



TRANSFORMING FIDDLERS FERRY

DEVELOPMENT FRAMEWORK FOR THE
REGENERATION OF THE FORMER FIDDLER'S
FERRY POWER STATION

SEPTEMBER 2024



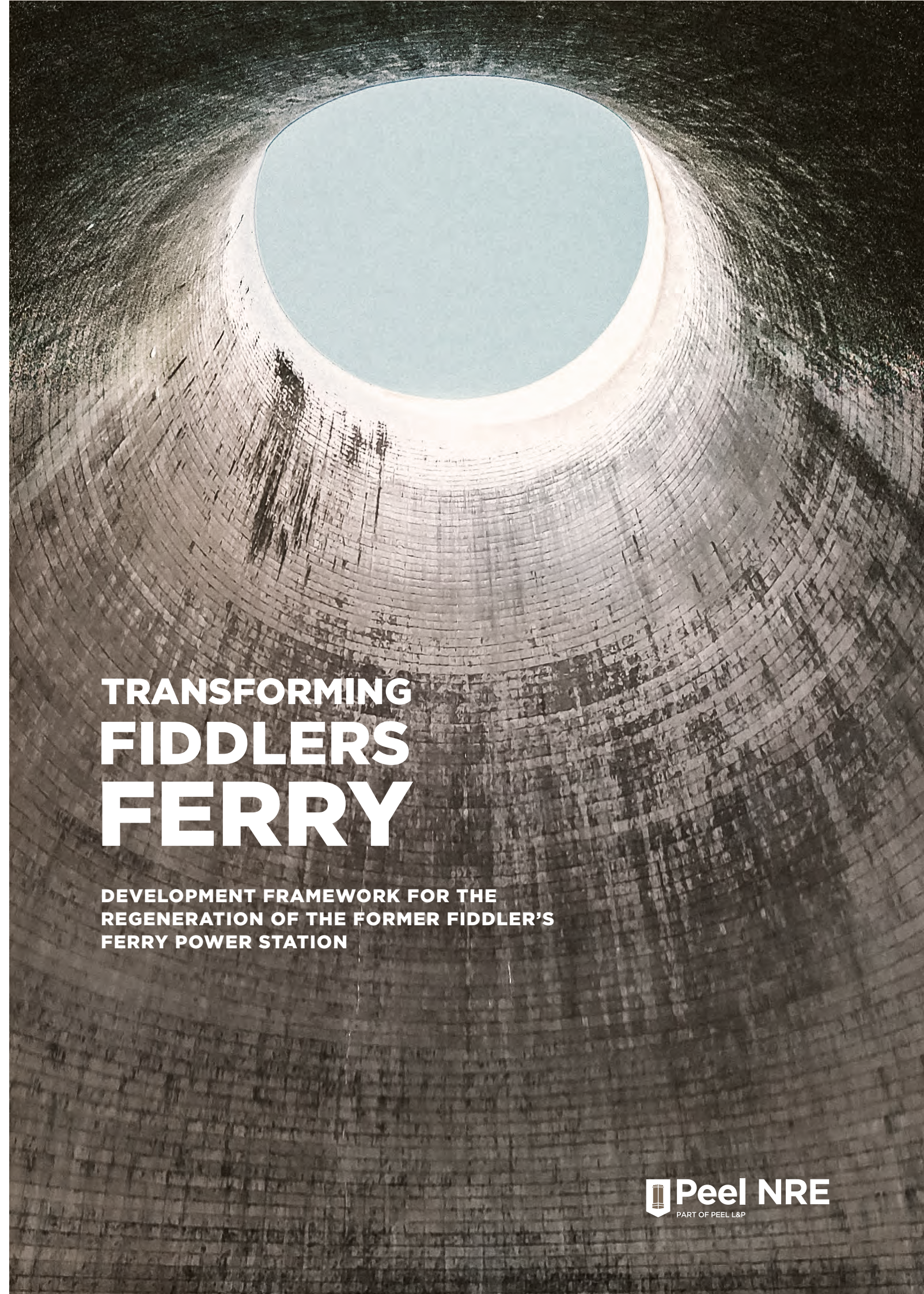
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FOREWORD

Fiddler's Ferry Power Station was a focal point for communities across Warrington and Widnes for over 50 years. Its built structures created a prominent and distinctive visual landmark on the north bank of the River Mersey.

The power station provided direct and indirect employment for thousands of people, locally and sub-regionally. Strong bonds were formed amongst the people who worked there.

Closure of the power station in March 2020 followed a government decision to close the UK's remaining coal fired power stations, seeking cleaner alternative power sources. This marked the end of a significant chapter in the area's social and economic history.

But as one chapter closes, so a new chapter begins.

The former power station site presents a unique regeneration prospect; a once in a generation opportunity to deliver significant new employment space and new homes on one of the largest brownfield sites in the North-West.

This Development Framework will ensure a coordinated approach to site regeneration. It establishes key principles and requirements to positively guide the development process, acknowledging and reflecting site constraints but also seeking to maximise opportunities. In doing this, the Development Framework demonstrates the potential to not just accommodate new development, but for that development to have a transformational impact on the local area and generate significant benefits at local and sub-regional scale.

The redevelopment of Fiddlers Ferry can help to bring communities together, enhance connectivity, and create an extensive, accessible green space network as part of a successful and sustainable place.

KTames

Kieran Tames
Development Director
Peel NRE



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1 INTRODUCTION

This Development Framework is required by Warrington Local Plan Policy MD3, which allocates land at Fiddlers Ferry as a mixed-use opportunity comprising approximately 101ha of employment land and a minimum of 860 new homes.

INTRODUCTION

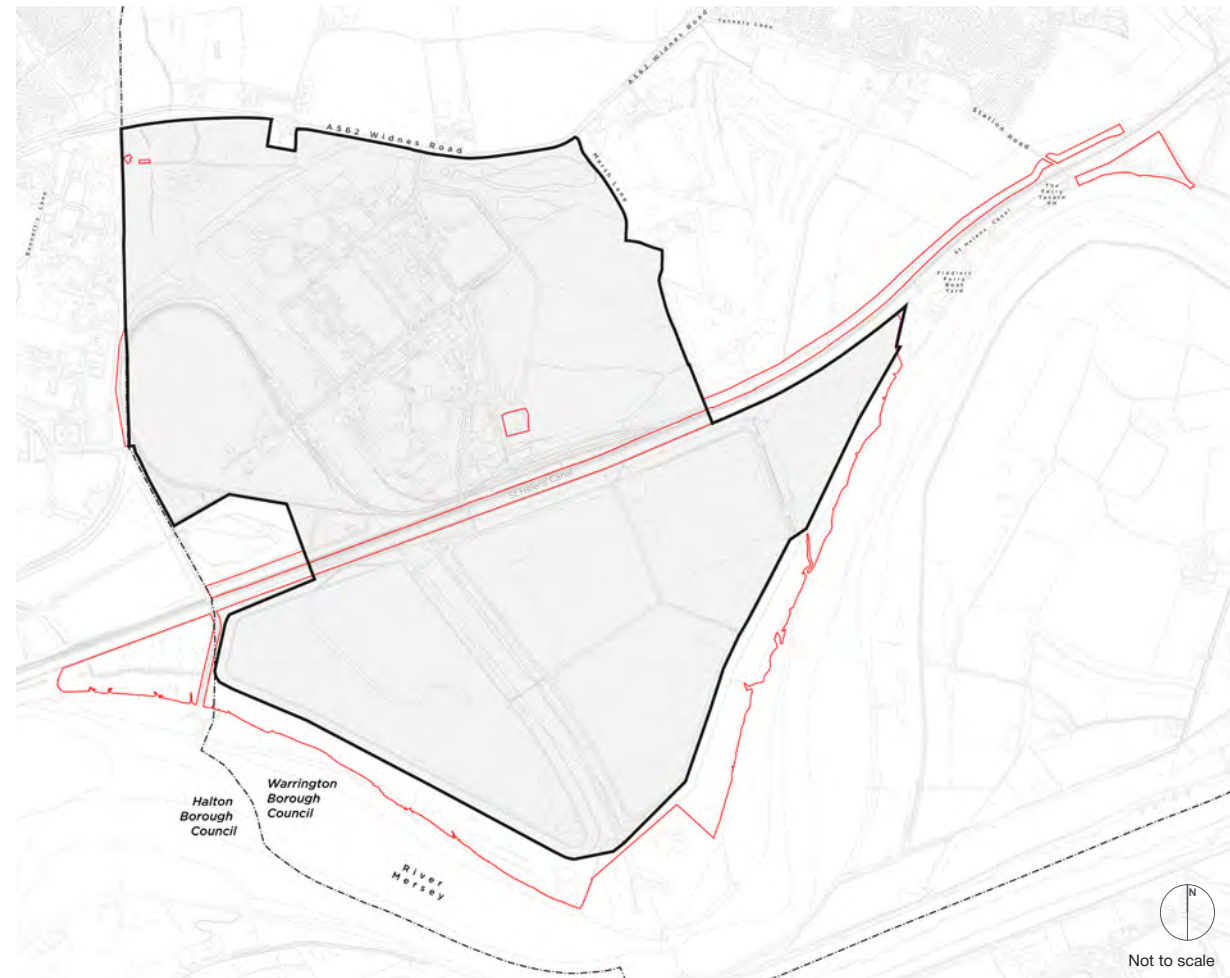
1.1 This Development Framework is required by Policy MD3 (Fiddlers Ferry) of the adopted Warrington Local Plan (2021/22 to 2038/39), which allocates land at Fiddlers Ferry as a mixed-use development opportunity comprising approximately 101ha of employment land and a minimum of 860 new homes.

1.2 In accordance with Policy MD3, this Development Framework will determine the final form of development at Fiddlers Ferry and includes:

- A comprehensive spatial masterplan, based on the principles and requirements of Policy MD3 and reflecting site opportunities and constraints.

- A comprehensive infrastructure delivery strategy, with details of phasing, delivery triggers and delivery responsibilities.
- An allocation wide approach to infrastructure funding and planning obligations.

1.3 This Development Framework will be a material consideration in the determination of all planning applications relating to development at Fiddlers Ferry.



Former Fiddlers Ferry Power Station area and Local Plan allocation boundary

- Former Fiddlers Ferry Power Station
- Allocation boundary (Local Plan Policy MD3)
- Local Authority boundary

POLICY CONTEXT

Warrington Local Plan

1.4 The Development Framework has been prepared to align with and support policies contained within the adopted Warrington Local Plan 2021/22 – 2038/39, which was formally adopted on 4 December 2023. It is the statutory Development Plan for the borough, guiding decisions on planning applications and directing development over the plan period to 2038/39.

Local Plan Vision and Objectives

1.5 The Local Plan sets a vision for Warrington supported by a number of strategic objectives, of which the following are of direct relevance to Fiddlers Ferry:

- **W1:** To enable the sustainable growth of Warrington through the ongoing regeneration of Inner Warrington, the delivery of strategic and local infrastructure, the strengthening of existing neighbourhoods and the creation of new sustainable neighbourhoods.
- **W2:** To ensure Warrington's revised Green Belt boundaries maintain the permanence of the Green Belt in the long term.
- **W4:** To provide new infrastructure and services to support Warrington's growth; address congestion; promote safe and more sustainable travel; and encourage active and healthy lifestyles.
- **W5:** To secure high-quality design which reinforces the character and local distinctiveness of Warrington's urban area, its countryside, its unique pattern of waterways and green spaces and its constituent settlements whilst protecting, enhancing and embracing the Borough's historic, cultural, built and natural assets.
- **W6:** To minimise the impact of development on the environment through the prudent use of resources and ensuring development contributes to reducing carbon emissions, is energy efficient, safe and resilient to climate change and makes a positive contribution to improving Warrington's air quality.

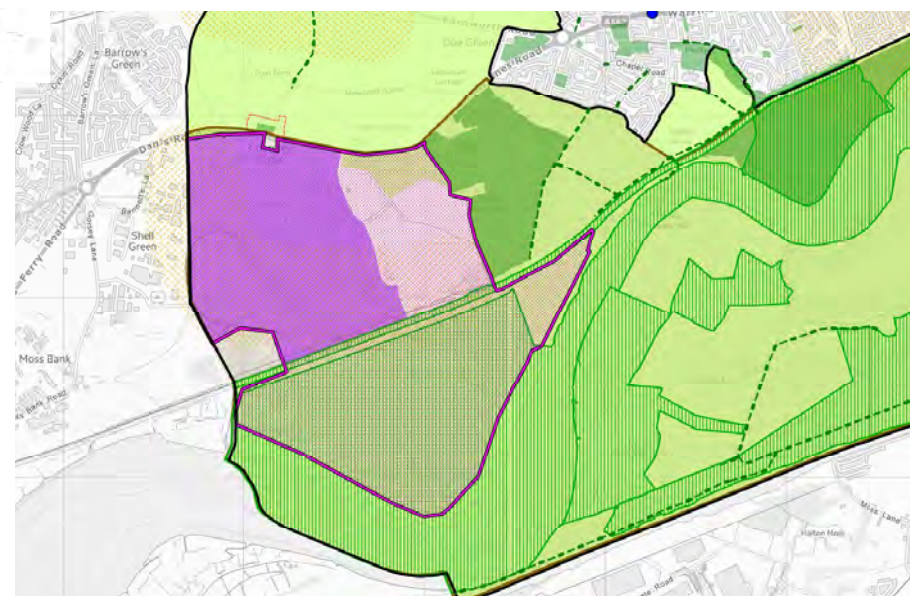
Fiddlers Ferry Allocation Site

1.6 Local Plan Policy MD3 defines the boundary of the 'Fiddlers Ferry Allocation Site' and sets out detailed policy objectives and requirements for the 288 hectare allocated site, summarised here and set out in full at Appendix A.

1.7 In summary, Local Plan Policy MD3 states that:

- Land at Fiddlers Ferry will be allocated to deliver a mixed-use development comprising approximately 101ha of employment land and a minimum of 860 new homes in the plan period.
- The allocation will include the removal of 29 ha of land from the Green Belt to accommodate a minimum of 860 new homes.
- The employment land component is allocated for distribution and industrial uses (Use Class B8, B2 and related ancillary uses) and for low carbon energy projects utilising the sites established power infrastructure.
- The allocation will be supported by the following range of infrastructure, including:
 - A range of housing tenures, types, and sizes, including affordable homes, custom and self-build plots and supported and extra care housing.
 - A new 1 form entry primary school.
 - Local shops and other community facilities of an appropriate scale.
 - Space within the development for a potential branch GP surgery.
 - A contribution towards additional secondary school places.
 - A contribution towards built leisure facilities.
 - New parks and an extensive green infrastructure network.
 - A range of smaller areas of open space within the residential development to serve the new community.
 - Playing pitches.
 - A comprehensive package of transport improvements.
 - Compensatory green belt improvements and ecological mitigation and enhancement.
 - Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS).

- Employment Allocations (DEV4)
- Warrington's Green Belt (GB1)
- Local Wildlife Sites (DC4)
- Fiddlers Ferry (MD3)



Extract from Local Plan Proposals Map showing the Fiddlers Ferry allocation (Key adapted from Proposals Map)

(Source: Adopted Local Plan Policies Map 2021/2022-2038/2039)

Other Local Plan Policy Designations

1.8 The Fiddlers Ferry Allocation Site is also subject to the following policy designations, either in full or in part:

- **Local Plan Policy DEV1** (Housing Delivery), which relates to the allocation of 30 hectares of land to the eastern side of the Fiddlers Ferry Allocation Site for the delivery of a minimum of 860 dwellings within the Local Plan Period.
- **Local Plan Policy DEV4** (Economic Growth & Development), which relates to the allocation of 101 hectares of land to the western side of the Fiddlers Ferry Allocation Site for employment-related uses. This policy also identifies the Fiddlers Ferry Allocation Site as a preferred location for major warehousing and distribution uses.
- **Local Plan Policy GB1** (Green Belt), which covers the existing 8.5 hectare nature reserve (non-designated) to the north-east of the Fiddlers Ferry Allocation Site, as well as the 127.5 hectare area of land to the south of the St Helens Canal. This policy confirms that the Council will plan positively to enhance the beneficial use of the Green Belt as part of Warrington's Green Infrastructure Network. It also confirms that a scheme of compensatory improvements to the environmental quality and accessibility of land remaining within the Green Belt will be required to be provided.
- **Local Plan Policy DC3** (Strategic Green Links), which confirms that the whole of the Fiddlers Ferry Allocation Site is located within the Mersey Valley Strategic Green Link and is bisected by the Trans Pennine Trail Strategic Green Link. This policy confirms that development must reinforce and maximise the environmental and socio-economic benefits from the Borough's Strategic Green Links. It also confirms that development must protect and improve existing Green Infrastructure and the functions it performs, as well as incorporating new Green Infrastructure, especially where it helps to mitigate the causes of or address the impacts of climate change.
- **Local Plan Policy DC4** (Local Wildlife Sites), which relates to land in the south of the Fiddlers Ferry Allocation Site incorporating the Upper Mersey Estuary Local Wildlife Site (LWS), the Widnes Warth Saltmarsh LWS, the Upper Mersey Estuary Intertidal Areas and Mudflats LWS.
- **Local Plan Policy ENV3** (Safeguarding of Mineral Resources), which relates to the designation of a central swathe of land through the Fiddlers Ferry Allocation Site as part of a mineral safeguarding area for sand and gravel.

Development Management Policies

1.9 The Local Plan also sets out several development management policies which relate to matters including Housing, Community Facilities, Design, Highways, Sustainable Travel & Transport, Green & Blue Infrastructure, Environmental & Amenity Protection, Ecology & Biodiversity, Flood Risk & Drainage, Utilities, Sustainability & Energy, Waste Management, Heritage and Infrastructure Delivery.

1.10 The proposals in this Development Framework have been prepared in full regard to these policies. Where relevant, Local Plan policies are referenced throughout this Development Framework.

Other relevant policies

1.11 The Development Framework also aligns with a range of other national and local policies including:

- The National Planning Policy Framework (December 2023) (NPPF) and associated Planning Practice Guidance (PPG).
- The National Design Guide (January 2021).
- Adopted and Emerging Supplementary Planning Documents (SPD) and Guidance, including:
 - Planning Obligations SPD (July 2024)
 - Environmental Protection SPD (July 2024)
 - Warrington Design Guide SPD (July 2024)
 - Parking Standards SPD (March 2015)

PURPOSE OF THE DEVELOPMENT FRAMEWORK

1.12 This Development Framework is required by Warrington Local Plan Policy MD3 and informs the future delivery of coordinated, phased development by providing;

- a. A comprehensive spatial masterplan.
- b. A comprehensive infrastructure delivery strategy.
- c. An allocation wide approach to infrastructure funding.

1.13 To inform and support the above, the Development Framework:

- Reinforces and develops the vision previously established through the Local Plan process.
- Provides information about the site and the opportunities and constraints it presents.
- Sets clear objectives.
- Applies the principles and requirements of Policy MD3 to the spatial masterplan.
- Provides details on proposed phasing, delivery triggers and delivery responsibilities.



Flow chart summarising how the Development Framework builds on the Local Plan process to further inform and coordinate future delivery.

*<https://www.warrington.gov.uk/evidence-base-updated-proposed-submission-version-local-plan-2021>

Status

1.14 In accordance with Local Plan Policy MD3 (Part 5), the Development Framework will be a material consideration in the determination of all planning applications relating to development within the Fiddlers Ferry Allocation Site.

1.15 Every planning application relating to development within the Fiddlers Ferry Allocation Site will be required to provide a Compliance Statement confirming how the proposal complies with the vision and objectives set out in Local Plan Policy MD3 and this Development Framework.

Monitoring and review

1.16 The Development Framework, including Infrastructure Delivery Strategy, will be kept under review throughout the build out of the Fiddlers Ferry Allocation Site.

1.17 As a general principle, WBC, as the Local Planning Authority, will seek to ensure that development proposals that come forward respond to changes in circumstances, and up-to-date national and local planning policy requirements, to ensure the best outcomes for future development within the Fiddlers Ferry Allocation Site.

1.18 Where circumstances change that could have implications for the Development Framework, both the landowner and WBC each have the right to identify a potential need for a review of the Development Framework. Where one party identifies such a need, they shall notify the other party in writing of the detailed reason(s) and justification for the required review.

1.19 Any identified potential requirement for review of the Development Framework, or Infrastructure Delivery Strategy, would first be reported to the Fiddlers Ferry Strategy Group (FFSG), which comprises Senior Officers of WBC (Development Management, Highways and Local Plan team), Senior Officers of HBC, as well as representatives of the Landowner (Peel NRE). The FFSG should convene within four weeks of formal notification of a request from either party.

1.20 Where the requirement for a review is agreed by FFSG, the scope and content of any review would also be agreed by FFSG, including a consultation strategy for proportionate consultation with statutory/non-statutory consultees, the public and other relevant stakeholders. Thereafter, the parties shall work collaboratively to review and update the Development Framework, which once agreed would be reported to a meeting of WBC's Cabinet to seek formal approval.

Consultation

1.21 The process of preparing the Development Framework has enabled collaboration and knowledge-sharing between Peel NRE as landowner and Warrington Borough Council (WBC) as Local Planning Authority, including inputs from WBC Development Management, Planning Policy, Urban Design, Highways and Environmental Protection Teams, as well as the Lead Local Flood Authority

1.22 In accordance with Local Plan Policy MD3 (Part 4), the process has included public consultation, as well as engagement with political representatives, community groups, local business organisations and adjacent landowners (including the Emerald Kalama Chemicals Site).

1.23 Consultation was undertaken with statutory and non-statutory consultees, including the Environment Agency, Natural England, National Highways, Active Travel England, Trans-Pennine Trail Partnership & Sustrans, Sport England, the Coal Authority, the Health & Safety Executive, United Utilities and Cheshire Archaeological Planning Advisory Service. Consultation has also been undertaken with Halton Borough Council (HBC) and St Helens Borough Council (SHBC) as the neighbouring Local Authorities, particularly in relation to highways, access and active travel matters.

Consultation Draft Development Framework January 2024

1.24 The feedback from the public consultation and stakeholder engagement process has been reviewed and has informed the final Development Framework. Full details of the consultation process, as well as the feedback received and the response to this, is set out within the supporting Statement of Community Involvement (SCI) (enclosed within the Technical Appendix).

1.25 The SCI describes the consultation held on the *Consultation Draft Development Framework* which involved a wide-reaching engagement exercise from 12th January 2024 (date of posting of leaflets) through to 1st March 2024 (final deadline for stakeholder organisations to feed back). Communication within this period included social media, press release, leaflet drop, consultation information line, virtual drop-in online meetings, physical events (2x drop in events, held in local venues), as well as targeted stakeholder engagement.

1.26 Based upon survey responses, the SCI identifies several considerations that have been brought forward from the engagement exercise into the development of the final Development Framework document. This includes the key themes summarised on the facing page.

Creating improved access and new walking/cycling routes.

1.27 The aim of the Development Framework to encourage active travel was welcomed by respondents. The development framework is clear on the location and type of connecting routes that could be created, including timing of delivery, with further information clarifying opportunities to create key links (the north west and south east (Station Road) in particular), and explanation of issues regarding the existing ash lagoon bridge.

Supporting the delivery of thousands of new jobs.

1.28 The majority of respondents expressed a positive opinion of the proposals in this regard. The Development Framework continues to promote and facilitate job creation. A range of job opportunities will meet the aspirations of most local residents, and can draw on existing links with local colleges and the employment skills team of the Council which will help provide visibility on the future needs of businesses and match 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.

1.29 Feedback on the principle of housing delivery was polarised into positive and negative, but ultimately the purpose of the Development Framework is to help deliver the number of new homes allocated in the Local Plan. The Development Framework has clarified expectations on phasing and infrastructure delivery associated with the residential development.

The provision of outdoor space for all to enjoy.

1.30 The provision of green, accessible space for both existing and new residents was seen as a priority for many respondents. The Development Framework ensures that this remains central to the overall vision and spatial masterplan, and these have been refined to clarify the approach. Commitment to provision of outdoor space has also been further clarified through the Infrastructure Delivery Strategy.

Enhancing the habitats and natural environment.

1.31 Many people saw the enhancing of habitats and the provision of outdoor recreation space as intertwined issues. The spatial masterplan aligns to this approach, and a refined landscape framework shows a commitment to site-wide multifunctional landscapes that will benefit both people and wildlife. The Development Framework provides further clarity on key opportunities in significant locations such as the former SSE nature reserve and the ash lagoons.

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

1.32 Respondents were generally positive about the provision of a community focal point and considered the inclusion of the proposed primary school as a necessity. The Development Framework confirms the provision, both in terms of the overall vision and spatial masterplan, and as a key community infrastructure commitment.

The impact on the road network.

1.33 Feedback included concerns about the impact the redevelopment would have on the local road network, centred on the wider impact on the surrounding areas, principally Penketh. The technical supporting work on highways and transport and highways has been reviewed and updated, working with WBC, to assess impacts and identify key infrastructure commitments that include improvements to existing highway junctions in the wider area, including Penketh, that will mitigate traffic impact.

Restoring the Sankey Canal.

1.34 This Development Framework responds to feedback from the community in relation to the Sankey Canal and includes a commitment to providing a financial contribution to support Warrington Borough Council to provide an adequate supply of water and maintain biodiversity.

Landowner activity

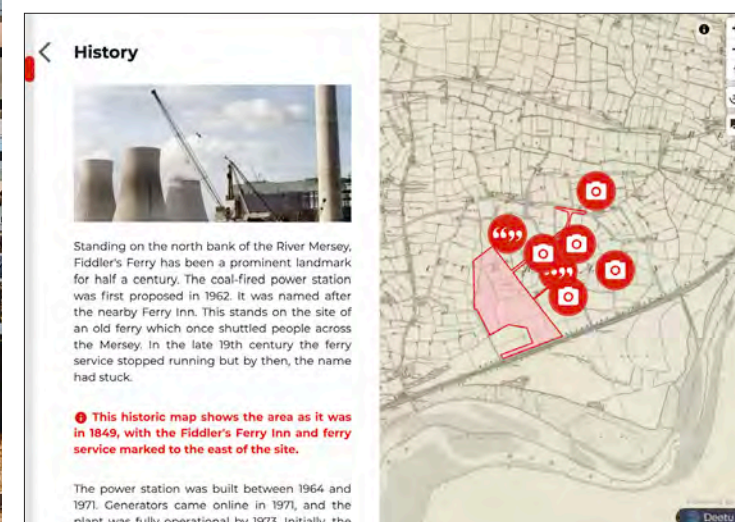
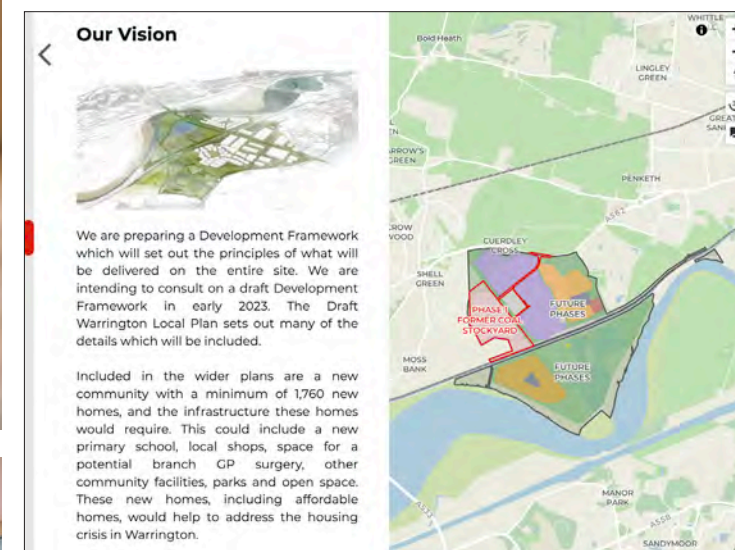
1.35 Since taking ownership of the site in July 2022, Peel NRE has acted to bring the site into beneficial use as expediently as possible. This has included establishing a working partnership with WBC and HBC, as well as statutory consultees and a range of other key stakeholders, including neighbouring landowners.

Key actions overview

- Entering into Planning Performance Agreements with WBC to underpin partnership working, strengthen the shared commitment to delivering the Local Plan allocation and take the site through the planning process.
- Preparation and submission of applications for Prior Approval pursuant to the first and second phases of demolition of the former power station. The first phase of demolition, comprising the northern cooling towers, coal pad and associated administration and workshop buildings, commenced in June 2023, demonstrating the intent to realise the opportunity and benefits arising from the redevelopment of the site as soon as possible.
- Preparation and submission of an application for full planning permission relating to the first phase of development within the FF Employment Area, comprising over 1.4 million square feet (c. 130,000 square meters) of employment (Use Class B2 & B8) floorspace, establishing an unequivocal commitment to the regeneration of the former power station, and demonstrating the deliverability of the wider site ('the FF Employment Phase 1').
- Preparing a voluntary Environmental Statement for FF Employment Phase 1 development to help explore and communicate site issues and constraints in a transparent way.
- Pre-application engagement with WBC Officers on the FF Employment Phase 1 development and to agree the scope of this Development Framework and the vision, objectives, comprehensive spatial masterplan and infrastructure delivery strategy presented in the following chapters.
- Extensive pre-application public and stakeholder consultation relating to both the FF Employment Phase 1 development and this Development Framework, including multiple drop-in events held across the wider community and investing in a dedicated websites to help inform and engage people in the site's past, present and future.
- Working with stakeholders and neighbouring landowners to plan for the phased demolition and redevelopment of the site.



Public consultation drop-in event, November 2022
(Source: Deetu)



Extracts from dedicated Fiddler's Ferry project website fiddlersferry.com
(Source: Peel / Deetu)

INTRODUCING THE FORMER POWER STATION SITE

1.36 Fiddlers Ferry Power Station, was decommissioned in 2020 in line with Government policy to phase out coal-fired energy generation by 2025. The former power station site/land in Peel NRE ownership covers an extensive area totalling c324ha of land within west Warrington, broadly centred on Cuedley and adjacent to the eastern boundary of Widnes.

1.37 The site is contained between Widnes Road to the north and the River Mersey to the south, bisected by a corridor of land formed by the St Helens Canal ('Sankey Canal'), the Trans Pennine Trail, and the Warrington - Widnes rail line.

Existing sub-areas

1.38 The former power station site contains a wide range of environments. In its current state it can be broadly understood as several sub-areas to the north and south of the rail/canal corridor.

1.39 These are summarised over the page and considered in further detail in Section 3 of this Development Framework.



Aerial photograph looking north across the former Power Station site, Summer 2021



Not to scale



Former Fiddlers Ferry Power Station site in its local context

Former Fiddlers Ferry Power Station/ Land in Peel NRE Ownership

Former Fiddlers Ferry Power Station - Illustrative sub-areas

North of rail/canal corridor

- 1 Power Island: the core of the former power station operations comprising all key structures and infrastructure. The power island can itself be understood as several components:
 - Northern and Southern cooling towers.
 - Administrative, Research and Development and welfare buildings.
 - The core power station buildings including redundant turbine hall, boiler house and Flue Gas Desulphurisation Plant (FGDP).
- 2 Coal stock yard and environs: extensive areas of concrete hardstanding previously used for the open storage of coal imported to the site.
- 3 275kV National Grid Substation, pylons and overhead cables.
- 4 Agricultural fields, woodland and former playing field to the north of the power island.
- 5 Agricultural fields and woodland to the east of the power island.
- 6 Site of a 150MW battery storage facility, to be developed by SSE Energy Solutions (granted full planning permission June 2023 (WBC ref. 2022/41800) and currently under construction).
- 7 Fiddlers Ferry nature reserve (non-designated) and former education centre: comprising mixed woodland and meadow, with a former education centre building to the western end and a network of boardwalk paths running through and around a series of ponds and ditches. This area is located within the Green Belt.
- 8 Vyrnwy Aqueduct corridor (north): existing linear green space located above the underground long-distance drinking water aqueduct connecting Lake Vyrnwy in North Wales to Liverpool, which is operated by United Utilities.
- 9 Rail sidings.
- 10 Ash Processing Plant to be retained whilst ash extraction is ongoing, in accordance with requirements of planning consent.

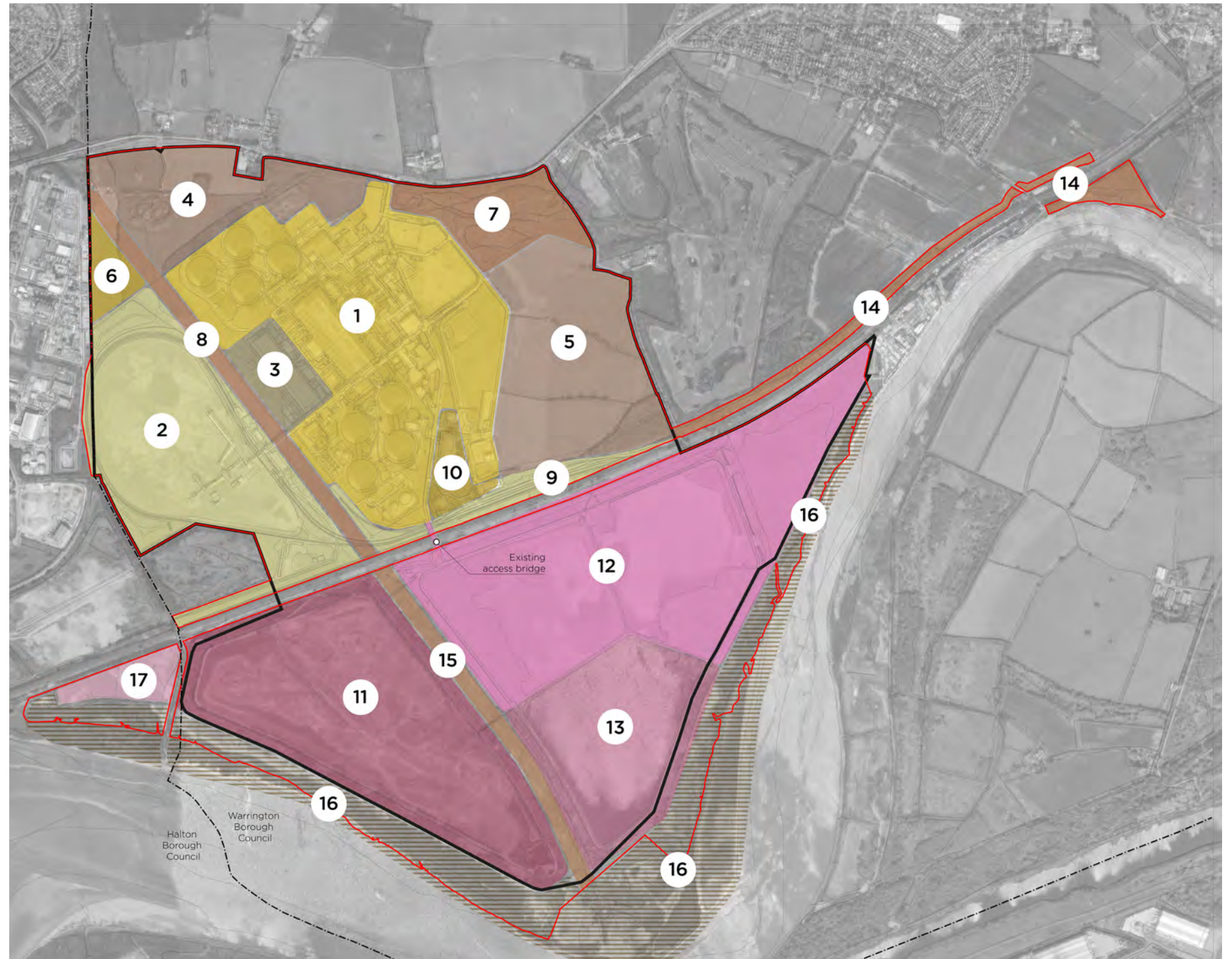
South of rail corridor (Lagoon Area)

Ash generated by the operation of the former power station has historically been deposited within a series of man-made storage lagoons, on approximately 122ha of land at Cuerdley Marsh, to the south of the canal/rail corridor. The background to this is set out further in Section 2. In summary, the Lagoon Area includes:

- 11 Lagoon 'D': Area of Pulverised Fuel Ash (PFA) storage, currently being excavated to replace primary aggregates and for reuse in construction materials and land reclamation.
- 12 Lagoons 'A', 'B' and 'Site E' (including existing access bridge across the rail corridor and Sankey Canal: Ash storage lagoons (NB Lagoon A is an operational secondary extraction point when Lagoon 'D' isn't accessible).
- 13 Lagoon 'C': River water settling lagoon.
- 14 River pumping station and river water pipework - Building complex located to the far eastern end of the former power station site, with large scale pipe system connecting to Lagoon area.
- 15 Vyrnwy Aqueduct corridor (south): Existing linear green space associated with the long-distance aqueduct connecting Lake Vyrnwy in North Wales to Liverpool.
- 16 Peripheral areas including foreshore, salt marsh and mudflats on the outer bunds and banks of the River Mersey.
- 17 'Site F': area falling outside of the allocation boundary (NB this land forms part of the former Power Station, and falls within Peel's land ownership, but is located within Halton Borough).



