappy silver birch. Plant the oak beech ash and elm..   | 1/18/2024 7:45 PM  |
| 105 | Anything to improve/encourage out door space I would support   | 1/18/2024 5:52 PM  |
| 106 | We need more green space   | 1/18/2024 4:52 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

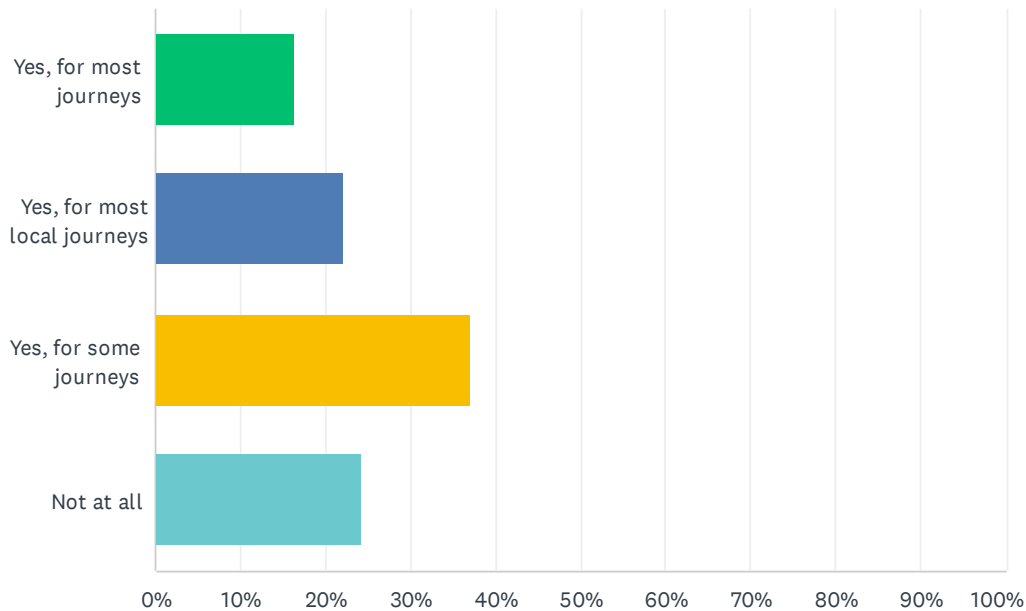
|     |   |                    |
|-----|---|--------------------|
| 107 | Excellent! Will use   | 1/18/2024 4:41 PM  |
| 108 | I worry for all the disruption to the current wildlife. I don't believe the developers will enhance it in any way. If past history is anything to go by, the developer mysteriously disappears when it's time to get some wildlife enhancement. May I suggest get them to put in place the roads, green spaces and GP surgeries BEFORE you grant planning permission for houses | 1/18/2024 1:42 PM  |
| 109 | This woodland has never been publicly accessible, it offers only a buffer from the road.  | 1/18/2024 1:21 PM  |
| 110 | Better for people and environment   | 1/18/2024 1:00 PM  |
| 111 | Anything to support the diversity and wildlife is always good   | 1/18/2024 12:28 PM |
| 112 | Anything that will enhance , keep or grow nature is a positive .  | 1/18/2024 11:10 AM |
| 113 | I feel this is positive for the new community which will benefit from this whilst those who have lived here most of their lives get to look at industrial units .. well done for giving new residents a nice environment but giving existing residents an eye sore.   | 1/17/2024 10:36 PM |
| 114 | the uk is slowly losing all of its green land to new build homes  | 1/17/2024 7:46 PM  |
| 115 | See previous answer   | 1/17/2024 5:43 PM  |
| 116 | More accessible green space   | 1/17/2024 5:34 PM  |
| 117 | Its always good when an area is set aside for natural habitats, it will encourage people to take more of a interest in nature.  | 1/17/2024 3:06 PM  |
| 118 | But unfortunately Warrington council doesn't have a good track record for honoring its promises - I remember the Omega plans were similar for lakeside areas and leisure and ended up being lost to housing   | 1/17/2024 2:38 PM  |
| 119 | Want to keep it   | 1/17/2024 2:35 PM  |
| 120 | Keeping green areas   | 1/17/2024 1:48 PM  |
| 121 | Looks like your looking to protecting and enhanceing it.  | 1/17/2024 1:31 PM  |
| 122 | I used to be a member of the Fishing Club, so hope the ponds will be retained and improved.   | 1/17/2024 12:39 PM |
| 123 | Very helpful for the environmental, will make it a nice place to be around  | 1/16/2024 10:58 PM |
| 124 | We need more open spaces  | 1/16/2024 10:02 PM |
| 125 | I'm surprised you haven't cut it down as HBC felled thousands of trees which didn't need removal.   | 1/16/2024 6:12 PM  |
| 126 | I do have some reservations about how the on-going development might affect the existing species with the designated reserve, so I wait to question people on how this future development will be achieved.   | 1/16/2024 5:09 PM  |
| 127 | There needs to be plenty of green spaces to encourage people to be more active  | 1/16/2024 4:27 PM  |
| 128 | See 6 - hopefully this will be done thoughtfully and based on expert advice/evidence.   | 1/16/2024 3:23 PM  |
| 129 | Should always have a green space for people to enjoy like sunny bank  | 1/16/2024 3:10 PM  |
| 130 | This is much needed, and I feel would have massive impact on the community.   | 1/16/2024 2:27 PM  |
| 131 | Nature restoration and conservation is extremely important for lots of reasons not least climate change mitigation.   | 1/16/2024 2:05 PM  |
| 132 | The correct enhancement would be positive.  | 1/16/2024 1:51 PM  |
| 133 | Would be 100% positive if I actually believed it would be done  | 1/16/2024 1:43 PM  |
| 134 | Green spaces are needed for wildlife to prosper to keep educating children on local wildlife  | 1/16/2024 1:36 PM  |
| 135 | Again, provided you fully deliver on what it promised it will be an asset to the site.  | 1/16/2024 1:24 PM  |
| 136 | Im feeling very optimistic about the enhancments planned for the nature reserve, I think it's a great way to get people excited about being in nature again   | 1/16/2024 1:08 PM  |
| 137 | More nature and green spaces the better   | 1/16/2024 12:56 PM |
| 138 | We need to keep green sites along side housing. Especially near the river   | 1/16/2024 12:51 PM |
| 139 | It would be 'easy' to just flatten it and cover it with houses, but this keeps the personality of   | 1/16/2024 10:23 AM |

## Fiddler's Ferry Draft Development Framework Public Consultation

|     |   |                    |
|-----|---|--------------------|
|     | the area.   |                    |
| 140 | I'm looking forward to exploring that area, great that it will be opened up to the public   | 1/16/2024 9:24 AM  |
| 141 | This could be good if it goes ahead   | 1/15/2024 11:05 PM |
| 142 | There are not enough green spaces left these days so more = positive  | 1/15/2024 9:09 PM  |
| 143 | You won't enhance anything by building hundreds of new homes  | 1/15/2024 9:01 PM  |
| 144 | More of the site should be put back to nature, why does everything have to be built on. Money!  | 1/15/2024 8:55 PM  |
| 145 | Having seen other areas which Peel have supposedly enhanced I have little hope this is meaningful   | 1/15/2024 8:13 PM  |
| 146 | Small piece of land which in no way compensates for the loss of other land for community.   | 1/15/2024 7:35 PM  |
| 147 | Robbing Peter to pay Paul by building on greenbelt land   | 1/15/2024 7:25 PM  |
| 148 | This is essential && very positive. This does show consideration for the green space/ the diverse ecosystems that currently exist at this site. | 1/15/2024 7:11 PM  |
| 149 | The reserve has been at Fiddlers for a long time so will be great to make it bigger and better  | 1/15/2024 6:59 PM  |
| 150 | We need to look after the wildlife  | 1/15/2024 6:52 PM  |
| 151 | Providing it is still maintained as accessible green space  | 1/15/2024 6:07 PM  |
| 152 | Do it sensibly and considering local wildlife and it could flourish.  | 1/15/2024 5:20 PM  |
| 153 | Environmental projects are so important in this day & age especially with climate change.   | 1/15/2024 4:55 PM  |
| 154 | We all need nature  | 1/15/2024 2:17 PM  |
| 155 | We are a local wildlife rescue & cover this area so I'm glad that you will be enhancing it  | 1/15/2024 1:31 PM  |
| 156 | People need nearby green spaces. If you want residents to move away from using cars, then availability has to be close by.                      | 1/15/2024 1:02 PM  |
| 157 | Improvements to protect flora and fauna with the right level of background management to ensure the ongoing success of the proposals            | 1/15/2024 12:58 PM |

## Q9 Would the proposed dedicated cycle and walking routes throughout the site, including connections to existing public rights of way and the Trans-Pennine Trail, make you more likely to travel in more active ways?

Answered: 275 Skipped: 63



### ANSWER CHOICES

Yes, for most journeys  
 Yes, for most local journeys  
 Yes, for some journeys  
 Not at all

### RESPONSES

16.36% 45  
 22.18% 61  
 37.09% 102  
 24.36% 67

TOTAL

275

| # | IF YOU WISH TO EXPLAIN MORE, PLEASE DO.  | DATE              |
|---|--|-------------------|
| 1 | I am a frequent cyclist, using the Transpennine Trail right up to Manchester and this would therefore bear no impact   | 2/12/2024 6:26 AM |
| 2 | Very good  | 2/10/2024 7:51 PM |
| 3 | It still looks cut off from main amenities except by car. Improvements to cycle and pedestrian facilities along the main road are required ( wider paths and potentially slower road speeds). It doesn't feel safe to walk along at the moment.  | 2/10/2024 7:59 AM |
| 4 | We need more cycke paths. Walking paths seperate.  | 2/9/2024 9:35 PM  |
| 5 | I'd still drive most places but it's nice to have the option of nice walks or bike rides on days with good weather   | 2/9/2024 8:39 PM  |
| 6 | I already am very active I walk regularly around this area especially near the ferry tavern  | 2/9/2024 2:12 PM  |
| 7 | To dangerous for cyclists and trains not reliable  | 2/8/2024 7:24 AM  |
| 8 | I'm not sure where I'd be going to that I can't already access. The journey from Penketh to Widnes is good by bicycle or walking, until your reach the big dual carriageway at the Retail Centre. If road traffic increases along that route due to this development, the situation will worsen. | 2/8/2024 12:00 AM |

## Fiddler's Ferry Draft Development Framework Public Consultation

|    |   |                    |
|----|---|--------------------|
| 9  | See my answer Q12   | 2/5/2024 12:58 PM  |
| 10 | Without a doubt, the more people can get out and about without car, buses. the better   | 2/5/2024 12:24 PM  |
| 11 | I already walk where possible.  | 2/5/2024 8:28 AM   |
| 12 | It is out of the way for regular family visits or commuting but easy access to shops and amenities would be amazing   | 2/4/2024 10:57 PM  |
| 13 | My husband is a keen cyclists and he would definitely benefit from it   | 2/4/2024 6:04 PM   |
| 14 | More recreational local access to the Canal has needed for some time, reliant solely on the Station Road access and Moss Lane crossing.   | 2/3/2024 4:06 PM   |
| 15 | I work too far away (Manchester) to commute by bike or on foot, but I would be likely to use the space for recreational running or cycling.   | 2/3/2024 2:10 PM   |
| 16 | I personally love to go walking from Spike Island along the canal to Penketh. Many people do the trans pennine trail Themore space the better.  | 2/1/2024 5:31 PM   |
| 17 | Recreational  | 2/1/2024 2:38 PM   |
| 18 | Cycling   | 1/31/2024 11:01 PM |
| 19 | easier and safer  | 1/31/2024 1:44 PM  |
| 20 | Unlikely for me personally but I would expect others to embrace the opportunity and cycling as a commuting option is currently embraced along parts of the local Trans Pennine Trail. | 1/31/2024 10:49 AM |
| 21 | Access to the Trans Pennine Trail creates more circular walking opportunities for local people from both Widnes and Penketh.  | 1/31/2024 9:02 AM  |
| 22 | It would be great to cycle more with the children, away from busy roads.  | 1/31/2024 7:55 AM  |
| 23 | I already access the Trans Pennine Trail for leisure cycling and walking  | 1/30/2024 6:55 PM  |
| 24 | Only if the area is significantly greener and it is a safe place to travel through. Witness Chapelford, which has deteriorated badly.   | 1/30/2024 6:15 PM  |
| 25 | Not at all for journeys, possibly for exercise  | 1/30/2024 4:26 PM  |
| 26 | My wife and myself already cycle regularly along existing routes, when they are useable, although lately they are just mud ways due to the weather and poor maintenance.              | 1/30/2024 3:55 PM  |
| 27 | The area is too far for me to walk to, and I do not cycle.  | 1/30/2024 3:53 PM  |
| 28 | Happy to cycle locally  | 1/30/2024 3:36 PM  |
| 29 | I walk, run and cycle daily in the area so more availability is beneficial  | 1/30/2024 3:14 PM  |
| 30 | Yes on my bike  | 1/30/2024 2:05 PM  |
| 31 | If I lived there would use for exercise   | 1/30/2024 10:37 AM |
| 32 | Already do  | 1/30/2024 7:56 AM  |
| 33 | See above more space needed   | 1/29/2024 12:30 PM |
| 34 | I would only use these routes for pleasure & during the warmer months   | 1/28/2024 7:17 PM  |
| 35 | Right of ways need to be respected and not abused, by having large car parking spaces which then crowds,what should be a calm, nature respecting space.                               | 1/28/2024 6:46 PM  |
| 36 | I like to walk alot so will be good.  | 1/27/2024 10:51 PM |
| 37 | Not unless the bus times change to more frequent and prices dropped too   | 1/27/2024 10:35 PM |
| 38 | At the moment I drive locally perhaps this would encourage me to leave my car at home especially when the weather is fine and gain from the health benefit                            | 1/27/2024 3:17 PM  |
| 39 | Why would I go 2 miles out of my way to go through the site ????  | 1/26/2024 7:47 PM  |
| 40 | Use to live in the area but not now   | 1/26/2024 4:32 PM  |
| 41 | I use the tpt anyway  | 1/26/2024 2:12 PM  |
| 42 | It is good idea. Unfortunately this would require improvements in current towns to make this more accessible - currently there are no cycling routes within Widnes                    | 1/26/2024 8:55 AM  |
| 43 | People don't / can't work or even get to a local school close to travel be bike or walk.  | 1/26/2024 8:39 AM  |