Not to scale



Former Fiddlers Ferry Power Station - Illustrative sub-areas

- Former Fiddlers Ferry Power Station/Peel NRE Ownership
- FF Allocation Site



2 VISION AND BACKGROUND

Fiddlers Ferry ceased power generation in 2020.

This triggered an initial regeneration vision by the then landowners, SSE, working alongside the Council, informing the site's allocation within the adopted Local Plan.

This Development Framework further develops that vision, shaped by key influences and the technical assessment work now being progressed by Peel to support the Development Framework.

VISION

Fiddler's Ferry can become a place where vibrant, diverse and sustainable new business and residential communities converge: a distinctive and original working and living environment set within an extensive green space network in Warrington.

As an active power station, Fiddlers Ferry stood as a local landmark at the heart of many social and economic networks. However, as a privately owned facility, access to the general public was strictly controlled.

The closure and clearance of the power station leaves behind a site full of opportunities. The power station's legacy will be the foundation it has created for renewal and reinvention: from heavy, coal-powered energy generation on an industrial scale, to accessible and energy-efficient workspaces and homes, set within extensive green and blue infrastructure networks.

Redevelopment can create a place that brings new and existing communities together.

New social and economic networks will develop within the employment area, local centre and mixed residential neighbourhoods. New physical connections will be created through extensive new movement and open space networks.



Former Fiddlers Ferry Power Station in a distinctive setting
(aerial photography dated Summer 2021)

Fiddlers Ferry will be defined by a unique scale and combination of employment and residential development. This will establish substantial, sustainable economic, social and environmental assets that help to create new communities and bring together existing communities from across the wider Warrington and Widnes area.

The future identity and ‘sense of place’ of Fiddlers Ferry can be defined through the distinctive development mix: one which creates bustling areas of commerce and productivity, as well as creating welcoming residential streets and green spaces, set in close proximity to the Mersey Estuary and with opportunities to connect to riverside environments.



This diversity can be brought together by creating a place that is people-friendly, connected and locally responsive.

People-friendly

- New homes and places of work in close proximity, supporting sustainable live-work lifestyles.
- An urban structure defined by attractive streets at a welcoming human scale.
- A street network that helps to separate traffic flows associated with employment and residential uses.
- New neighbourhoods interwoven with an extensive green space network including parklands, equipped and informal play areas and playing fields that bring people together.
- Opening up existing and new green space assets for wider Warrington and Widnes communities, including the existing nature reserve and lagoon areas following ash extraction, enhancing the value of the site’s natural and semi-natural environments.

Connected

- Homes and workspaces converging at a central focal point (including primary school, community uses, shops and day to day facilities for residents and workers).
- Multi-modal access from Widnes Road maximised as a key driver for new business, jobs and homes, facilitating public transport and active travel choices to and from the existing hinterland.
- New footpath and cycle path connections running north, south, east and west, including links to existing Public Rights of Way and the Trans-Pennine Trail.
- Improved biodiversity, nature conservation and the creation of new and permanent habitats that form a steppingstone between Sankey Valley Park and Spike Island.

Locally responsive

- Large scale employment development ensuring that the historical role of Fiddlers Ferry continues: driving economic development, creating local jobs and community bonds.
- Employment development delivered at a scale and height that helps to maintain Fiddlers Ferry as a high profile site, whilst respecting local landscape and visual considerations.
- Development layout recognising the physical environmental legacy of the former power station, including interpretation of morphological features and maximising the green infrastructure assets it has left behind.
- Restoration of the former power station lagoon area to provide diverse, publicly accessible wildlife habitats.
- Links to Public Rights of Way and the Trans-Pennine Trail.

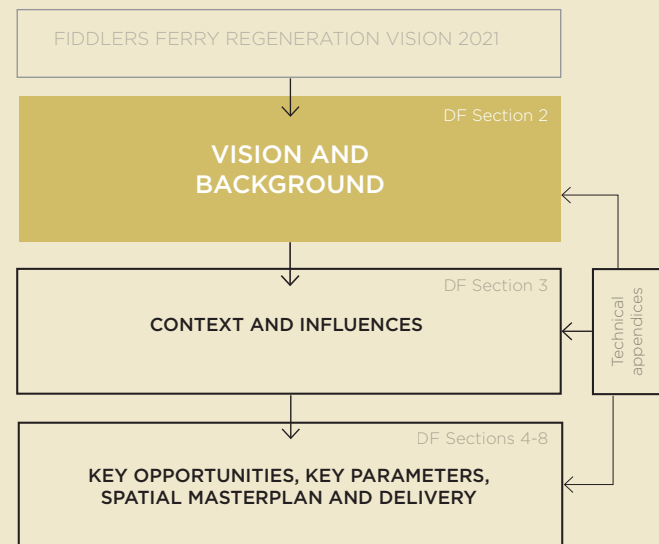


BACKGROUND TO THE VISION

2.1 The vision is informed by SSE's 2021 masterplanning work that underpinned the preparation of the Local Plan. Peel NRE have undertaken extensive technical assessment work to test and refine this vision, which has informed the development of the spatial masterplan and infrastructure delivery strategy set out in this Development Framework.

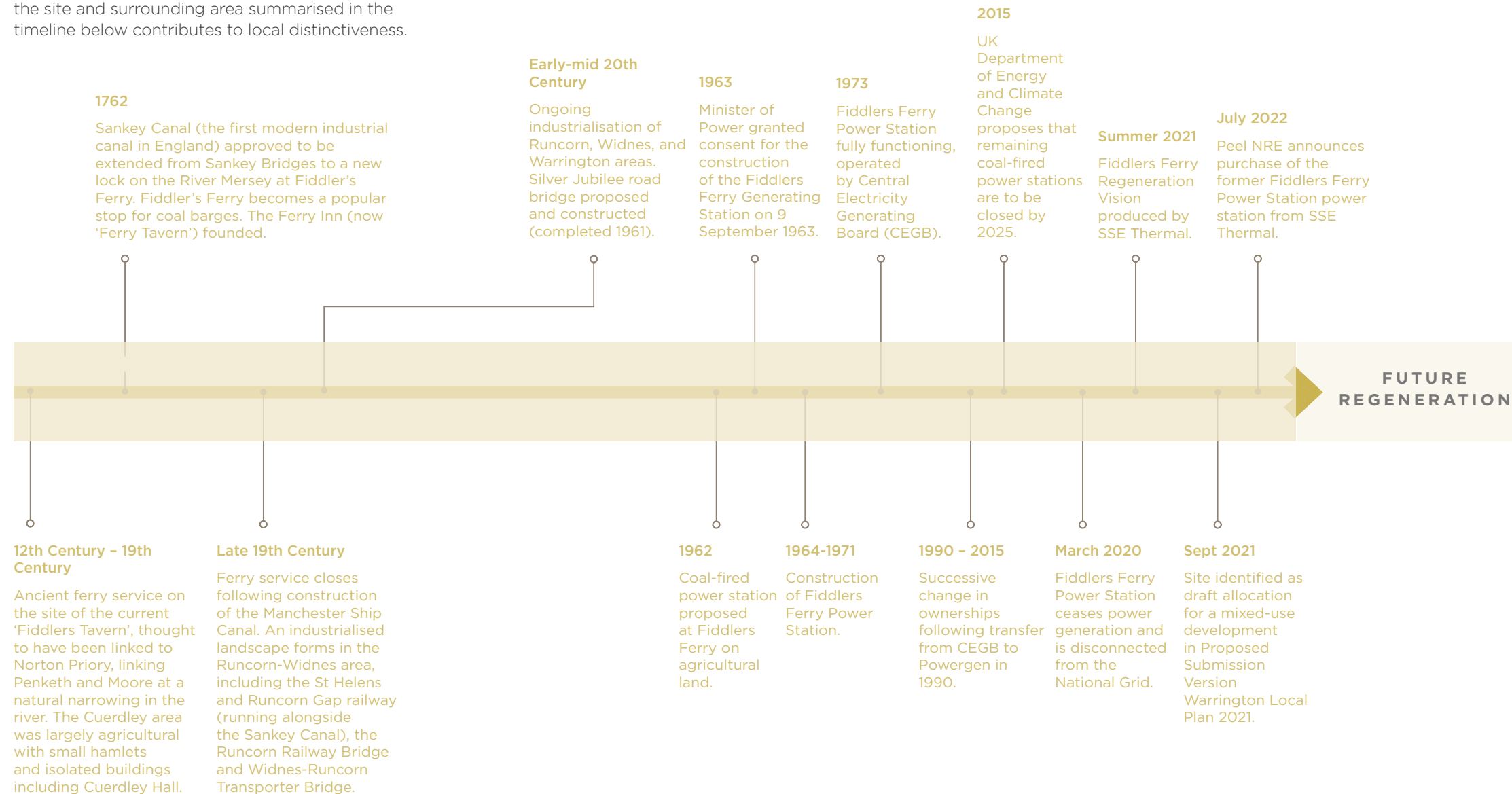
2.2 The 2021 masterplanning and visioning work forms part of the Local Plan evidence base, and are available on the Warrington Borough Council website:

www.warrington.gov.uk/evidence-base-updated-proposed-submission-version-local-plan-2021



Site history summary

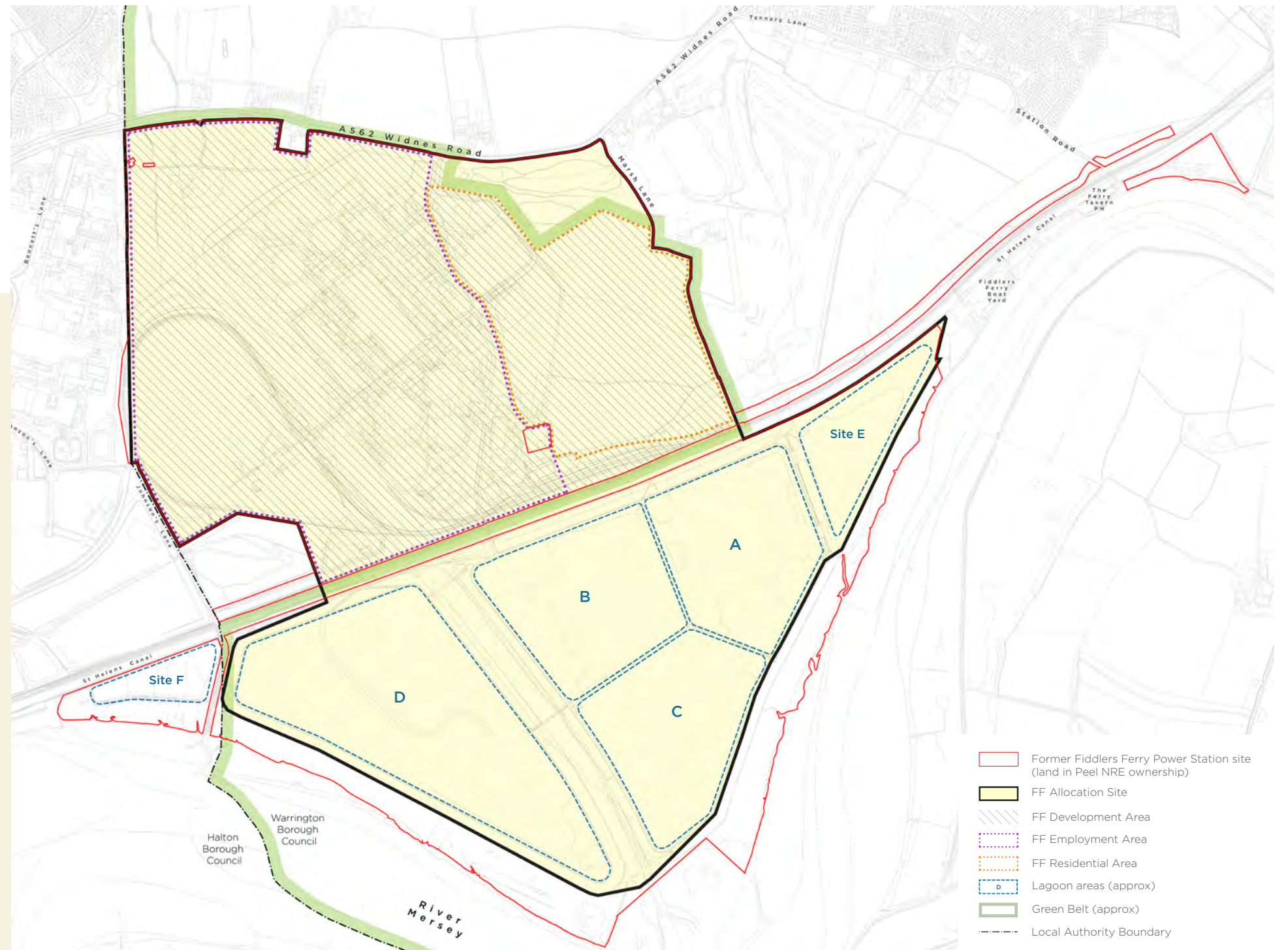
2.3 Fiddlers Ferry is a unique place. The history of the site and surrounding area summarised in the timeline below contributes to local distinctiveness.



Development Framework areas

2.4 Building on Local Plan Policy MD3, this Development Framework has been produced with reference to the following areas:

- **The Fiddlers Ferry (FF) Allocation Site**
The allocation boundary as defined by Local Plan Policy MD3, measuring approximately 288ha and covering land to the north and south of the canal/rail corridor.
- **The FF Development Area**
Development of land to the north of the canal/rail corridor, measuring approximately 155ha. This can be considered in two parts:
 - **The FF Employment Area:** The employment component of the FF Development Area, as defined by Local Plan Policy DEV4, which is brownfield land comprising the former power island, coal pad and environs.
 - **The FF Residential Area:** The residential and community infrastructure component of the FF Development Area, which comprises agricultural land to the east of the former power island which has been removed from the Green Belt.
- **The FF Lagoon Area**
Ash generated by the operation of the former power station has historically been deposited within a series of man-made storage lagoons (Lagoons A-E and Site F), on approximately 122ha of land at Cuerdley Marsh, to the south of the canal/rail corridor. Site F is located outside of the FF Allocation Site within Halton Borough, but is within Peel NRE's ownership.
This ash is a valuable resource as an aggregate extracted for sale and re-use within the construction industry. These lagoons will be progressively restored following ash extraction to create a diverse range of permanent natural habitats providing ecological and recreational benefits.



Development Framework areas

2.5 The full Former Fiddlers Ferry Power station site extends beyond the FF Allocation site. This includes areas of land to the west and south that form part of the River Mersey foreshore, and to the east incorporating former power station infrastructure including the former pumping station and overground pipework between the FF Allocation Site and Station Road.



Not to scale

FF Lagoon Area

2.6 Full planning permission for ash disposal arrangements on land at Cuerdley Marsh (i.e. the FF Lagoon Area), comprising the deposition and excavation of ash and raising the height of the existing lagoons at Fiddlers Ferry Power Station, was granted by WBC on 30 March 1990 (WBC ref. 88/22513) ('the 1990 Permission'). The 1990 Permission remains extant.

2.7 Whilst ash deposition has now ceased (following closure of the power station), ash excavation operations are expected to continue until the middle of the century, subject to market conditions associated with the sale of ash. Excavation of the ash is necessary to create a safe, accessible landform which is capable of supporting the long term restoration of the FF Lagoon Area. The restoration scheme will deliver ecological and recreational enhancements. The reuse of the ash has significant sustainability and environmental benefits in replacing the need for primary aggregates and reducing CO₂ emissions, as well as being a strategically important mineral resource for the UK economy.

2.8 In 1987 the CEGB, then owners of Fiddler's Ferry Power Station, as their contribution to the European Year of the Environment, commissioned The Groundwork Trust and Mersey Valley Partnership to produce a study into creative nature conservation and large-scale environmental improvement of the site. This resulted in the "Fiddler's Ferry Power Station, Energy for Wildlife" report, which contained recommendations for improving the environmental aspects of the

Fiddler's Ferry site, both during the lifetime of the power station and following cessation of electricity generation at the site. The Energy for Wildlife report recommended that a progressive restoration scheme should be adopted for the lagoons, following extraction of ash, focused on creative nature conservation, environmental improvements to the large-scale industrial landscape, increasing visitor potential and involving the community.

2.9 The 1990 Permission is subject to a legal agreement, signed under Section 52 of the Town and Country Planning Act 1971, which specifies the following principles:

- That a programme of progressive restoration should be adopted.
- That greater community use should be encouraged, subject to the operational requirements of the ash disposal process.
- That the use of the land should be for nature conservation following the completion of the ash deposits thereon.

2.10 Considering the time since it was originally prepared, WBC and Peel NRE are currently reviewing the Section 52 Legal Agreement to ensure that it remains appropriate and is consistent with the requirements of the adopted Local Plan and other relevant national and local policies.

2.11 The Section 52 Legal Agreement requires a 'five-year rolling programme and management plan' (known as the 'Lagoon Management Plan') for the FF Lagoon Area to be agreed with WBC, which sets out the intended sequence for ash

excavation over the associated five-year period and the approach to progressive restoration. The Lagoon Management Plan (LMP) is required to be reviewed every five years.

2.12 Peel NRE are currently preparing an updated LMP for the management and future restoration of the FF Lagoon Area. Initially this will comprise an 'Interim LMP' which will cover ash extraction and processing operations during 2024. In parallel, Peel NRE will be undertaking further ecological surveying and site investigations to inform the preparation of a long-term restoration plan, as well as a programme and management strategy for ongoing ash extraction over the next 5 years (2025-2030). This work will be progressed in accordance with the following programme:

- Interim LMP submitted to WBC in March 2024. This sets out the operational requirements for ash extraction and processing, as well as the foreseeable lagoon maintenance and inspection regime to be carried out in 2024.
- Ongoing ecological surveys, site investigations and assessment will be conducted throughout April to June 2024, to inform preparation of the final LMP.
- Final LMP, covering the period 2025-2030, submitted to WBC in September 2024. This will include a long-term restoration plan, as well as mitigation measures for ecological species and an ongoing maintenance and monitoring regime.

2.13 Lagoons A-D are currently registered as reservoirs under the Reservoirs Act 1975, as they are capable of holding 25,000m³ of water above the natural ground level. The Reservoirs Act 1975 requires the lagoons to be supervised and managed by the operator and regular reporting provided to the Environment Agency.

2.14 The Lagoons are also currently subject to an Environmental Landfill Permit, which requires regular ground water monitoring, and other controls as well as monitoring the quantum of ash extracted from the site. The final restoration scheme will be designed to enable the surrender of the Environmental Permit and the de-registration of the Lagoons under the Reservoir Act.

2.15 The core principles of the phased restoration of the FF Lagoon Area, as established by the 1990 Permission, including supporting nature conservation and improving public access, are embedded within and form the baseline for the vision and proposals set out in this Development Framework. Further detail on this, including a set of core restoration principles, is set out in Sections 5-6.



Ash extraction activity within Lagoon D

Demolition

2.16 The former power station ceased operations in 2020 and the site will be demolished in phases over several years.

2.17 In March 2021, WBC issued a Screening Opinion, in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, confirming that the demolition of the former power station does not comprise EIA development (WBC ref. 2021/38558). Therefore, the demolition will be carried out under 'permitted development' rights, subject to the submission of applications for 'prior approval' to agree the scope and method of demolition.

2.18 Demolition will be implemented as a carefully programmed phasing sequence.

2.19 Prior approval for the first phase of demolition, comprising

the former coal stockyard, the four northern cooling towers and associated administration/office building block, was granted by WBC on 29th June 2023 (WBC ref. 2022/42356). Demolition works commenced shortly thereafter and the blowdown of the northern cooling towers took place on 3rd December 2023.

2.20 Prior approval for the second phase of demolition was granted by WBC on 13th June 2024 (WBC ref. 2024/00440/DEM) and these works have now commenced. This comprises demolition of the Precipitators, Flue Gas Desulphurisation Plant, Ash / Slurry Pits, Pozzolan Silos, Clarifier, Urea Storage Facility, Gas Turbine House, Water Treatment Plant, Water Processing Plant, Fuel Oil Storage Tanks & Pump House, various Conveyor Systems, various Storage Tanks, Main Contractors Compound

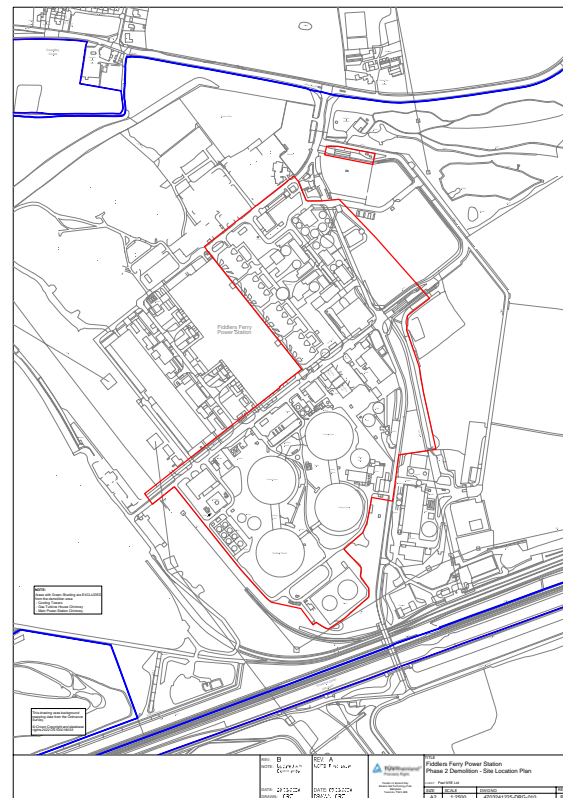
& Buildings, Biomass Storage Building and the Southern Cooling Tower Pump House & Purge Pump House.

2.21 Applications for prior approval for demolition of the remaining elements of the former power station, including the Boiler House, Turbine Hall/Control Block, four Southern Cooling Towers, the Gas Turbine Building Exhaust Stack and Main Power Station Chimney Stack, will be submitted later in 2024/25.

2.22 The demolition of the former power station is expected to be completed by 2026/27, prior to the commencement of the residential phase of development. Further demolition will be subject to ongoing investigation work, asbestos removal and the progress of subsequent phases, as well as securing the necessary prior approval from WBC, so timings are subject to change.



Phase 1 demolition area
(Source: ABB)

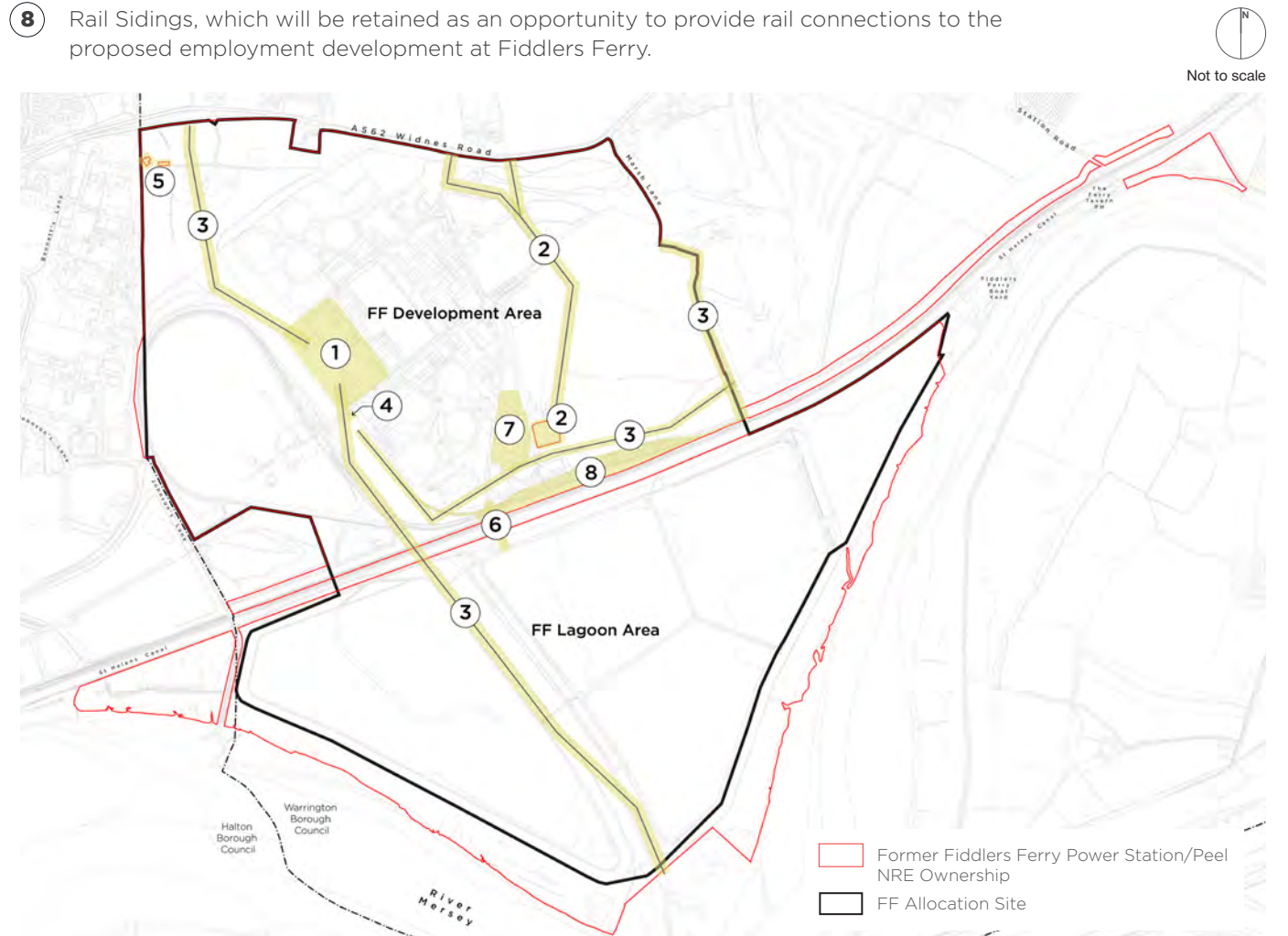


Phase 2 demolition area
(Source: TUV Rheinland)

Retained features

2.23 The following existing structures are proposed to be retained as part of the future redevelopment of the FF Allocation Site:

- ① 275kV National Grid Substation and operational curtilage.
- ② 132kV Scottish Power Energy Networks (SPEN) Cuerdley Bulk Supply Substation, underground infrastructure and easements.
- ③ Pylons and overhead cables, which will continue to form integral parts of the national and district-level electricity distribution networks supplying the wider Warrington, Halton and Merseyside region.
- ④ Existing pumping station.
- ⑤ United Utilities structures and infrastructure in the north west corner of the site (including underground infrastructure and easements).
- ⑥ Existing road bridge over the canal/rail corridor to enable ongoing ash extraction from the former power station lagoon area and to provide pedestrian and cycle access to the TPT and FF Lagoon Area by 2038.
- ⑦ Ash Processing Plant (APP), which will be retained up to 2032 (in accordance with the extant planning permission) to provide for ash processing operations associated with the excavation of ash from the FF Lagoon Area (see Section 3).
- ⑧ Rail Sidings, which will be retained as an opportunity to provide rail connections to the proposed employment development at Fiddlers Ferry.



Retained buildings and features



3 SITE AND CONTEXT

This Development Framework brings together a comprehensive range of technical studies to inform future development proposals. These provide a robust foundation to the Development Framework and give confidence in the ability of this site to release development and provide key infrastructure.

The technical studies are available within a separate appendix document.

INTRODUCTION

Purpose

3.1 Section 3 provides a non-technical summary of the key findings of the technical studies (enclosed within the Technical Appendix). The purpose is to;

1. Provide a foundation for the strategic objectives (Section 4), Key Parameters (Section 5), Spatial Masterplan (Section 6) and delivery approach (Section 7) by;
 - Highlighting key issues, constraints, and opportunities. Establishing related key objectives for the spatial masterplan (and future development proposals) to address.
 - Informing any future site analysis work undertaken as future phases of development come forward.
2. Identify issues and considerations that may directly impact on development, for example directly shaping spatial extents and land use distribution.
3. Provide further confidence in the deliverability of the site, overall capacity, and phasing approach.

LOCATION AND REUSE OF BROWNFIELD LAND

The locational strengths and brownfield credentials of the site are key drivers for development. Brownfield land will be reused and employment and housing development will benefit from strategic and local accessibility, providing jobs and homes in a location which reduces distances people need to travel to work.



Location and wider context

3.2 Redevelopment of the site will reuse approximately 100ha of brownfield land with excellent access to the regional and national strategic highway network, not only reflecting Warrington's key location at the convergence of M62, M56 and M6 but maximising the strategic benefits of the Mersey Gateway crossing. The site's proximity to major urban conurbations of Warrington and Widnes makes it highly accessible locally to a large resident population and available workforce.

3.3 The site incorporates existing rail freight infrastructure and rail sidings, connected to the Widnes to Warrington rail line. This presents a potential opportunity for linking into the FF Employment Area should a specialist requirement materialise. This may include facilities and infrastructure to enable freight to be conveyed by rail directly to and from the buildings serving the proposed employment uses, or for ash extracted from the FF Lagoon Area to potentially be exported by rail if found to be feasible. An existing rail connection agreement is in place with Network Rail and will be maintained until such a time as it is confirmed that the rail sidings cannot be utilised.

3.4 The site has a unique green and blue infrastructure context; the River Mersey, Manchester Ship Canal and St Helens Canal combine with significant open spaces and Green Belt countryside to create a distinctive environmental character. The St Helens Canal corridor runs east-west through the centre of

the allocation site, and this includes the Trans-Pennine Trail which runs along the former tow-path. As well as providing a long-distance connection, the Trans-Pennine Trail also forms part of the local Public Right of Way network. Other than the Trans-Pennine Trail, there are no Public Rights of Way within the site boundary, but some parts of the network run close to the eastern and western boundaries.

Mersey Valley

3.5 Fiddlers Ferry has a prominent location within the wider Mersey Valley. The site and local area display some key characteristics of the wider Mersey Valley corridor, providing an exceptional setting for development:

- The Mersey Estuary, with expansive intertidal mudflats/sand flats and open views.
- The River Mersey, flowing from east to west, joined by associated tributaries (although the river is largely obscured from inland views, including from within the FF Development Area).
- Large-scale, open and predominantly flat farmland between urban areas.
- Densely populated urban and suburban areas.
- Large-scale, highly visible industrial development.
- Dense transportation network with motorways, roads, railways, and canals.
- River crossings and communications/energy infrastructure.

LOCAL CONTEXT

3.6 The local context can be summarised as a place that is subject to strong human influences: various industrial activities, including ‘heavy’ industries, residential development, agriculture, and substantial transport infrastructure. This is an industrial landscape, affected by the presence of the former power station itself, other large-scale industrial buildings, chemical works, and waste management/landfill. Residential areas and transport infrastructure (road, rail, and canals) are also significant influences on local character and sense of place.

Socio-economic*

3.7 Key indicators for the local area indicate the opportunity for the redevelopment of the site to contribute towards a growing local economy.

3.8 Warrington and neighbouring Halton have strong employment growth in logistics related employment with over 21,000 additional jobs in logistics related sectors being created in Warrington over the period 2011 to 2021, demonstrating the locational and labour market credentials of the area and the opportunity to grow further.

3.9 Warrington is a net importer of labour with nearly 50% of jobs in the Borough accessed by those living elsewhere due to the size and growth in Warrington’s economy. In-commuters are almost all from the wider Northwest, with Halton, St Helens and Wigan having strong in commuting links to the town.

3.10 There is a large latent employment supply available to meet future labour demand with 59,000 economically inactive residents in Cheshire and Warrington and the Liverpool City Region that form the predominant labour catchment to Warrington.

3.11 Statistics from the English Indices of Multiple Deprivation (MHCLG, 2019) identifies that there are significant areas of employment deprivation in close proximity to the site with areas around Widnes Town Centre (4km from the site) and central and northern Warrington (6km from the site) amongst the 10% most deprived in the Country under this measure.

*Summary of socio-economic context based on Fiddlers Ferry, Warrington - Economic and Regeneration Impact Statement by CBRE, March 2023

Environment

3.12 The local environment is characterised by agricultural land to the north and east, a golf course further to the east, industrial land to the west, and the River Mersey / Mersey Estuary to the south. This is set in a mosaic of industry, housing and infrastructure including:

- Fiddlers Ferry power station structures and infrastructure - existing buildings/structures and ash lagoons being a significant environmental feature of the area.
- Significant industrial development to the immediate west of the site.

- Residential development at Penketh and Widnes.
- Significant transport infrastructure including major roads, road bridges including Mersey Gateway, the Widnes-Warrington railway and St Helens canal.
- River Mersey and Mersey Estuary - these are significant and important landscape features (though visibility is often limited by the flat topography of the area and the land form of the power station lagoons). The Mersey

Estuary is also designated as a Special Protection Area (SPA) and Ramsar site, which protects the estuarine environment here and which has significant ecological value and provides feeding and roosting sites for large populations of waterbirds.

3.13 The following pages provide an introductory overview of the site setting. A full summary of key site characteristics and influences, informed by the appended technical reports, is set out later in Section 3.



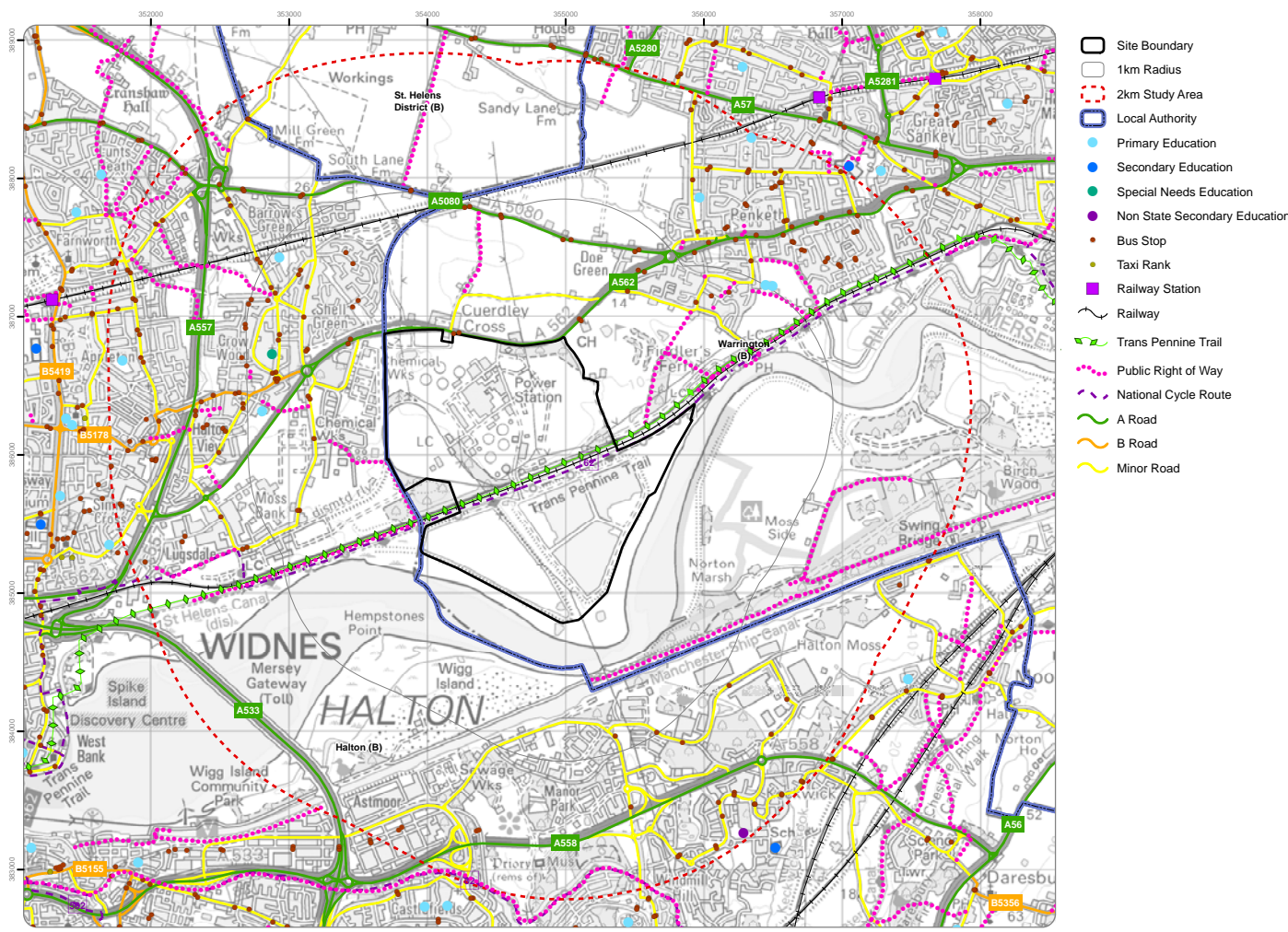
Aerial photograph illustrating the site’s environmental setting, including the River Mersey and Mersey Estuary, Summer 2021

Accessibility

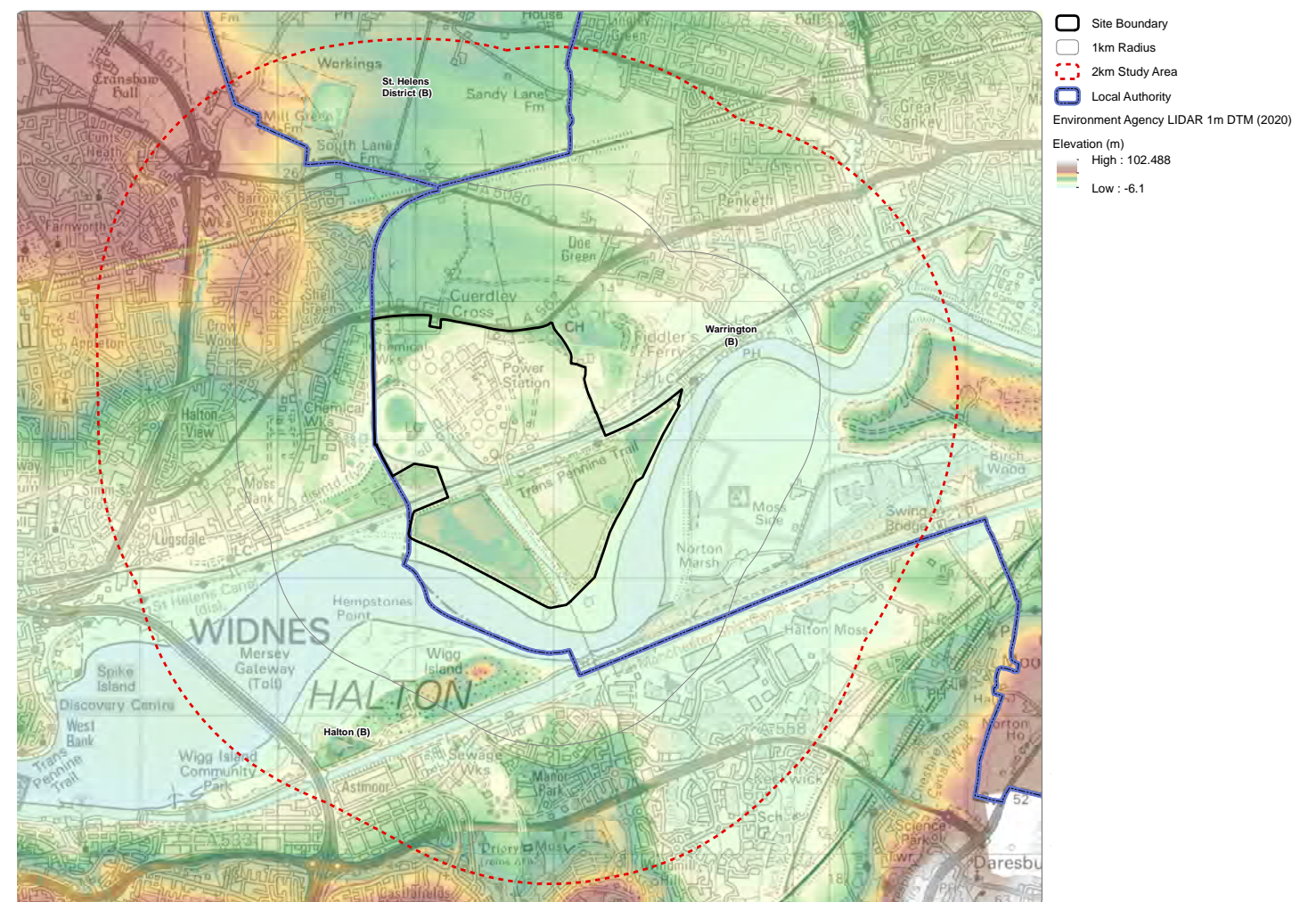
- Bus stops in both directions on the A562 Widnes Road along the site frontage, and 270m west of the site boundary.
- Serviced by Arriva route 110 (Murdishaw to Warrington) and Network Warrington route 32 (Widnes to Warrington) - running every half hour on weekdays and Saturdays. Route 32 also runs hourly on Sundays.
- Widnes train station is located c. 2.5km from the west of the site.
- Warrington Bank Quay and Warrington Central train stations are located c. 6.5km east of the site, reachable by bus within 30 minutes.
- National Cycle Network Route 62 runs east-west through the centre of the site alongside the St Helens Canal towpath (the route however, can not be accessed directly from the site itself). This connects Fleetwood to Selby and forms part of the Trans Pennine Trail and between Widnes and Warrington the route is entirely traffic-free.
- Significant predominantly residential areas within 2km of site boundaries to the east (Penketh) and north west (Widnes). These areas include several schools, community facilities and food retail.

Landform

- The topography of the site and immediate surrounding is broadly flat to very gently undulating, being typical of the River Mersey environs.
- There are numerous man-made variations including ground profiling / embankments (e.g. lagoon areas).
- Adjoining existing industrial and waste processing facilities to the west.
- To the north and east the immediate surroundings form a buffer of agricultural land between the surrounding urban and suburban areas.
- Predominantly agricultural land with a medium to large scale field pattern, watercourses and general absence of cohesive hedgerows / hedgerow trees.
- Widnes Road characterised by sections of adjacent hedge and linear tree groups.



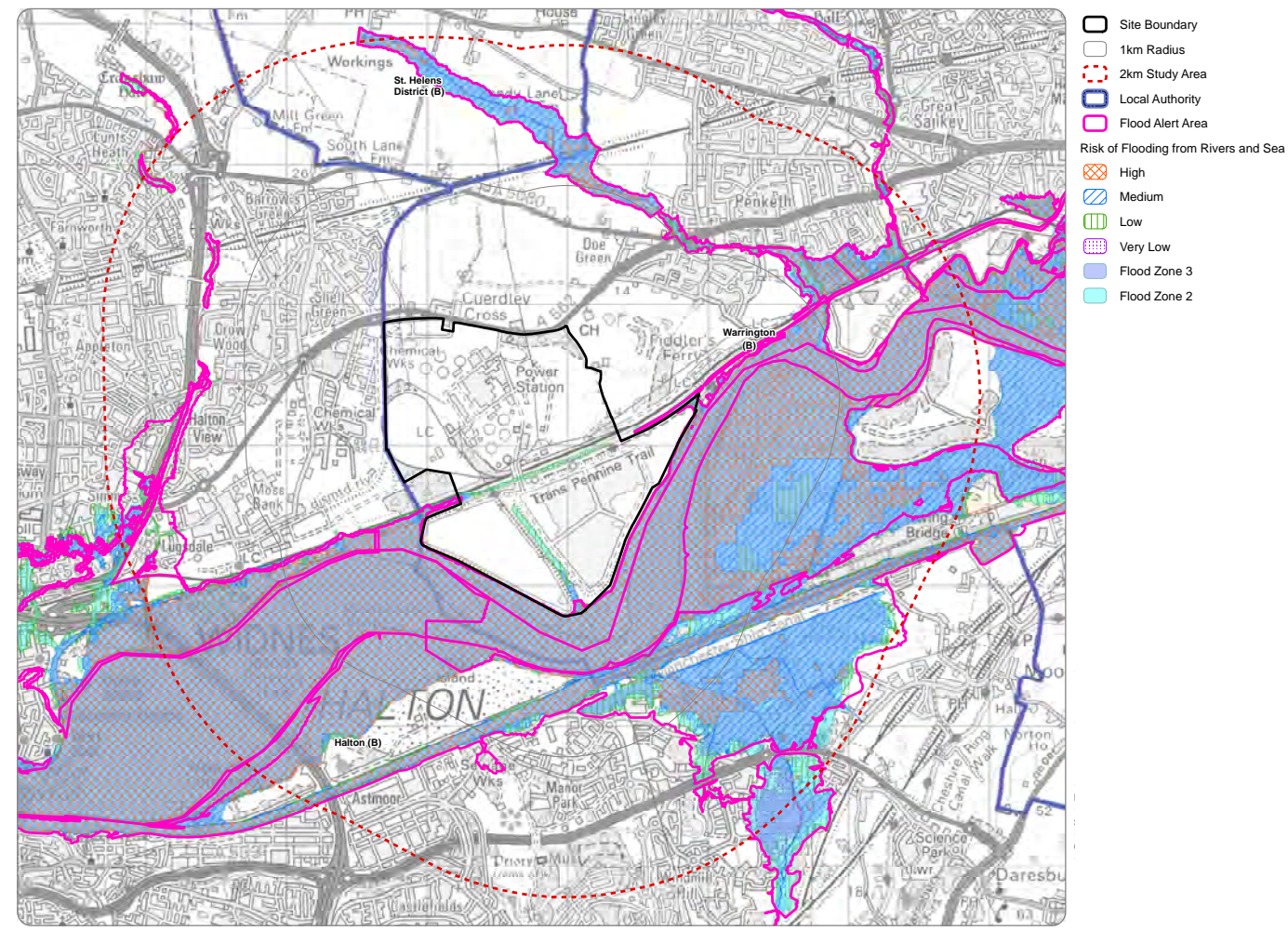
Accessibility



Landform

Flood and drainage

- Most of site is within 'Very low' risk Flood Zone 1 (less than a 0.1% chance of fluvial flooding each year).
- Some smaller areas within the high-risk Flood Zone 3 adjacent to the River Mersey.
- There are several watercourses and waterbodies in and around the site including:
 - Redundant fishing pond in the north west corner of the site.
 - A watercourse running north-south through the eastern side of the site.
 - The St Helens Canal (not in Peel NRE's ownership but dissects the site centrally).
 - The FF Lagoon Area.
 - The River Mersey.
- Most of the site is identified as being at very low risk of flooding from surface water, with small, localised areas considered medium to high risk. The localised areas of medium to high risk are generally representative of isolated low topographic points within the site and not considered to be representative of off-site major overland flow paths.
- The site's existing surface water network runs under the St Helens Canal before discharging into the River Mersey.



Flood risk (rivers and sea)



Aerial photograph illustrating the site's setting adjacent to the River Mersey, Summer 2021

THE FIDDLERS FERRY ALLOCATION SITE IN DETAIL

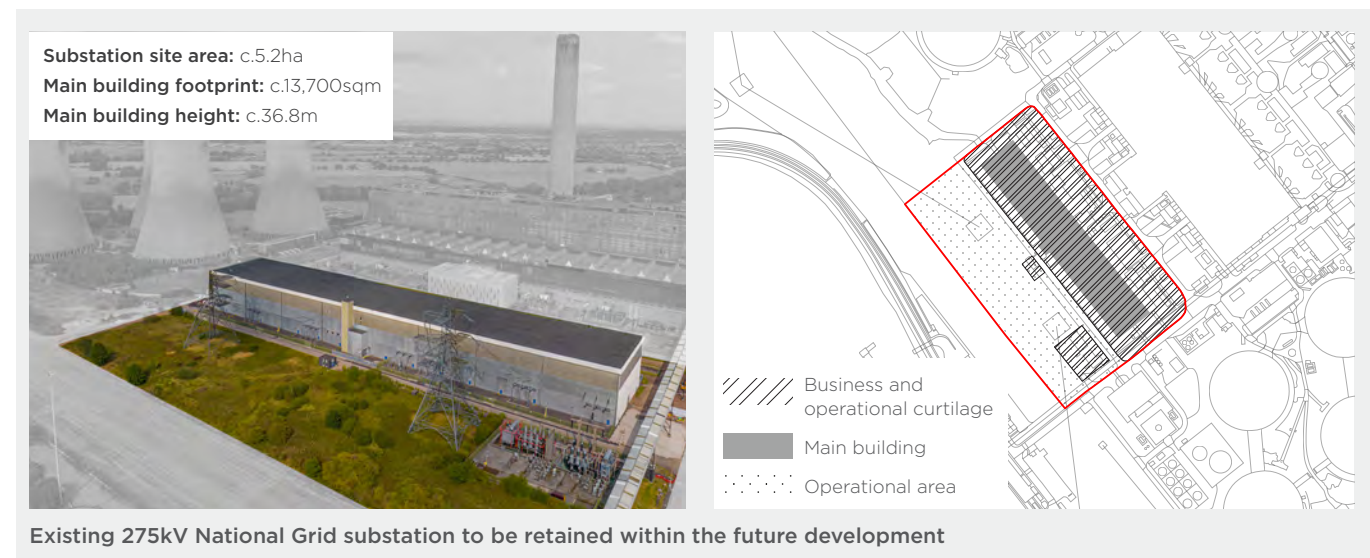
Land north of the rail line ('The FF Development Area')

3.14 The western side of the land north of the rail line/canal, which will form the FF Employment Area, is dominated by the 'power island' of the former power station. This comprises extensive infrastructure, including the four now demolished and four remaining Cooling Towers, Turbine Hall, Boiler House, Flue Gas Desulphurisation (FGD) Plant, Conveyors (above and below ground), Pipework, Storage Tanks, and now demolished Operational and Administrative Buildings. All of these buildings and structures will be demolished as part of the re-development of the site.



Land north of the rail line, Summer 2021

3.15 The 275kV National Grid Substation (highlighted below), pylons and overhead cables which transmit power to the Liverpool region, are to be retained. This infrastructure is under the control of National Grid who benefit from access routes, wayleaves, easements and a lay down area to the west to ensure transmission to the electricity network continues uninterrupted. The 132kV Cuerdley Bulk Supply Substation, operated by Scottish Power Energy Networks, will also be retained.



3.16 The Ash Processing Plant (APP) will be retained to support the ongoing ash extraction operations, which are required to facilitate restoration of the FF Lagoon Area. The APP benefits from extant full planning permission (WBC ref. A00/41935, as varied by WBC ref. 2006/08845), which granted consent for the construction and operation of the APP for a period of 25 years from the commencement of development or until the operational life ceases, whichever is the sooner – the APP was implemented in 2007 and therefore can be retained up to 2032.

3.17 The Rail Sidings run parallel with the main Warrington – Widnes rail line have been modernised, including loading/unloading facilities, and will be retained as a potential opportunity to provide rail connectivity to the FF Employment Area.

3.18 The Vyrnwy Aqueduct corridor (highlighted below) separates the 'Power Island' area from the

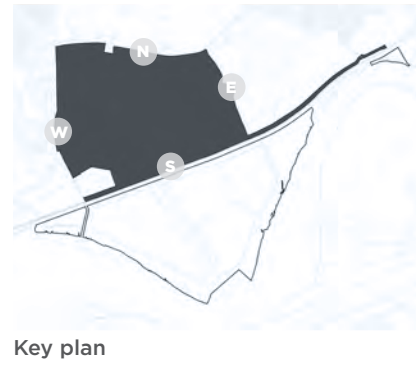
'Coal Storage' area. The Aqueduct is defined by a wide linear green space and has easement rights for access and maintenance by United Utilities. It is currently farmed at its northern end, with scrub vegetation further south. This green corridor is crossed by overhead power lines connecting to the 275KV National Grid Substation.

3.19 The Coal Storage Area comprises concrete hardstanding, buildings, and conveyor systems, including substantial subterranean voids and structures. It had a dedicated rail loop leading from the existing Rail Sidings and other rail infrastructure (various buildings, crossings, infrastructure). The Coal Storage Area will be demolished and cleared.

3.20 The eastern side of the FF Development Area currently comprises a series of agricultural fields, which have been removed from the Green Belt under Local Plan Policy MD3, and which will form the FF Residential Area. It also

includes the Fiddlers Ferry nature reserve (non-designated) and former education centre, comprising mixed woodland and meadow, with a former education centre building to the western end and a network of boardwalk paths running through and around a series of ponds and ditches. The nature reserve will be retained and remains within the Green Belt.



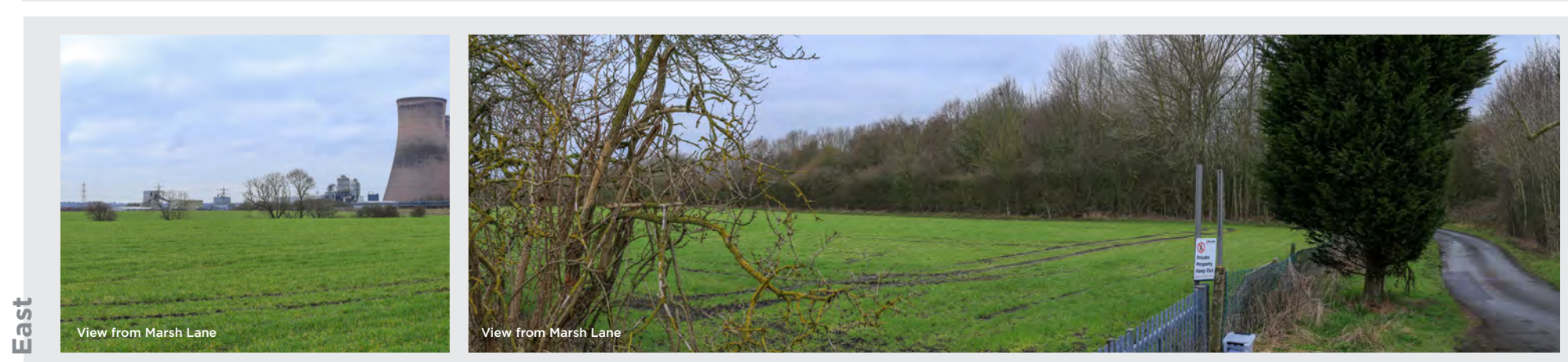
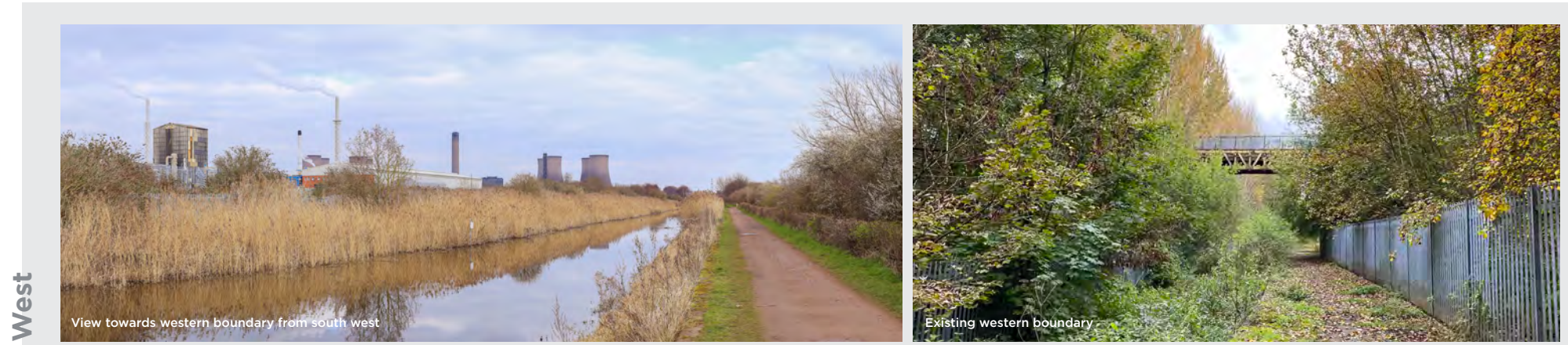


Boundary characteristics/edge conditions (land north of rail line)

- **North:** Frontage to, and vehicular access from, the A562 Widnes Road. The frontage can be described in 4 zones (from east to west):
 - Tree lined edge of the nature reserve.
 - Linear tree group running to the west of the current site access junction.
 - Small complex of buildings sitting outside of the site, currently in use as a restaurant and car park.
 - A series of open fields, extending from the restaurant to the western site boundary.

- **West:** Defined by the boundary to Halton Borough, including the existing industrial estate at Gorsey Lane to the northern-end and the former Johnson's Lane landfill and Johnson's Lane Public Right of Way to the southern-end. This boundary includes some sections of substantial tree cover.
- **South:** The Widnes-Warrington rail line and St Helens Canal including the Trans Pennine Trail.
- **East:** Defined by the boundary to the Green Belt, formed by Marsh Lane which forms much of the boundary, beyond which is the Fiddlers Ferry Golf Club (True Fit Golf Centre). The boundary includes linear tree groups along Marsh Lane, Penketh Fire Station, and a small number of residential properties.

Note: These images help to describe the general characteristics of the Fiddlers Ferry Allocation Site boundaries. An assessment of key viewpoints in set out within the supporting Landscape and Visual Appraisal (refer to technical appendices)



Land south of the rail line ('The FF Lagoon Area')

3.21 The FF Lagoon Area is dominated by a network of substantial earthworks, including the former power station lagoons used for disposal of ash and storage of river water. The lagoons are elevated above the natural level of the adjacent intertidal mudflats and contained by high engineered bunds.

3.22 The FF Lagoon Area will continue to be subject to ash extraction and phased restoration, and be managed in accordance with the requirements of the existing planning permission, Environmental Permits and obligations of the Reservoir Act 1975 (as explained in Section 2). A final restoration

scheme for the lagoons will seek to achieve a final landform that delivers nature conservation and public access, whilst also enabling the surrender of the Environmental Permits and the de-registering of the lagoons as reservoirs under the Reservoir Act 1975.

3.23 The large lagoon to the west of the aqueduct corridor (Lagoon D) is currently being used for ash extraction and is characterised by an extensive, black ash mound devoid of vegetation.

3.24 The Vyrnwy Aqueduct roughly 'divides' the FF Lagoon Area and forms a shallow linear valley down to the Mersey.

3.25 The lagoons have vegetated embankments leading down to the Mersey foreshore, with views along the river towards the Mersey Gateway Bridge and south and west towards the wooded river edge surrounding Runcorn and the Manchester Ship Canal on the other side of the River Mersey.

3.26 The southern, western, and eastern boundaries of the FF Lagoon Area are formed by the River Mersey and Cuerdley Marsh salt marsh fringe. The northern boundary is formed by the St Helens Canal and the Trans Pennine Trail.

(Refer to page 34 for further information about the ash lagoons)



Land south of the rail line Summer 2021



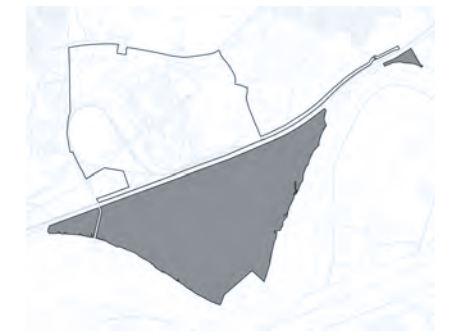
Lagoon D



View out from the lagoon area towards the river foreshore and bridges



View towards the lagoon area from the south bank of the river



Key plan

Note: These images help to describe the general characteristics of the Fiddlers Ferry Allocation Site. An assessment of key viewpoints is set out within the supporting Landscape and Visual Appraisal (refer to technical appendices)

SITE INFLUENCES: CONSTRAINTS OPPORTUNITIES AND OBJECTIVES

3.27 The Development Framework is supported by a comprehensive range of technical studies which should be read in conjunction (refer to technical appendices, as listed below).

3.28 A non-technical summary of related constraints and opportunities is provided over the following pages, itemised as topics A to J as listed in the diagram below. This summary aims to aid interpretation of the technical studies and highlight key influences over the design and delivery of development - both as illustrated in this Development Framework (Sections 5 and 6) and going forward to more detailed stages of planning and design.

3.29 To further aid interpretation, the summary analysis includes a number of topic-based objectives. These should be considered in conjunction with wider policy objectives (Section 1) and the vision and background (Section 2). These also inform overarching key opportunities (Section 4) to be maximised in all future development proposals.



Structure

3.30 The following analysis of site and context draws from the following documents enclosed as Technical Appendices;

- Access & Transport Technical Briefing Note
- Site Wide Biodiversity Net Gain Strategy
- Site Wide Preliminary Ecological Appraisal
- Landscape and Visual Appraisal
- Site Wide Drainage Strategy
- Ground Conditions Technical Briefing Note
- Air Quality Technical Briefing Note
- Noise and Vibration Technical Briefing Note
- Agricultural Land Classification Report
- Site Wide Sustainability Statement

3.31 The analysis also draws from other desktop information sources such as utilities mapping and site history.

3.32 The summary analysis has been structured under the following headings as an aid to interpretation:

- **Primary influences** - site information that;
 - Introduces both site-specific and strategic considerations; and/or
 - Is likely to strongly influence the spatial structure of development, and/or delivery process.
- **Additional influences** - site information that;
 - Introduces mainly site-specific considerations; and/or
 - Will influence design, planning and delivery of development but may be flexible over time.
- **Further influences** - Other site considerations.



Above: The site analysis forms an important step between policy objectives and vision, and the key opportunities, spatial masterplan and delivery strategy that follow

PRIMARY INFLUENCES

3.33 The following summarises issues, opportunities and related key objectives to which the spatial masterplan responds. It is expected that future planning applications for future development phases will use these key objectives as a foundation.

A

Accessibility and Movement

Constraints/Issues

1. The large scale of the site could potentially lead to challenging walking distances within the FF Development Area.
2. Some site boundaries of the FF Development Area are currently impermeable, which may limit future connectivity in these locations.
3. The existing physical condition of the highway environment in some locations on Widnes Road could potentially discourage pedestrian and cyclist movement to and from the site.
4. Access to the FF Lagoon Area via the existing bridge across the railway/canal corridor is currently limited due to the ongoing operational ash extraction activities.

Opportunities

1. The FF Allocation Site is accessible by foot and cycle to/from a large existing catchment via Widnes Road.
2. There is strong potential to encourage active travel to and from places of work and residential areas (existing and proposed).
3. The existing PRoW network in the local area presents opportunities for connections, including the Trans Pennine Trail via the link to Station Road.
4. The extent of land ownership beyond the FF Allocation Site offers an opportunity for a route to the east to Station Road, connecting to existing crossing points over the railway and canal, and existing pedestrian and cycle infrastructure serving Penketh.
5. A connection to the highway network serving the existing industrial uses immediately west of the site. Therefore, a pedestrian and cycle link into the FF Allocation Site from Johnson's Lane is safeguarded through FF Employment Phase 1.
6. The A562 Widnes Road provides a basis for good public transport connectivity. Existing bus services along Widnes Road can introduce options for phased implementation and potential future expansion of bus routes and services as development areas are implemented over time.

7. Proactive implementation of the travel plan at the site will encourage utilisation of the pedestrian/cycle/public transport network and discourage single occupancy vehicle use.
8. The needs of equestrian users can be considered through the future network within the FF Allocation Site.
9. There is an opportunity to utilise the existing bridge to the former power station lagoon area, once ash extraction operations cease and the area is restored as a wildlife and recreation asset.

Accessibility and movement objectives

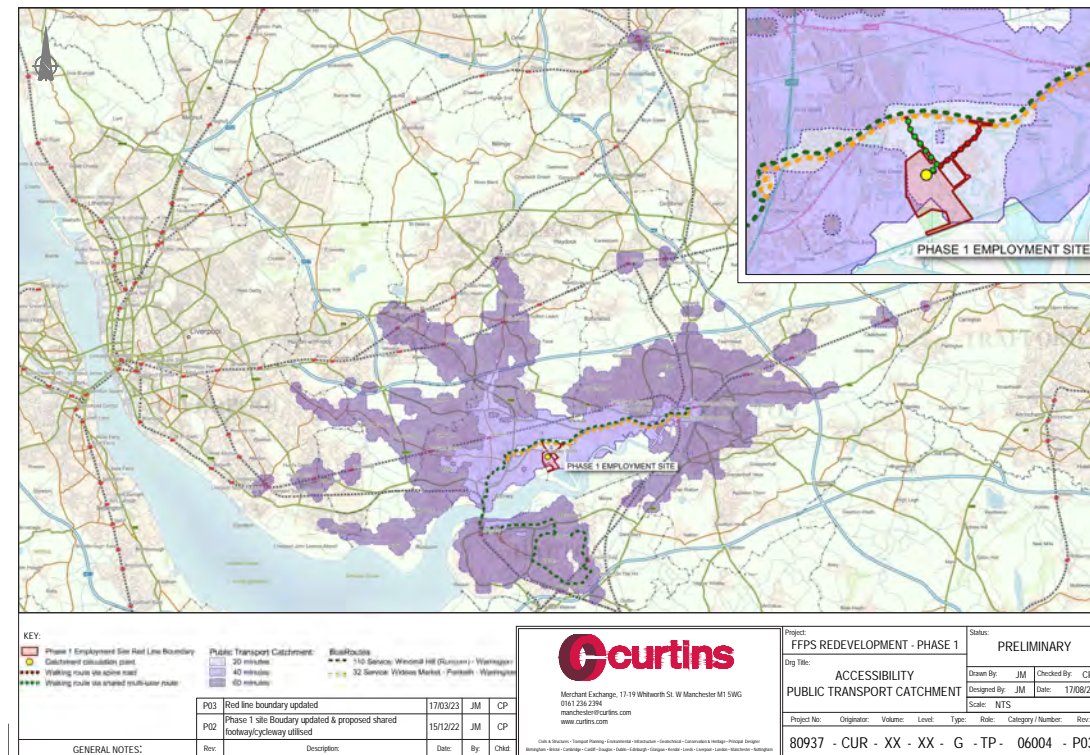
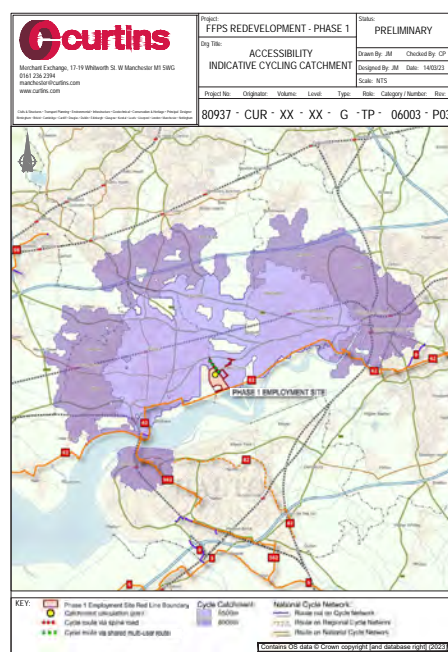
- a. Design the site access and street network to help to separate traffic flows associated with employment and residential uses.
- b. Maximise Widnes Road and Marsh Lane as key multi-modal access points including integrated pedestrian/cycle facilities and traffic free pedestrian/cycle routes.
- c. Deliver safe and attractive pedestrian/cycle routes from Widnes Road and to the east and west of the site, including connections to the existing PRoW network.
- d. Adhere to national design guidance for cycle infrastructure, especially LTN 1/20, unless agreed with the Local Highway Authority, and provision of appropriate, secure cycle parking and storage areas across the development.
- e. Identify required bus connections with WBC and Halton Borough Council (HBC)/relevant operator(s) into and through the site, for implementation on a phased basis. Provide the infrastructure required to support bus penetration into the site in the future.
- f. The internal on-site street network should be phased in a way that combines movement with utilities and SuDS features where needed, with reference to local guidance in respect of public transport, active travel and emergency access.
- g. Contribute to enhanced pedestrian/cycle infrastructure along the A562 Widnes Road.
- h. Plan development with legible character areas, positive building frontages and clear nodal points or destinations that help to create human scale urban structure and spaces that are safe and pleasant to move through.
- i. Plan development with centrally located, accessible community facilities which create a hub location that is easy to get to by foot/cycle.
- j. Develop initiatives that can positively influence modal choice (encouraging people to choose active travel and/or public transport) - to be defined and implemented through the internal design of the site and enhanced by future transport infrastructure on a phased basis.
- k. Create a new section of footway/cycleway along the route of the redundant overland pipeline to the east that would provide access to Station Road and the Trans Pennine Trail.
- l. Create a link via the existing bridge providing access to the FF Lagoon Area, opening this up for future public access, and an additional connection to the Trans Pennine Trail. Initially access via the existing bridge will be managed by Peel NRE (via the Lagoon Management Plan) in order to maintain public safety whilst ash extraction operations and restoration works are ongoing. Opportunities for opening up the bridge for unrestricted public access will be provided as part of the restoration strategy for the FF Lagoon Area.
- m. Safeguard a new pedestrian and cycle link through the Employment Phase 1 development to connect to Johnson's Lane.