## Fiddler's Ferry Draft Development Framework Public Consultation

Councils have made things harder for people to get to and force them into using cars and then complain about it

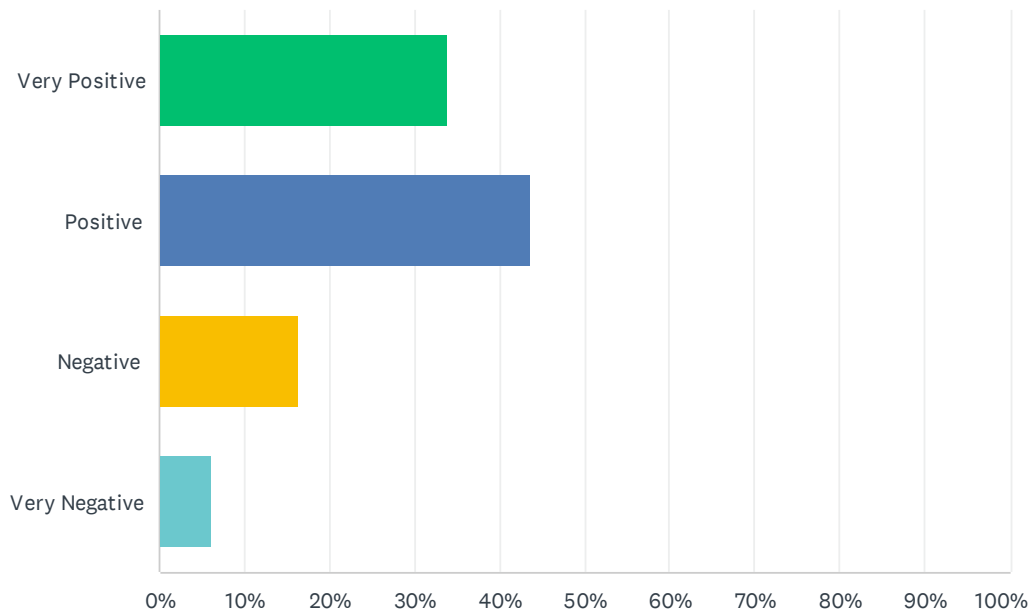
|    |  |                    |
|----|--|--------------------|
| 44 | I don't go to this part of town  | 1/25/2024 4:01 PM  |
| 45 | Cyclists and walkers would welcome this, as at the moment it is an eyesore.  | 1/25/2024 2:06 PM  |
| 46 | I would not use this site for commuting, and would be unlikely to want to live there, therefore would not expect to drive there normally. But visiting by cycle would seem likely from time to time  | 1/25/2024 12:40 PM |
| 47 | To go where??? The employment area??   | 1/25/2024 11:55 AM |
| 48 | Depends on the weather! I cycle for some local journeys.   | 1/25/2024 10:53 AM |
| 49 | I already use the canal path for bike rides  | 1/25/2024 6:26 AM  |
| 50 | Not relevant to me   | 1/25/2024 6:14 AM  |
| 51 | Easy access to the Pennine Trail for everybody to use  | 1/24/2024 6:28 PM  |
| 52 | We already use the local canals to walk  | 1/24/2024 5:52 PM  |
| 53 | I do not live in the area and cannot respond   | 1/24/2024 3:05 PM  |
| 54 | Many in our family cycle, thanks.  | 1/23/2024 10:31 PM |
| 55 | not personally, but certainly for the wider community  | 1/22/2024 1:53 PM  |
| 56 | Not only for journeys but for leisure facilities/interests.  | 1/21/2024 12:09 PM |
| 57 | Family walks, fishing, can start again the canal and walk ways are a disgrace since the closure  | 1/21/2024 7:59 AM  |
| 58 | If it was free from motorbikes etc then possibly   | 1/20/2024 1:33 PM  |
| 59 | The transpennine trail is poorly maintained and unless this is addressed it isn't going to be a viable alternative to roads. The site is not close enough to Widnes or Warrington for most people to walk and cycle theft is so prevalent that it's not a cost effective alternative. Penketh has the oldest average age in Warrington per capita at the moment. Public transport is poor, there is no train station and cars are essential. | 1/20/2024 11:52 AM |
| 60 | Only if I was getting out with the family and the dogs   | 1/20/2024 10:40 AM |
| 61 | I would be likely to use the ropes for leisure but not for travel  | 1/19/2024 11:30 PM |
| 62 | I walk a lot. Currently the area is not accessible.  | 1/19/2024 1:06 PM  |
| 63 | I would like to see bridal paths added   | 1/19/2024 12:17 PM |
| 64 | Need more access for horseriders   | 1/19/2024 8:47 AM  |
| 65 | This needs to be far away from the noise and Polluting roads . In green spaces and not all tarmacadam. Leave some paths muddy. For moraine bikes adding a faster alternative path.   | 1/18/2024 7:45 PM  |
| 66 | I have a disability and unable to travel by bike   | 1/18/2024 4:52 PM  |
| 67 | Yes I will definitely expand my walks  | 1/18/2024 4:41 PM  |
| 68 | Can't see it happening though. The cycle route on Cromwell avenue and many others around Warrington are inaccessible, they go nowhere and stop abruptly. The current cycle routes are a farce  | 1/18/2024 1:42 PM  |
| 69 | BUT PLEASE CAN HORSE ACCESS BE INCLUDED so those with horses and ponies close by don't need to go on the ever increasingly DANGEROUS ROADS !!  | 1/18/2024 1:00 PM  |
| 70 | We need infrastructure to support the development most people that live in Warrington work in Manchester or Liverpool  | 1/18/2024 12:28 PM |
| 71 | Would be used for leisure only   | 1/18/2024 6:48 AM  |
| 72 | Why would it? When the pathway leading to Widnes and Warrington are neglected  | 1/17/2024 9:46 PM  |
| 73 | If there is a safe environment for cyclists and walkers, more people would use it  | 1/17/2024 3:06 PM  |
| 74 | Yes there's already lots of cyclists in the area for leisure but no safe routes when it comes to commuters in comparison to gemini and St Helens areas   | 1/17/2024 2:38 PM  |
| 75 | Not greatly mobile   | 1/17/2024 1:31 PM  |

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|    |  |                    |
|----|--|--------------------|
| 76 | when I visit I'll be likely to walk around more  | 1/16/2024 10:58 PM |
| 77 | Disability   | 1/16/2024 7:00 PM  |
| 78 | I'm concerned about the lack of thought to Spike Island which has been left to a drought due to the closure of fiddlers ferry  | 1/16/2024 6:12 PM  |
| 79 | I already use the existing footpaths and tow path for leisure walking, so anything that enhances and improves this will be great.  | 1/16/2024 5:09 PM  |
| 80 | It would make walking places more enjoyable  | 1/16/2024 4:27 PM  |
| 81 | I live in St Helens (at the other end of the canal). So the extra links are unlikely to affect me - but logically they should help locals.   | 1/16/2024 3:23 PM  |
| 82 | But would use the walk ways to enjoy nature and fresh air  | 1/16/2024 3:10 PM  |
| 83 | I don't cycle myself but welcome cycle lanes   | 1/16/2024 2:10 PM  |
| 84 | I choose active travel a lot of the time; however, it is easiest in an area also well served by public transport because you get out of the habit of using the car. Although that's the case where I live now, I'm not sure whether it would be on the site in question. | 1/16/2024 2:05 PM  |
| 85 | I use the Trans-pennine Trail every day already  | 1/16/2024 1:43 PM  |
| 86 | Personally I have no need to travel this particular route but regularly use the surrounding areas (the pub, the canal, and nearby Spike Island) for leisure.   | 1/16/2024 1:24 PM  |
| 87 | I am trying to walk more for my health so I would be happy with more active ways to travel the local area  | 1/16/2024 1:08 PM  |
| 88 | I would go there for a walk but I wouldn't walk or cycle to it. In saying that however, it would feel like going to a housing estate that I didn't live in to walk.  | 1/16/2024 10:23 AM |
| 89 | If I was in the area, then yes   | 1/16/2024 9:32 AM  |
| 90 | It would be good if provision for improving active routes along widnes road was included, It's a fast road, and right now there are narrow footpaths and no cycle lanes along that route - building new houses and employments deserves better links along that road     | 1/16/2024 9:24 AM  |
| 91 | Include bridle paths!  | 1/15/2024 10:08 PM |
| 92 | Could use them for running.  | 1/15/2024 7:35 PM  |
| 93 | Already use the Trans Pennine trail. What about a rail link or helping restore the canal   | 1/15/2024 7:25 PM  |
| 94 | Transports links are always a positive especially that allow choice,when travelling on smaller journeys rather than just the car.  | 1/15/2024 7:11 PM  |
| 95 | I use a bike for leaisure so this will be great  | 1/15/2024 6:59 PM  |
| 96 | The trails already get very busy and they aren't very well maintained in areas   | 1/15/2024 6:07 PM  |
| 97 | I have mobility issues so would not affect me but others should benefit  | 1/15/2024 2:17 PM  |
| 98 | Currently use for recreational activity only   | 1/15/2024 1:01 PM  |
| 99 | Routes need to be user-friendly, wide, accessible, use of bench marking to easily navigate including for less abled and visually impaired  | 1/15/2024 12:58 PM |

## Q10 How do you feel about having a number of local shops and services within a short distance?

Answered: 263 Skipped: 75



### ANSWER CHOICES

### RESPONSES

|               |        |            |
|---------------|--------|------------|
| Very Positive | 33.84% | 89         |
| Positive      | 43.73% | 115        |
| Negative      | 16.35% | 43         |
| Very Negative | 6.08%  | 16         |
| <b>TOTAL</b>  |        | <b>263</b> |

| # | WHY DO YOU FEEL THIS WAY?   | DATE              |
|---|---|-------------------|
| 1 | Some concerns again re the impact to the environment, the knock-on effect to other business areas such as Widnes town centre, as depending on the shops/services you are planning to create, this may act as a pull factor and leave an already sparse CBD/town centre less appealing.  | 2/12/2024 6:28 AM |
| 2 | Will be needed  | 2/10/2024 7:53 PM |
| 3 | I don't think we'd visit them as we already have shops locally that we can walk to. It's important for people that will live on the estate though.  | 2/10/2024 8:01 AM |
| 4 | It's edge two villages no amenities o. Door step new houses   | 2/9/2024 9:36 PM  |
| 5 | It's always helpful to have shops nearby instead of always needing to go to a supermarket   | 2/9/2024 8:42 PM  |
| 6 | Less car journeys   | 2/9/2024 2:13 PM  |
| 7 | Because it will increase the amount of road traffic. I'm hoping your definition of 'local shops and services' is not disingenuous as in Omega this has meant LIDL, McDonald's and Costa. These types of shop do not benefit the local economy (profits go to shareholders not residents), worsen health (ultra processed foodstuffs), and encourage car travel. It would be better if smaller units with preferential rates for local businesses were encouraged. | 2/8/2024 12:05 AM |
| 8 | We don't need mote shops, we already have too many  | 2/7/2024 10:44 PM |