Extracts from Phase 1 planning application Transport Assessment illustrating wider accessibility opportunities presented by the Fiddlers Ferry site.

Right: Indicative cycling catchment

Far right: Public Transport catchment

(Source: Curtins)



B

B) Highways, site access and traffic

Constraints/issues

1. The large scale of the FF Development Area and quantum of employment development proposed may impact on the highway network at a strategic level.
2. Currently, the site is served by a single junction on Widnes Road, which was sufficient for the operation of the former power station.
3. Construction of new/improved access junctions on Widnes Road (and onward connections through the site) could potentially be constrained by the demolition and remediation process, and ash extraction operations.
4. The development could potentially give rise to increased volumes (but temporary) construction traffic, which will need to be coordinated over all phases of development.
5. The design of new highway infrastructure will need to be integrated to accommodate safe, legible and attractive pedestrian/cyclist infrastructure.

Opportunities

1. Existing capacity in the local highway network can accommodate additional traffic movements and connect the site with the strategic road network.
2. Widnes Road provides a high-capacity (A-road) access route with traffic able to circulate to the east (Warrington) and west (Widnes and Runcorn).
3. Early phase development can be facilitated by using the existing access junction on Widnes Road and existing on-site highway infrastructure, that adequately served the former power station.
4. The mixed-use concept for the FF Development Area presents opportunities for a mix of appropriately designed street types that can help to spread and manage traffic volumes, accommodate buses, and increase attractiveness of walking and cycling whilst limiting potential conflict between employment and residential uses.
5. PRow improvements including link to Station Road and reserved corridor through Phase 1 employment to Johnson's Lane.
6. There is an existing rail connection associated with the former power station, which presents an opportunity to convey freight by rail should a specialist requirement materialise.



Existing site access junction, Widnes Road

Highways and site access objectives

- a. Traffic impacts on local roads and strategic highway network will be mitigated, as informed by the Warrington Multi-Modal Transport Model and Transport Assessment process, and with associated infrastructure requirements phased for delivery with development.
- b. Design and construction of new access junctions on Widnes Road will be informed by robust modelling of traffic generation and flows.
- c. Provision of new access junctions on Widnes Road will be phased in a way that helps to manage traffic flows (including construction traffic and emergency vehicles).
- d. New access junctions on Widnes Road will be designed to allow for the separation (or safe integration of) employment and residential traffic entering/leaving the site with facilities for pedestrians and cyclists.
- e. Employment Phase 1 will include improvements to the existing site access junction on Widnes Road and the spine road into the FF Development Area. A new shared footway/cycleway will be provided to the North West that continues west along Widnes Road towards Widnes. A new shared footway/cycleway will also be provided from the existing site access junction on Widnes Road heading east towards Warrington.
- f. Pedestrian and cyclist connections will be provided between residential and employment development within the FF Development Area to facilitate access to jobs and services. An appropriate point (or points) of vehicular connection will be provided to allow for bus movements, and low frequency car and light vehicle movements between the residential and employment areas. Any vehicular connection will be located and designed to help avoid high volumes of vehicular traffic passing from the employment area to residential areas, and in particular discourage HGVs.
- g. The site movement network will integrate robust emergency access provision appropriate to each phase.
- h. Car and cycle parking provision will meet prevailing WBC parking standards, unless agreed with the Local Highway Authority, on a phase-by-phase basis.
- i. Investigate the potential for existing site rail infrastructure to be utilised or expanded to serve industrial / commercial uses at the site (subject to discussions with Network Rail and other relevant stakeholders).
- j. Safeguard a new pedestrian and cycle link through the Employment Phase 1 development to connect to Johnson's Lane.

C

Ecology and biodiversity

Constraints/issues

1. The FF Allocation Site currently includes a series of connected Local Wildlife Sites to the south of the rail line.
2. Habitats and protected species within the existing Fiddlers Ferry nature reserve (non designated) may be affected by development proposals for wider public use.
3. Development may have a potential impact on protected and priority species present in parts of the FF Allocation Site due to either direct impacts on associated habitats and/or connectivity. Indirect effects

- may occur through construction-related disturbance, or later from recreational pressures.
4. Some habitats within the FF Development Area will be lost to development in order to create the amount of development allocated in the Local Plan, for example existing tree groups and grassland.

Opportunities

1. Enhance and create green infrastructure/wildlife corridors through the regeneration of brownfield land.

2. Existing green infrastructure assets adjacent to and within the FF Allocation Site provide a foundation for new green infrastructure.
3. The existing Fiddlers Ferry nature reserve is an opportunity to enhance existing ecological assets whilst giving people access to nature.
4. Development can be planned to achieve 10% Biodiversity Net Gain within each phase and/or within the wider FF Allocation Site, aligned to the hierarchy described in the Site Wide BNG Strategy (see technical appendix).



Ecology and biodiversity objectives

- a. New development areas will be designed to be integrated with a multifunctional Green Infrastructure network. The Green Infrastructure network will be implemented on a phased basis, coordinated with ongoing demolition and site preparation activities over time.
- b. The Green Infrastructure network will create habitats that contribute to (a minimum) 10% Biodiversity Net Gain on a phased basis, in a way that maximises opportunities to deliver net gain within the FF Allocation Site in accordance with the hierarchy set out within the Site Wide BNG Strategy (see technical appendix).
- c. Mechanisms for the long-term management of green spaces, wildlife habitats and – where appropriate – protected species will be agreed through planning applications for individual development phases. In line with the Environment Act, habitat enhancements delivered under BNG requirements will be maintained for at least 30 years after the development is complete.
- d. The existing Fiddlers Ferry nature reserve will be retained, and appropriate management measures will be implemented within a boundary area to be agreed with WBC and appropriate stakeholders. This will include agreement to a suitable management approach to any identified protected species.
- e. Where tree loss is required to create development area, replacement tree planting will be implemented in accordance with Local Plan policy and in locations guided by the landscape framework set out in this Development Framework.
- f. The FF Lagoon Area, south of the rail line, is to become a nature and recreation area in the future, with phased delivery following phased ash extraction and restoration, creating additional BNG opportunities. The programme and process of ash extraction, habitat restoration and long-term management is secured by Lagoon Management Plans which typically cover a 5 year forward period. Due to ongoing ash extraction works, the timing and extent of public access will be managed and agreed with WBC through LMP.
- g. Within the BNG solutions hierarchy the FF Lagoon Area will be prioritised where this is achievable in conjunction with ash extraction and existing commitment to phased restoration.
- h. In accordance with Local Plan Policy MD3 (Part 22), development within the FF Allocation Site will not have any adverse impacts on the integrity of the Mersey Estuary Special Protection Area and if habitats within the FF Allocation Site or on adjacent land are suitable to support populations of qualifying species of wintering birds, avoidance measures and mitigation will be required. A Habitat Regulations Assessment (HRA) (included within the Technical Appendix) has been undertaken by Greater Manchester Ecology Unit and agreed with Natural England, which confirms that there are sufficient policy safeguards in place, and that robust mitigation measures exist and are capable of implementation, to ensure that the proposals within this Development Framework will not have any Likely Significant Effects on the special nature conservation importance of the Mersey Estuary SPA/Ramsar. Further HRA's will be submitted alongside each planning application relating to development within the FF Allocation Site in accordance with Local Plan Policy MD3 (Part 22).
- i. Having regard to the influence of the St Helen's Canal, contribute to WBC's aspiration to ensure the Canal has an adequate supply of freshwater to maintain the important biodiversity value and the future of the Canal as important blue infrastructure within the vicinity of the FF Allocation Site having regard to the requirements of Warrington Local Plan Policy MD3 (Part 30).

D

Landscape and visual

Constraints/issues

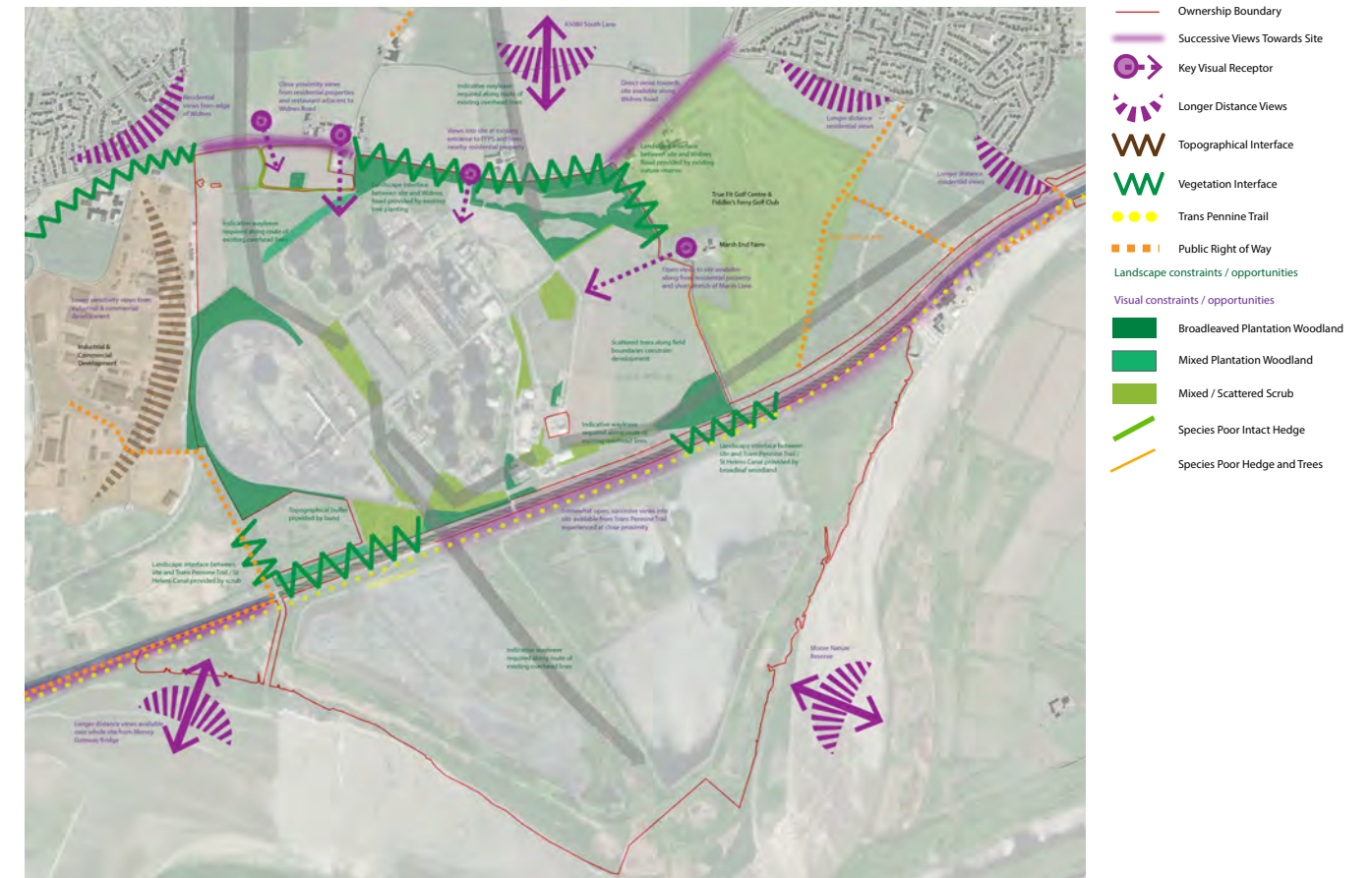
- Existing former power station structures and infrastructure including retained structures and buildings including overhead pylons, 275kV National Grid Sub Station, Ash Processing Plant and rail sidings are prominent in views locally, including from the Trans Pennine Trail which runs through the FF Allocation Site.
- The existing Ash Processing Plant will be retained in the medium term, subject to the consents and dates referred to earlier in Section 3 of this Development Framework. The existing main processing building is approximately 18m high. There are associated storage silos to the west of the main building (approx. 34m high) and a stack to the north of the main building (approx. 40m high).
- Some local residential properties are potentially sensitive receptors to new development near to Widnes Road and Marsh Lane. In addition there are sensitive recreational receptors (e.g. PRow users).
- The previous use of the site has given rise to localised changes in ground levels, with steep slopes/excavations in some locations.
- The FF Development Area is adjacent to land in the Green Belt between Warrington and Widnes.

Opportunities

- The former power station has contributed to a developed landscape character. In this context, the former power station area has the capacity to accommodate urban change and the proposed configuration of employment land uses and landscape framework/green space will mitigate the impact of retained structures such as the overhead pylons, 275kV National Grid Sub Station, Ash Processing Plant and rail sidings.
- The immediate surroundings are characterised by largely level topography, which limits longer distance views.
- Earth bunds associated with former power station lagoons provide a buffer between the FF Development Area and River Mersey.
- A combination of existing and new green infrastructure can make a positive contribution to the definition and permanence of Green Belt boundaries.
- The former lagoon area to the south of the rail/canal corridor provides longer term opportunities for restoration and habitat enhancement that will increase Biodiversity Net Gain (BNG).

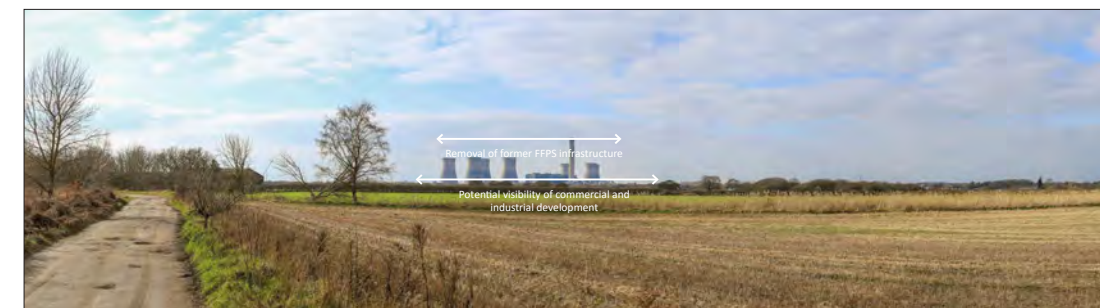
Landscape and visual objectives

- Development towards the edges of the FF Development Area will be designed to respond to identified landscape and/or visual sensitivities.
- Built form character, height and density will be designed in coordination with a Green Infrastructure network which can shape a distinctive urban structure and integrate mitigation planting. These measures can reduce landscape and visual impacts.
- Development should help establish and define a clear Green Belt boundary and contribute to Green Belt compensation measures.



Landscape and visual constraints and opportunities summary

(Source: Landscape and Visual Appraisal - see technical appendices)



Example of longer distance view from Moore Nature Reserve

(Source: Landscape and Visual Appraisal - see technical appendices)



Example of short distance view from Marsh Lane

(Source: Landscape and Visual Appraisal - see technical appendices)

E

Flood risk and drainage

Constraints/issues

1. The FF Allocation Site includes locations that are currently at risk from minor surface water flooding.
2. Ground condition constraints associated with the industrial brownfield land limits SuDS options that can be used in this area. The interface between the FF Allocation Site and its boundary to the existing former Johnson's Lane Landfill site must also be considered in the drainage design to mitigate potential contamination.
3. The generally flat topography of the wider area, combined with localised ground level changes within the site associated with the former industrial uses challenge the feasibility of gravity-fed drainage systems and may require pumping solutions.
4. The existing rail line and canal running through the FF Allocation Site present potential

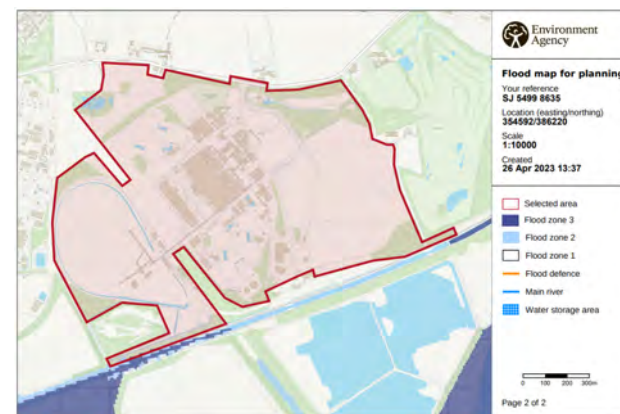
- infrastructure severance and may restrict options and/or flexibility in drainage design.
5. The Vyrnwy Aqueduct corridor needs careful consideration to guard against infrastructure severance from east to west.
 6. Existing water courses run through the site, and these have a drainage function for the wider area.

Opportunities

1. The FF Development Area is not affected by fluvial flood risk.
2. The FF Development Area includes existing large scale drainage infrastructure assets including channels to the south of the FF Development Area which will be replaced by new landscaped swales.
3. The eastern extent of the FF Development Area (i.e. the existing agricultural fields) offer opportunities to maximise SuDS.

Flood risk and drainage objectives

- a. New drainage infrastructure will be designed across the whole FF Development Area. This will integrate exemplar SuDS features as appropriate and deliverable e.g. subject to localised ground conditions.
- b. Drainage design will provide separate systems / infrastructure for employment and residential development to aid implementation, phasing, and long-term management.



Extracts from Drainage Strategy showing existing fluvial and coastal flooding risk (left) and existing extent of flooding from surface water

(Source: Drainage Strategy (Arcadis, 2023) - see technical appendices)

F

Ground conditions, land quality, contamination, and demolition

Constraints/issues

1. The extensive complex of existing buildings, infrastructure and earthworks associated with the former power station will require a programme of demolition and clearance.
2. Storage, processing, and removal of materials following demolition of the former power station may take up large areas of the site for a temporary period of time.
3. There are isolated areas of land contamination that will need appropriate solutions as part of any future development.

4. The interface between the FF Allocation Site and its boundary to the existing former Johnson's Lane Landfill site must be considered to mitigate potential contamination.

Opportunities

1. Materials created by demolition will largely be re-used on site, including as part of site remediation, ground reprofiling, infilling basements etc.
2. Land in the eastern part of the FF Development Area is agricultural and free of known ground constraints.

Ground conditions objectives

- a. Each phase of development will be subject to a bespoke remediation strategy, tailored to the specific site conditions and constraints.
- b. The phasing strategy will ensure that the demolition and processing of existing buildings and materials in the FF Development Area is coordinated with the construction and occupation of new buildings.
- c. Reuse of materials arising from demolition will help reduce the volume of construction vehicles entering and leaving the site.
- d. Due to potential adverse conditions in the peripheral and auxiliary areas of the site future planning will ensure the protection of the aquatic environment within the FF Allocation Site through the planning application process.



Extracts from Ground Conditions Technical Briefing Note showing site investigation areas studied

(Source: Ground Conditions Technical Note (Arcadis, 2023) - see technical appendices)

ADDITIONAL INFLUENCES

3.34 The following summarises the key objectives arising from the supporting technical studies.

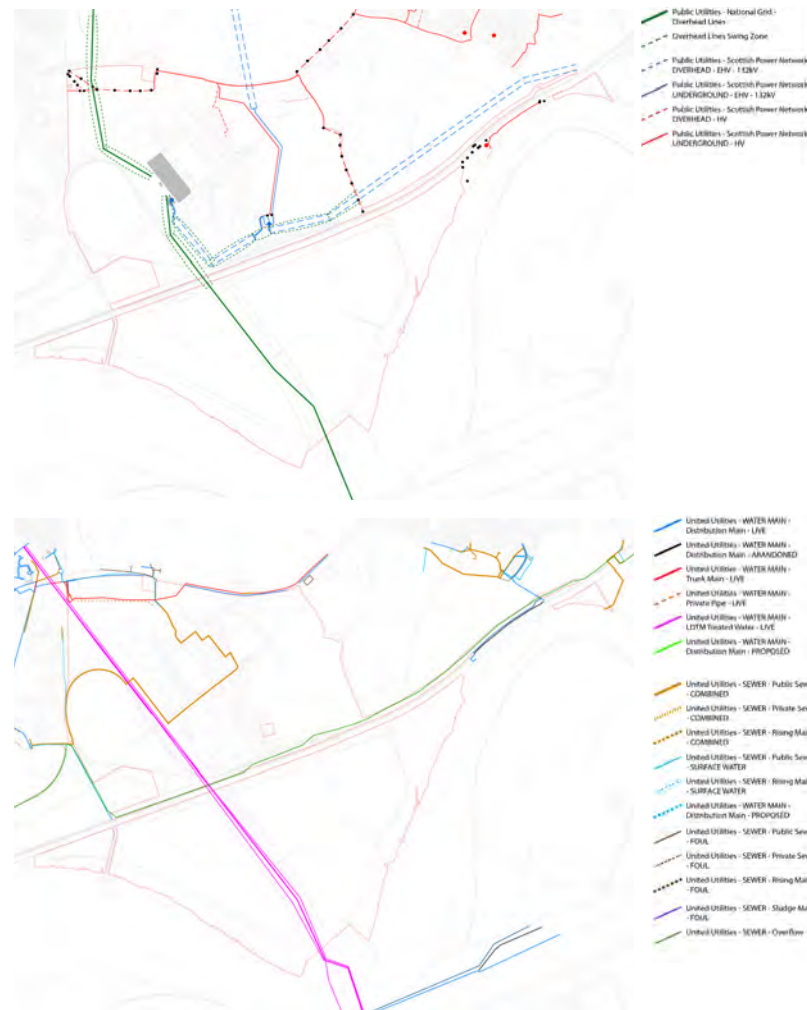
3.35 It is expected that future planning applications for future development phases will use these key objectives as a foundation.

G

Existing utilities and services

Objectives

- a. Integrate existing operational infrastructure (National Grid Sub Station, pylons and United Utilities aqueduct) that run through the site, including proposed new replacements, diversions or alternative provision agreed with the relevant asset owners/operators.
- b. Re-purpose existing utilities infrastructure where feasible and practical.
- c. Ensure that the location and design of new buildings observe safety distances and/or operational requirements associated with overhead power lines and existing COMAH zones.
- d. Ensure that new services needed to serve the whole development can be delivered sequentially on a phased basis.
- e. Locate new infrastructure in service corridors where feasible, integrated within highway and landscape design. Location of service corridors should facilitate construction and long-term management whilst minimising future disruption or environmental impacts of maintenance works.



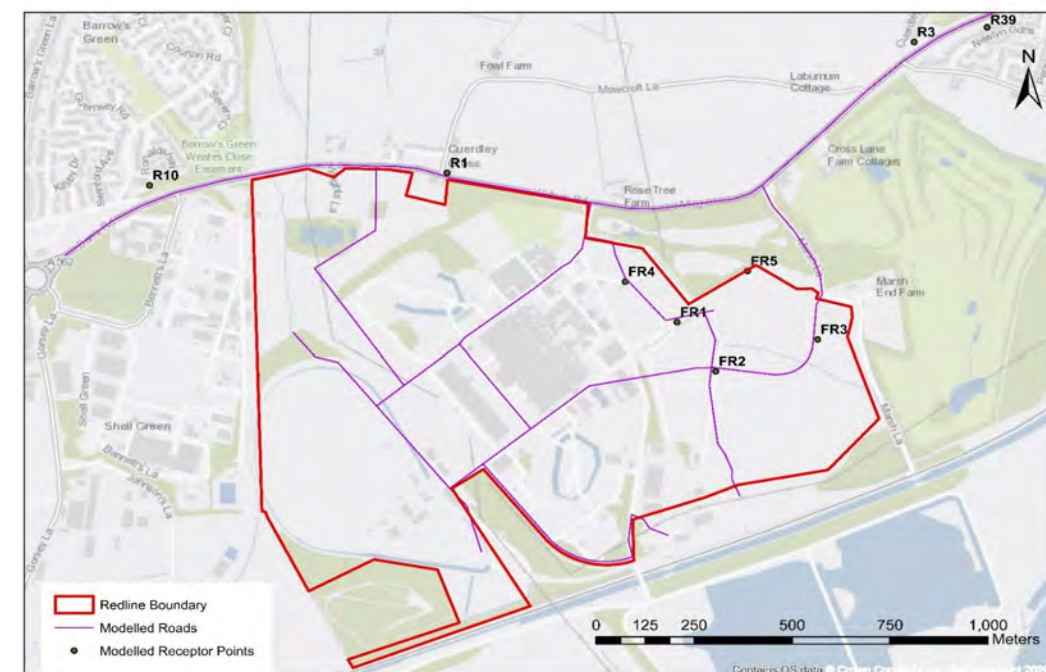
Example of existing utilities infrastructure (top: electrical, above: water and drainage)
(Source: Arcadis)

H

Noise, vibration and air quality

Objectives

- a. Ensure that any potential noise, vibration and/or air quality issues or constraints arising from new development will not have a detrimental impact on the health or amenity of existing residents in Cuerdley, Penketh or east Widnes.
- b. Ensure that any noise, vibration and/or air quality issues or constraints arising from retained structures and buildings including overhead pylons, 275kV National Grid Sub Station, Ash Processing Plant and rail sidings, and existing employment areas to the west, are assessed and appropriately mitigated where applicable to ensure that this does not have a detrimental impact.
- c. Take a design led approach to manage development to ensure that proposed residential development areas are safeguarded from potential noise and/or air quality issues arising from the proposed employment development areas, for example through provision of a landscape buffer zone.
- d. Take a design led approach to manage development to ensure that any proposed mixed use, amenity and/or primary school areas are safeguarded from potential noise, vibration and/or air quality issues arising from the proposed employment development areas.
- e. Specific mitigation and management requirements to be agreed on a phased basis and controlled through planning applications.



Extract from air quality briefing note showing modelled receptor locations
(Source: Development Framework Technical Note: Air Quality Modelling (Arcadis, 2023) - see technical appendices)

FURTHER INFLUENCES

3.36 The following summarises key objectives relating to further influences.

I

Archaeology and built heritage

3.37 All existing structures across the site will need to be demolished as part of the site preparation and regeneration process. The history and built heritage of the former power station site have therefore been recorded.



Historic photograph of Fiddlers Ferry Power Station operating shortly after construction showing original landscape context (image date unknown)

(Source: Peel)

Objectives

- a. Maximise the legacy of the former power station as a foundation for major, large scale job creation accessible by existing local communities.
- b. Retain some existing landscape elements such as the nature reserve and former lagoons, and where feasible, provide public access in a way which maintains the relationship between the site and immediate surroundings (e.g. including consideration for visual impact and Green Belt functions, and contribution to BNG).
- c. Consider opportunities to acknowledge the industrial history of the site spatially through retention or reinterpretation of distinctive 'grid' layout plan of the former power island area.
- d. Consider ways to record/identify/demark the location, scale and geometry morphological features of the cooling towers. This could be as simple as a material change / threshold within a landscape / parking area as the layout allows.
- e. Consider opportunities for 'pre-industrial' (agricultural) origins to be referenced through interpretative landscape features, place names and materials as part of detailed landscape design proposals for future phased development.
- f. Future planning applications will be supported by a cultural heritage assessment, to focus on areas of archaeological potential such as the previously undeveloped farmland, sites of previous industrial structures and if relevant - the seas banks in the area of the lagoons and the Mersey shoreline.

J

Hazardous installations

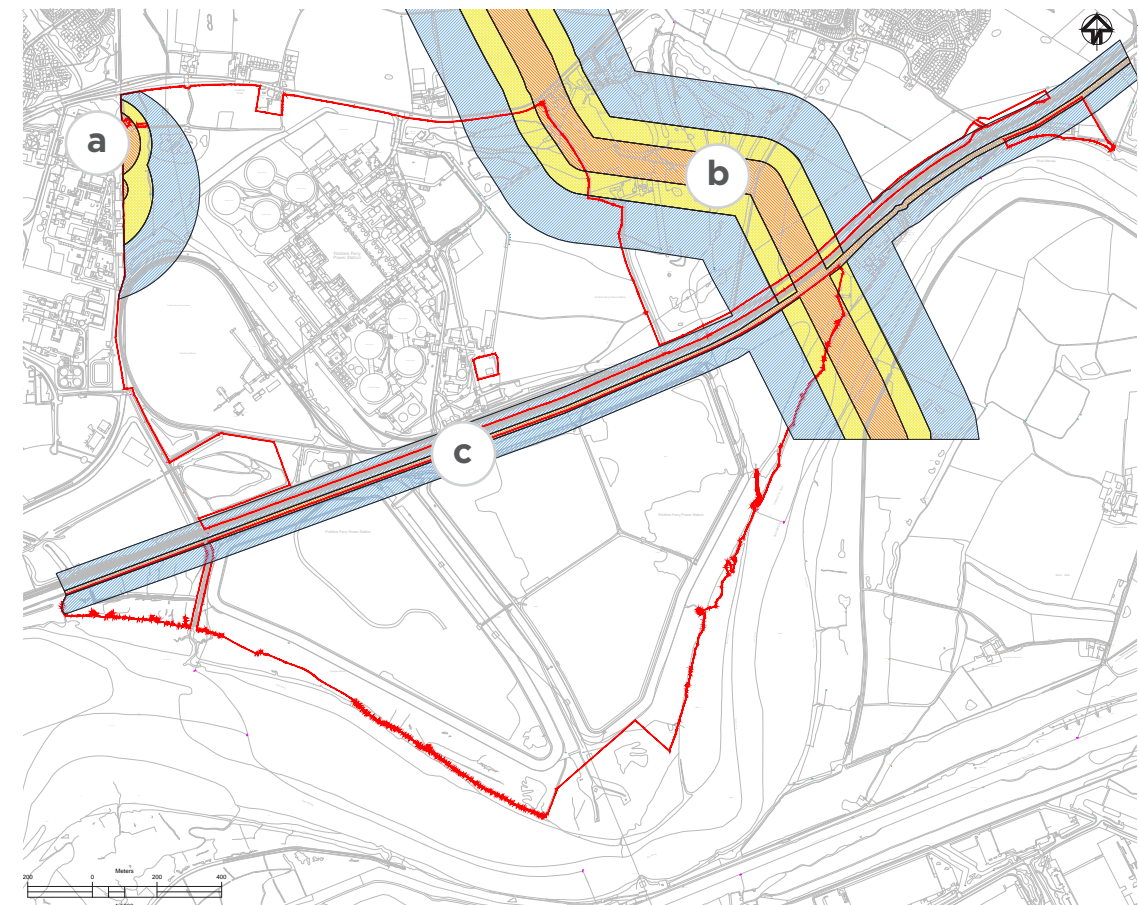
3.38 The site is affected by three off-site hazardous installations, listed below, with related HSE consultation zones extending into the site:

- a. Emerald Kalama Chemical Facility
- b. Grangemouth/Stanlow North West Ethylene Pipeline
- c. Cadent Gas public utility - Local High Pressure (LHP) Mains

3.39 There are no on-site hazardous installations.

Objectives

- a. Ensure that the extents of development areas and/or location of proposed new buildings observe relevant restrictions or parameters relating to existing hazards, informed by HSE guidance.
- b. Ensure that development proposals and delivery programme are communicated with relevant asset owners.



Summary of existing recorded hazard zones

Source: Arcadis

Masterplan - Indicative Land Use Hazard Zones
Public Information Zones
Inner Zone
Middle Zone
Outer Zone



4 KEY OPPORTUNITIES

Section 4 builds on the issues and objectives identified in Sections 2 and 3 to acknowledge broader sustainable development and placemaking considerations. These are expressed as Key Opportunities under three themes;

- a. Sustaining new and existing communities
- b. Facilitating sustainable, active travel
- c. Delivering distinctive neighbourhoods

These Key Opportunities drive the key parameters and spatial masterplan set out in Sections 5 and 6.

Section 7 (Delivery) and the appended Infrastructure Delivery Strategy provide further detail on how some of these key opportunities can be realised.

A. SUSTAINING NEW AND EXISTING COMMUNITIES

4.1 Development will be planned, designed, and constructed in a way that reduces energy consumption and carbon emissions, and minimises impact on climate change. Development will align with key national and local policy, including Policy ENV7, DC6 and MD3 of the Warrington Local Plan.

4.2 The appended Sustainability Statement sets out further detail on the approach to sustainable design and construction.

The key opportunities are to...

A1. Deliver wide-reaching economic benefits

4.3 Development will make a significant contribution to meeting Warrington's future employment land needs, creating jobs and economic benefits of sub-regional significance and impact.

4.4 Employment development will provide a significant contribution to the supply of logistics and manufacturing space in the north west region which market evidence confirms is currently experiencing a significant under supply of immediately available large, land parcels and premises to meet long term trends in the level of demand. The Cheshire and Warrington LEP Strategic Economic Plan (SEP) identifies logistics and manufacturing as key growth sectors for the local economy.

A2. Maximise the potential of mixed-use

4.5 The accessible location and proximity of existing residential areas will drive the development of large floor plate distribution/logistics businesses as well as manufacturing, light industrial and associated office space. It is anticipated that the 101ha employment allocation could support approximately four million square feet of employment floorspace (approx 370,000 square metres).

4.6 Whilst this would present a major regeneration outcome in its own right, with major economic benefits, the transformational potential of the development - and broader socio-economic benefits - will be strengthened through delivery of a diverse land use mix, including at least 860 new homes, local centre and new one-form entry primary school.

4.7 There is potential for the local centre to become a focal point for residential and business communities, helping to maximise activity and footfall. The local centre will be in an accessible location, planned as a hub within the walking, cycling and public transport networks that extend into surrounding, existing communities.

4.8 As a focal point, the local centre could generate and support activity throughout the day - both as a destination in its own right and the public transport services that pass through - especially during 'peak' times such as school pick-up and drop-off, and lunch breaks. The local centre could also create and sustain jobs, not just through any community and retail uses, but potentially through the provision of ancillary co-working spaces, services and facilities.

A3. Enhance and create diverse green and blue infrastructure

4.9 The site's existing environmental diversity will help future development to integrate a wide range of green and blue infrastructure functions and characteristics within a single connected network. There is an opportunity for development to be supported by exemplar SuDS, as stated in Policy MD3.

4.10 Delivery of multi-functional green infrastructure will be based on a strategic and integrated approach that balances the needs of people and nature, with green spaces and corridors coordinated with urban structure, movement network and surface water drainage.

4.11 The green infrastructure network will strengthen existing assets and maximise biodiversity value through the delivery of at least 10% biodiversity net gain within each phase of development, including the management and maintenance of existing and provision of new semi-natural, ecologically rich green spaces.

4.12 The blue infrastructure network will include retained water bodies in the nature reserve, retained water courses and new exemplar SuDS features in line with the agreed site-wide Drainage Strategy. In addition, the shared aspiration (by Peel NRE and WBC) for water levels in the adjacent St Helen's Canal to be restored can support opportunities for the canal to be seen as part of the blue infrastructure offer and contribute to local distinctiveness.

4.13 There is also potential to create water bodies within the lagoon area as part of phased restoration agreed through the Lagoon Management Plan (LMP). The LMP will set out

the means and timing of public access into the FF Lagoon Area. This could include direct points of access from the existing Trans-Pennine Trail path adjacent to the canal. This will be accessed via a new ped/cycle link created to the east of the FF Development Area (referred to as 'Station Road link' in this Development Framework, see Section 5) and the existing site road bridge, subject to the feasibility considerations / provisions set out within the Infrastructure Delivery Strategy (Appendix B).

A4. Deliver energy efficient, low carbon development

4.14 Future employment development will minimise carbon emissions, deliver energy efficient, low carbon buildings through sustainable design that reduces primary energy demand through energy efficient fabric and services. Proposals will target BREEAM 'Excellent' and achieve a minimum of BREEAM 'Very Good', whilst also seeking to reduce energy needs, reduce waste, mitigate against climate change, and reduce greenhouse gas emissions. In accordance with Local Plan Policy EN7, the scale of the development will maximise opportunities for the use of decentralised energy and district heating systems that would use or generate renewable or other forms of low carbon energy which will be considered across the FF Allocation Site and as each phase progresses once the uses are established.

4.15 Future residential development proposals will meet the Future Homes Standard benefiting from efficient and low carbon technologies including air source heat pumps, solar photovoltaic panels, battery storage and electric



vehicle charging. This standard requires a minimum 75% CO₂ emissions performance beyond Building Regulations Part L 2013 which will be achieved via a 'fabric first' approach, all-electric energy strategy and innovative low carbon technologies. Where possible, and subject to site constraints, the residential layout should aim to optimise passive design, minimising overheating in the summer and increasing solar gain in the winter.

4.16 The extraction of ash from the lagoons remains ongoing as part of the restoration of the FF Lagoon Area. Ash is used in building products and land reclamation, replacing primary aggregates to reduce environmental impacts and CO₂ emissions. The extraction activity will therefore positively address sustainability and climate change.



B. ENCOURAGING AND FACILITATING SUSTAINABLE, ACTIVE TRAVEL

4.17 As a centrally located and accessible site, and as a large-scale mixed-use development in close proximity to existing major urban conurbations, development will inherently encourage active travel and sustainable travel choices. The redevelopment of the site will transform local connectivity; changing Fiddlers Ferry from an insular and defensive site to a connected and permeable urban area.

The key opportunities are to...

B1. Enable sustainable movement patterns

4.18 Development will form around a new network of streets and paths planned strategically to;

- Integrate clear and safe walking and cycling routes through the development area, including connections to existing Public Rights of Way and the Trans Pennine Trail beyond the site boundaries.
- Integrate public transport services, including enhancements to existing bus services along Widnes Road and/or new bus services routed through the site.
- Improve pedestrian and cyclist provision on Widnes Road.
- Contribute to wider transport and highway improvements in Warrington, Halton and St Helens.

B2. Create people-friendly, human scale street spaces

4.19 The size of the site and its existing structures are off a substantial scale. The development process will transform this into a place of human scale environments that are welcoming, connected and accessible, including;

- A legible sequence of streets and spaces that incorporate both green space/soft landscape and hard landscaped spaces.
- Built form character areas influenced by the form and function of streets and spaces.
- Opening up a combination of urban and 'rural edge' views that help to break down the scale of the site and reinforce the sense of connection to surrounding environments.

B3. Connect wider neighbourhoods

4.20 The site is a complex industrial site, previously operated to be entirely insular and disconnected from its surroundings. The development process will transform this to an outward facing, connected and inclusive place; creating new pedestrian and cyclist infrastructure that connects to existing communities and existing active travel routes in Warrington and Widnes. This will include:

- A new network of connected streets, spaces and paths that provide continuous links through different neighbourhoods, connecting back into Widnes Road and the existing Public Right of Way network. This includes connections to the Trans Pennine Trail, initially via Station Road and then via the existing bridge across the canal / railway corridor (to be delivered either by 2038 or prior to occupation of 90% of the dwellings within the FF Residential Area, whichever is the sooner).
- A reserved corridor for a foot and cycle link connecting to Johnson's Lane, to provide active travel connections to the west of the FF Allocation Site. This will facilitate the future delivery of this link.
- Creating new points of connection for pedestrians and cyclists into the lagoon area once restored, from the existing Trans Pennine Trail path.

- Providing a potential link to the restored lagoons via the existing access bridge (this would be subject to its condition and ash extraction operations, with final details on public access confirmed within the Lagoon Management Plan).
- Maximising the role of Widnes Road that links Fiddlers Ferry with Warrington and Widnes, and as a key public transport corridor.
- Green public open spaces through the development areas set around a centralised parkland, with a diverse range of landscape functions (i.e. recreational areas, amenity spaces, parks and gardens and semi-natural green space).
- Designing streets and spaces to be attractive, safe, and pleasant for pedestrians and cyclists, encouraging and facilitating active travel.
- Maximising opportunities for improved health and well-being through a substantial network of green spaces and outdoor recreational resources, including connections to the wider natural environment.
- Considering future access for equestrians as the network of active travel routes within the site expands over time.



C. CREATING DISTINCTIVE NEIGHBOURHOODS

4.21 The site will undergo major redevelopment involving the demolition of power station structures that have been a distinctive feature of the local skyline. This brings with it a responsibility to deliver a positive and distinctive new environment: the transformation of Fiddlers Ferry will not just be a strategically important economic driver, but must become an attractive and valued working and living environment for generations to come.

4.22 There will be a need for planning applications and Design Codes to further develop the design response and define how distinctive and characterful neighbourhoods with a strong sense of place can be designed and delivered. In particular, planning applications and Design Codes will set out in more detail;

- How the design of individual buildings is distinct and characterful in a way that differentiates between uses and character areas
- How the detailed design of buildings and spaces respond to context and enhance sense of place (including where possible appropriate historical references, as identified in section 3 and section 7 of this Development Framework).
- How the movement network and design of green spaces further contributes to the definition of character areas.

4.23 The approach to design codes is explored further in Section 8 of this Development Framework.

The key opportunities are to...

C1. Integrate green spaces for people and nature

4.24 New development will enhance and connect existing semi-natural environments and green spaces by physically connecting green infrastructure within and around the site. Connected green infrastructure will be a defining characteristic of the development, putting the 'park at the heart', for employees, residents and wildlife, including:

- Integrating the existing Fiddlers Ferry nature reserve (making this a publicly accessible, nature and recreation asset).
- Retaining the Vyrnwy Aqueduct green corridor as a distinctive feature and enhancing its habitat value (whilst ensuring no negative impact on the aqueduct infrastructure).
- Ensuring that new open spaces incorporate active and passive recreation, and meet relevant Local Plan standards.
- Ensuring that new open spaces including the central parkland and existing green assets define the layout and design of new residential areas to create a strong sense of place and increase accessibility and connections to nature for new residents.
- Phased restoration of the FF Lagoon Area (as required by the existing planning permission) - an evolution from engineered, man-made infrastructure to an area for nature conservation and community access/use.
- Shared aspiration (by Peel NRE and WBC) for water levels in the adjacent St Helen's Canal to be restored.

C2. Set the foundation to an active, animated place

4.25 The proposed variety of uses and spaces can create a thriving and dynamic place at all times of the week. The varied land use mix will be planned as distinctive neighbourhoods within a logical urban structure, including:

- A clear 'sense of centre', both for employment and residential communities, formed around community infrastructure (including new primary school), local retail, food and beverage uses and the central parkland.
- Connecting residential and employment development areas through walkable, safe, and attractive green corridors.
- Providing a wide variety of house types that provide choice, including 30% affordable housing and opportunities for custom-self build and supported living for older people.
- Applying sound urban design principles to building design and orientation, especially the design and location of positive and active buildings frontages within and adjacent to the local centre.

C3. Coordinate the relationship between employment and residential uses

4.26 Employment uses and residential development can be mutually beneficial and can work well together located in close proximity. A design led approach will be taken and development will carefully consider the visual and functional relationship between employment and residential areas, including:

- A coordinated transition in urban grain, built form, scale and height.
- Using green spaces and soft landscape to provide attractive visual breaks and 'mediating' environmental elements.
- Locating non-residential, 'local centre' uses in parts of the site that provide a focus for employment and residential areas and helps to manage the transition between them.
- Managing traffic generated by the employment development (including heavy goods vehicles), keeping this away from residential areas.

C4. Plan for a phased urban structure

4.27 Development will be driven by the vision and objectives set out in this Development Framework. As a large-scale development that will take time to deliver, proposals will ensure that individual phases not only form part of the comprehensive spatial masterplan, but that they can be coherent and functional 'places' in their own right. Individual phases of development will be planned to include:

- A coordinated response to all known constraints.
- Physical infrastructure that is aligned to connect seamlessly with subsequent planned phases.
- Edges and boundaries that provide attractive and functional frontages in the short-medium term whilst subsequent phases of development are awaited.
- Meaningful, accessible and useable green spaces and integrated surface water drainage features.





5 KEY PARAMETERS

Section 5 identifies key spatial parameters for the FF Allocation Site, based on the requirements of Local Plan Policy MD3 and reflecting the opportunities and constraints set out in Sections 1-4 of the Development Framework.

These parameters form the foundation to the spatial masterplan at Section 6 and the approach to phasing and infrastructure set out in Section 7.

Building on Local Plan policy

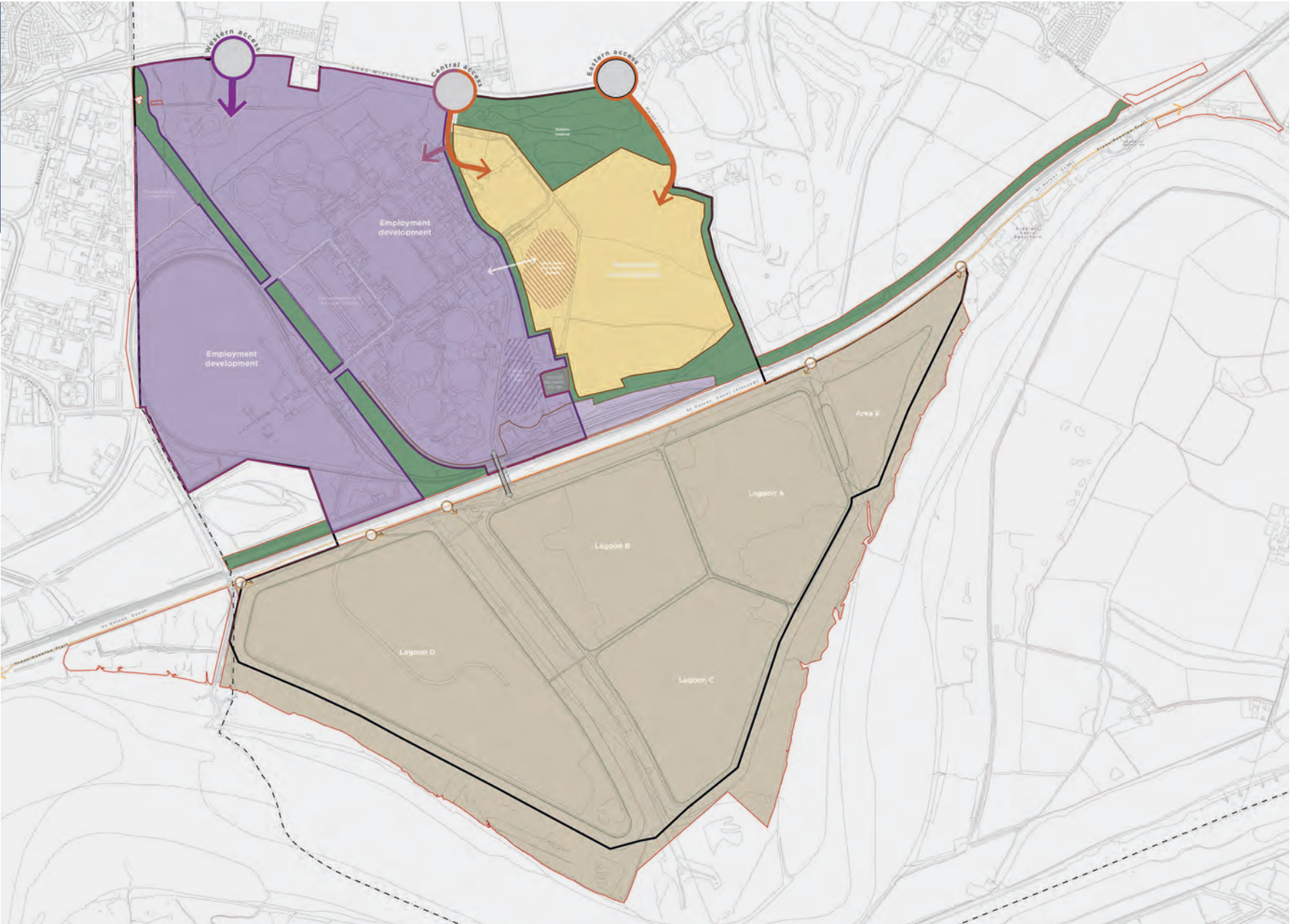
5.1 The key parameters build on principles and parameters expressed through the Local Plan, complementing Policy MD3 by;

- Further developing the *Illustrative Development Concept* diagram included under Policy MD3, and the adopted Policies Map.
- Responding to adopted Green Belt boundaries, and identifying compensatory measures that could enhance the environmental quality of and access to land within the Green Belt.
- Defining a proposed Local Centre for retail, services and community uses, and space for a potential GP surgery.
- Defining an area for a one-form entry (IFE) primary school site.

Key parameters diagram
 5.2 This diagrammatic plan summarises the required key development areas, strategic green infrastructure and community infrastructure provision, as described in further detail over the following pages.



Illustrative Development Concept diagram (Local Plan Policy MD3)
 (Source: Warrington Borough Council Local Plan)



Key parameters diagram

<ul style="list-style-type: none"> Former Fiddlers Ferry Power Station site (land in Peel ownership) FF Allocation Site boundary Local Authority boundary 	<ul style="list-style-type: none"> Employment development <ul style="list-style-type: none"> Rail facility Existing Ash Processing Plant (future redevelopment potential) Retained infrastructure 	<ul style="list-style-type: none"> Residential development <ul style="list-style-type: none"> Local centre and 1-Form Entry primary school (indicative) Strategic green infrastructure <ul style="list-style-type: none"> Areas north of rail/canal corridor Strategic green spaces and green corridors Areas south of rail/canal corridor Former power station lagoon area to be subject to land restoration to provide future ecological and recreation resource 	<ul style="list-style-type: none"> Movement <ul style="list-style-type: none"> New and enhanced vehicular access junctions on Widnes Road Primary access to employment areas Access to residential and employment areas (secondary employment access) Access to residential areas Controlled access between employment and residential development areas Existing Trans-Pennine Trail Potential pedestrian, cyclist and/or multi-user access to the restored lagoon area
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Not to scale

Key development areas

5.3 The key development areas align with Local Plan Policy MD3, within the FF Allocation Site.

Key area	Notes
Employment development	<ul style="list-style-type: none"> Area includes; <ul style="list-style-type: none"> Existing National Grid substation to be retained. Proposed battery storage development area. Land that may be required to form employment access junction(s) at Widnes Road Green infrastructure associated with employment development.
Residential development inclusive of mixed-use local centre and One-Form Entry Primary School	<ul style="list-style-type: none"> Area includes; <ul style="list-style-type: none"> Local Centre site (approx. 0.5ha) Land for a IFE Primary School (1.36ha unless otherwise agreed with WBC) Residential green space including areas for outdoor sport, Public Open Space functions and surface water drainage. This area excludes land that may be required to form access junction(s) at Widnes Road.
Strategic green infrastructure	<ul style="list-style-type: none"> Includes former lagoon area to the south of the existing rail / canal corridor. Includes green corridor forming boundary between proposed employment and residential areas. This strategic green infrastructure forms the foundation to; <ul style="list-style-type: none"> Delivery of at least 10% Biodiversity Net Gain Green Belt compensation measures Landscape framework.

5.4 In addition to these key areas the following should be noted;

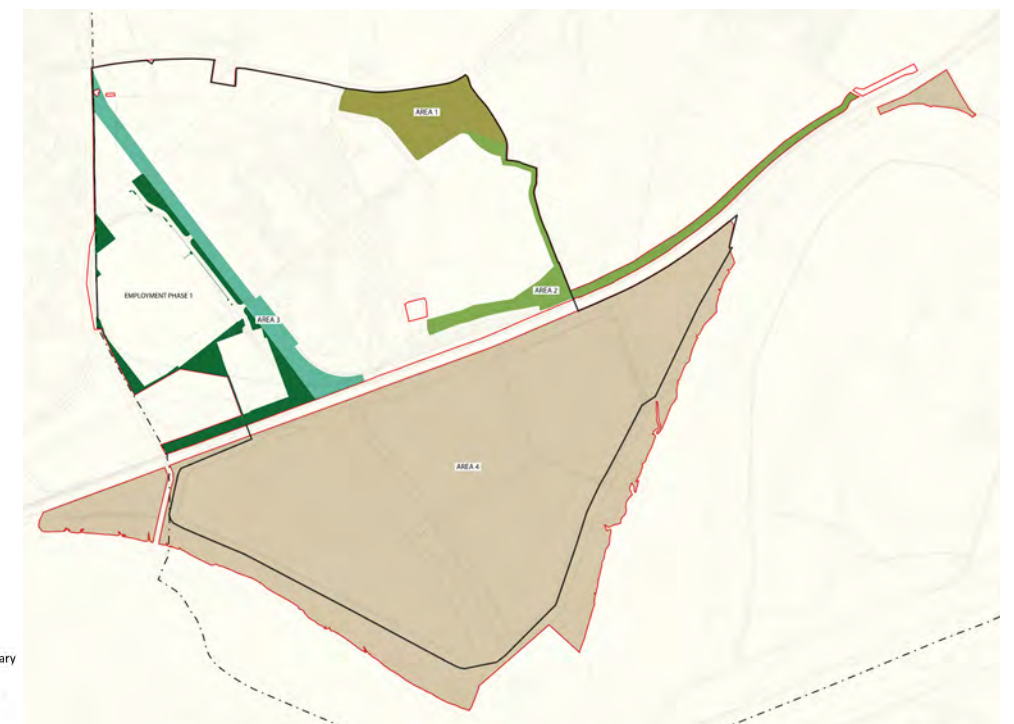
- The rail facility area identified in the spatial masterplan extends beyond the employment development allocation boundary, as this area covers the entire extents of the existing rail sidings and associated land.
- The area of land along the existing rail / canal corridor that sits within the FF Allocation Site but outside of the former power station site area is currently owned by Network Rail and Warrington Borough Council. This extends to approximately 5ha.
- The existing National Grid and SPEN substations, ash processing plant (during duration of extraction), rail sidings and proposed battery storage development area fall within the employment development area defined above. These features that need to be retained and incorporated into any future development proposals including appropriate access arrangements over all phases of development.

Strategic green infrastructure

5.5 The strategic green infrastructure network will complement new development and is based on the four key areas identified in the table to the right.

5.6 These areas align with - and will help to deliver - the approach to delivering at least 10% Biodiversity Net Gain set out in the accompanying BNG Strategy report (see technical appendices).

Strategic green infrastructure	Opportunity
1 Fiddlers Ferry nature reserve	<ul style="list-style-type: none"> Retention of existing nature reserve area (not statutorily designated) within the Green Belt with enhancements as a compensation opportunity via schemes to enhance habitat value and provide recreation allowing for public access through formation of new footpaths, cycle paths etc.
2 Eastern and southern boundary corridors	<ul style="list-style-type: none"> Linear green corridors providing a definitive and permanent interface between the principal development areas and the new Green Belt boundary, integrate Green Belt compensation measures including integration and management of existing tree groups.
3 Land south of the rail line / canal corridor	<ul style="list-style-type: none"> Lagoons proposed for restoration following ash extraction, allowing for nature conservation and recreation. This area could potentially integrate further BNG measures via phased restoration and in the short term in areas outside of the ash reserves and operational extraction areas.
4 Vyrnwy aqueduct green corridor	<ul style="list-style-type: none"> Retention and enhancement of the distinctive green corridors created by aqueduct easements. There is an opportunity to enhance the habitat value of the aqueduct corridors.



Extract from Biodiversity Net Gain Strategy document identifying the 'key strategic areas' that form the basis of the strategy (see technical appendices)

- Area 1: Former SSE Fiddlers Ferry Nature Reserve area
- Area 2: Green corridor along the eastern and railway boundary
- Area 3: Vyrnwy aqueduct green corridor
- Area 4: Ash lagoons to the south of the railway line / canal
- Phase 1 Employment landscape area

Green Belt compensation

5.7 The National Planning Policy Framework and Policy MD3 prioritise on-site compensatory measures to the environmental quality of and accessibility to land remaining within the Green Belt.

5.8 On-site Green Belt compensation measures will in the first instance be prioritised through improvements to the environmental quality and accessibility of the area identified as the Fiddlers Ferry nature reserve (non-designated).

5.9 The Green Belt compensatory measures undertaken within the nature reserve will complement the key principles set out within the Site Wide BNG Strategy report (see technical appendices), which states;

“Habitat management measures will be implemented, focusing on enhancement of the existing woodland habitat to achieve fairly good / good condition woodland and maintaining the current condition of the grassland and pond habitats. Where ponds were previously present, new pond creation will be considered, to create a stepping stone effect of aquatic features through the reserve. These measures will help to ensure the continued value of the site for invertebrates and great crested newts. There may be a need to widen Marsh Lane on the eastern edge and any loss of woodland will be compensated for through a combination of woodland enhancement measures, increasing the value of the retained woodland, and woodland creation.”



Existing Fiddlers Ferry nature reserve

5.10 Specific opportunities for the enhancement of environmental quality and improved public accessibility within the nature reserve will include the following measures;

• **Sustainable management**

Subject to arboricultural advice, the woodland could be managed to ensure longevity of high value specimens or groups and trees, maintaining the existing character, as experienced internally and in views from the surrounding area

• **Ecological management**

Subject to ecological advice, an ongoing management plan could ensure that existing valued habitats are maintained and/or enhanced to support a range of wildlife within the woodland. Opportunities to encourage new flora and fauna could also be explored, such as provision of targeted habitat typologies such as naturalistic hibernacula and bird and bat boxes.

• **Nature trails and outdoor learning**

A network of informal routes could be planned through the woodland (avoiding high value trees and habitats) that allow the public to move through the woodland to experience and learn about local wildlife. This could include specifically designated wildlife / observation areas with educational signage. There may be opportunities to provide hides or simple outdoor ‘classrooms’ for use by local groups or perhaps the proposed primary school.

• **Educational events and activities**

Potential to provide specific areas or clearings within the woodland to host community events such as foraging, woodworking, weaving, storytelling, arts and crafts etc. This could include areas to sit, space for campfires and storage facilities.

• **Enhanced boardwalks**

Potential to survey and make good the existing boardwalk to reinvigorate and encourage public use, with potential for additional viewing platforms, seating areas or dipping areas. There may be opportunities to extend the boardwalk beyond its current location to connect the woodland ponds or wet areas as part of a wider network or trail.

• **New footpath/cyclepath links**

Potential to create new routes through the woodland based on key desire lines, e.g. to Marsh Lane junction.



Phased restoration of the FF Lagoon Area

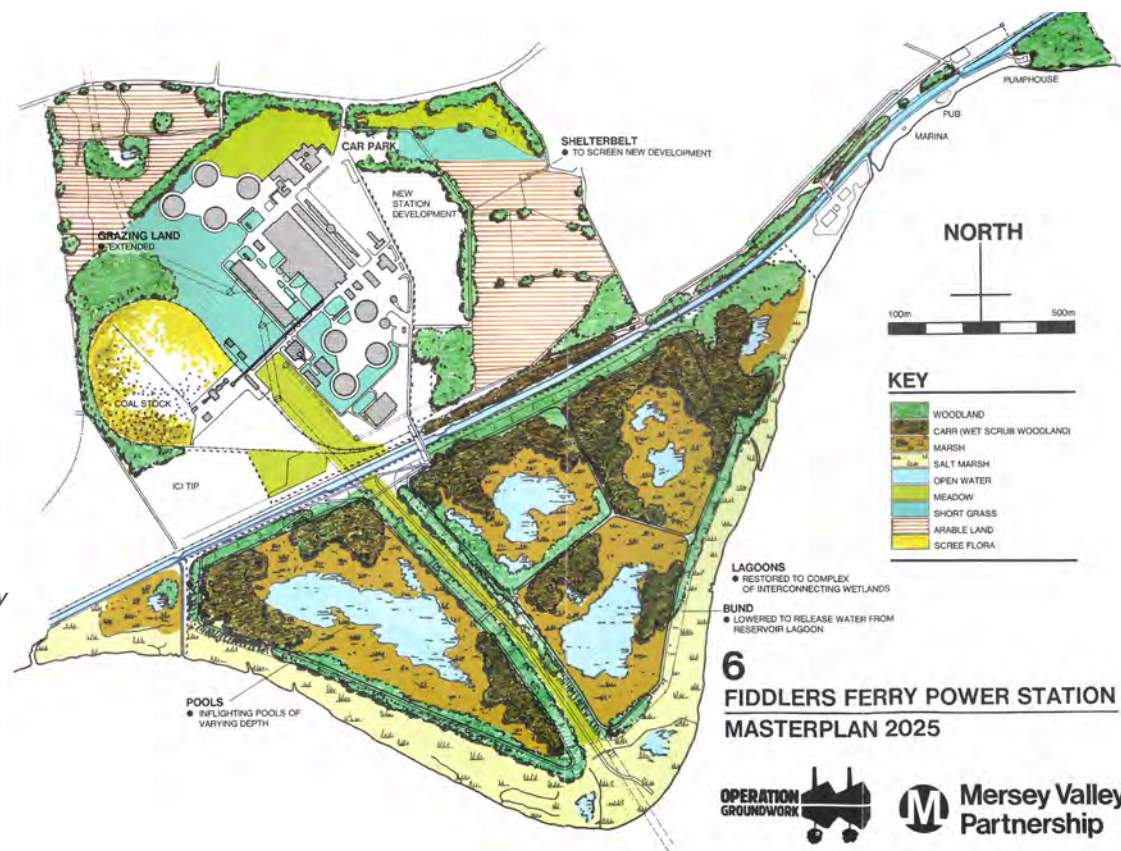
5.11 As set out in Section 2, the phased restoration of the FF Lagoon Area is an existing requirement of the 1990 Permission (LPA ref. 88/22513). This requirement has informed the preparation of this Development Framework, including the formulation of the comprehensive spatial masterplan presented herein. The Development Framework will support the detailed restoration strategy for the FF Lagoon Area, which will be confirmed through a Lagoon Management Plan (LMP) as required by the Section 52 Legal Agreement associated with the 1990 Permission.

5.12 The Section 52 Legal Agreement is currently subject to ongoing review following closure of the former power station, and is proposed to be replaced by a new legal agreement. This new legal agreement will continue to require a rolling programme of progressive restoration within the FF Lagoon Area, which will focus upon supporting nature conservation and promoting greater community use.

5.13 Additional biodiversity net gain enhancements, beyond the existing restoration requirements, will also be identified within the FF Lagoon Area as part of the overall Site Wide BNG Strategy (see Technical Appendix).

5.14 The restoration of the FF Lagoon Area will include the creation of a permanent, stable, safe, and accessible landform which is capable of supporting ecological, landscape and recreational enhancements. The work to create this landform will include the continued extraction of the existing ash deposits within the FF Lagoon Area, which includes Pulverized Fuel Ash (PFA).

5.15 Whilst the detailed scheme of restoration for the FF Lagoon Area will be established within and approved pursuant to the agreement of the LMP(s) prepared pursuant to the terms of the new Legal Agreement, this Development Framework establishes the key restoration principles, as listed on the facing page.



Extract from the "Fiddler's Ferry Power Station, Energy for Wildlife" report (1990) indicating recommendations for progressive restoration of the lagoons focused on creative nature conservation and environmental improvements

- a. The restoration scheme required by the existing Section 52 Legal Agreement, will be prepared in consultation with relevant stakeholders and will seek to deliver a valuable ecological and recreational asset, in accordance with Local Plan Policy MD3. It will complement habitats/ species within the Mersey Estuary SPA and could take the form of ponds/ waterbodies, of potentially varying sizes, that naturally drain, and which have surrounding habitats that encourage species diversity. It will not increase the risk of flooding from the River Mersey.
- b. The restoration scheme will also seek to achieve a final landform that delivers nature conservation benefits and greater community use, whilst also enabling the surrender of the Environmental Permits and the de-registering of the lagoons as reservoirs under the Reservoir Act 1975. Restoration is expected to take place by the middle of the century
- c. Ash extraction will continue to be undertaken up to the middle of the century, and opportunities for a concurrent phased approach to restoration will be sought – a rolling programme for phased extraction and restoration will be set out within the updated LMP (which will be submitted to WBC in September 2024 and will be reviewed thereafter every five years). The Interim LMP confirms that ash extraction in the period 2024-2025 will be limited to Lagoon D, with site investigation works being undertaken in Lagoon A and no works planned to be undertaken elsewhere within the FF Lagoon Area.
- d. The updated LMP will set out a strategy and programme for undertaking the site investigations required to confirm the volume of ash within the FF Lagoon Area, and will present the proposals for progressive restoration of the FF Lagoon Area.
- e. Opportunities for early restoration are most likely to be achieved within areas not containing ash, or non-operational areas, and surrounding low level fringe marsh land that can be restored or enhanced in the short term, in parallel with ongoing ash extraction.
- f. In accordance with the Site Wide Biodiversity Net Gain Strategy (see the technical appendices), short term restoration of the lagoons will prioritise:
 - Restoration and enhancement of Lagoon C, which is no longer needed as a settling lagoon, and non-operational Mersey foreshore saltmarsh.
 - Management and enhancement of vegetation on exterior bunds (whilst bund areas form part of the retaining structures to the lagoons, the exteriors could have a positive impact on wildlife).
 - Site E - an ash stockpile which could be excavated in the next 2 to 5 years pending a successful processing trial and appropriate permissions. This would return this area to salt marsh.
- g. The restored Lagoon area will benefit from links to the Trans Pennine Trail and new community at Fiddler's Ferry, as set out in the Movement Framework. The existing bridge providing access to the FF Lagoon Area from the former power station has the potential to be opened up for future public access (pedestrians and cyclists); as set out within the IDS, a feasibility assessment to identify the earliest opportunity to secure this connection will be prepared and submitted to WBC for agreement. Subject to the outcome of the feasibility assessment the bridge shall be secured no later than prior to occupation of 90% of the dwellings with the FF Residential Area or prior to 2038, whichever is the sooner.
- h. In the interim where access to the FF Lagoon Area is achievable safely it will be set out in the LMP and be on a controlled basis taking into account the ash extraction operations and public safety with details (e.g. group size, frequency, length of visits) established via the LMP. The LMP will include proposals for regular review of opportunities for interim public access to the restored areas / non-operational areas via the existing bridge and the Trans Pennine Trail.

Key restoration principles for the FF Lagoon Area

Community infrastructure

5.16 The spatial masterplan shows how community facilities can be planned to form a Local Centre, Primary School and key green spaces at the heart of the new communities.

Local centre

5.17 The Local Centre area is intended to measure approximately 0.5ha including local centre uses, parking and landscape. The Local Centre will be at a location that would be accessible by residents of the residential area and occupiers within the employment development area, helping to support the long-term sustainability of facilities and helping to promote access by active travel.

5.18 New facilities in the local centre will aim to meet day to day needs of both residents and employees across the FF Development Area as summarised in the table below.

5.19 Full details of land use, building typology and floorspace are subject to future design as phased development comes forward, informed by market demand and viability testing.

5.20 The aim is to take a flexible approach to the composition of the Local Centre, allowing for changes in demand and requirements over time. The use mix could integrate provision of space for a branch GP surgery, for example as part of a mixed-use building. Specification of and delivery mechanisms relating to a branch GP surgery is subject

to agreements with relevant stakeholders / service providers.

5.21 Other uses and facilities which could potentially form part of the Local Centre might include, for example;

- Day nursery (Use Class E(f)) – should this not form part of the primary school.
- Small scale mobility hub facility or similar (subject to detailed design).
- Small scale co-working hub or similar.

Local centre - potential use mix		Notes
Local retail (Use Class E)	Flexible format / size to meet demand. A range of complementary uses including shops, convenience retail and/or small food retail, and food & beverage (F+B) outlets, as well as business, commercial and service uses (Use Class E).	<ul style="list-style-type: none"> • Total land area approx. 0.5ha comprising Local Centre uses, parking and landscape • Retail development above 500 sqm will require a retail needs assessment and be subject to sequential assessment.
Indoor space for use by community groups (Use Class E(d), F1 and F2(b))	Flexible format / size, subject to demand. The aim would be to provide an indoor space (or spaces) accessible for use by the local community and/or community groups including at evenings and weekends.	<ul style="list-style-type: none"> • Mechanisms for long term maintenance and management of any community building / space to be agreed with WBC as part of future planning applications. • Could integrate provision of space for a branch GP surgery if NHS confirms on-site requirement.

One-Form Entry Primary School

5.22 Development will include a Primary School (Use Class F1(a)), comprising a total site area of 1.36ha. The location of the school will aim to maximise physical and operational relationships with the Local Centre.

Public Open Space, Sport and Recreation

5.23 Based on the provision of 860 new homes (as referred to in Policy MD3), residential development proposals will accommodate the following public open space provision unless otherwise agreed with WBC:

- **Equipped play:** 0.48ha
In the form of six LEAPs and two NEAPs
- **Public Open Space:** 6.65ha, comprising
 - 1.16ha Amenity Green Space
 - 1.54ha Parks and Gardens
 - 3.47ha Natural/Semi-natural Green Space
 - 0.48ha Allotments (equating to 19 plots if based on an average plot-size of 250 square metres/ 0.025 hectares per plot).
- **Pitch sports**
Comprising replacement of the former private playing field (1.5ha) and the provision of a new grass playing pitch (and any associated financial contributions))

5.24 In addition to the above, the existing nature reserve area to the north (measuring approx 8.1ha) will be opened up to public access and contribute to the residential open space offer.

5.25 Triggers for the timing of Public Open Space provision are referred to in the IDS (Appendix B).

Former Sports & Social Club

5.26 When the power station was operational, a grass playing field formed part of its private sports and social club to the on-site workforce. The private club (function room / meeting area) closed in 2005 and was converted to an Induction Centre and meeting room suite. The club did not have ancillary sports facilities (e.g. changing rooms/showers or parking) and relied upon the workers' facilities located on the opposite side of the administration building complex.

5.27 The grass former playing field measured approximately 1.5ha. It is proposed that the development proposals accommodate the equivalent area. The former playing field is located within a future employment area, but is planned to be replaced as part of the residential development. Therefore the proposed replacement will be located in closer proximity to residents and better integrated with wider public open space network and additional pitch provision. This will also allow the replacement pitch to benefit from any new facilities.

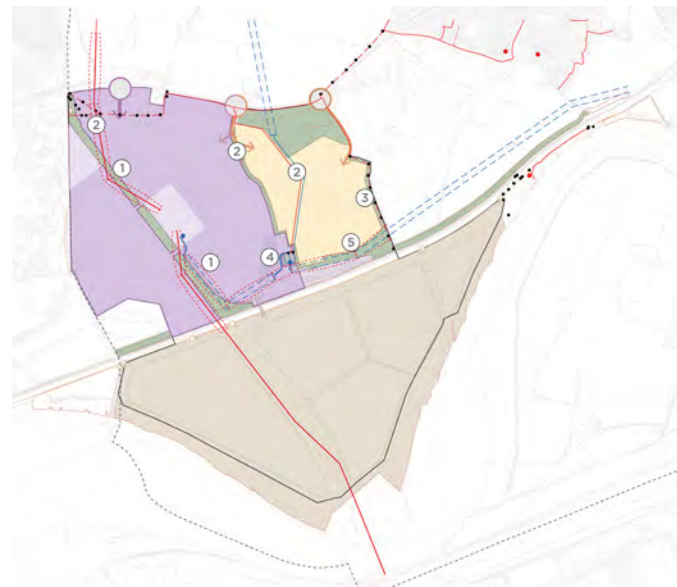
5.28 Further details of this are set out within the IDS and will be subject to consultation with WBC and Sport England at the time of a planning application.