## Fiddler's Ferry Draft Development Framework Public Consultation

|    |   |                    |
|----|---|--------------------|
| 9  | Vital to support and supply workers and homes ( for convenience and sustainability and help avoid over straining other local facilities.  | 2/5/2024 8:42 PM   |
| 10 | The effort should be to build a new hospital for the local community/ wider community. Warrington hospital is outdated and extremely small for a larger population.   | 2/5/2024 5:37 PM   |
| 11 | Essential!  | 2/5/2024 8:29 AM   |
| 12 | 15 minute facilities work, if shops are too far away it becomes a nightmare to access them at peak times  | 2/4/2024 10:59 PM  |
| 13 | Again if it actually happens then I will be pleasantly surprised.   | 2/4/2024 6:07 PM   |
| 14 | If there was a neutral option, I'd have selected that. We already have adequate shops available in Widnes (two Aldi supermarkets, Asda and Tesco) within a ten minute drive and we have a Coop and Spar here. In addition to that there are shops available ina Chapleford and Westbrook. | 2/4/2024 5:23 PM   |
| 15 | An area of this size needs local amenities such as shops, schools, medical centre etc.  | 2/4/2024 4:21 PM   |
| 16 | We have enough empty shops etc in Penketh already   | 2/4/2024 10:36 AM  |
| 17 | Needed essentials   | 2/4/2024 8:42 AM   |
| 18 | I am in favour of the development but this is a very loaded question and should not be used in any decent research project  | 2/3/2024 9:47 PM   |
| 19 | Only If this were to be supporting a new hospital development.  | 2/3/2024 5:41 PM   |
| 20 | Positive(ISH). Shops and services necessary for the new community but especially, hopefully better Bus transport access around the Canal should lessen car traffic along Tannery Lane and Station Road carpark.   | 2/3/2024 4:18 PM   |
| 21 | It depends on the shops and how well they are integrated into the residential areas.  | 2/3/2024 2:12 PM   |
| 22 | I live quite near to the development  | 2/3/2024 10:55 AM  |
| 23 | They won't be local shops they will be Aldi, Lidl, Tesco or Asda. They need to be small independent ones, supported so they can thrive  | 2/3/2024 5:48 AM   |
| 24 | It brings communities together  | 2/2/2024 5:41 AM   |
| 25 | Community feel and reducing need to travel so much  | 2/1/2024 11:09 PM  |
| 26 | Good for the local people, but will not affect me, only because we have local shops close to home.  | 2/1/2024 5:34 PM   |
| 27 | Reduce car use  | 2/1/2024 2:40 PM   |
| 28 | It will be necessary for these homes and the area as from the Wheates close area there is nothing till nearer town  | 2/1/2024 1:56 PM   |
| 29 | reduce car journeys   | 1/31/2024 1:45 PM  |
| 30 | These businesses can serve the local community and reduce the requirement to travel, along with creating employment opportunities.  | 1/31/2024 10:52 AM |
| 31 | Adds to the sense of community but some services, in particular a doctors surgery, are essential due to the additional demand and the current pressure on existing local GP practices   | 1/31/2024 9:05 AM  |
| 32 | If you're creating a community then it obviously requires amenities to go with it.  | 1/31/2024 7:57 AM  |
| 33 | I need more clarity on what you mean. As we already have these in Penketh and Sankey!   | 1/30/2024 10:48 PM |
| 34 | More options to choose from   | 1/30/2024 8:03 PM  |
| 35 | Good for the new residents less of a benefit for me   | 1/30/2024 6:56 PM  |
| 36 | More traffic.   | 1/30/2024 6:16 PM  |
| 37 | They won't be within a short distance for any of the current residents of Penketh.  | 1/30/2024 4:28 PM  |
| 38 | More areas to attract the riff-raff to meet and cause more troubles for the residents.  | 1/30/2024 3:58 PM  |
| 39 | It will be necessary to provide these for anyone moving into the area. This was a problem when Chapelford was being developed, as there was no school or GP surgery until well after most if the area had been developed.   | 1/30/2024 3:57 PM  |

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|    |   |                    |
|----|---|--------------------|
| 40 | Essential to have these for homes   | 1/30/2024 3:37 PM  |
| 41 | It maybe beneficial but need to understand the size and the impact. We are overrun with fast food shops. Need good local options  | 1/30/2024 3:17 PM  |
| 42 | It's the right thing to include in the development  | 1/30/2024 2:07 PM  |
| 43 | This would be needed To keep as a self contained area ...chapleford But the local.roads will need improving   | 1/30/2024 8:07 AM  |
| 44 | Dont feel this is needed for myself in Sankey - already have good variety of shops  | 1/30/2024 7:58 AM  |
| 45 | As long as the local services are up and running before any houses go up  | 1/29/2024 9:19 PM  |
| 46 | Close to my home.   | 1/29/2024 9:13 PM  |
| 47 | There is more than enough shops in this area, we do not need any more.  | 1/29/2024 12:33 PM |
| 48 | Less use of cars must be good for all involved  | 1/29/2024 12:32 PM |
| 49 | Provision of accessible local amenities is the most effective way if reducing people's reliance on cars and increasing active travel methods.   | 1/29/2024 8:00 AM  |
| 50 | Without a school or Gp service near the site for the residents it will put strain on existing services  | 1/29/2024 7:57 AM  |
| 51 | Local should be for local businesses. Not local Mcdonalds, KFC, Costa, Aldi, Lidl, Sainsburys etc.  | 1/28/2024 11:55 PM |
| 52 | There needs to be a high school and improves roads towards Warrington   | 1/28/2024 10:22 PM |
| 53 | We already have shops that need filling in the area   | 1/28/2024 9:03 PM  |
| 54 | Not needed, there are enough services and amenities within a 2 mile distance. This again will increase further more traffic as deliveries of goods and services will clog up the Widnes road. These measures are not helping reducing carbon emissions and leaving more footprints. | 1/28/2024 6:47 PM  |
| 55 | Small shops are rare since retail parks started to appear   | 1/28/2024 4:38 PM  |
| 56 | I live nearby   | 1/28/2024 9:12 AM  |
| 57 | Need to have local amenities to avoid the community being isolated and having to travel for basic necessities   | 1/28/2024 8:57 AM  |
| 58 | Always needed   | 1/27/2024 10:52 PM |
| 59 | I'm happy with what we have now   | 1/27/2024 10:36 PM |
| 60 | Much needed in new developments. Look at Chapelford it's just thousands of house with very little green space or shops other than a pub and now a McDonald's and Lidl   | 1/27/2024 2:41 PM  |
| 61 | I do not feel that an additional primary school is necessary when primary intake numbers in west warrington and Widnes are consistently below PAN. This will exacerbate an already existing concern.  | 1/27/2024 12:54 PM |
| 62 | It's a good thing but not essential for me  | 1/27/2024 11:55 AM |
| 63 | Personally, this will not have any impact for me.   | 1/26/2024 8:55 PM  |
| 64 | Already got that  | 1/26/2024 7:50 PM  |
| 65 | Too much development elsewhere without facilities   | 1/26/2024 4:33 PM  |
| 66 | Good to reduce travel costs   | 1/26/2024 2:13 PM  |
| 67 | Dedicated areas for services and local shops would help diverting some of traffic from Widnes town centre which already is too congested  | 1/26/2024 8:57 AM  |
| 68 | Widnes is a small town in area and we have enough shops all over the town already in all communities  | 1/26/2024 8:41 AM  |
| 69 | It will be very useful having new shops very close  | 1/25/2024 11:58 PM |
| 70 | Hopefully this will grow the local economy.   | 1/25/2024 5:42 PM  |
| 71 | They won't last 5 minutes due to the high rents Peel Holdings charge- just look at the centre of Widnes. Also this 15 minute town nonsense has to stop !  | 1/25/2024 4:04 PM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

|     |  |                    |
|-----|--|--------------------|
| 72  | Just wondering if both people from Wton and Widnes would be able to access schools and Gp services. Or would it just be for Wton residents?  | 1/25/2024 2:18 PM  |
| 73  | Depends what the shops and services are.   | 1/25/2024 2:08 PM  |
| 74  | Allowing residents to access local services means less travelling to other areas. However, it's a stone's throw from Sankey and Penketh, and I'd envisage larger supermarkets/retail being planned in after this development is completed  | 1/25/2024 12:42 PM |
| 75  | it will create more human activity and push nature out again   | 1/25/2024 12:37 PM |
| 76  | Where are they?  | 1/25/2024 12:03 PM |
| 77  | It's going to be in the middle of a giant employment area - with a lot of noisy smelly traffic   | 1/25/2024 11:56 AM |
| 78  | There are already a number of local shops and amenities in the area. A school is a requirement and would be great.   | 1/25/2024 11:31 AM |
| 79  | This is essential to help create a community.  | 1/25/2024 10:56 AM |
| 80  | If thus happens it will be good for the community  | 1/25/2024 9:17 AM  |
| 81  | We don't need more shops. We need schools/drs  | 1/25/2024 6:27 AM  |
| 82  | Consumerism isn't the issue, shops we have plenty. The services we need and rely on is the concern   | 1/25/2024 6:16 AM  |
| 83  | Means less car journeys  | 1/25/2024 12:26 AM |
| 84  | It is essential to have local shops within easy reach  | 1/24/2024 9:18 PM  |
| 85  | There is no requirement for this - McCols closed there is a coop and Tesco and Spar shop and local bakery on the doorstep  | 1/24/2024 7:58 PM  |
| 86  | Existing Road Infrastructure will not be able to cope with the demand of houses shops and industrial units   | 1/24/2024 6:30 PM  |
| 87  | It's the health services I am concerned by   | 1/24/2024 5:54 PM  |
| 88  | it is only sensible to have them available locally, the important issue is the timing of the availability  | 1/24/2024 3:08 PM  |
| 89  | Glad there is local infrastructure, shops, school, GP Surgery are planned as well as housing.  | 1/23/2024 10:34 PM |
| 90  | We need more energy generation not less. So it should be used for a new power station wind and solar farm  | 1/23/2024 7:10 PM  |
| 91  | NHS dentist and doctors are a must. Where will the primary school children go to high school? WA5 high schools are all ready full and as a WA5 resident I am concerned that my children won't get in as it is  | 1/22/2024 6:08 PM  |
| 92  | Will help add to the economy if done right with the right offer for the area.  | 1/22/2024 3:14 PM  |
| 93  | we have enough already in the local area   | 1/22/2024 1:56 PM  |
| 94  | For the WA5 area it would be convenient for young and old. And it would be along the coast. We don't have a developed coastal area around this part of the Mersey.   | 1/21/2024 12:12 PM |
| 95  | What local shops and services will there actually be? Are Peel paying towards new services and supermarkets or simply adding more people to overloaded the existing system?  | 1/20/2024 3:45 PM  |
| 96  | Penketh already has all the amenities it needs   | 1/20/2024 1:52 PM  |
| 97  | Penketh already has plenty of shops and services.  | 1/20/2024 1:34 PM  |
| 98  | Do not want anti social behaviour similar to chapelford village  | 1/20/2024 12:45 PM |
| 99  | It depends what is offered. A small supermarket, a pharmacy and decent parking would be essential. A pub would be great but I'm not sure what the ferry tavern would think about that!   | 1/20/2024 11:54 AM |
| 100 | Neutral really as there are enough shops within easy reach. Let's face facts it will be a Costa a subway and a McDonald's all places I steer well clear of anyway as I'm not a convince freak nor want to be obese. There isn't going to be anything Warrington and widnes isn't already saturated with. So please amend my neutral to negative. | 1/20/2024 10:45 AM |
| 101 | There is little merit in building so many houses without services to support the community.  | 1/19/2024 11:32 PM |

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While it's good that a primary school is proposed, those children will go on to need a secondary school place - how will this be catered for?

|     |   |                    |
|-----|---|--------------------|
| 102 | This will be need within the new delvelopment.  | 1/19/2024 7:06 PM  |
| 103 | I like to support local and more shops are needed. Plus, I will be able to walk to them.  | 1/19/2024 1:08 PM  |
| 104 | Widnes needs something to look forward too as it's neglected  | 1/19/2024 12:37 PM |
| 105 | Widnes needs something to look forward too  | 1/19/2024 12:34 PM |
| 106 | Again i don't feel we need more   | 1/19/2024 12:18 PM |
| 107 | We have local shops now.  | 1/19/2024 11:15 AM |
| 108 | As long as the hospital can cope and there are more routes for horse riding, I'd be happy   | 1/19/2024 8:50 AM  |
| 109 | It will be easier, and make the space accessible  | 1/18/2024 7:54 PM  |
| 110 | We have one on the edge of every street in the area. Why would I need more? It's 24hrs a day and delivered to you by a man in a van.  | 1/18/2024 7:47 PM  |
| 111 | Have many at the moment   | 1/18/2024 6:54 PM  |
| 112 | We don't need any more supermarkets they're practically on every street corner as it is. In terms of local amenities, Warrington is crying out for GP surgery and a school but that is to enhance current residents. The area is far too built up as it is to support any further houses/businesses | 1/18/2024 5:56 PM  |
| 113 | Great news  | 1/18/2024 4:42 PM  |
| 114 | Improve the ones we already have. Fiddlers Ferry site is too far to be called local   | 1/18/2024 1:44 PM  |
| 115 | The shops will be chosen chain stores etc. no independent shops.  | 1/18/2024 1:23 PM  |
| 116 | Better for Environment  | 1/18/2024 1:02 PM  |
| 117 | I still have shops nearer than the development  | 1/18/2024 12:29 PM |
| 118 | Within reason a small supermarket or local shop would be needed.  | 1/18/2024 11:12 AM |
| 119 | Services are stretched as it is in penketh so additional services is needed but that's without building another 860 homes .. so it will probably end up being worse in the end.   | 1/17/2024 10:41 PM |
| 120 | Need good infrastructure to support the houses  | 1/17/2024 9:24 PM  |
| 121 | We already have shops and services in Penketh that we can walk to   | 1/17/2024 9:04 PM  |
| 122 | See answer to previous question regarding homes   | 1/17/2024 5:46 PM  |
| 123 | Need to make sure there is enough car parking facilities dependent on the size of the shops which are being proposed. Will this development be similar to Chapleford?   | 1/17/2024 4:59 PM  |
| 124 | We desperately need a new Gp service this side of Warrington  | 1/17/2024 2:39 PM  |
| 125 | It will be interesting to see what they will be   | 1/17/2024 2:36 PM  |
| 126 | If it's happens, yes  | 1/17/2024 1:48 PM  |
| 127 | Could do with a near doctors  | 1/17/2024 1:32 PM  |
| 128 | Always handy having close shops   | 1/16/2024 10:59 PM |
| 129 | This needs to be built before the houses.   | 1/16/2024 10:03 PM |
| 130 | Take aways or Turkish barbers. Cash only?   | 1/16/2024 6:13 PM  |
| 131 | It will enhance local public transport, certainly protect it from future cuts, so that will be good. More shops and services can never be a bad thing.  | 1/16/2024 5:10 PM  |
| 132 | I think local shops open up an area and encourage people to shop locally  | 1/16/2024 4:30 PM  |
| 133 | See 9 - it doesn't really affect me.  | 1/16/2024 3:24 PM  |
| 134 | 'A number' is a bit vague, but nearby facilities are good to encourage active travel and a sense of community.  | 1/16/2024 2:07 PM  |
| 135 | The area lacks any current shops and services. They should be offered to new residents.   | 1/16/2024 1:53 PM  |
| 136 | My experience is putting "local shops" in the middle of a housing estate attracts anti social   | 1/16/2024 1:46 PM  |

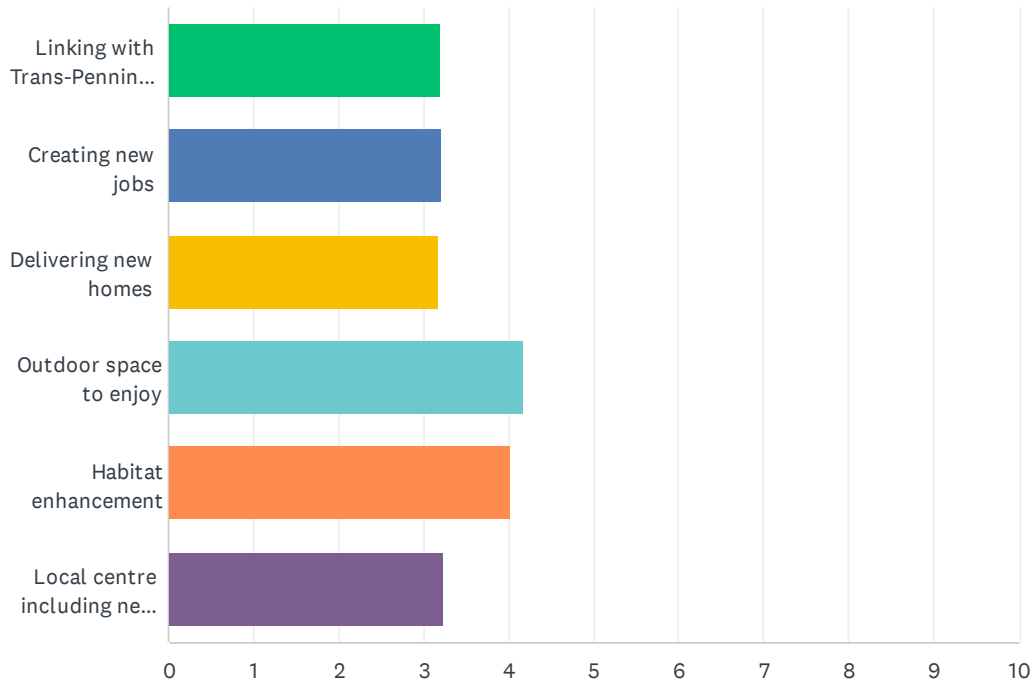
## Fiddler's Ferry Draft Development Framework Public Consultation

|     | behaviour  |                    |
|-----|--|--------------------|
| 137 | It will not impact me.   | 1/16/2024 1:24 PM  |
| 138 | I hope that the shops will become something we don't already have in Widnes, it would mean less need for travelling to cities which is great for the environment and Widnes.   | 1/16/2024 1:15 PM  |
| 139 | There are enough   | 1/16/2024 12:57 PM |
| 140 | It makes no difference to me but the new housing will need it and reduce traffic   | 1/16/2024 12:53 PM |
| 141 | As long as they were well thought out, this makes excellent sense.   | 1/16/2024 10:24 AM |
| 142 | Without this everyone would need a car to travel anywhere further out. Could feel isolated.  | 1/16/2024 9:24 AM  |
| 143 | Again bringing more people to the area   | 1/15/2024 11:06 PM |
| 144 | Need to include doctors, hospital, schools etc   | 1/15/2024 10:10 PM |
| 145 | Again, not enough of these so more is better   | 1/15/2024 9:10 PM  |
| 146 | We already gave what we need .   | 1/15/2024 8:57 PM  |
| 147 | Provision of local services are important. Chapelford in this respect has worked   | 1/15/2024 8:15 PM  |
| 148 | Based on experience of new developments the level of local services are too small.   | 1/15/2024 7:37 PM  |
| 149 | No interest  | 1/15/2024 7:26 PM  |
| 150 | This will be very positive for the community, as this will create stronger community ties. Smaller local business could thrive. As for walking distance would be beneficial for the health and accessibility of the local residents.   | 1/15/2024 7:16 PM  |
| 151 | We need local shops  | 1/15/2024 7:01 PM  |
| 152 | Only positive as they can serve new residents without making it difficult for existing residents to access services  | 1/15/2024 6:09 PM  |
| 153 | Presumably it could be pretty self-contained.  | 1/15/2024 5:22 PM  |
| 154 | Local amenities are a great thing to have  | 1/15/2024 5:14 PM  |
| 155 | Again creating jobs for those in the surrounding areas. We don't need more houses, we need shops, dentists, hospital, doctors & schools!   | 1/15/2024 4:57 PM  |
| 156 | Always handy   | 1/15/2024 2:18 PM  |
| 157 | Smaller local shops bring back a sense of community, but rents need to be sensible to encourage a mix, not just multiple coffee shops / cafes.   | 1/15/2024 1:03 PM  |
| 158 | Required for a scheme of this size to remove the need to vehicles for the wider hinterland. Local Centre needs to be well integrated with short walking/cycling distances from the residential and commercial units with safe cycle storage whilst using the local facilities. | 1/15/2024 1:01 PM  |



**Q11 Thinking about the different aspects of the proposed development outlined in the Development Framework, which are your priorities? Please rank the following uses where 1 is your highest priority and 6 is your lowest priority.**

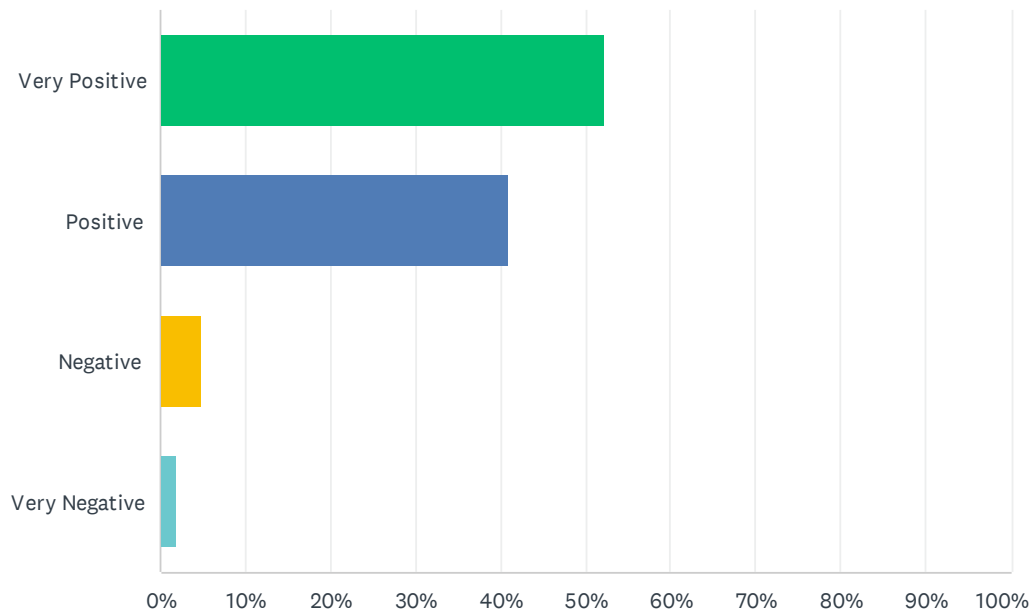
Answered: 270 Skipped: 68



|   | 1            | 2            | 3            | 4            | 5            | 6            | TOTAL | SCORE |
|---|--------------|--------------|--------------|--------------|--------------|--------------|-------|-------|
| Linking with Trans-Pennine Trail          | 10.98%<br>29 | 12.88%<br>34 | 21.97%<br>58 | 16.29%<br>43 | 14.39%<br>38 | 23.48%<br>62 | 264   | 3.19  |
| Creating new jobs                         | 13.85%<br>36 | 11.92%<br>31 | 16.54%<br>43 | 15.00%<br>39 | 25.77%<br>67 | 16.92%<br>44 | 260   | 3.22  |
| Delivering new homes                      | 17.49%<br>46 | 15.59%<br>41 | 9.51%<br>25  | 11.41%<br>30 | 16.35%<br>43 | 29.66%<br>78 | 263   | 3.17  |
| Outdoor space to enjoy                    | 22.39%<br>58 | 26.25%<br>68 | 18.15%<br>47 | 17.37%<br>45 | 11.97%<br>31 | 3.86%<br>10  | 259   | 4.18  |
| Habitat enhancement                       | 22.93%<br>61 | 23.68%<br>63 | 16.54%<br>44 | 14.66%<br>39 | 13.53%<br>36 | 8.65%<br>23  | 266   | 4.02  |
| Local centre including new primary school | 13.21%<br>35 | 9.81%<br>26  | 17.36%<br>46 | 24.53%<br>65 | 17.74%<br>47 | 17.36%<br>46 | 265   | 3.24  |

## Q12 How do you feel about the reuse of ash from the lagoons and restoration of the land for nature conservation and recreation?