Site-wide spatial influences

5.29 The diagrams below summarise additional spatial influences associated with the key parameters that will be factored into the design of future development proposals. This includes features identified in section 3 and accompanying technical reports.

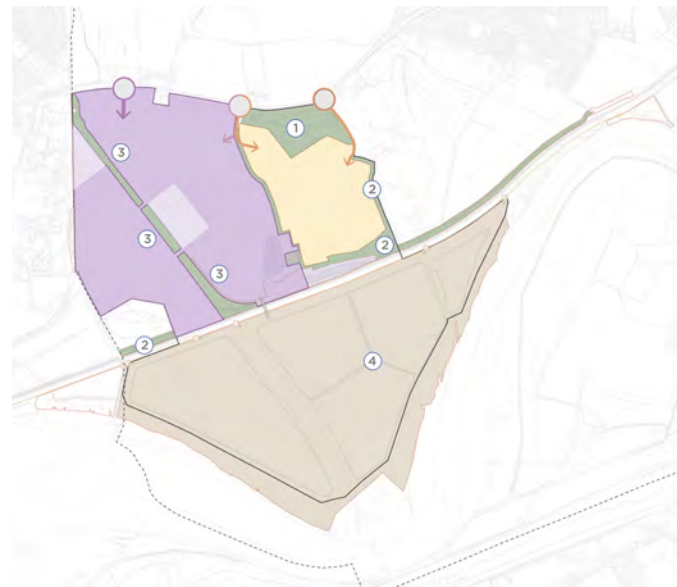
5.30 These influences have informed the spatial masterplan (section 6) but will need to be reviewed and considered in further detail during future design stages.

Utilities and easements (retention and integration)



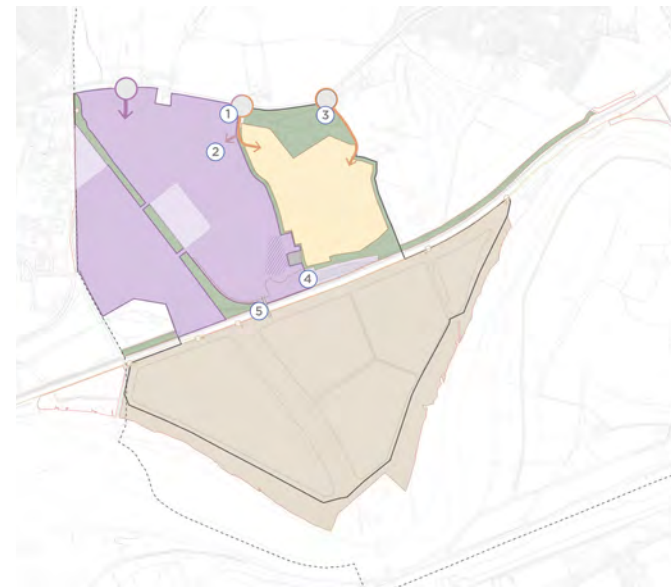
1. *Vyrnwy Aqueduct corridor and overhead cables:* green corridor maintained through the development areas to accommodate existing infrastructure and easement constraints.
2. *Existing underground utilities:* to be factored into future development layout design.
3. *Existing utilities corridor to eastern boundary:* development areas off-set from boundary to accommodate within a green corridor along Marsh Lane.
4. *Existing substation:* development areas allow retention, connection and potential for landscape screen.
5. *Overhead power lines along southern edge:* edge of development area located to north of assumed swing zone.

Strategic landscape assets



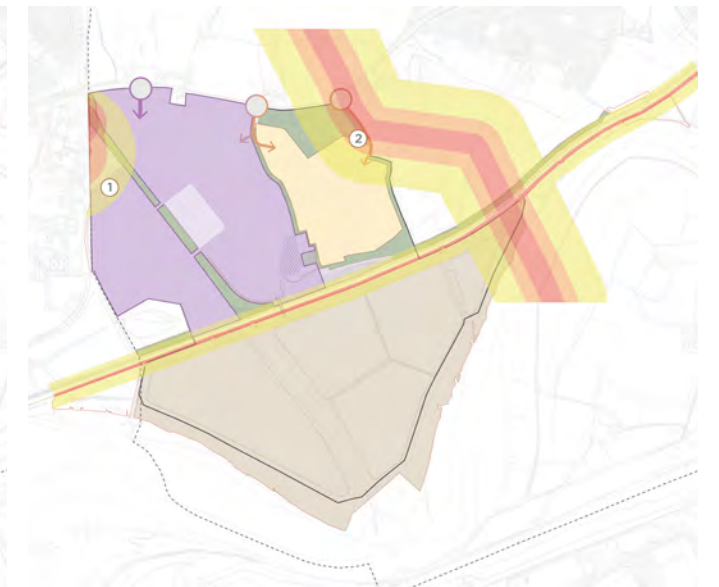
1. *Existing nature reserve area:* retained (Green Belt).
2. *Green corridors to eastern and southern boundaries:* retained to help enhance habitat connectivity and facilitate surface water drainage (green corridor to eastern boundary also helps to define the Green Belt).
3. *Vyrnwy Aqueduct corridor:* retained with opportunity to enhance ecological/biodiversity value.
4. *Existing lagoon area:* retained and to be subject to future land restoration/ habitat enhancement programme

Existing strategic movement infrastructure



1. *Existing access junction:* retained, improved and used to facilitate early phases of development.
2. *Existing east-west main internal site access road:* opportunity to retain and integrate within early phases of development.
3. *Existing Marsh Lane junction:* integrated into proposed residential development.
4. *Existing rail sidings infrastructure:* retained to safeguard rail connection and for future potential connection to employment area.
5. *Existing site access bridge:* currently used as part of ash extraction operations within the lagoon area, but potential for reuse as part of future land restoration/ habitat programme.

HSE COMAH zones



Major Hazard Installation Consultation Zones

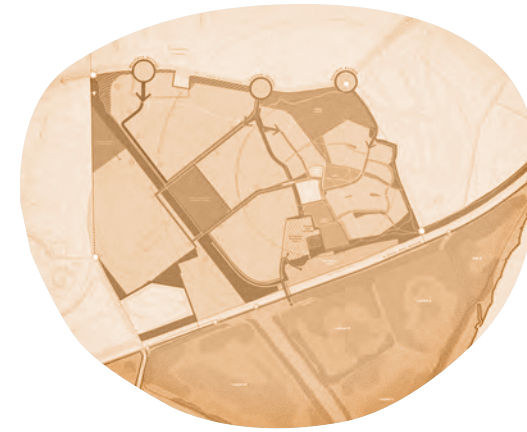
- Inner Zone
- Middle Zone
- Outer Zone

1. Proposed employment development areas affected only by Outer Zone, presenting no constraint to development.
2. Proposed residential development areas to be located beyond the Inner Zone, with due consideration for design/layout detail at future design stage.

Key for all diagrams

(also refer to Key Parameters diagram, page 81)

- Development areas (employment and residential)
- Strategic green spaces
- Lagoon area south of rail/canal corridor



6 SPATIAL MASTERPLAN

Local Plan Policy MD3 states that the Development Framework will provide “A comprehensive spatial masterplan for the entire development site, based on the principles and requirements set out in this policy and reflecting site opportunities and constraints”

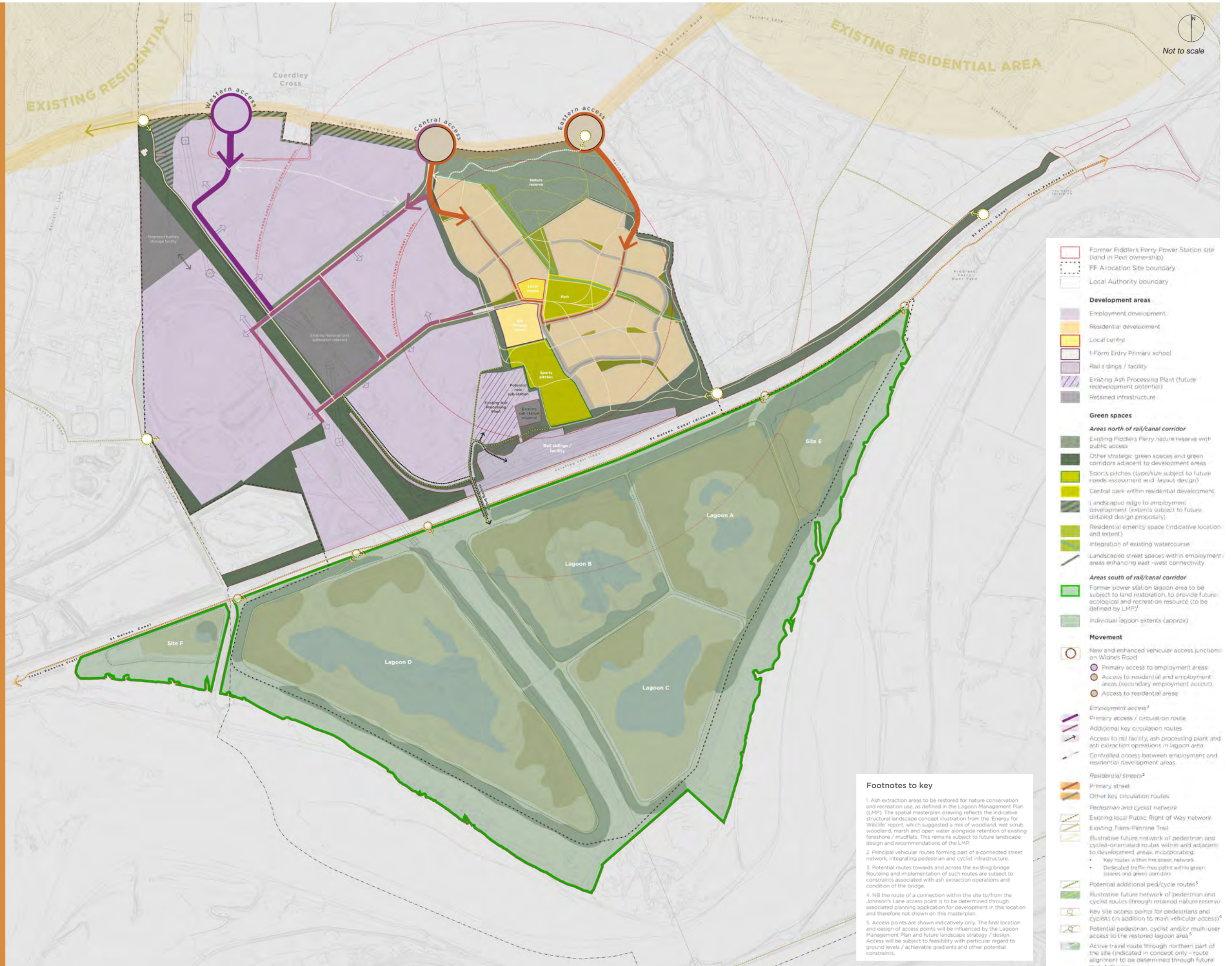
Spatial Masterplan

6.1 The spatial masterplan presents a comprehensive framework to guide all future development proposals.

6.2 Future detailed development proposals will come forward through a series of planning applications and will be assessed having regard to the Development Framework, Spatial Masterplan, future Design Code(s) and the Infrastructure Delivery Strategy as material considerations.

6.3 The spatial masterplan plan is built up as a composite of spatial layers, as illustrated in Section 7, including;

- Movement framework
- Landscape framework
- Urban structure
- Surface water drainage



Spatial masterplan

FF Development Area

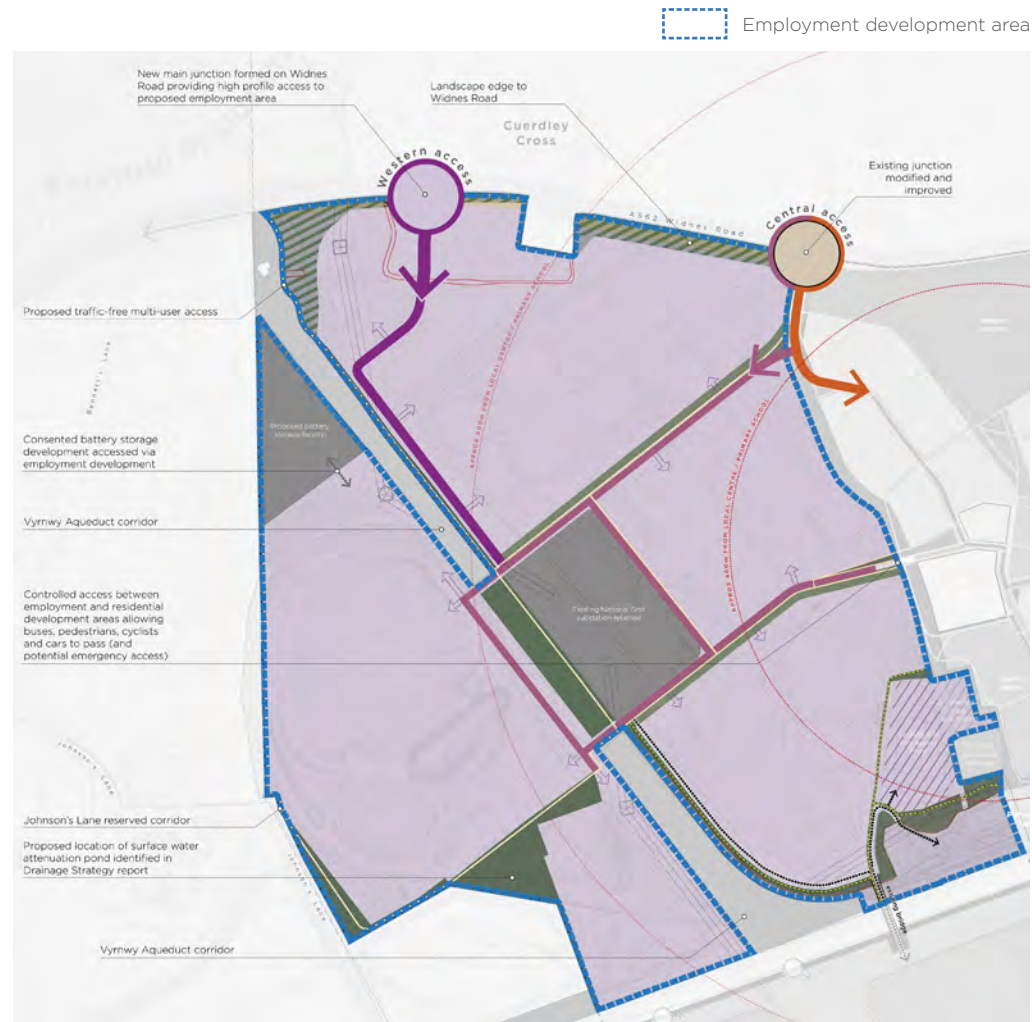
6.4 The spatial masterplan shows employment and residential development within the FF Development Area, aligned to the principles and requirements of the allocation policy.

Employment development: a place to work

6.5 Employment development will maximise the potential of the iconic Fiddlers Ferry location by creating large scale employment space that can operate efficiently and contribute to economic growth whilst also creating a distinctive environment.

6.6 The spatial masterplan shows a development area for the creation of a mixed employment environment that will include the following land uses alongside strategic green infrastructure;

- Class B8 (Storage & Distribution)
- Class B2 (General Industry)
- Related ancillary uses
- Low Carbon Energy Projects, utilising the site's established power infrastructure



Above: Spatial masterplan - employment development area (refer to key on previous page)

6.7 The spatial masterplan accommodates a green corridor/buffer between the eastern boundary of the proposed employment development and adjacent residential development and school within the FF Development Area. This green corridor will contribute to the control of potential environmental impacts of employment development on the amenity of residents within the residential development areas. The design and size of the landscape buffer will be informed by Noise and Air Quality technical assessments, and the design and use of adjacent employment plots will be determined through future planning applications. The green corridor/buffer is included as a key infrastructure requirement within the IDS.

6.8 This green corridor will also play a positive role in the wider site landscape framework and could contribute to residential Public Open Space provision. It is anticipated that the corridor would be a semi-natural landscaped space that is publicly accessible, including tree planting, footpaths and cycle paths.

Right: green corridor between employment and residential areas



Residential development: a place to live

6.9 The spatial masterplan shows potential for an attractive, mixed residential area incorporating people-friendly streets and spaces and green infrastructure networks. The development area could accommodate a minimum of 860 homes.

6.10 Green infrastructure in and around the residential development area can integrate diverse multifunctional spaces, incorporating strategic green infrastructure assets (such as the retained nature reserve) and more localised amenity and recreation spaces that complement and enhance residential character and sense of place.



Above: Spatial masterplan - residential development area (refer to key on previous page)

6.11 The spatial masterplan shows residential and employment development areas converging at a local centre, primary school and central park. This location could accommodate a number of requirements set out in Policy MD3 including local shops, community facilities, potential space for GP surgery, a park, allotments and sports pitches.

Right: Local centre area incorporating a cluster of community uses and green spaces





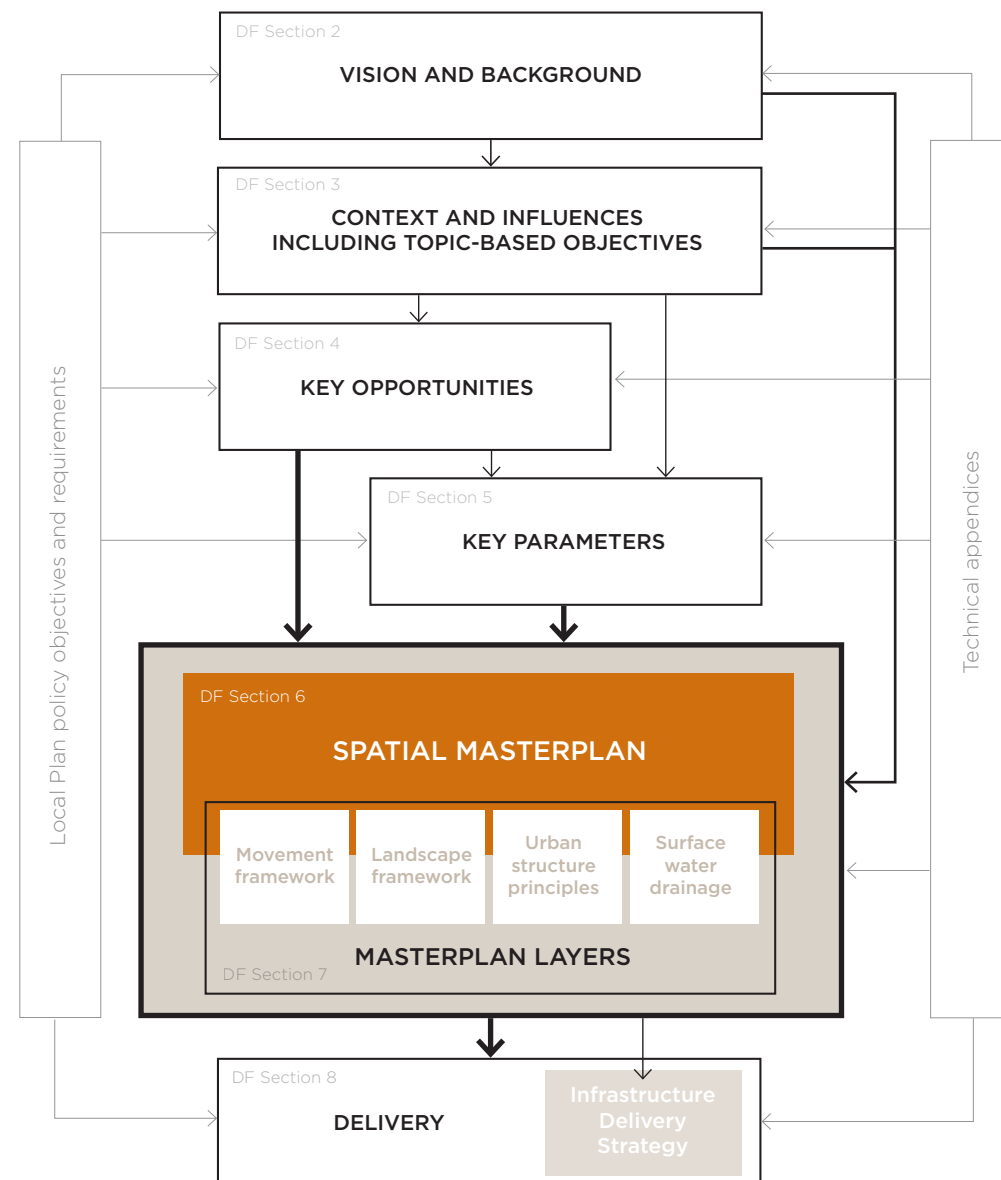
7 MASTERPLAN LAYERS

The rationale for the spatial masterplan is built around the vision, objectives and opportunities set out in this Development Framework. The spatial masterplan is underpinned by several complementary and coordinated masterplan layers that come together as a single comprehensive plan.

INTRODUCTION

7.1 The spatial masterplan at Section 6 is informed by preceding Sections 1-5, and coordinated with Section 8 (Delivery), including the accompanying Infrastructure Delivery Strategy.

7.2 In particular, the spatial masterplan illustrates how future development could respond to the topic-based objectives and key opportunities defined in sections 3 and 4, whilst accommodating the key parameters set out at Section 5. The masterplan layers described within Section 7 help to illustrate how these objectives and opportunities have been addressed within the spatial masterplan.



Contents

7.3 Section 7 meets the requirements of Local Plan Policy MD3 for a comprehensive spatial masterplan by demonstrating a coordinated spatial approach to the principles and requirements set out in the allocation policy relating to the following themes, as summarised in the table below;

- New Homes
- Employment Area
- Community Facilities
- Green Infrastructure Network
- Natural Environment
- Green Belt
- Transport and Accessibility
- Utilities and Environmental protection

Key areas of focus: Policy MD3 principles and requirements

Masterplan layers	Purpose	Key areas of focus: Policy MD3 principles and requirements						
		New Homes	Employment area	Community facilities	Green infrastructure network	Natural environment and Green Belt	Transport and accessibility	Utilities and environmental protection
Movement framework	Clarify approach to strategic access and movement.	✓	✓	✓			✓	
Landscape framework	Clarify approach to strategic landscape.	✓	✓		✓	✓		✓
Urban structure	Illustrate potential urban structure.	✓	✓	✓	✓		✓	
Surface water drainage	Summary of appended Drainage Framework.	✓	✓					✓
<i>The following provide supporting information and content to be read in conjunction with the spatial masterplan and masterplan layers</i>								
Section 8: Delivery	Delivery approach and phasing.	✓	✓	✓	✓	✓	✓	✓
Infrastructure Delivery Strategy	Infrastructure delivery.	✓	✓	✓	✓	✓	✓	✓

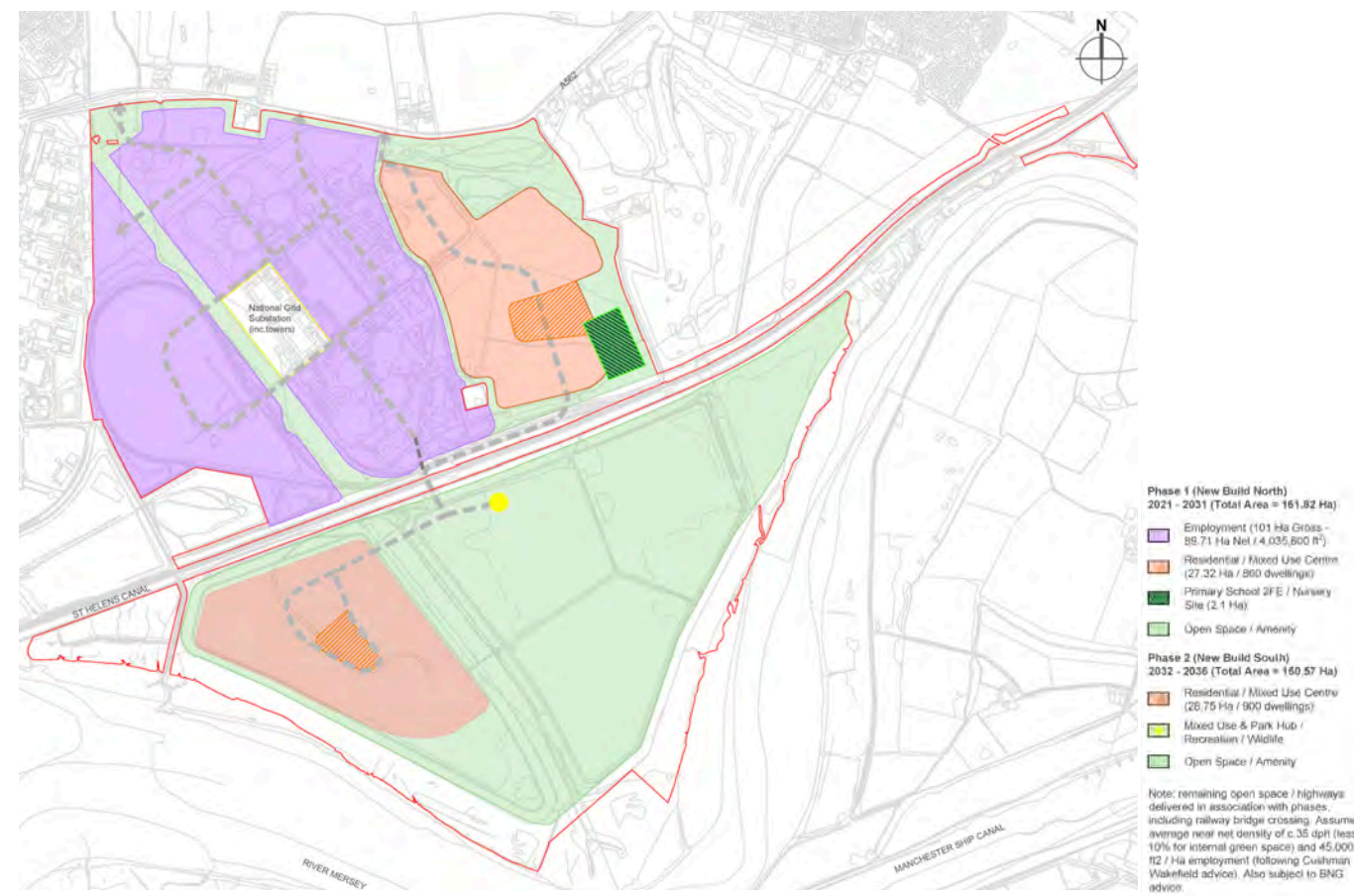
Above: Summary of relationship between the spatial masterplan layers and the principles and requirements of Local Plan Policy MD3

Supporting or illustrative plans providing further clarification or illustration
 Material to be read in conjunction

Building on Local Plan policy

7.4 The spatial masterplan builds on principles and parameters expressed through the Local Plan, complementing Policy MD3 by:

- Further developing the 2021 visioning and masterplanning work that informed the Local Plan allocation and forms part of the evidence base to the adopted plan (see extract below).
- Defining clear extents of employment and residential development, taking account of known constraints, opportunities and infrastructure requirements (it is recognised that not all constraints and opportunities are known and may change over the duration of the build).
- Demonstrating that development can be planned to integrate a strategic network of Green Infrastructure, including provision of Public Open Space within residential development areas in accordance with the Local Plan, including sports pitches.
- Demonstrating opportunities to create a central hub around the Local Centre and 1-form entry (1FE) primary school site.
- Showing how improved cycling and walking routes and public transport enhancements can be planned alongside site access arrangements.
- Responding to the wider policy objectives of the adopted Warrington Local Plan, including Policy DC6 (Quality of Place), as well as guidance set out in the emerging Warrington Design Guide SPD and the National Design Guide.



Fiddlers Ferry Masterplan 2021

(Source: Warrington Borough Council Local Plan Evidence Base)

7.5 The spatial masterplan has also been guided by the key principles established by the ambition of the **Warrington Design Guide SPD** as follows.

Design quality + innovation

7.6 The spatial masterplan is based on good design as the guiding principle, aiming in particular to show quality strategic site considerations through a holistic placemaking approach. Design quality must also flow through future detailed design work.

Leading with landscape

7.7 The spatial masterplan aims to show how opportunities for green space can be maximised, with appreciation for key benefits such as the potential for urban cooling, sustainable drainage, biodiversity and mental wellbeing.

Healthy, happy places

7.8 The spatial masterplan recognises that streetscapes, facilitation of active travel and provision of green space can help to create healthy and happy places.

Climate resilience

7.9 The spatial masterplan aims to show how streets and green spaces can help address wider sustainability issues such as sustainable drainage and reducing the reliance on the private car.

Leading with identity

7.10 The spatial masterplan has been developed with an understanding of the existing context and builds on previous visioning and masterplanning work to be specific to the site and local area, and help development to create positive first impressions.

Inclusive, community led development

7.11 The spatial masterplan has been informed by extensive engagement, both in terms of broader Local Plan consultations, and more specific Fiddlers Ferry consultation exercises. The spatial masterplan itself aims to show how the development can create valuable places and spaces for existing communities as much as the future new communities.

Connecting Warrington

7.12 The spatial masterplan aims to open up what is currently an insular, disconnected site, enhancing the connectivity of the local area and helping to improve active travel, reduce reliance on cars, and unlocking the potential of existing natural green spaces.

The Ambition for Warrington: extract from Warrington Design Guide SPD

(Source: Warrington Borough Council)



PLACEMAKING APPROACH

Placemaking opportunities

7.13 The spatial masterplan aims to show the potential for a form of development that would align to the wider vision of a distinctive, welcoming place: an environment that is people-friendly, connected and locally responsive (see Section 2).

7.14 In aiming to maximise the key opportunities identified in Section 4, the spatial masterplan takes a comprehensive approach, showing how proposed employment and residential development can combine with existing and new green infrastructure assets to become integrated components of one coordinated place.

7.15 The diagram to the right illustrates the potential of this integrated approach, highlighting the key placemaking opportunities that sit behind the spatial masterplan. All development proposals will contribute to the creation of inclusive environments that convey the attributes described here.

7.16 Development can create places to work, places to live and places for nature and recreation that are distinctive in their own right, but also work as coordinated parts of a single whole, and with a central point of convergence. The form and structure of these places will be designed to work with and enhance the site's unique features to create a green environment that enables active travel and supports health and well-being.

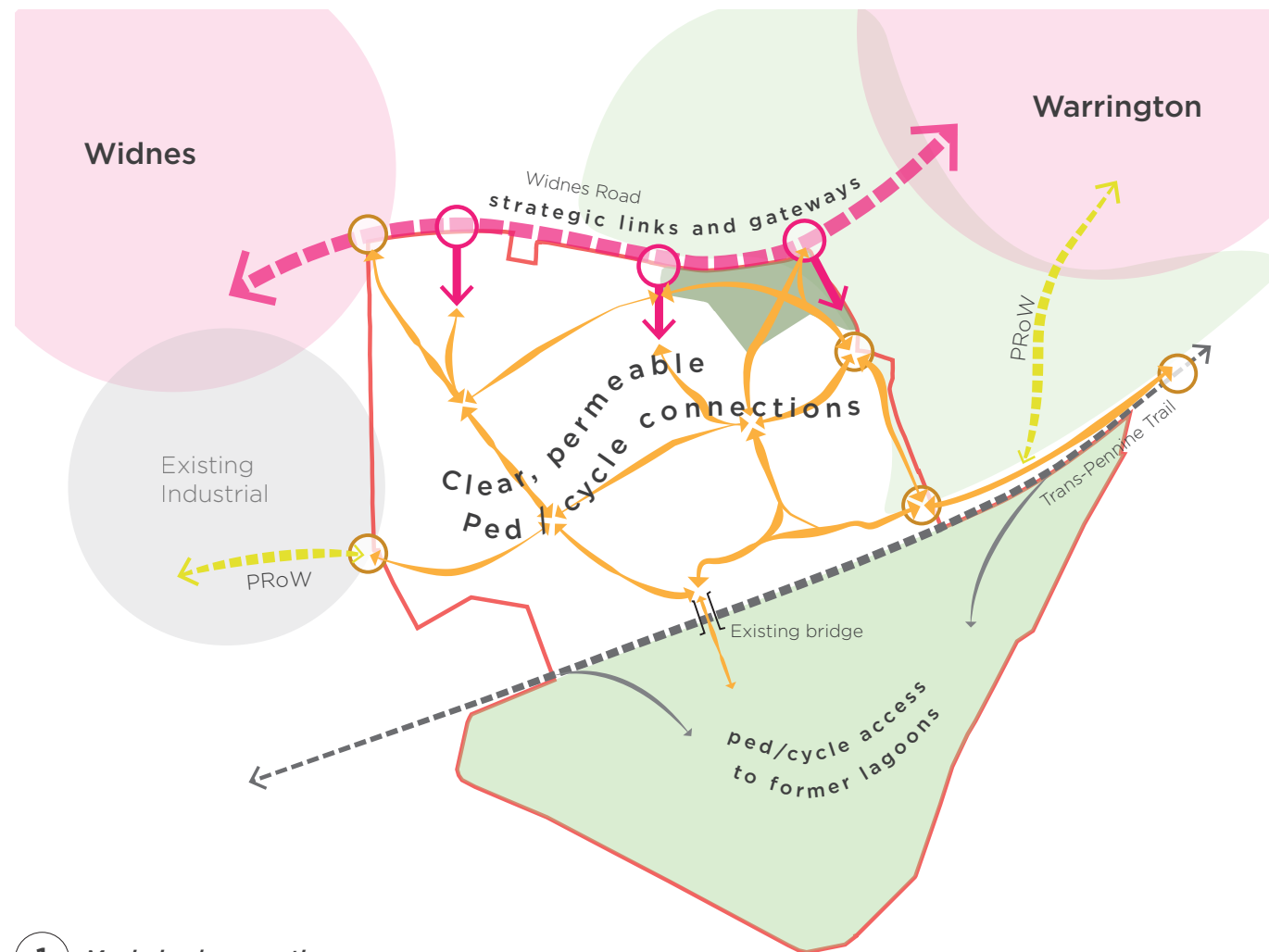


Fiddlers Ferry placemaking opportunities diagram

Strategic placemaking principles

7.17 Design will need to integrate a site-specific response to local environmental context. The strategic spatial principles illustrated below capture four key responses that will help maximise key opportunities and deliver the vision: Development that aligns to these principles will create a place that is people-friendly, connected and locally distinctive.

7.18 These principles will be developed in more detail as proposals come forward through planning applications and design codes.

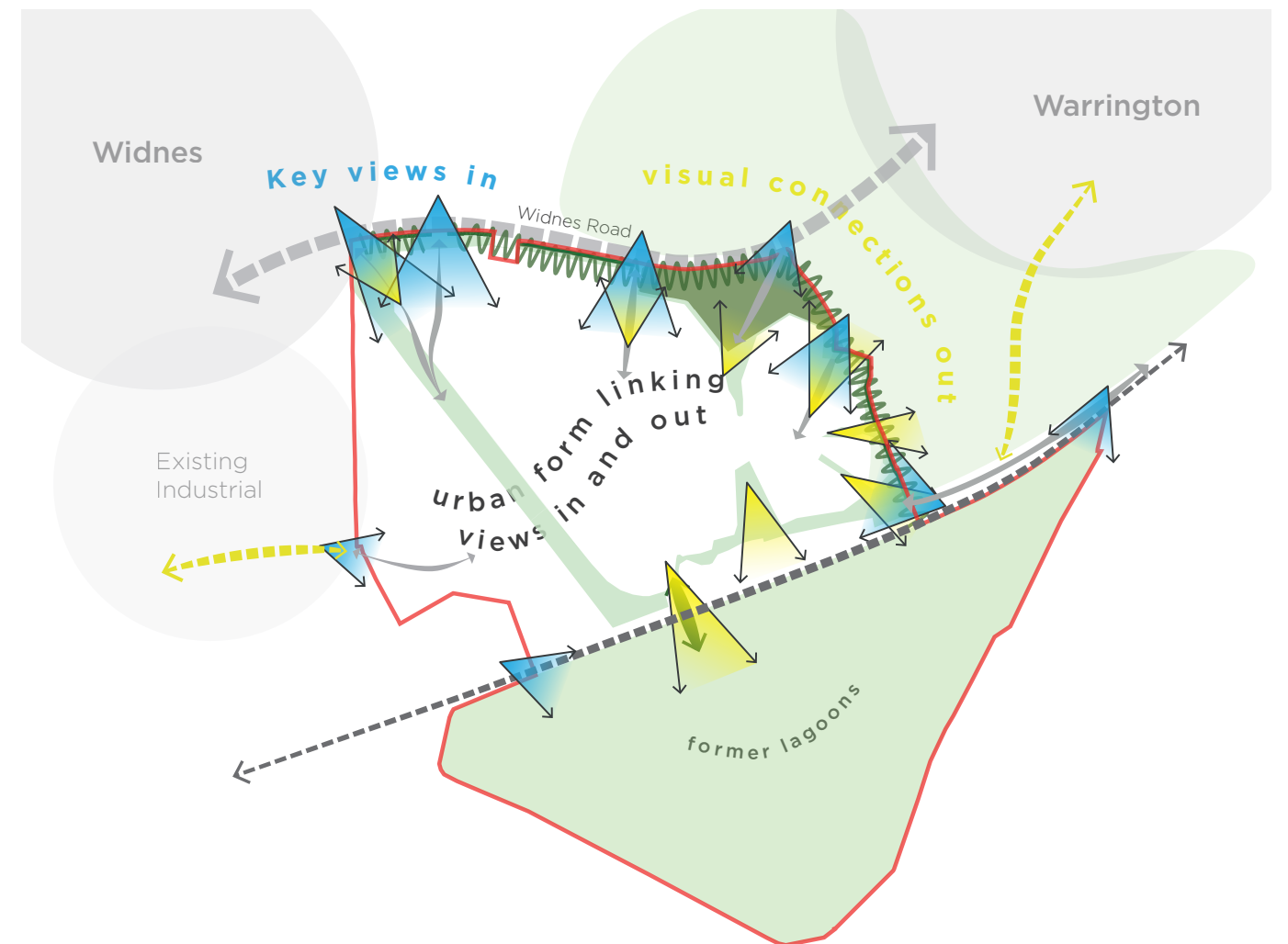


1 Maximised connections

- Opening up an insular site.
- Widnes Road as a key multi-modal link.
- Finer-grained pedestrian and cyclist connections complementing existing networks.

2 Connected edges

- Considered views in and out to allow for visual connectivity between development and context.
- Opportunity to bring green spaces and semi-natural environments in from the edge.
- Edge planting to eastern boundary but retaining some visual connectivity especially at gateway points.
- Visual links with lagoon area.



3 *Flowing landscape corridors*

- Linear green spaces connecting to central parkland, key assets and edges.
- Mixing new and existing landscape assets in particular the former nature reserve.
- A basis for a diverse habitats and Biodiversity Net Gain.
- Connecting the former lagoon area.



4 *Distinctive urban grain*

- Strongly geometric employment formats echoing the former power station footprint and responding to aqueduct geometry.
- A more organic and human scale residential structure working with the natural topography.
- Brought together at the core.



MOVEMENT FRAMEWORK

7.19 The spatial masterplan shows a well-connected and legible movement network formed of accessible, efficient, safe and welcoming street spaces that will facilitate sustainable, active travel.

A holistic network

7.20 The spatial masterplan has been developed alongside the *Highways & Transport Technical Briefing Note* that forms part of the technical appendices. It combines the technical transport and highways approach set out in that report with broader placemaking principles set out in *Manual For Streets*: recognising that good street design is key to good placemaking, and helping development to:

- Create well-loved public places with a positive pedestrian-friendly character.
- Promote pedestrians and cyclists at the top of the user hierarchy and integrate equestrian users.
- Create a clear and permeable network, providing route choice through a range of connections that are easy to navigate.
- Animate public spaces - building design and landscape design providing active and overlooking frontage.
- Ensure safety, security and comfort - being well lit, well maintained and inclusive.
- Facilitate practicality and maintenance through clear boundaries, a robust and consistent materials palette.

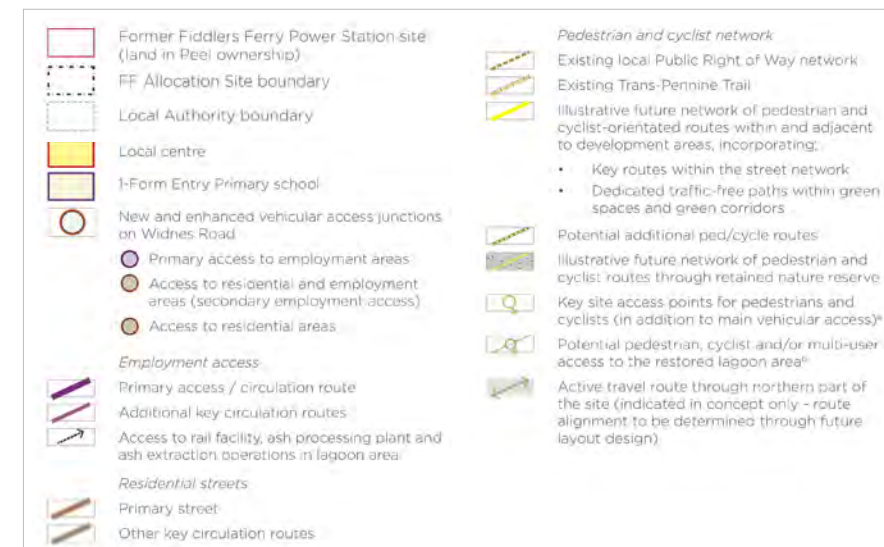
7.21 The Movement Framework diagram highlights key components of the movement network incorporated within the spatial masterplan. Commitments to and delivery of related key infrastructure is reflected within the Infrastructure Delivery Strategy appended to this Development Framework.

7.22 These network components will ensure that new development can incorporate;

- Efficient internal vehicular circulation that meets the needs of modern large-scale employment development, including direct primary 'estate' type roads that will distribute goods vehicles (HGVs and LGVs), cars, cyclists and pedestrians.
- A more fine-grained, permeable, and human scale network of street spaces within residential development areas, including primary, secondary, and tertiary street types.
- Routes within and between the employment and residential development suitable for buses.
- Controlled links between employment and residential areas that allow for integration but provide appropriate transitions to avoid conflicts.
- Planning for equestrian routes through the site.



Movement framework diagram highlighting key components of the future movement network identified in the spatial masterplan



^a NB the route of a connection within the site to/from the Johnson's Lane access point is to be determined through associated planning application for development in this location and therefore not shown on this masterplan.

^b Access points are shown indicatively only. The final location and design of access points will be influenced by the Lagoon Management Plan and future landscape strategy / design. Access will be subject to feasibility with particular regard to ground levels / achievable gradients and other potential constraints.



Sustainable active travel

7.23 Responding to key objectives and opportunities set out in Sections 3 and 4, the movement network would facilitate sustainable active travel. Specific key opportunities are summarised below, developed in tandem with the appended *Highways & Transport Technical Briefing Note*.

Key footpath / cycle path connections

7.24 Key opportunities include the following, as referred to in the plan to right. These opportunities are to be applied appropriately at each phase informed by the approach set out in Section 7 and IDP.

- a** Pedestrian and cyclist infrastructure delivered as an integrated part of multi-modal access junctions on Widnes Road (phased to avoid abortive highway works).
- b** Shared pedestrian and cyclist facilities along Widnes Road (east towards to Warrington and west towards Widnes).
- c** North West Link: shared footway/cycleway connecting to Widnes Road to the North-West of the site (delivered as part of Phase 1 employment development).
- d** Active travel route through northern part of the site (alignment to be determined through future layout design)
- e** Segregated footways and cycleways along key routes within the employment development area, connecting to Widnes Road (including infrastructure delivered as part of the Phase 1 employment) and providing internal connectivity to the proposed Local Centre.
- f** Potential new path or paths leading to Widnes Road or Marsh Lane through the Fiddlers Ferry nature reserve throughout all residential development.
- g** Path for pedestrians and cyclists along the route of the redundant overland pipeline, providing access to Station Road and the Trans-Pennine Trail, as part of residential development phases.
- h** Potential direct connections into the lagoon area for pedestrians, cyclists and equestrians from the Trans-Pennine Trail path, as part of the final restoration scheme.
- i** Potential future connection across existing road bridge into the lagoon area and onto the Trans-Pennine Trail path (subject to structural condition and operational requirements associated with the lagoon restoration, and as part of the final restoration scheme).
- j** Pedestrian and cycle connections to east (towards Station Road and TPT), and west (Johnson's Lane*).



Key footpath and cycle connections

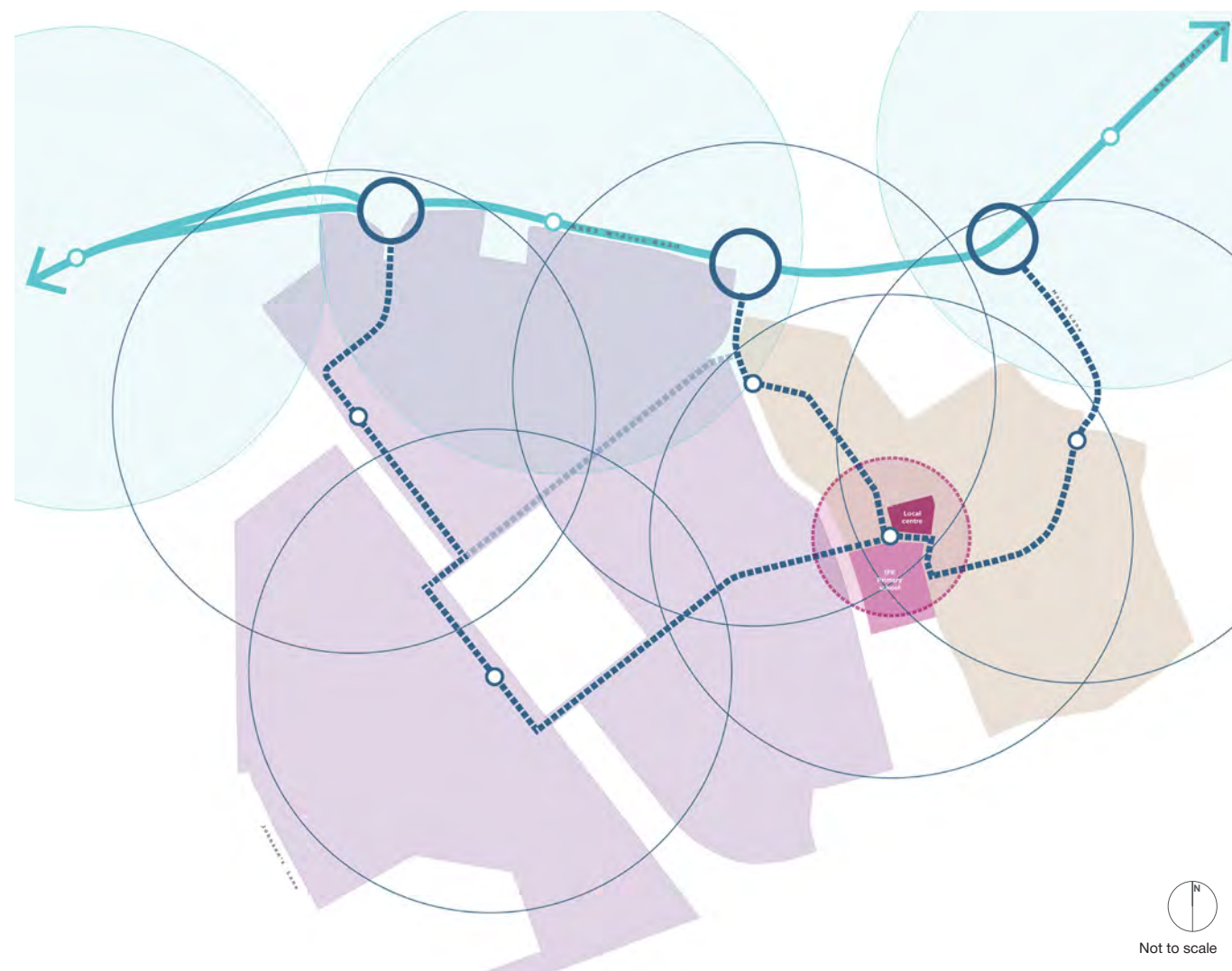
* NB the route of a connection within the site to/from the Johnson's Lane access point is to be determined through associated planning application for development in this location and therefore not shown

Bus connections

7.25 Bus connections will be facilitated through the diversion of existing bus service(s) through the FF Allocation Site (delivered as part of Employment Phase 1), and by enhancements to existing bus services and/or a new bus service to serve the wider FFPS Redevelopment (as part of future phases of development at the site). This will be determined through future planning applications with reference to the Infrastructure Delivery Strategy (Appendix B).

7.26 The plan below shows that the road network illustrated in the spatial masterplan could incorporate a potential bus service route that would penetrate into the site from Widnes Road, with bus stops located to maximise accessibility. This considers phasing (e.g. potential need to provide a shorter route during early employment phases) and the opportunity to maximise the connectivity of the Local Centre.

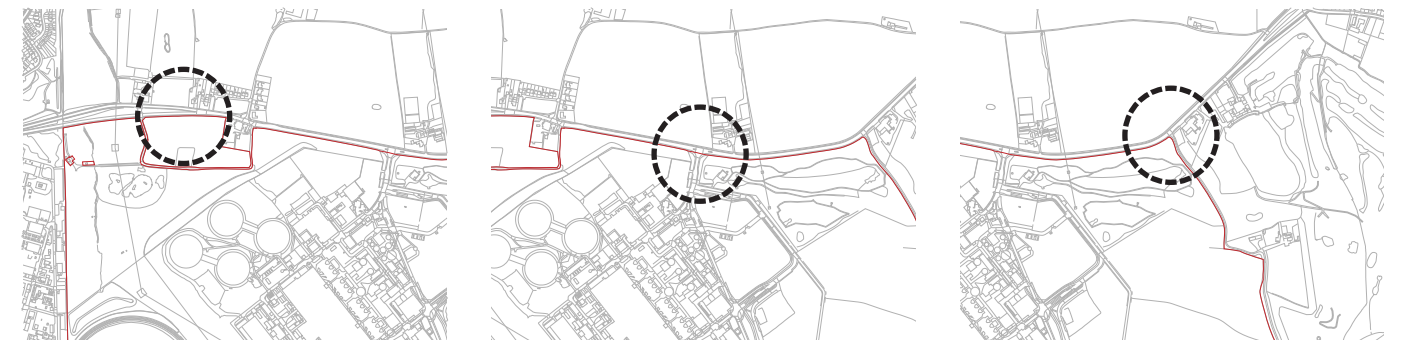
- Potential bus routes combining employment and residential areas
- Potential additional bus connection to serve early phases of employment development
- Existing bus routes (Widnes Rd)
- Potential location for new bus stop (indicative) + illustrative 400m catchment area
- Existing bus stop (Widnes Road) + illustrative 400m catchment area
- 🏠 Potential new local centre and primary school



Potential bus service route

Highways, site access and traffic

7.27 Responding to objectives set out in Section 3, the Movement Framework is based on the formation of three multi-modal access junctions on Widnes Road, to be implemented on a phased basis (see Section 7). These junctions are described in more detail in the accompanying technical briefing note.



a. Western vehicular access

- Large scale high-capacity roundabout or signal controlled junction forming the main access to all employment development areas.
- Capable of accommodating bus movements into and from the site.
- Design to include dedicated pedestrian infrastructure and crossing facilities.
- Land would be safeguarded along the Widnes Road site frontage, between the Western vehicular access and the Central vehicular access, and between the Central vehicular access and the Eastern vehicular access, for WBC to provide a future segregated cycleway as necessary to serve the needs of the wider community.

a. Central vehicular access

- Existing junction upgraded, including dedicated pedestrian and cyclist infrastructure, and crossing facilities.
- Junction to serve as residential access and secondary employment access.
- Capable of accommodating bus movements into and from the site.
- Phased implementation. During Phase 1 employment development, the existing junction would be improved. As the wider site development comes forward the junction would be subject to additional remodelling works and enhanced for all users.

a. Eastern vehicular access

- Existing junction realigned and upgraded to a signalised junction.
- Improvements to include dedicated pedestrian and cyclist infrastructure and crossing facilities.
- Capable of accommodating bus movements into and from the site.
- Opportunity to access early residential development phases.

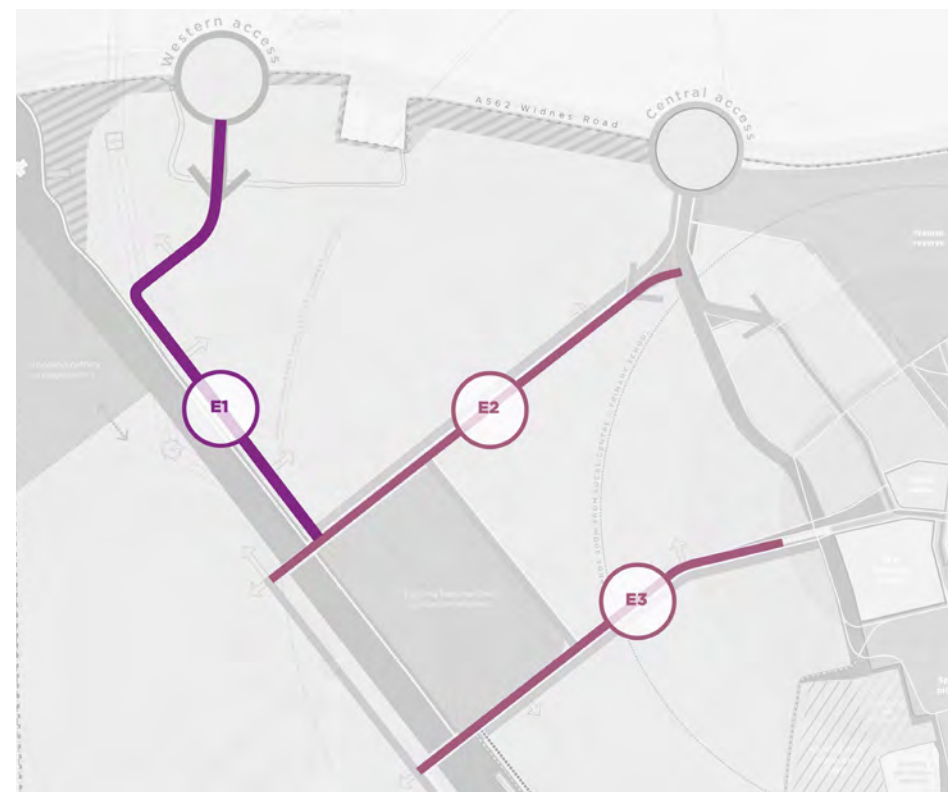
Illustrative street character

7.28 The network of routes shown in the spatial masterplan should integrate different street types in a way that enhances the sense of connectivity, legibility and continuity for users, both within and between the employment and residential development areas.

7.29 The tables and diagrams below indicate the potential role and character of different street types. These are not prescriptive, but illustrate design concepts that can be developed as part of future planning applications and design codes within an overall proposed street hierarchy. All design details are to be agreed with WBC at that time.

Employment development areas

Potential role and character	Highway features (indicative)
E1 - Primary access to Widnes Road	
<ul style="list-style-type: none"> Main route for all commercial traffic entering and leaving the site. Western vehicular access designed to provide efficient, flowing circulation attractive to all vehicles. 	<ul style="list-style-type: none"> Carriageway: 7.3m Segregated cycleway: 1 x 3.2m Footways: 2 x 2.0m Verge to carriageway, including tree planting
E2 - Secondary access: north, towards Widnes Road (improved existing spine road)	
<ul style="list-style-type: none"> Secondary means of access to Widnes Road, providing resilience in the site network. Providing access to plots and directing commercial traffic to/from primary access (above). 'Secondary' perception achieved through passive design: alignment and forward views influencing user behaviour and route choice. 	<ul style="list-style-type: none"> Carriageway: 7.3m. Segregated cycleway: 1 x 3.2m. Footways: 2 x 2.0m. Verge to edge of carriageway Potential for landscape strip to back of footway, and/or SuDS features where feasible as part of wider drainage strategy.
E3 - Secondary access: south, towards proposed Local Centre	
<ul style="list-style-type: none"> Providing access to plots and directing commercial traffic to/from primary access (above). Provides a people-friendly route that connects pedestrians and cyclists through to Local Centre, encouraging active travel to retail and community facilities in that location. 	<ul style="list-style-type: none"> Carriageway: 7.3m. Shared ped/cycle route: 1 x 3m. Footways: 1 x 2.0m. Verge to back of footway and/or SuDS features where feasible as part of wider drainage strategy.



Key plan of example street types illustrated on facing page (indicative)



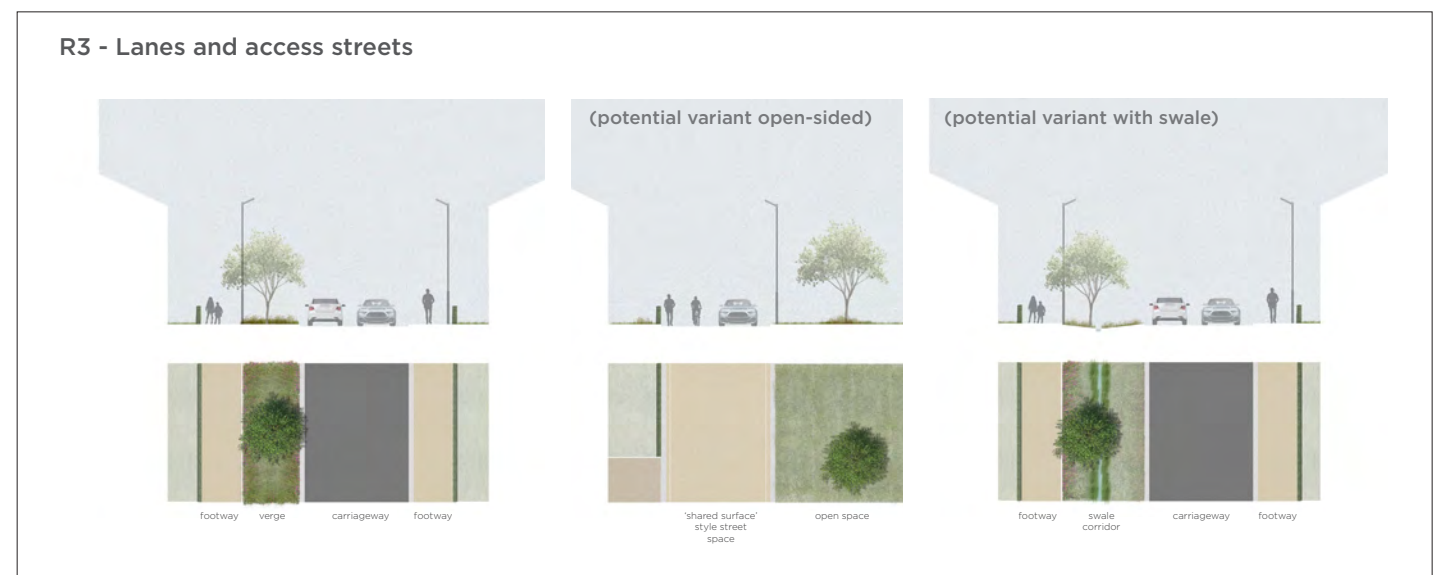
Above: illustrative swatch plans and sections indicating how different environmental characters and sense of hierarchy could be achieved within the employment area through different landscape designs applied to a common carriageway dimension

Residential development areas

Potential role and character	Highway features (indicative)
<p>R1 - 'Main Street'</p> <p><i>A reference to traditional urban structures, where buildings naturally orientate around a clear main street that connects directly from the wider area to a central point (e.g. local centre, public space, village green at a key intersection).</i></p> <ul style="list-style-type: none"> Key threshold for all vehicular and most pedestrian/cycle movements. Designed to make a high quality 'first impression' with coordinated public realm design and materiality. Junction at Widnes Road designed to prioritise flow of residential traffic over commercial traffic. Directing vehicular and pedestrian movement through the core of the residential area, passing through multiple character areas and integrated green spaces. 	<ul style="list-style-type: none"> Carriageway: 7.3m (designed to accommodate bus movements where applicable). Segregated cycleway: 1 x 3.2m. Footways: 2 x 2.0m*. Verge / soft landscape: verges to edge of carriageway including tree planting. Integration of SuDS features where possible. <p>* Single footway at Marsh Lane in response to constraints</p>
<p>R2 - Residential avenues</p> <ul style="list-style-type: none"> Connecting from Main Street and conceived as landscaped residential streets with simple, sweeping geometries. Incorporating planting, well maintained verges and high-quality surface materials. Residential development fronting these streets likely to have a degree of formality and symmetry. 	<ul style="list-style-type: none"> Carriageway: minimum 5.5m (scope to increase up to 7.3m if need to allow for bus movements). Cyclists mixed with other vehicles on-street. Footways: 2 x 2.0m. Verge / soft landscape: verges to edge of carriageway including tree planting. Integrate and maximise SuDS features.
<p>R3 - Lanes, access streets and single-sided spaces</p> <ul style="list-style-type: none"> Lower order, low speed vehicular routes and shared surfaces. Opportunities to be integrated with adjacent green corridors. Opportunity to incorporate distinctive design characteristics and need not be consistent across the whole formats, materials according to character areas. In some locations these spaces will front onto green space and be delivered as single sided streets. 	<ul style="list-style-type: none"> Carriageway: minimum 5.5m. Cyclists mixed with other vehicles on-street. 2m footways on one or both sides, or designed as integrated 'shared surface' style space.



Key plan of example street types illustrated on facing page (indicative)



Above: illustrative swatch plans and sections indicating how different environmental characters and sense of hierarchy could be achieved within the residential areas through changes to carriageway width and landscape design

LANDSCAPE FRAMEWORK

7.30 Creating a comprehensive and connected green infrastructure network is central to the vision, and threads through the key opportunities described at Section 4. All future development proposals will create new, and enhance existing, landscapes and green spaces in a way that contributes to the spatial masterplan.

7.31 The Landscape Framework sets out the strategic approach to landscape and green space shown in the spatial masterplan. The Landscape Framework is principally focussed on the FF Development Area (land north of the canal / rail corridor), to show how landscape and green space can be integrated with the key development areas.

FF Lagoon Area

7.32 The FF Lagoon Area is situated within the Green Belt and is to be restored to provide nature conservation and greater community use. As set out in Section 5, the detailed restoration of the FF Lagoon Area will be confirmed through an updated Lagoon Management Plan, and therefore is not covered in detail within the following Landscape Framework.

7.33 The spatial masterplan does, however, indicate potential lagoon restoration opportunities, informed by the 'Fiddler's Ferry Power Station, Energy for Wildlife' report referred to earlier in this Development Framework. Going forward, a landscape framework for the lagoon area will form part of the Lagoon Management Plan. This will include reference to the Energy for Wildlife report, which includes recommendations for improving the environmental aspects of the Fiddler's Ferry site.

7.34 Additional biodiversity net gain enhancements, beyond the existing restoration requirements, will also be identified within the FF Lagoon Area as part of the overall Site Wide BNG Strategy (see Technical Appendix).



Existing lagoon area south of the rail / canal corridor

Landscape context

7.35 The Landscape Framework is supported and informed by an appreciation of the landscape context, in particular the accompanying Biodiversity Net Gain (BNG) Strategy, and Landscape and Visual Appraisal (LVA) (see technical appendices), and Green Belt considerations.

7.36 These references will continue to influence the form and character of landscape design through phased implementation of development.

Biodiversity Net Gain

7.37 The BNG strategy is based on four **Key Strategic Areas**. The green spaces shown in the spatial masterplan align with these areas, as described under the key parameters above. The Landscape Framework aims to show how a connected and multifunctional green infrastructure network could develop around these four areas, including enhancement of habitat and biodiversity value.

7.38 The Site Wide BNG Strategy (see Technical Appendix) requires each phase of development within the FF Development Area (as defined in Section 2) to deliver 10% BNG, comprising on-site enhancements either within that phase or elsewhere within the FF Allocation Site, which will be secured through planning conditions or legal obligations tied to the grant of planning permission.

7.39 Furthermore, it requires an additional 10% BNG to be achieved within the FF Lagoon Area on top of the existing restoration requirements (as explained in Section 5).

Landscape and Visual

7.40 The Landscape Framework aims to align with landscape management recommendations described in the Warrington Landscape Character Assessment, as reviewed in the accompanying LVA report, including for example the reintroduction, where possible, of hedgerows, woodland planting, and recreational open space with links to the Mersey Corridor.

7.41 Existing residential views from the north are a key consideration, and the Landscape Framework aims to illustrate how a 'conceal and reveal' approach could be

introduced along boundaries - maintaining elements of existing woodland edge but also taking opportunities to reveal aspects of the development at main access points.

Green Belt

7.42 In the eastern part of the FF Development Area the spatial masterplan aims to recognise and define new Green Belt boundaries at Widnes Road and Marsh Lane, and highlights the opportunity for compensatory Green Belt improvement measures to be incorporated within the FF Nature Reserve.



Example extract from LVA report which gives context to the landscape framework

Strategic concept

7.43 The Landscape Framework aims to help create green spaces with good environmental and visual quality as part of a multifunctional Green Infrastructure (GI) network. The GI network will weave through the development, providing a valuable amenity and recreational resource for the whole community, contributing to the overall identity of the place, and helping development to integrate with the surrounding landscape.

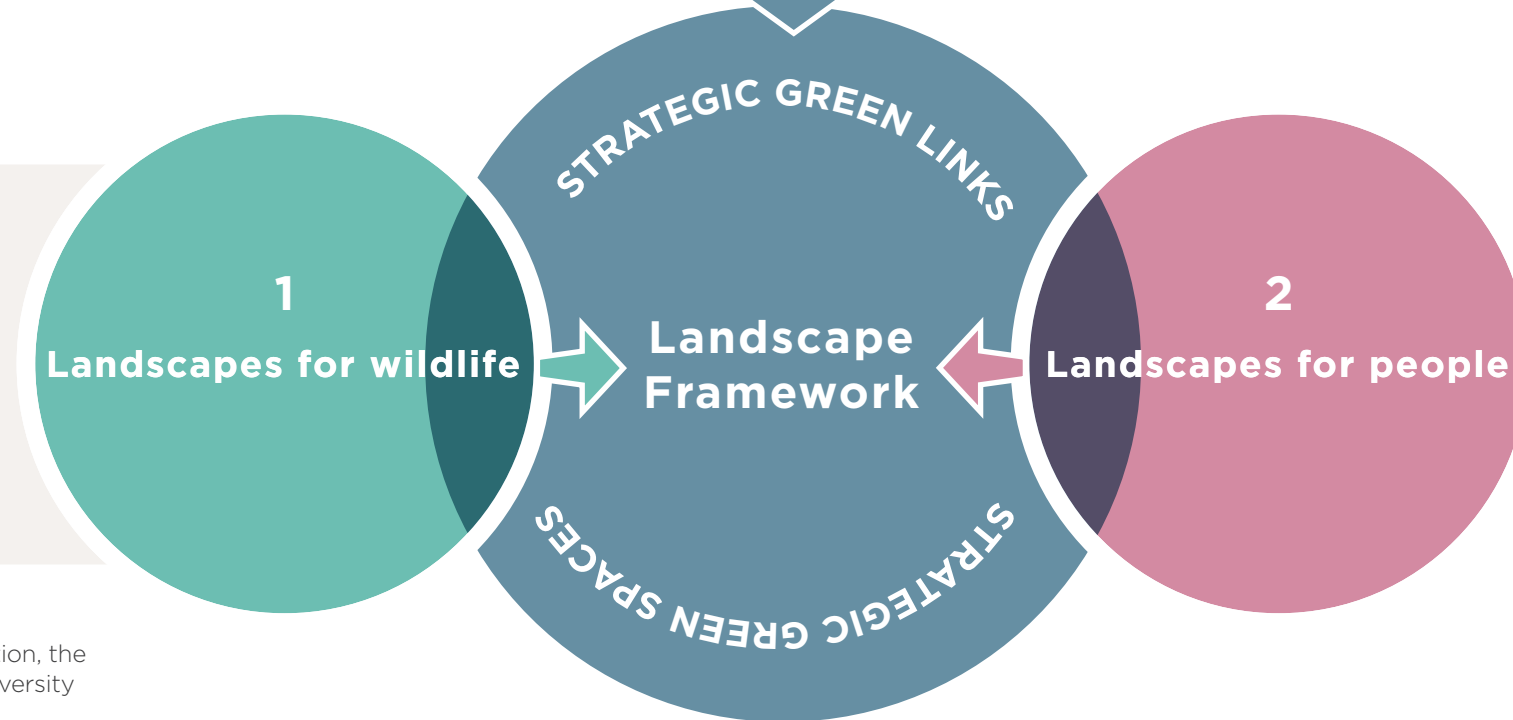
7.44 The Landscape Framework provides a foundation for multifunctional, well-connected GI that will support **wildlife** and biodiversity, create valuable landscapes for **people** and - in so doing - help define and enhance the overall sense of **place**.



Landscape Framework components

7.45 Responding to context and concept, the Landscape Framework consists of four strategic components across 2 themes, described over the following pages.

- 1 Landscapes for wildlife**
 - 1a Strategic green links supporting wildlife
 - 1b Strategic green spaces supporting wildlife
- 2 Landscapes for people**
 - 2a Strategic green links for people
 - 2b Strategic green spaces for people



7.46 These components demonstrate how many of the **Key Opportunities** identified in Section 4 are integrated within the spatial masterplan. In addition, the Landscapes for Wildlife components are centred on the ecology and biodiversity opportunities and objectives identified in Section 3 (pages 60-61).