Answered: 264 Skipped: 74



### ANSWER CHOICES

### RESPONSES

|               |        |            |
|---------------|--------|------------|
| Very Positive | 52.27% | 138        |
| Positive      | 40.91% | 108        |
| Negative      | 4.92%  | 13         |
| Very Negative | 1.89%  | 5          |
| <b>TOTAL</b>  |        | <b>264</b> |

| #  | WHY DO YOU FEEL THIS WAY?  | DATE              |
|----|--|-------------------|
| 1  | I don't know enough information on any potential long-teem risks or concerns in order to make a well-rounded judgment, but naturally some concerns re this   | 2/12/2024 6:29 AM |
| 2  | Very good  | 2/10/2024 7:53 PM |
| 3  | The Mersey estuary is an important wetland habitat, it should absolutely be protected and enhanced by developers. Is there additional potential for water and flood management from the lagoons?                         | 2/10/2024 8:03 AM |
| 4  | We want wildlife and flowers to enjoy  | 2/9/2024 9:37 PM  |
| 5  | Don't really have an opinion on it   | 2/9/2024 8:43 PM  |
| 6  | It's the least that can be done, given the massive environmental damage caused by (and to) the site by decades of carbon emissions. The site owes a debt to the environment that should be paid back by its restoration. | 2/8/2024 12:07 AM |
| 7  | Rebalancing the scales and paying back to the ecology what taken during the operation of the power station   | 2/5/2024 8:44 PM  |
| 8  | Extra nature conservation and recreation are welcome   | 2/5/2024 1:03 PM  |
| 9  | Other Area's in the UK have facilities for conservation and recreation why not this area?  | 2/5/2024 12:33 PM |
| 10 | As long as due diligence has been done on the environmental impact and for health of future  | 2/4/2024 11:02 PM |

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residents then I trust the process

|    |  |                    |
|----|--|--------------------|
| 11 | I like recycling   | 2/4/2024 6:07 PM   |
| 12 | The ash is a commodity with a commercial value and is treasured the restoration of the lagoons is also very important with regards to peoples health and wellbeing           | 2/4/2024 4:23 PM   |
| 13 | As long as it is safe  | 2/4/2024 8:43 AM   |
| 14 | I don't know enough to have an opinion   | 2/3/2024 9:48 PM   |
| 15 | It is important to recycle   | 2/3/2024 5:42 PM   |
| 16 | I can see strong similarities with Newport Wetlands Nature Reserve in Wales and the wildlife regeneration of habitat and leisure opportunities there.                        | 2/3/2024 4:25 PM   |
| 17 | I don't know enough about ash lagoons and how it is reused. However restoring the land for nature conservation must be good.   | 2/3/2024 2:13 PM   |
| 18 | We do a lot of walking so it will be good for us   | 2/3/2024 10:57 AM  |
| 19 | Presuming habitats are diverse well connected and monitored with a long term management plan in place  | 2/1/2024 11:10 PM  |
| 20 | Anything that can be recycled and put to good use has got to be a positive thing.  | 2/1/2024 5:39 PM   |
| 21 | Good use of waste material   | 2/1/2024 2:40 PM   |
| 22 | And cuts travel / carbon   | 2/1/2024 5:59 AM   |
| 23 | good use of local materials  | 1/31/2024 1:46 PM  |
| 24 | Recycling to reduce carbon emissions is a positive step on the journey towards 2050 net zero.  | 1/31/2024 10:54 AM |
| 25 | You need to bury it somewhere, right ??  | 1/31/2024 7:57 AM  |
| 26 | Any recycling is a positive  | 1/30/2024 8:04 PM  |
| 27 | Better than trying to dispose of it in a less productive way   | 1/30/2024 6:56 PM  |
| 28 | No comment   | 1/30/2024 6:16 PM  |
| 29 | The ash pits are currently unsightly and a waste of land. Removing the Ash and re-wilding the habitat would be a big improvement.  | 1/30/2024 3:58 PM  |
| 30 | Sensible to do this  | 1/30/2024 3:37 PM  |
| 31 | Again encouraging the wildlife and attracting more would be beneficial. If using the ash helps and reduces the carbon footprint of less trucks to remove then this is better | 1/30/2024 3:18 PM  |
| 32 | Recycling is the future  | 1/30/2024 2:08 PM  |
| 33 | Don't have thoughts on this  | 1/30/2024 8:07 AM  |
| 34 | Nature is very important   | 1/29/2024 9:39 PM  |
| 35 | As long as this is not harmful to the environment then yes it should be used   | 1/29/2024 12:34 PM |
| 36 | There will be less transport if the ash is used on site as opposed to trucks leaving the site  | 1/29/2024 12:33 PM |
| 37 | Why wouldn't you? I feel positive about it but it's the very minimum that should be expected.  | 1/29/2024 8:01 AM  |
| 38 | Creating green space   | 1/29/2024 7:58 AM  |
| 39 | Are these areas not able to be classed as brownfield and utilised for waterfront living, dining, commercial office space.  | 1/28/2024 11:57 PM |
| 40 | More left to use and explore   | 1/28/2024 9:04 PM  |
| 41 | Again, I hope this is true and Peel are true to their word, but I am sceptical   | 1/28/2024 7:18 PM  |
| 42 | Using existing materials that are non toxic and natural won't be a problem so long as it compliments the natural chemistry of the ground.                                    | 1/28/2024 6:50 PM  |
| 43 | Makes sense  | 1/28/2024 9:12 AM  |
| 44 | It might as well be reused   | 1/27/2024 10:37 PM |
| 45 | Needs to be done on a larger scale. There is an opportunity to create a national wetland   | 1/27/2024 5:44 PM  |

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|----|--|--------------------|
|    | area for birds etc   |                    |
| 46 | Our habitat and wildlife are very important when it comes to concerns regarding the land we live on  | 1/27/2024 3:22 PM  |
| 47 | I'm happy that they're being cleaned and retained  | 1/27/2024 2:41 PM  |
| 48 | I wouldn't go swimming in it though.   | 1/27/2024 8:35 AM  |
| 49 | Gotta be used for something . Better than using it for concrete to build stuff we don't need ie houses and warehousing   | 1/26/2024 7:52 PM  |
| 50 | Reuse of industrial waste areas  | 1/26/2024 2:14 PM  |
| 51 | In my opinion all towns should have certain % of area within and surrounding areas covered with trees. Helps to break up landscape (in positive way) gives habitat to wildlife, gives chance to enjoy cool shadow during summers and most important - helps to provide fresh air   | 1/26/2024 8:59 AM  |
| 52 | We need more green space   | 1/26/2024 8:41 AM  |
| 53 | You will never finish them and they will end up as dumping grounds for rubbish- just look at the so called lagoons around the new bridge.  | 1/25/2024 4:05 PM  |
| 54 | I dont feel I know enough about the ash. Pros v Cons   | 1/25/2024 2:19 PM  |
| 55 | Nature reserve and recreation will benefit everyone and improve wellbeing.   | 1/25/2024 2:09 PM  |
| 56 | No form opinion on this  | 1/25/2024 12:42 PM |
| 57 | I would also like to see Swift boxes built into any new houses and House martin boxes put up on any industrial buildings   | 1/25/2024 12:39 PM |
| 58 | At least this is environmentally friendly  | 1/25/2024 6:27 AM  |
| 59 | Warrington is losing farmland and habitat for warehouses   | 1/25/2024 12:27 AM |
| 60 | It won't happen  | 1/24/2024 6:30 PM  |
| 61 | Sustainability is important  | 1/24/2024 5:54 PM  |
| 62 | fly ash is a valuable resource and should not be wasted by being covered over. However removal is difficult and will take decades, creating noise, dust and dirt, it needs to be managed very very carefully   | 1/24/2024 3:10 PM  |
| 63 | This is an existing process which has been part of Power Station Generation on most sites, and is used for road building & the building trade reusing combustion Bi-products. Whilst Ash removal is still needed, profitable & viable these activities should continued, but the land must be made good & returned to nature properly when ash removal ceases. | 1/23/2024 11:10 PM |
| 64 | Shame its going to tskenso long but I worry about the canal having no water  | 1/23/2024 7:53 PM  |
| 65 | As earlier, I would hope that the water itself could be used for recreation (angling, kayaking etc), rather than only pedestrian use around the edge.  | 1/23/2024 11:33 AM |
| 66 | Anything that can be reused or upcycled can only be a good thing and help keep things with some history attached to it for the future.   | 1/22/2024 3:15 PM  |
| 67 | it is recycling old waste instead of creating more   | 1/22/2024 1:57 PM  |
| 68 | You need the land to thrive from these facilities.   | 1/21/2024 12:13 PM |
| 69 | Walk ways along the existing canal is beautiful and should be enhanced   | 1/21/2024 8:03 AM  |
| 70 | Essentially I'm guessing these areas can't be built on so this is the PR way of trying to make it look like this development is eco friendly etc, but destroying established habitats isn't friendly at all.   | 1/20/2024 1:36 PM  |
| 71 | As long as it is safe to do so   | 1/20/2024 1:28 PM  |
| 72 | You should really have offered a neutral option. I'm all for it if it means that the wildlife are not heavily impacted and wholly against it if you're killing them in the process.  | 1/20/2024 11:55 AM |
| 73 | Any recycling projects are a positive. Peel must be held to account over these promises as they have a piss poor track record when it comes to upholding their end if the bargain once they have increased their profits and their iron grip on the surrounding areas  | 1/20/2024 10:47 AM |
| 74 | Wildlife in the area has suffered and should be respected  | 1/19/2024 11:33 PM |

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|-----|--|--------------------|
| 75  | No problem   | 1/19/2024 7:07 PM  |
| 76  | Nature is what makes this planet needs, building more homes makes wife life die  | 1/19/2024 12:37 PM |
| 77  | As long as it is safe for animals  | 1/19/2024 8:51 AM  |
| 78  | Because we need to conserve the planet   | 1/18/2024 7:54 PM  |
| 79  | Because its well know you can reuse Ash for many things. But there's a perk in it for you.   | 1/18/2024 7:48 PM  |
| 80  | Reusing ash from the lagoons for this is to be applauded   | 1/18/2024 5:57 PM  |
| 81  | Really great it's being reused   | 1/18/2024 4:42 PM  |
| 82  | It would be nice but I can't see it happening effectively. Developers will scarper once they have their quota of houses and buildings. Why don't WBC use the land for a new hospital. Instead?   | 1/18/2024 1:46 PM  |
| 83  | Hopefully transported off site by rail.  | 1/18/2024 1:24 PM  |
| 84  | Again better for environment   | 1/18/2024 1:02 PM  |
| 85  | It seeing or understanding the scientific assurance for this makes the question hard to answer   | 1/18/2024 12:30 PM |
| 86  | We have to do everything we can to preserve, reuse, recycle for our planet.  | 1/18/2024 11:12 AM |
| 87  | We live in a green belt area and we are classed as a rural area with no piped gas .. most residents are on LPG gas.  | 1/17/2024 10:43 PM |
| 88  | Probably the only thing I the plan that matches what was originally proposed   | 1/17/2024 9:48 PM  |
| 89  | Is it safe?  | 1/17/2024 6:57 PM  |
| 90  | See previous answers   | 1/17/2024 5:46 PM  |
| 91  | Only if the ash cannot be used in the constriction industry it should be used in nature conservation   | 1/17/2024 3:14 PM  |
| 92  | If it happens see previous comments about Omega development  | 1/17/2024 2:39 PM  |
| 93  | Hopeful  | 1/17/2024 2:36 PM  |
| 94  | At least you are disposing of it in an environmentally way   | 1/17/2024 1:33 PM  |
| 95  | Recycling is a very good way about things  | 1/16/2024 10:59 PM |
| 96  | It's turning what is heavy industry use into a natural resource and allowing the re-generation to source building materials from within the boundaries of the development, which will assist with keeping down any increased transport use.  | 1/16/2024 5:12 PM  |
| 97  | Recycling is really important to me  | 1/16/2024 4:31 PM  |
| 98  | My particular interest in these proposals arises out of my engagement with Sankey canal. (I am an active volunteer and supporter of Sankey Canal Restoration Society - and I believe the restoration of the canal will be good for all of the areas and communities along its route.) The planning involved in the current development is long term and so it should support the canal as well. Water management on the development site will clearly be an issue. Investigations should be undertaken (and work ultimately included within the plan) to provide water to support the Sankey canal. Water from Fiddler's Ferry used to be pumped into the canal to support levels. This could be run off and/or flood water. It should also be incorporated into the ash lagoons and other nature reserve/habitat work. There is surely potential to work everything together for the benefit of all stakeholders. | 1/16/2024 3:37 PM  |
| 99  | A great use of the land.   | 1/16/2024 2:24 PM  |
| 100 | Seems like a good way of reducing the use of raw materials and energy.   | 1/16/2024 2:09 PM  |
| 101 | Reuse of the ash is positive. Restoration of the land risks damaging the eco habitat that exists. Any use for recreation must be carefully balanced and considered against protecting the natural habitat and existing open spaces in the area. - see earlier response   | 1/16/2024 1:55 PM  |
| 102 | I don't actually believe it will be done otherwise I would be delighted  | 1/16/2024 1:47 PM  |
| 103 | Provided it is safe and sustainable, I believe whatever materials can be reused ought to be.   | 1/16/2024 1:25 PM  |
| 104 | I'm very impressed with the reuse of materials in the proposal, hopefully it is followed through   | 1/16/2024 1:16 PM  |

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|-----|--|--------------------|
| 105 | I feel like this is a great next step in the journey of the space and better to use it than to move it from the area.  | 1/16/2024 10:24 AM |
| 106 | It would be good to hear about the proposed uses for the ash within the development. It would be good if there could be better links to the trans penine trail, it feels you are missing the opportunity of connecting with a footbridge or level crossing at the end of marsh lane, given there is already a culvert in the canal. It would be good if some canal restoration was included in the plans | 1/16/2024 9:28 AM  |
| 107 | If it's not harmful, than why not.   | 1/16/2024 9:25 AM  |
| 108 | At least a small part is being done around reusing and re wilding.   | 1/15/2024 8:58 PM  |
| 109 | The site is likely to have deep contamination. I would support this if approved by a reputable independent wildlife charity, such as RSPB  | 1/15/2024 8:17 PM  |
| 110 | Not entirely sure about the use of ash? Would have to know more about this to have my complete opinion.  | 1/15/2024 8:12 PM  |
| 111 | No indication of how it will be used and how such a large volume will be moved. Plan doesn't fully indicate what will be usage of former ash holding areas. Peel have a poor reputation for listening to current residents in any developments they plan to increase their profits.  | 1/15/2024 7:39 PM  |
| 112 | Only positive thing about the site   | 1/15/2024 7:27 PM  |
| 113 | This is inntotive && very much in line with more sustainable veiw on new construction and restoration.   | 1/15/2024 7:20 PM  |
| 114 | I don't think is ..environmentally safe for people around  | 1/15/2024 5:51 PM  |
| 115 | It should be fine  | 1/15/2024 2:19 PM  |
| 116 | Being a local wildlife rescue this will be amazing for our wildlife  | 1/15/2024 1:33 PM  |
| 117 | Seems a very sensible use of local resource.   | 1/15/2024 1:04 PM  |
| 118 | Use existing natural materials where possible that have previously had an economic use and can now be re-purposed  | 1/15/2024 1:01 PM  |

## Q13 Do you have any further comments about the Development Framework proposals?

Answered: 169 Skipped: 169

| #  | RESPONSES   | DATE               |
|----|---|--------------------|
| 1  | Whilst there are likely undoubtedly benefits to the proposal, which may be a boost for the economy in the local area and provide housing, I along with many others are concerned about the long-term potential impact on the environment through effectively bridging Warrington and Widnes to create one large urban sprawl. I have some concerns about potential negative impacts to local businesses in Widnes and Penketh. On a personal note, the site for many of us in this part of Cheshire holds a special place in our heart. We will be sad to see this landmark go, and whilst we recognise it no longer serves a purpose, as a local resident and industrial archaeologist, I would love to have the opportunity to visit one of the remaining cooling towers for a photo opportunity before they are demolished and say 'goodbye' to the site that for many of us has been a sign of 'home' all of our lives.   | 2/12/2024 6:39 AM  |
| 2  | 1. What is the timescale for the various phases? 2. Will the existing roads and proposed access point cope with the large/slow construction traffic. 3. Will the rail line connect with Liverpool and Manchester? 4. Will the new roads connect directly with the new Mersey bridge at Widnes?  | 2/10/2024 10:32 PM |
| 3  | Well done peel  | 2/10/2024 7:54 PM  |
| 4  | There were originally plans for a residential area by the lagoons, has this been shelved? I would worry about the environmental and flood risks.  | 2/10/2024 8:04 AM  |
| 5  | It never timing u stated because things go wrong. Delays materials. Etc.... Shame can't keep 1 chimney make it into a museum or something for educational use   | 2/9/2024 9:38 PM   |
| 6  | Please consider the wonderful nature around the site  | 2/9/2024 2:14 PM   |
| 7  | The GP and school and playing fields/shops infrastructure are vital. These cannot be negotiable. Green space and nature, sustainability and ecological impact must take precedence over commercial units  | 2/8/2024 5:28 AM   |
| 8  | If homes are going to be built on this site there should be firm commitments made to: 1. Ensuring that each new building is built to the highest environmental standards possible, with solar panels, high levels of insulation, and heat pumps as standard. 2. Existing buildings should be reused where possible, and some character of the site's heritage retained. 3. Environmental friendly building and recycled materials should be used, and use of portland cement and plastics minimised. 4. There should be a high design standard applied to the architecture of the site. It should not look like the generic housing installed at Omega and Chapel Ford. 5. There should be provision for a new rail link to Warrington and Liverpool at the existing line, to reduce road traffic. 6. No natural gas should be installed on the site - it is in close proximity with the Hynet pipeline, and could act as a pilot for domestic use of hydrogen without opposition from existing property owners. To conclude the history of the site and the proposals for its development are incompatible with net zero targets. Not only will the site generate considerable amounts of greenhouse gases through a conventional construction programme, but the operation of gas boilers and car reliant transport systems over the next few decades are against government and global targets for the minimisation of climate change. This development should be low carbon, and change the narrative of the site to something that is innovative and environmentally friendly. The current plans do not do this, and open the door to conventional high carbon developments. | 2/8/2024 12:18 AM  |
| 9  | We need a new hospital to serve Warrington and Halton. Not more concrete jungles  | 2/7/2024 10:45 PM  |
| 10 | Can you provide me details to purchase an industrial unit   | 2/7/2024 3:10 PM   |
| 11 | GP, Schools are mandatory for the redevelopment to flourish   | 2/6/2024 8:11 AM   |
| 12 | Keep up the good work and communications into our local areas / communities.. maybe a website / comms hub.  | 2/5/2024 8:46 PM   |
| 13 | Warrington/ Peel should focus their energy on building new hospital facility to take over from the current one which is outdated, extremely small. The location is ideal for Warrington Widnes and Runcorn. The land is vast and a new hospital would benefit future generations  | 2/5/2024 5:39 PM   |

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to come. It could encompass the surrounding using green material on the roof etc. Something needs to be done to the town which will benefit this. Not just for housing but for the community hospital and health.

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|----|---|--------------------|
| 14 | A north-south cycle route which connects the Trans-Pennine Trail to Widnes road is vital. This could then connect to the existing pathway which runs close to the boundary to 'Sunnybank Park'. A new link could then be created adjacent to Derby Road, and connected onto the St Helens cycle route which connects at Mill Lane, just south of Golf course. (A bridge crossing railway and canal should be permanent structures)  | 2/5/2024 1:22 PM   |
| 15 | Due to my age group I would like to think that a good start in the next few years would be great. P.S GET ON WITH IT!!111   | 2/5/2024 12:34 PM  |
| 16 | A GP surgery is essential, not a maybe.   | 2/5/2024 8:30 AM   |
| 17 | Yes. If this is going ahead why is there a need to destroy every other green space left in the area for houses when there are lots areas including brownfield sites that can be used before the easy option of destroying green belt land   | 2/5/2024 12:16 AM  |
| 18 | As stated, please look at the restoration of the canal to further your goals of developing biodiversity and leisure facilities in the area, the industrial waterfront of the mersey has long been neglected and yet it is one of the oldest industrial revolution era waterways that lead to the pioneering development of other areas, a history to be explored and potential exploited in an endeavour such as this for the benefit of the community and the towns economy. | 2/4/2024 11:05 PM  |
| 19 | If your building more houses, you need more schools and GP practices, if this doesn't happen it just shows me that the important thing for you is money, and you don't care about the local community, so don't go back on your promises!   | 2/4/2024 6:09 PM   |
| 20 | A high school and GP are required. Further development on the road infrastructure for commuters around the site and into Warrington is a must, it's already horrendous. I think it could be great for the community if the above issues are addressed.  | 2/4/2024 5:24 PM   |
| 21 | It would be a good idea to consider connecting footpaths footpaths to the Sankey Canal towpath so that residents could make use of the towpath  | 2/4/2024 4:26 PM   |
| 22 | What about a secondary school? All of the local high schools are over subscribed. Why not build a secondary school too?   | 2/4/2024 10:37 AM  |
| 23 | Unimaginative   | 2/3/2024 10:32 PM  |
| 24 | I am in favour of the development but this is a very loaded question and should not be used in any decent research project  | 2/3/2024 9:48 PM   |
| 25 | Hospital! Hospital! Hospital! Get your priorities right!!!!   | 2/3/2024 5:42 PM   |
| 26 | Mostly positive, but is there a commitment between Halton and WB Council and Peel to maintain the Historic St Helens Canal between the Mersey Model Bridge and the Fiddler's Ferry Marina?  | 2/3/2024 4:30 PM   |
| 27 | The concept sounds good but the execution is vital. It already sounds concerning to have residential areas so close to light industrial spaces - they look unsightly and why would people choose to live there? I would like more information on the design of the houses themselves.   | 2/3/2024 2:15 PM   |
| 28 | I don't see in the plan to bring back to working condition the the canal which is in terrible condition.  | 2/3/2024 11:01 AM  |
| 29 | The importance of using a brownfield site cannot be over estimated  | 2/3/2024 8:05 AM   |
| 30 | To reiterate the inclusion of a primary school is essential. I am concerned about high school places. We already have many many house being built in the area, including off south lane, behind the current redrow estate and opposite rivendell garden centre. That is a lot of young people and no additional high school places. I am very concerned my children will have to travel a long distance for high school.  | 2/2/2024 8:24 PM   |
| 31 | It's all about making peel richer   | 2/1/2024 8:12 PM   |
| 32 | No thanks. Being cheeky now, but if you could find some way of helping to get water into the canal at Spike Island would be greatly appreciated 😊   | 2/1/2024 5:41 PM   |
| 33 | A great opportunity which whilst appreciating a mix of proposed land uses required it should be nature/ environment led   | 2/1/2024 6:01 AM   |
| 34 | What are you going to do with the golf course   | 1/31/2024 11:03 PM |



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|----|--|--------------------|
| 35 | It's really important for this development that the residential areas are self sufficient in terms of most infrastructure. Whilst new homes and jobs are a fantastic addition to the local area, town and population as a whole, adding 'at least' 850 households to already stretched GP surgeries, dentists and schools is a terrible idea at it stands at the moment. Whilst I appreciate the infrastructure in the surrounding area is none of your concern, it needs some real consideration with the stakeholders who are concerned.   | 1/31/2024 4:18 PM  |
| 36 | more work should be done along with other stakeholders to create safe well lit traffic free routes to Widnes, Great Sankey and Warrington  | 1/31/2024 1:48 PM  |
| 37 | The rail facility offers unique opportunities to develop the site in conjunction with the potential of the existing Warrington Low Line and its links with the West Coast Mainline and other local routes.   | 1/31/2024 10:57 AM |
| 38 | The current mix of housing seems to focus more on the tenure type than the client group. I do welcome a 30% focus on Affordable homes but would urge the Council to establish an early directive around the need for the development to include a specific % of homes for older people. I believe there are a significant number of older people living in larger, often unsuitable, homes. Providing age appropriate homes would create the churn in the market that releases larger homes back into the market and enable older people to live in a property that is more suitable as they get older and potentially reduce the pressure on health and social care services which arise from living in unsuitable accommodation. Age appropriate housing could be bungalows, independent living apartments, extra care through to residential/nursing. Aside of bungalows all these are high density options and an imaginative extra care scheme could include some of the community facilities earmarked for the development ( GP surgery, shop, community cafe) A good example of such a development is the Trafford Housing Trust development Limelight in Old Trafford. Older people can be the glue that holds a community together, they are the neighborhood watch, child minders, they can boost the local economy by using local shops and services and they can be the magnet that attracts families into the development to be closer to elderly relatives or as mentioned to provide child care. I'd encourage a discussion with an appropriate Registered Provider to establish the potential for older person options early in the phasing. | 1/31/2024 9:48 AM  |
| 39 | It would appear it's a done deal but that doesn't mean we as local residents are happy with it. Removing the tolls over the Mersey to reduce the traffic coming through Penketh & Sankey may go some way to allaying fears that this development will only add more congestion to our local roads and make it even more difficult to travel within and from the area.  | 1/30/2024 10:51 PM |
| 40 | The road infrastructure requires more thought, and input from local people that know the area, and not a computer model carried out by someone in an office . Warrington is a car park during peak hours and recent developments have made this worse due to inadequate thought and funding. The toll bridge opening has seen an increase in traffic heading into Warrington already, proposals for signals on sankey way roundabout will in crease congestion further at peak times. S106 funding needs to be used directly around the areas affected to mitigate the impact  | 1/30/2024 8:15 PM  |
| 41 | No   | 1/30/2024 6:57 PM  |
| 42 | The public exhibition is no help - very small boards with tiny writing and confusing colours. There may be 40 shades of green in Ireland but having 10 of them on a tiny diagram is not at all helpful. I went round twice and felt hardly any the wiser at no the end. Lots of corporate bull dreamed up by the kids in the PR agency, using many words but saying little.  | 1/30/2024 4:33 PM  |
| 43 | Before any new works are started, build new roads to ensure no new traffic that comes from this new development doesn't impact on the already existing over crowded roads now in use.  | 1/30/2024 4:01 PM  |
| 44 | My main concerns are increased traffic on the narrow main road bordering the site and the impact on the existing wildlife area.  | 1/30/2024 4:01 PM  |
| 45 | Please can there be a community space to decelop community cohesiveness? Important to learn from mistake in not providing one on Chapelford  | 1/30/2024 3:38 PM  |
| 46 | Would benefit a further event post application showing the details. Also think the local council and WBC should be visible   | 1/30/2024 3:19 PM  |
| 47 | No it's all good news bring it on quick.!!   | 1/30/2024 2:08 PM  |
| 48 | The increase in population and business use will impact the demand for routine and emergency services at Warrington Hospital which already is beyond capacity, has this been factored in? investment in WHH to increase capacity would be needed to make this a truly viable regeneration.   | 1/30/2024 10:40 AM |

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|----|---|--------------------|
| 49 | Please please think about helathcare in the area  | 1/30/2024 8:07 AM  |
| 50 | Increased traffic both pre and post housing is of concern.  | 1/29/2024 9:15 PM  |
| 51 | As long as there are at least 50% social housing built in this development, I'm happy with it.  | 1/29/2024 3:24 PM  |
| 52 | I do not believe that we are in need of another primary school what is needed is another secondary school.  | 1/29/2024 12:36 PM |
| 53 | I think the overall effect on the area will be one of the most positive things to happen in our area for decades  | 1/29/2024 12:34 PM |
| 54 | My biggest concern about this development is widnes road ? This road is already at capacity ? Where is all this extra traffic movements from these large industrial units going to go,we in halton view widnes where I live have already seen a massive increase of hgv movements from Guarsey lane with the open of the 3 huge warehouse developments  | 1/29/2024 9:54 AM  |
| 55 | I can't stress enough the need for large sports provision. Warrington is Home to Europe's largest youth football league. The provision of space to allow games to happen on quality pitches leads to the postponement of games week in week out. The redevelopment of the site could allow a club like Eagle JFC (penkeths original and only junior football club providing access to sport for over 350 children) to have a new home with quality, usable pitches every day of the week. This will give the opportunity to expand to a more 'football for all' approach with organised games for all ages and abilities right across the spectrum. | 1/29/2024 8:06 AM  |
| 56 | New homes and new jobs in a green environment positive as long as though local infrastructure such as school and Gp are in place for families living there  | 1/29/2024 7:59 AM  |
| 57 | Too dominated by shit looking warehouses blocking what could be nice river views  | 1/28/2024 11:58 PM |
| 58 | Need a big big space for a new hospital rather thanakong money for house builders and we have far to much industrial units and need to think about power for the future   | 1/28/2024 9:05 PM  |
| 59 | I believe that Peel will make huge profits out of this project & may not necessarily work with wildlife or local residents in mind. I am greatly concerned that housing continues the be built in and around Warrington, taking up valuable, irreplaceable wildlife habitats. The building of houses is not necessarily guided by local need, ie affordable housing, instead it is guiding by maximising profits margins.   | 1/28/2024 7:23 PM  |
| 60 | Drawing and attracting more people into this area will cause a bigger problem and financial strain to Warrington who are already in financial trouble to whom I pay taxes.  | 1/28/2024 6:53 PM  |
| 61 | Please keep as much green area as possible, warrington council do not cram as many houses as possible and totally spoil the area, more cycle and public paths linking trans pennine trail   | 1/28/2024 10:48 AM |
| 62 | The road infrastructure has absolutely been kicked into the long grass. Little has been said about it as it is a huge problem . The current traffic congestion through Penketh os already a big problem and I often have to wait 5 minutes at the top of Hall Nook where I live to access Widnes Road. This is the busiest junction in the area and it will be absolute hell once the increased volume of traffic from not only the new houses but the thousands of jobs being created. Please give more details if you have them on how you are going to address this urgent problem.  | 1/28/2024 9:19 AM  |
| 63 | No.   | 1/27/2024 10:53 PM |
| 64 | No  | 1/27/2024 10:37 PM |
| 65 | I really hope everything goes ahead and fulfilled according to plans  | 1/27/2024 3:23 PM  |
| 66 | Some form of commemorative site for the power station should be included. Road networks in the local area need to be improved to handle the increased volume of traffic. This hasn't been done effectively around Chapelford and we're all paying the price with long queues on local roads at peak times.  | 1/27/2024 2:44 PM  |
| 67 | Are you going to build a new pub or provide a footpath to an existing one   | 1/27/2024 1:23 PM  |
| 68 | Serious concern from an educational capacity- there are enough local primaries to fulfil places needed for primary level intake within 1 mile of site in amy direction. An additional primary school will exacerbate an already low PAN projection over the next 10 years. An early years provision would be beneficial due to local closures, but primary has not considered local contextual concerns.  | 1/27/2024 12:57 PM |
| 69 | No, but I found my 1 2 1 very useful  | 1/27/2024 11:56 AM |
| 70 | I don't mind most of the suggestions. However, the employment area simply just offering   | 1/27/2024 8:36 AM  |

## Fiddler's Ferry Draft Development Framework Public Consultation

warehouses is unattractive, undermines local workers and doesn't benefit the local economy.

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|----|--|--------------------|
| 71 | There's no way Peel are doing this for anyone but themselves . If there was not millions to be made for shareholders Peel would not go near it . All you words and proposals for regeneration , enhancement is just waffle . You don't give a shit as long as you make money. I bet no one involved in the proposal , design , development etc live anywhere near Warrington so they won't be affected by the extra traffic , the HGVs , the lack of infrastructure ie doctors, police , fire service, ambulance service , hospital appointments the list goes on . How many brown envelopes have been passed over to get this development against the peoples wishes . I haven't spoken to anyone who thinks it's a good idea | 1/26/2024 8:01 PM  |
| 72 | Construction needs to be done as quietly as possible with little disruption to local residents   | 1/26/2024 6:45 PM  |
| 73 | I would like to see surface drainage (or at least some of it) directed to the Sankey canal to help replace the loss of water following the closure of the power station  | 1/26/2024 4:34 PM  |
| 74 | No mention of future of the historic St Helen's canal. The world's first industrial canal has to be prioritised  | 1/26/2024 2:16 PM  |
| 75 | In building planning, there should be allowance for hospital, schools (both primary and secondary) so as other social buildings (sports centre etc). Current town lacks all these facilities and building new 800+ houses only will aggravate current situation  | 1/26/2024 9:02 AM  |
| 76 | Only that homes is a mistake. No on can afford the homes in this area, that means it brings in outside people who don't understand the community of Widnes which causes the town to loose its identity   | 1/26/2024 8:43 AM  |
| 77 | Can we have some new shops for example new fast food chains and new high street brands such as Zara.   | 1/26/2024 12:00 AM |
| 78 | please ensure that affordable housing for local people is a priority. you have already identified shortages both in Warrington and Widnes so it is essential housing is accessible to first time buyers and young families and not 4 +5 fed deluxe housing.  | 1/25/2024 7:07 PM  |
| 79 | Yes stop them immediately ! There are not enough schools doctors dentists or services!   | 1/25/2024 4:06 PM  |
| 80 | If the proposed work is going to take years as u say, then I worry about the constant noise and disruption to those of us who live nearby.   | 1/25/2024 2:21 PM  |
| 81 | Consideration should be given to locals in the area by creating new road access to Widnes town centre taking the additional traffic away from these local areas.   | 1/25/2024 2:15 PM  |
| 82 | Great news   | 1/25/2024 1:23 PM  |
| 83 | As with most developments, houses, shops, industrial estates and schools will always come first, I am not naive to think otherwise but please help nature and the multitude of wildlife that already lives on that site. I had a pass at fiddler's ferry some years ago and I've seen the diversity of birds and animals there. It would be criminal to lose any one of them.  | 1/25/2024 12:46 PM |
| 84 | If 70% of these homes are not "affordable" I'd expect that 70% of residents would travel elsewhere to work. This, as with any new housing development, will put extra pressure on the surrounding road network. The impact of heavy goods vehicles traveling through Warrington (instead of the Runcorn toll bridges) must be considered. It seems WWL is not going to happen now and that would have provided some relief.  | 1/25/2024 12:45 PM |
| 85 | Yes, it should not be happening as we already have far too many new developments in our town on greenbelt land sold of due to this corrupt Labour Council  | 1/25/2024 12:06 PM |
| 86 | Have any traffic surveys been done to ensure the adequacy of Widnes Road for increased traffic?  | 1/25/2024 10:58 AM |
| 87 | Proposals to reactive trainline and open station along with the development  | 1/25/2024 10:45 AM |
| 88 | I hope that the school and medical centee and shops happen, I would also.like to see a community centre in place as the heart of the new area  | 1/25/2024 9:18 AM  |
| 89 | No   | 1/25/2024 6:27 AM  |
| 90 | I want to be clear that when I mentioned the difficulty with schools I'm referring to SEN and high schools   | 1/25/2024 6:18 AM  |
| 91 | How are 3,000 extra vehicles going to impact local roads and air quality?  | 1/25/2024 12:28 AM |
| 92 | Are you working with the local police as pathways to the existing paths may attract criminality  | 1/24/2024 11:08 PM |

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|-----|--|--------------------|
| 93  | You will try to fit as many Houses and Industrial Units in as possible. Without thought of the local roads local surgery's and local residents. You will try and make as much money as possible with doing as least you can to improve the local amenities and roads   | 1/24/2024 6:33 PM  |
| 94  | There are no timescales proposed, many of these proposals get half way and then stalled, leaving a half completed mess. Some timescales should be a part of the proposals and some form of insurance agreed so that phases are not left half complete  | 1/24/2024 3:14 PM  |
| 95  | There should be at least 50% of affordable housing.  | 1/24/2024 9:04 AM  |
| 96  | The site is a huge site. Wildlife areas with public access, housing with infrastructure, Industrial & especially Battery storage, Wind power, this continuing a Power Generation heritage for the site, and using the 275,000Kv grid connection. Maybe even keep a Cooling Tower in recognition of part of our Industrial heritage. The Towers are quite a sight standing underneath a decommissioned tower looking up through one, maybe part of an energy visitors centre!! We will regret losing all of these Tower in the UK and look back from the future wondering why we didn't save at least one! But a mix of all of these parts of the scheme sounds good to me  | 1/23/2024 11:25 PM |
| 97  | Social housing and better facilities - larger hospital for the all the existing new builds in Warrington over the last 20 years  | 1/23/2024 8:40 PM  |
| 98  | We need more energy generation not less. So it should be used for a new power station wind and solar farm I'd even vote yes for a nuclear power station on the site  | 1/23/2024 7:11 PM  |
| 99  | Keep consulting and including the locals involved or affected!   | 1/22/2024 3:16 PM  |
| 100 | the site could certainly have been considered for a new hospital and walk in centre.   | 1/22/2024 1:58 PM  |
| 101 | No further comments apart from providing us with a nice promenade and leisure facilities. It would be good to have a good number bungalows incorporated into this area - rather than high rise buildings. We've been up here for 59 years and before Fiddlers Ferry, that area was a very sunny area enhancing solar panels would be very suitable.  | 1/21/2024 12:17 PM |
| 102 | Top priority should be the protection of existing residents.   | 1/21/2024 10:32 AM |
| 103 | I look forward to seeing these plans put into action but living within WBC I know only too well how the 'open space, green areas and enhanced nature areas' can change to a patch of land the is water logged and play area that are not safe.. housing brings in more revenue as opposed to green space I'll continue to follow and watch WBC cock it all up AGAIN  | 1/21/2024 8:08 AM  |
| 104 | Main concern is large lorries driving through Penketh where roads are not suitable for this type of vehicle and Peel overloading the area and failing to provide sufficient services.  | 1/20/2024 3:46 PM  |
| 105 | No houses or businesses  | 1/20/2024 1:53 PM  |
| 106 | Maybe the drop in evenings can be done so people who work can attend Also there is nothing in any of the things I've seen that mention what will be the huge increase of traffic through penketh on what is already an incredibly busy road!   | 1/20/2024 1:39 PM  |
| 107 | Biggest issue is bringing anti social behaviour to a very quiet area that currently has very little issues locally.  | 1/20/2024 12:47 PM |
| 108 | My main concern as someone who lives adjacent to the golf course directly off Widnes Road is the impact the build is going to have on the traffic. We already have one of the most complicated dangerous junctions to exit Tannery Lane as it is and the extra traffic on a single carriageway is going to make life impossible for current residents. Great Sankey is already gridlocked daily from the additional building and warehousing that has been built recently and we are going to be in precisely the same position. The real issue here is infrastructure. We urgently need either to make this a dual carriageway to cater for the extra traffic or an entirely new road to Widnes for those who don't live here. We don't need any more 40 tonne trucks thundering through Penketh. I am not averse to the build and welcome the new community but I can foresee genuine problems for those of us who have been here for decades and now won't be considered even though our lives will be hugely impacted. Thank you for reading this. | 1/20/2024 12:00 PM |
| 109 | Primary school Tick What about Doctors and Dentist Getting appointments is a nightmare already 6 months wait for a dentist appointment just for a check up and when my daughter needed an emergency appointment I couldnt get one. It cost me over £500.00 to see a private dentist. How are existing Dr's and Dentists going to service the extra 860 homes and that's a minimum 860. I'm sure it will be a lot more. In fact I'm willing to place a large wager it will be a lot more  | 1/20/2024 10:51 AM |
| 110 | While I welcome new homes these won't help the 10,000 plus on waiting lists as those   | 1/19/2024 11:35 PM |

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people can't afford to buy them. I hope that there is enough social and affordable rent property to make a difference

|     |   |                    |
|-----|---|--------------------|
| 111 | Wish Peel to look at this site from all sides nature and business and community and treat all sides equally.  | 1/19/2024 7:08 PM  |
| 112 | Don't believe Peel, proposal. It's just a path to getting approval then it will change to maximise Peel profits. Existing community will not be considered  | 1/19/2024 3:46 PM  |
| 113 | Halton has too many houses and they're not affordable   | 1/19/2024 12:37 PM |
| 114 | Too much development and people putting a strain on services. Note very vague about doctors facilities, not enough now.   | 1/19/2024 11:18 AM |
| 115 | Please include safe off road riding for horses and a place to park up their lorries   | 1/19/2024 8:53 AM  |
| 116 | We think this should go ahead! We love it   | 1/18/2024 7:55 PM  |
| 117 | Where is the Hospital 🏥 ? On the lady meetings this was Number one foe WARRINGTON and Widnes areas. From all groups. Its been needed fir over 39 years. Yet your are the problem! Your greed is unbelievable by building new homes your adding to the problem.s. sane with adding more ind units. And adding tax breaks to Entice people here. Your only have your own interests at heart.  | 1/18/2024 7:53 PM  |
| 118 | I think the Runcorn bridge expansion need to be looked at to cover this area for people buying houses, also social housing avaiable for working people only - this was successful for HHT   | 1/18/2024 4:43 PM  |
| 119 | Investment in the local infrastructure outside of the proposed development  | 1/18/2024 3:21 PM  |
| 120 | Very worried about the environmental impact this will have. Sorry but I don't believe any of the reassurances given in the consultation document. Its clearly a business opportunity for both Council and developer. The local authority and NHS bosses are helpless when it comes to enforcing the contract promises about incorporating services such as GP surgeries dentists, pharmacies, schools and areas for our local wildlife  | 1/18/2024 1:49 PM  |
| 121 | Why are all the comments shown positive on your plans, when numerous people comment negatively.   | 1/18/2024 1:25 PM  |
| 122 | Just in case you missed it PLEASE MAKE ALL ROUTES AND PATHS ACCESSIBLE TO HORSES- don't exclude them 🙏  | 1/18/2024 1:04 PM  |
| 123 | The consultation process seems to be a secret event - this needs to be more communicated and let current residents have a say   | 1/18/2024 12:31 PM |
| 124 | 1) Due to the inevitable increase in traffic, the design of the junction between Tannery Lane and Widnes Road should be improved as part of the development i.e. a proper junction with traffic lights. There have been a number of accidents here over the years and I fear the increase in traffic will make accidents more likely, with Tannery Lane more difficult to exit for existing residents. Its only a matter of time before someone is seriously injured or worse.<br>2) Any cycle paths should be tarmac to make them usable all year round. 3) Design of the development should be for the long term, using materials that will stand the test of time - i.e. traditional. 4) Ensure the new residential properties have sufficient parking. Many children stay at home well into their 20's these days so households can easily end up with 4 cars. If parking is not sufficient then estates can become littered with cars on pavements grass verges etc. | 1/18/2024 12:06 PM |
| 125 | Please consider the impact of a site of this size on the surrounding roads, schools , environment and air quality. . Penketh is a small village and when traffic comes off that site if it all turns right , to avoid bridge tolls (Runcorn/Widnes) we will be in a really serious situation with congestion and poor air quality .   | 1/18/2024 11:15 AM |
| 126 | There needs to be more of a greenery, trees barrier between the existing residential area at Curedley cross and the new proposed industrial area. The western access point could do with being further away from the existing residential area also.  | 1/17/2024 10:52 PM |
| 127 | BUILD A NEW HIGH SCHOOL AND HOSPITAL  | 1/17/2024 9:49 PM  |
| 128 | Living so close I am more concerned about the disruption on Widnes road whilst the site is developed. It has to be taken into consideration for existing residents in the area  | 1/17/2024 9:06 PM  |
| 129 | -   | 1/17/2024 6:58 PM  |
| 130 | I understand there's a proposal to include energy storage somewhere on the site. I think this a great idea, with relatively simple connectivity to the national electricity network   | 1/17/2024 5:48 PM  |

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|     |   |                    |
|-----|---|--------------------|
| 131 | Is this development going to be similar to Chapleford? You have proposed a new Drs surgery is this confirmed? What is happening with the outdated Warrington hospital? When are the remaining towers being demolished?  | 1/17/2024 5:01 PM  |
| 132 | We hope the development doesn't take many years to come to fruition.  | 1/17/2024 3:15 PM  |
| 133 | Provision of a rail service is essential for the housing development due to the loss of Sankey/penketh rail station- it could link with Liverpool south parkway and bank quay to support sustainable transport for the lower income families  | 1/17/2024 2:41 PM  |
| 134 | If houses are built a new GP surgery is as much a priority as a school. I community hall where people can meet to build "community " so neighbours get to know each other. Indoor sport's facilities. Houses should be affordable to all to buy and affordable rental homes.  | 1/17/2024 1:53 PM  |
| 135 | Nope.   | 1/17/2024 1:33 PM  |
| 136 | Put a tribute or memorial to the original fiddlers ferry site as the 8 stacks were famous and stood out. Making the canal accessible too would be good for the poor fishes that suffer in Widnes.   | 1/16/2024 11:01 PM |
| 137 | Spike Island has been left to rot. How many trees will be felled? Doctors? Dentists?  | 1/16/2024 6:14 PM  |
| 138 | I would be getting involved with local consultations at the drop in days and look forward to hearing more about this exciting development of the Penketh and Cuerdley area.   | 1/16/2024 5:13 PM  |
| 139 | My only concern would be the the environmental parts of the plan wouldn't happen once the plans are approved  | 1/16/2024 4:32 PM  |
| 140 | See 12. The issue of water to the canal and its incorporation within the plan is my principal concern. It needn't conflict with any of the other issues - in fact it should improve things.   | 1/16/2024 3:40 PM  |
| 141 | Anything that gets people out to enjoy nature more jobs and housing will boost the local economy. Infrastructure around needs to be updated roads etc. Good to see Gp and services like this mentioned and hopefully carried out  | 1/16/2024 3:14 PM  |
| 142 | I believe the investment in the green spaces is crucial to ensure a successful redevelopment of this area, which would prove financially beneficial to the borough.   | 1/16/2024 2:31 PM  |
| 143 | I'm supportive of the ideas to the east of the site and how the ash lagoons are being used. I am concerned about how the Phase 2 employment area is going to be designed and if warehousing is the best use of the farming fields.  | 1/16/2024 2:31 PM  |
| 144 | It sounds like you're aiming to create a community for families only, as that's all you mention. I think communities should be mixed, and lots of smaller households would like to live in a place like this, in a small house (with a garden) rather than a flat. There's a large unmet need which if provided for could help free up larger houses elsewhere for families, including in areas with existing facilities e.g. schools. This isn't to say that a school isn't needed here, or that it the development shouldn't include a large amount of family housing, but there are more urban areas where 3-bedroom terraced housing is highly sought after by families but increasingly occupied by single people or couples, leading to existing schools being under-subscribed, and there are almost zero alternatives to flats for people looking to downsize. Such areas also show that housing can be quite high density, in semis and terraces, and still popular. It would be nice to move on from low density cul-de-sacs given the extent of housing need (and also to higher quality especially in terms of energy efficiency - that's probably beyond the scope of the framework but maybe shouldn't be). | 1/16/2024 2:22 PM  |
| 145 | There is no mention of supported living or specific housing for older people. Given the aging populations in both Warrington and Halton, it is important to include this category, perhaps even a care home   | 1/16/2024 2:13 PM  |
| 146 | I would like to see the word "could" in the plans be changed to "will". It is hard to have an opinion when the plans say "could"  | 1/16/2024 1:57 PM  |
| 147 | Other than I truly hope that Peel Holdings deliver what they've promised  | 1/16/2024 1:47 PM  |
| 148 | I would ask that serious consideration is given to the St. Helens canal. It is of huge historical importance, being the first modern canal of the industrial revolution. The wider area has a rich industrial history and the canal was central in allowing the the towns of Widnes and Warrington and St. Helens to develop. The canal already represents a huge part of the wildlife and biodiversity that the development seeks to retain and enhance, allowing it to run dry would be contrary to everything outlined in the proposal. Every consideration should be given to maintaining the water levels in this valuable asset.  | 1/16/2024 1:33 PM  |
| 149 | Wish it could be done sooner.   | 1/16/2024 12:54 PM |

## Fiddler's Ferry Draft Development Framework Public Consultation

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|-----|---|--------------------|
| 150 | Please put every bit of excess water into the canal and not the river. You have a chance to help SCRS and the SI group to save the first canal built in the country   | 1/16/2024 10:42 AM |
| 151 | I think it looks like an excellent proposal and would hope that there is a mixture of homes and not just family housing. I would also hope there are social housing opportunities too.  | 1/16/2024 10:25 AM |
| 152 | I urge this proposal to be rethought The land would make better use as either a site to make energy as the infant structure is already there Or A new hospital the site would make a great new hospital site. To work alongside the existing hospitals it would serve bothe the people of warrington and Halton   | 1/15/2024 11:09 PM |
| 153 | Needs to take into consideration Halton Need to include infrastructure- local infrastructure is under immense pressure,   | 1/15/2024 10:11 PM |
| 154 | Where's the new hospital, Warrington hospital covers Warrington Runcom, Widnes, Newton le Willows and surrounding areas, Warrington is practically a city on its own now they've built that many houses   | 1/15/2024 9:04 PM  |
| 155 | Generally opposed to the whole thing. It will happen sadly and ruin our local area. Very sad.   | 1/15/2024 8:59 PM  |
| 156 | Warehouse and logistics buildings in this area make no sense and would not be good for the local environment and area   | 1/15/2024 8:49 PM  |
| 157 | It is of little surprise that the capitalist approach to this area was taken as opposed to the locals who wanted a greener space  | 1/15/2024 8:18 PM  |
| 158 | I'm glad the site is being redeveloped into a useful space. It will provide homes and jobs for the local area, as well as returning industrial land back to nature.   | 1/15/2024 7:54 PM  |
| 159 | Has so far had a low profile and gives nil indication of how much residents concerns will be taken into consideration, based on other developments it's evident that the consultation will be a PR exercise ,to be used in feedback saying a comprehensive consultation took place , when the reality will be that the initial plan will be primarily utilized and public feedback will have minimal acceptance.The whole development is about making Peel money and not improving live for current residents.  | 1/15/2024 7:43 PM  |
| 160 | WBC just wanting to make money, North of the Mersey is already full, but nobody cares. I'll probably be dead by the time this eyesore is complete   | 1/15/2024 7:28 PM  |
| 161 | It would be good see this plan of redevelopment come to fuition.  | 1/15/2024 7:22 PM  |
| 162 | The current roads need to be looked at and speed cameras need to be invested in as they are already very dangerous without adding thousands of more local commuters   | 1/15/2024 6:10 PM  |
| 163 | I don't think matters   | 1/15/2024 5:51 PM  |
| 164 | I just think that the development needs to look at Great Sankey / Lingley Mere development. The traffic is horrendous, the schools are over subscribed. If there are such volumes of houses and business properties then the local road network needs to be improved to allow better integration to prevent congestion like at Sankey. Also the schools need to be primary and secondary - 680 homes will potentially have many children and families and need schools building accordingly.  | 1/15/2024 5:24 PM  |
| 165 | Hopefully all the plans happen including the jobs and the environmental aspects (especially). It would be great if the buildings could be also built with wildlife in mind. Green roofs on the industrial buildings, bird nesting bricks etc (as has been achieved with Barratt homes and the RSPB).  | 1/15/2024 5:16 PM  |
| 166 | I really don't think housing would be such a good idea. It's already grid lock around the surrounding areas, it will make matters worse. I definitely think there is plenty other good ideas to be had here rather than housing. I.e Warrington & Halton hospital are struggling enough with how many patients visit so creating 800+ new homes would be catastrophic to the hospitals.   | 1/15/2024 4:59 PM  |
| 167 | There should be space set aside to accommodate C2 uses close to the local centre and overlooking open space. The scheme should have a Design Brief for various phases of development to enhance waymarking and place setting with the use of material/colour pallets. Given the former use of the site why is there no Central Heat/Power plant operating from sustainable sources to provide community heating/power plant facilities similar to that used at Derwenthorpe in York developed in partnership with Joseph Rowntree Housing Trust - an extremely good example of community heat and power serving some excellent low cost carbon neutral housing? | 1/15/2024 1:10 PM  |
| 168 | You may wonder why I respond when my postcode is clearly not local to these proposals - I lived in Warrington for over 50 years & this area has always been underused. A well thought   | 1/15/2024 1:05 PM  |

out plan, well delivered should be of benefit to everyone.

169

Keen to see the site be put to a positive use that people are proud to use and socialise/exercise in. Important to remember legacy somehow as a huge part of the lives of those who live closeby, so would love to see some elements that nod to past use. Cleaning up historic issues is massive and would love to see the canal reconnected and restored as an amenity feature!

1/15/2024 1:04 PM





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