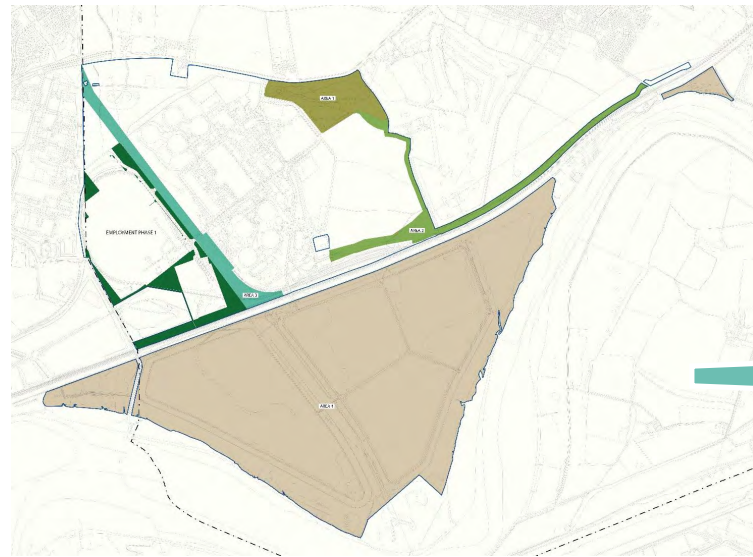
7.47 As with the Spatial Masterplan, further landscape details will be established through design codes and planning applications.

1a Strategic green links supporting wildlife

7.48 Section 5 - Key Parameters - identifies four key areas of strategic green infrastructure that form the foundation to the Development Framework and Spatial Masterplan. These four areas, identified on the plan below, are central to the BNG strategy.

7.49 New green corridors within the FF Development Area will seek to provide wildlife connectivity between the four key areas: Fiddler's Ferry nature reserve, the retained eastern and southern boundaries, Vyrnwy Aqueduct and restored lagoons. This will ensure that development helps to connect key areas via linear habitats and features including grassland habitats, hedgerows, tree groups and wetland features.

7.50 Green corridors will be designed in to residential and employment development areas, including along Widnes Road and along the rail/canal corridor. These could take the form of both **strategic corridors** and secondary, **local corridors** (e.g. integrated within street spaces). These will not only provide routes for wildlife but also help to enhance the environmental experience for all users, and help development to integrate with adjacent environments particularly at the Green Belt boundary.



Extract from Biodiversity Net Gain Strategy document identifying the 'key strategic areas' that form the basis of the strategy (see Section 5 and technical appendices)

- Area 1: Former SSE Fiddlers Ferry Nature Reserve area
- Area 2: Green corridor along the eastern and railway boundary
- Area 3: Vyrnwy aqueduct green corridor
- Area 4: Ash lagoons to the south of the railway line / canal
- Phase 1 Employment landscape area



Strategic green links supporting wildlife

(Key areas identified in the BNG strategy enhanced by interconnecting links across the FF Development Area, increasing in density around the proposed residential development areas to the eastern side)

- ➔ Strategic green corridors
- ➔ Key local green corridors linking strategic corridors and key strategic areas
- ▬ Canal corridor forming existing strategic green link
- FF Allocation site
- Former Fiddlers Ferry Power Station



Example strategic green corridor landscape



Example local green corridor landscape

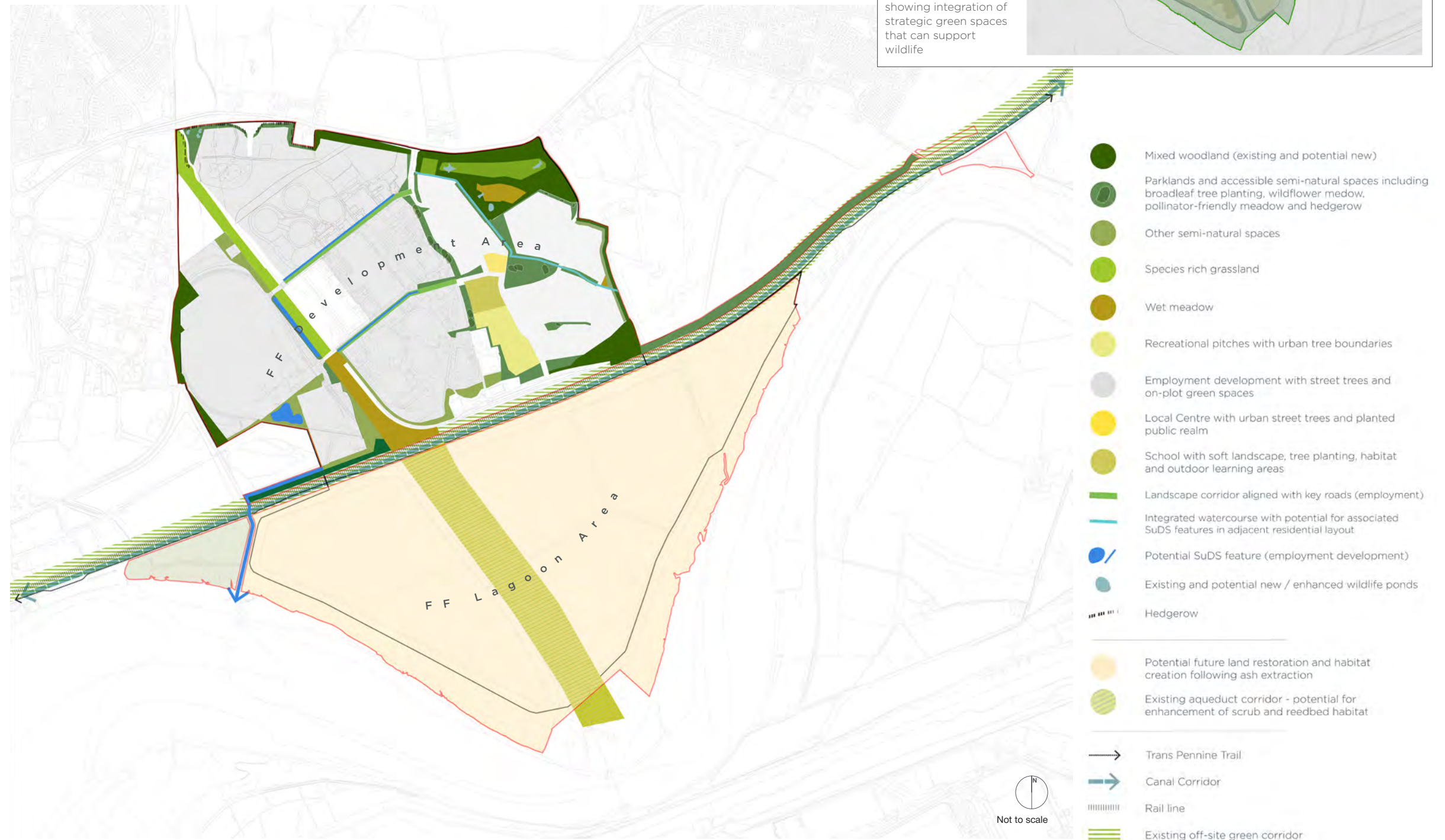
1b Strategic green spaces supporting wildlife

7.51 The strategic green links identified in 1a, above, provide the basis for a network of diverse green spaces, incorporating existing and new landscapes and accommodating a wide range of wildlife habitats. Appropriate planting and landscape management in these spaces will enhance biodiversity and promote environmental and social sustainability.

7.52 The plan to the right illustrates how new habitat types can extend and complement existing habitats, helping to maintain overall connectivity and maximise value to wildlife. A rich mosaic of habitats can be created including;

- Parklands and accessible semi-natural spaces: green spaces that offer space for informal recreation but also integrate enhanced habitat areas that benefit wildlife.
- Species rich grassland: areas of grass which are maintained long to provide shelter and foraging for a range of species.
- Wetland meadow: permanently wet grassland in low-lying areas with native marginal and aquatic species.
- Wildflower meadow: flowering grassland to provide cover and protection from predators.
- Wildlife ponds: permanent water with vegetated slopes and marginal areas to support a range of wildlife including aquatic species and reptiles.
- SuDS features to capture and convey surface water but designed to also maximise amenity and ecological benefits.
- Green streets including SuDS: enhanced with tree, shrub and hedgerow planting to provide linear foraging corridors which connect to larger habitat types at the edges of the scheme.

7.53 As employment and residential development layouts are planned in more detail, additional green spaces and small-scale corridors can further connect and complement the strategic network presented here. The location, extent and function of such additional spaces can be identified through design codes and planning applications.



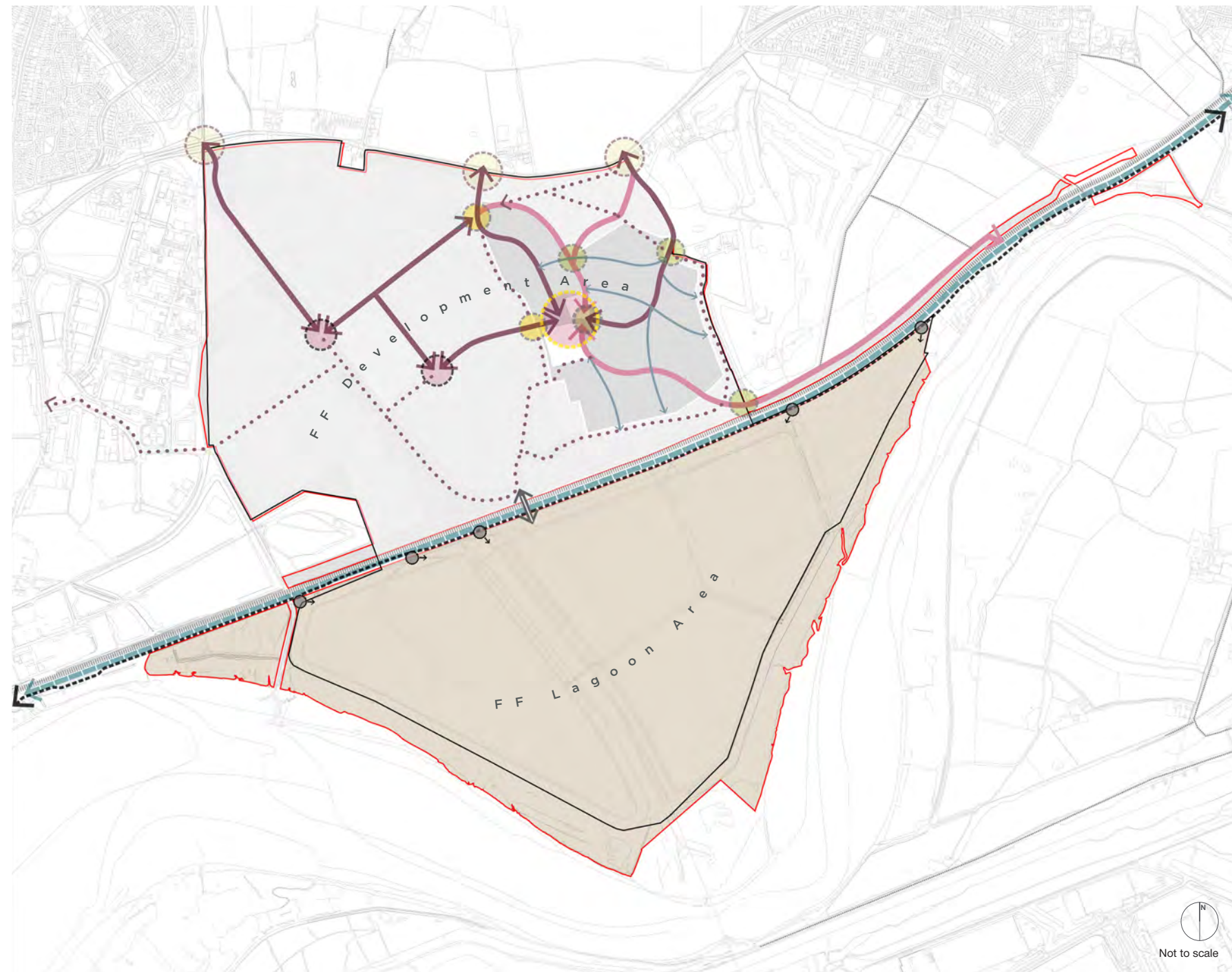
Strategic green spaces supporting wildlife

2a Strategic green links for people

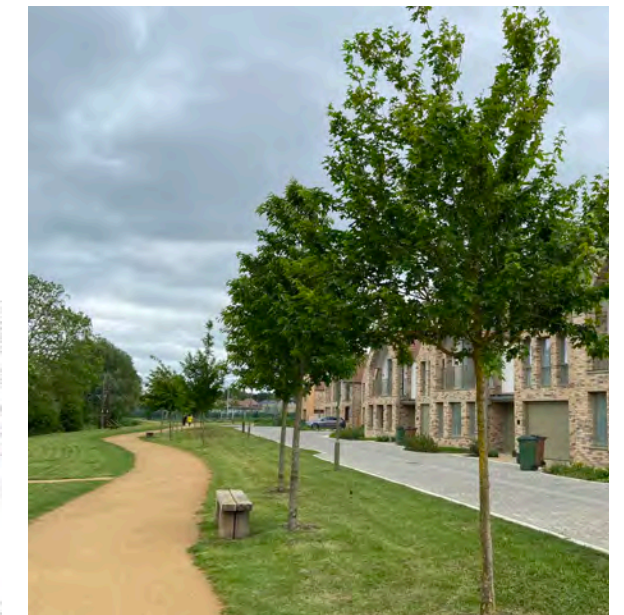
7.54 GI can help to enhance the legibility of key links and overall sense of connectivity between new and existing places and green spaces, whilst also providing practical, healthy and sustainable travel options for communities. Green corridors - and the footpaths and cycle paths within them - will create links that reflect and create key desire lines and views, connect new homes and workspaces, and provide high quality, safe routes.

7.55 Development will create green links that help to connect communities across the development area, specifically supporting pedestrian and cyclist movement. This will include;

- **Primary green links** - Key connections across the FF Development Area that will enhance sense of connectivity between home, places of work, the Local Centre and wider setting. Pedestrian / cyclist routes can be segregated from vehicular traffic by landscaped verges, hedges and tree planting.
- **Secondary green links** - Connecting the primary green links with strategic green infrastructure. Focussed on the residential areas, these will enhance sense of connection between key green spaces and the Local Centre, and also reinforce the sense of connection to the east, towards Station Road and the Trans-Pennine Trail.
- **Green streets** - Key residential streets that can integrate soft landscape elements that further enhance human scale connectivity.
- **Connecting paths** - Set within key green spaces and corridors, providing both key connections with site boundaries as well as more local recreational routes. This will include a connection for pedestrians and cyclists to the existing bridge at the southern boundary of the FF Development Area, and Johnson's Lane.



Strategic green links for people



Green links supporting pedestrian and cyclist movement, helping to connect communities

Strategic green links

Landscape to be prominent in street design, contributing to sense of connectivity and high environmental quality

- ↔ Primary green links
- ↔ Secondary green links
- ↔ Green streets
- ⋯ Connecting paths

Key nodes

Opportunities for landscape design to define spaces that help to improve wayfinding and define a sense of place

- 'Threshold' nodes: high profile entrance spaces at the Widnes Road frontage
- 'Interface' nodes: spaces that integrate employment and residential communities
- 'Convergence' nodes: Key central space bringing communities together
- 'Orientation' nodes (employment areas)
- 'Orientation' nodes (residential areas)

Other key elements and contextual features

- ↔ Existing site access bridge
- Trans Pennine Trail (TPT)
- Potential pedestrian / cyclist/ multi-user access to lagoon area (indicative)
- Existing canal
- ||||| Existing rail line

Key node spaces

7.56 These key pedestrian and cyclist corridors would be enhanced by the demarcation of **key nodes** (as identified on the 'strategic green links for people' plan, above) where key corridors, spaces and views converge. Landscape design at these key nodes can emphasise their strategic importance;

- Reinforcing the movement hierarchy by linking different street types.
- Acting as markers / navigation points through use of distinctive and characterful landscape treatments, coordinated signage, surface materials etc.
- Potential locations for recreation, play or communal activity relative to adjacent land uses, character areas and landscape.

7.57 At key nodes there will be a particular opportunity for development to incorporate public realm design and materiality that;

- Supports diverse open space functions (ranging from formal to informal, passive to active).
- Responds to the scale and character of adjacent development type / land use.
- Integrates wildlife habitats and contribute to BNG.

7.58 At key nodes, landscape design and materiality can also convey an industrial aesthetic that helps people to interpret the history of the site. This could include reference to materials and morphological features associated with the former power station.

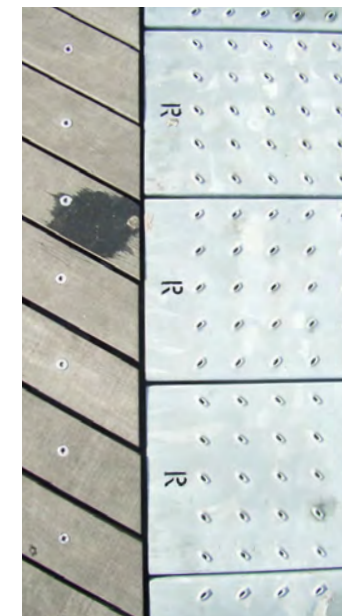
7.59 The images here exemplify approaches to landscape design and materiality that could convey an industrial aesthetic relevant to the site's history at key nodes identified on the Connected Landscapes plan.



Robust forms defining and connecting spaces



Replicating industrial elements



Surfaces and details: concrete, steel, timber, stone

2b Strategic green spaces for people

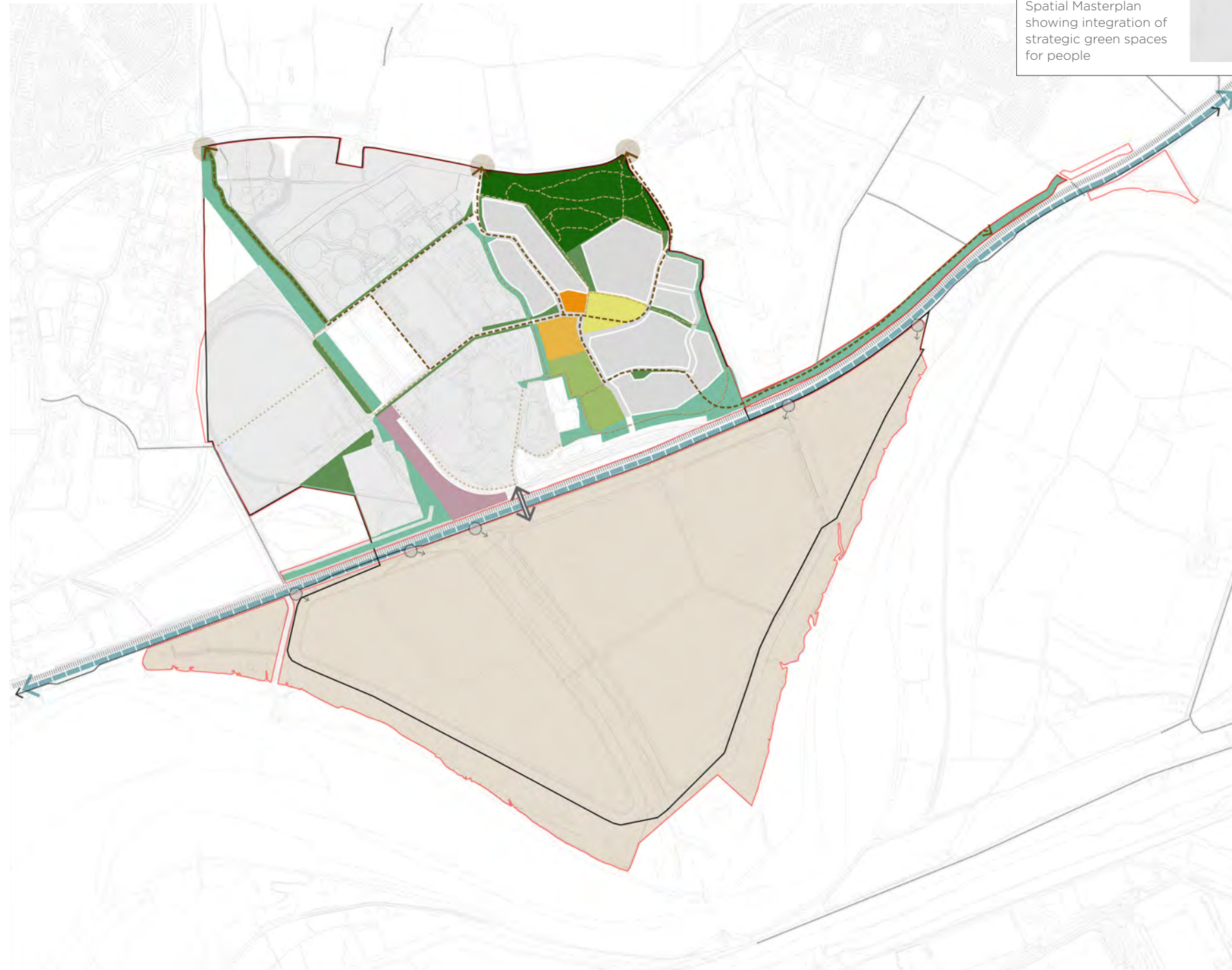
7.60 A series of multifunctional spaces will give people access to green space and support a range of leisure and recreational activities. High quality, accessible spaces can accommodate a range of formal and informal characters, and both passive and active recreation.

7.61 These multifunctional spaces will include;

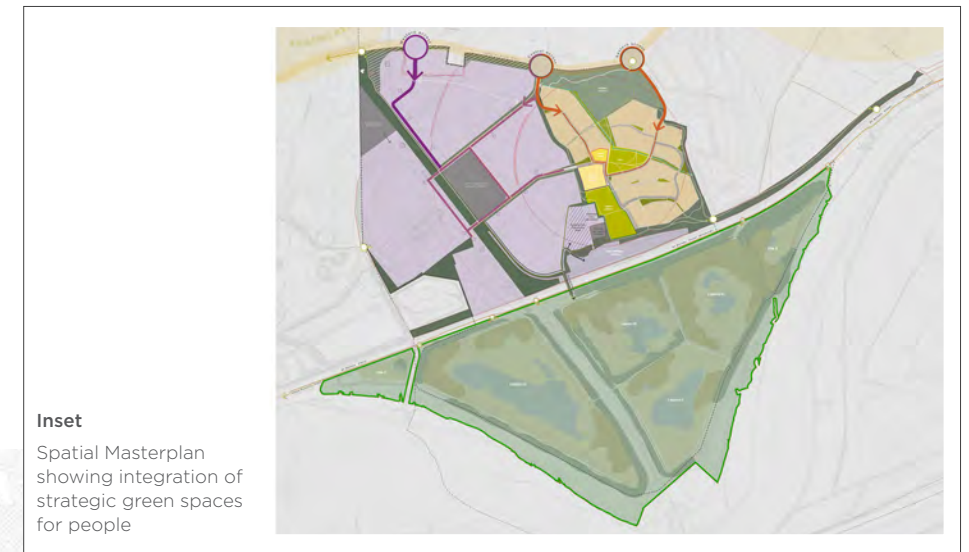
- Centrally located park at the heart of the residential development areas, accommodating key pedestrian and cyclist links, enhancing the Local Centre and primary school and linking to the nature reserve and sports pitches.
- New footpaths and cycle paths within Fiddler's Ferry nature reserve to help the community to enjoy the space, whilst also providing functional routes that facilitate connectivity to Widnes Road and Marsh Lane.
- Nature trails routed around strategic green corridors at the eastern and southern boundaries.
- A fine-grain network of neighbourhood spaces in the residential areas providing spaces for play and passive recreation close to home.
- Formal hard and soft spaces at the Local Centre, offering an attractive, safe central space for community gathering.
- Allotments providing opportunities for sustainable food production and leisure.

7.62 Landscape design within these spaces can accommodate;

- Pedestrian and cyclist movement, both into and through spaces, to link as part of a wider network.
- Access for families with young children to explore green spaces, whilst also providing safe spaces where children can learn to ride.
- Seating in a variety of designs, including with consideration given to accessibility for all ages and mobilities.
- Public artwork and interpretation media, with the potential to acknowledge site heritage.



Strategic green spaces for people



Inset
Spatial Masterplan showing integration of strategic green spaces for people

7.63 The Vyrnwy Aqueduct corridor will form an integrated part of this landscape network. However the established nature and function of the corridor - being a key part of the BNG strategy, the presence of restrictive easements relating to underground infrastructure and the retained overhead electricity cables - will lead to low levels of human activity (largely limited to movement across and through the space) and with an emphasis on becoming a space for wildlife.

- Existing nature reserve opened up to ped/cycle access, including nature trails*
- Multifunctional central park*
- Green spaces for amenity, recreation and connectivity*
- Planted edge landscapes including recreational routes where appropriate*
- Re-wilded greenspace with opportunity for informal trails
- Pitch sports
- FF Lagoon Area
- Local centre
- Primary school
- Strategic pedestrian/cyclist connection
- Local pedestrian/cyclist connection (e.g. leisure routes, circular walks)
- Other pedestrian/cyclist connections
- Existing Public Right of Way
- Existing site access bridge
- Trans Pennine Trail
- Canal Corridor
- Rail line
- Potential pedestrian / cyclist/ multi-user access to lagoon area (indicative)

*Within the residential area, these spaces may present opportunities to integrate space for food production

URBAN STRUCTURE DESIGN PRINCIPLES

7.64 The design of urban structure and built form will be developed through planning applications and design codes. The following principles have been considered as part of the spatial masterplan to guide future design, and with an aim to reflect the objectives and ambitions of the Local Plan and Warrington Design Guide SPD.

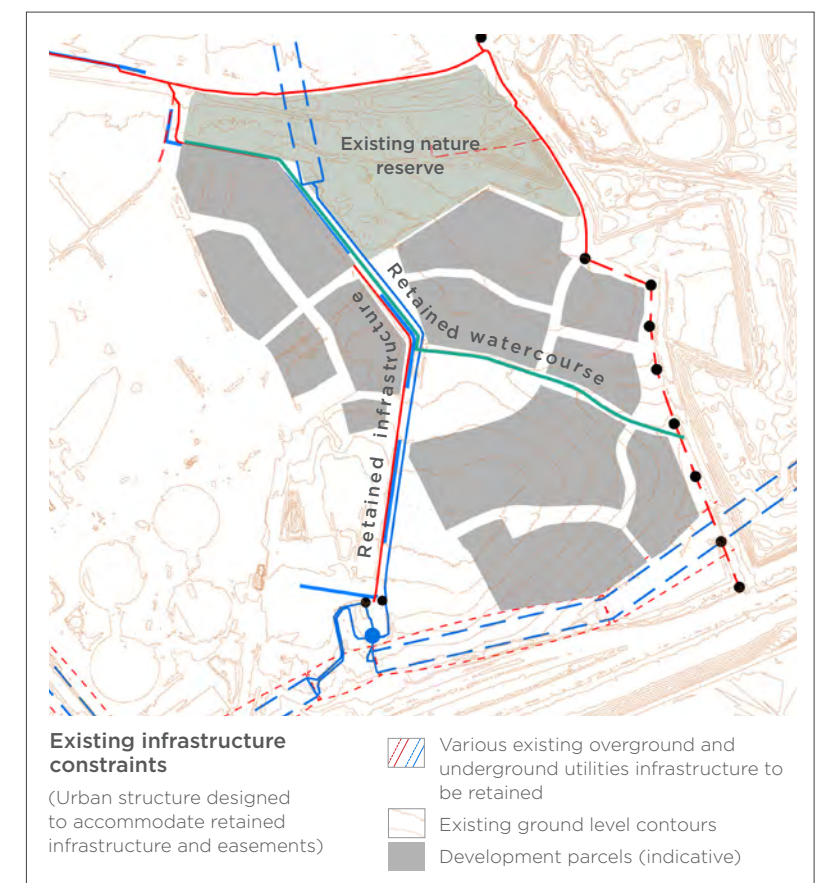
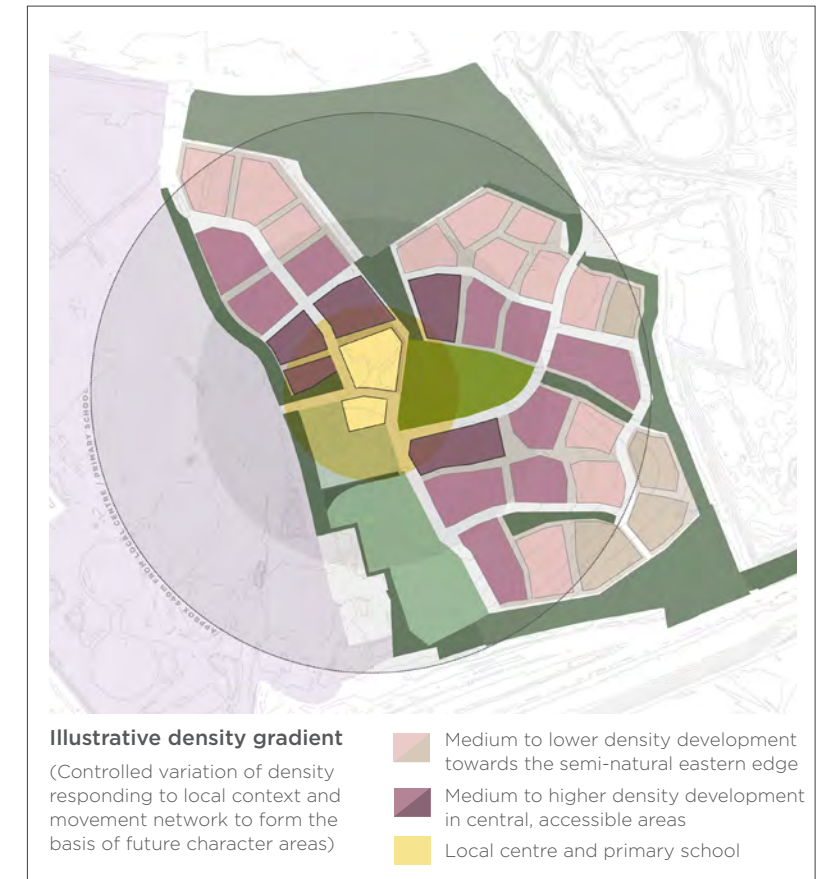
Residential urban structure principles

7.65 Urban structure will respond to site characteristics and local context, whilst creating distinctive new streets, spaces and character areas, guided by the following design principles. These will developed further through a future design code.

- 1 Clearly defined and welcoming gateway locations that create attractive thresholds into the development. To the west, this will include ensuring that junction design allows only secondary vehicular access into the employment areas from Widnes Road (see Movement Framework).
- 2 Clear, connected main streets that provide strong radial connections feeding movement into the central area.
- 3 Permeable grain of residential plots creating a network of people-friendly streets and spaces, and helping to reduce the perceived scale of the site.
- 4 Positive frontage looking towards and defining the edge of the nature reserve, to help enhance its role as a public space.
- 5 Outer edges of development that define and front onto other green corridors, and allow views over new and existing landscapes.
- 6 Green corridor with primary role to act as a buffer between residential and employment development areas, helping to control potential environmental impacts. The corridor will also play a positive landscape role, including potential Public Open Space provision (see Spatial Masterplan and IDS), therefore there is opportunity for a dual function.
- 7 Local Centre and primary school located to create a clearly defined and accessible centre (accessible both by residential and employment communities).
- 8 An accessible central park that provides a local focal point, complements the Local Centre and primary school, and is fronted and overlooked by new homes.
- 9 An accessible space for outdoor sport that is defined, overlooked and integrated as a positive green space feature, including helping to resolve the relationship between residential and employment development.
- 10 Opportunities for higher density homes in the central areas, including some taller buildings that help to frame open spaces and/or appear as landmarks within key views.
- 11 Layout geometry of streets, spaces and buildings allowing for retention of existing infrastructure including underground networks and allowing for landscape buffers where necessary.
- 12 Allow for pedestrian and cyclist routes to the existing site access bridge, as potential future connections to the lagoon area.



Residential urban structure principles (illustrative)



Residential green space principles

7.66 Within the residential development area, green spaces and corridors will create a distinctive, high-quality setting for residential neighbourhoods and perform key amenity and recreation functions. Residential green space will be created on a phased basis, aligned to residential development phases, as described in Section 8 and the accompanying IDS. The *residential green space concept plan* to the right highlights the role and function of spaces indicated in the spatial masterplan, comprising 'destination spaces' and 'key corridors'.

Destination spaces

7.67 A sequence of key spaces that form a 'community spine' through the core of the development area;

- **Central Park:** Development will be orientated around a central parkland at the heart of the community, adjacent to the Local Centre. Forming the centre point of the development, the park will include a NEAP and supporting ancillary facilities such as access to toilets. Required facilities and overall delivery approach are set out in the IDS.
- **Fiddlers Ferry nature reserve:** to be opened up to public access, forming an informal semi-natural parkland.
- **Sports pitches:** Central and accessible, utilising a practical location of flat ground and providing separation between residential and employment development area.

Key corridors

7.68 The spine of destination spaces (above) would be connected and complemented by linear corridors that form a continuous series of natural and semi-natural spaces.

- **South and east:** Providing a landscape edge to the Green Belt boundary, facilitating pedestrian and cyclist connectivity towards Station Road and Trans-Pennine Trail (and on to the lagoon area, which could provide a recreational resource for residents), and providing separation between residential development and the rail line / sidings.
- **West:** Providing separation between residential and employment development areas. This would be designed to contribute to the control of potential environmental impacts of employment development, as described in the Spatial Masterplan and IDS.

Public Open Space (POS)

7.69 The combination of destination spaces and key corridors would accommodate the *Public Open Space, Sport and Recreation* requirements referred to in section 5. Residential development will accommodate functional POS to meet policy requirements, whilst ensuring it is accessible and legible as part of the overall green space network. The specific location, extents and design of POS will be detailed through future planning applications and design codes, aligned to the following key principles. The location, design and provision of facilities associated with these POS typologies will be agreed with Warrington Borough Council through the determination of future planning applications, with reference to relevant local and national guidance.

- **Park and Garden:** Delivered as a central park adjacent to and complementing the local centre, with appropriate integrated facilities, safe and direct access points and overlooked by new homes. Details will be submitted as part of the first planning application relating to the FF Residential Area, and to be delivered in full prior to occupation of 75% of the total dwelling.
- **Natural and semi-natural:** Spaces that define development edges to the south, east and west, creating wildlife corridors and helping to manage the interface between residential and employment development.
- **Equipped play:** 1x NEAP to be provided within the central park and 1x additional NEAP to be provided elsewhere in an accessible location. 6x LEAPs will be distributed appropriately through the residential areas, with potential to be located in different environmental settings to provide a range of play experiences. The location of NEAPs and LEAPs will comply with Fields In Trust recommended accessibility guidelines (Guidance for Outdoor Sport and Play, Fields in Trust)..
- **Amenity Green Space:** Distributed across multiple locations within the residential development areas to enhance the setting of new homes and provide locally accessible green spaces that can be used for informal recreation and/or incidental play (in addition to equipped play, above).
- **Allotments:** To be accommodated in an accessible location (or locations) that allow for the design of a safe and secure layout, and with appropriate facilities to support users. Full details of the allotment delivery requirements are set out within the IDS.
- **Pitch sports:** to be accommodated to the south west of the residential area, with allowance made for screen planting along the eastern boundary and car parking.



Residential green space principles plan

The plan highlights the destination spaces and key corridors described above. Key POS provision will include;

- **Park and Garden POS** provided centrally, maximising accessibility, complementing the local centre and connected by key routes and green corridors.
- **Natural and semi-natural POS** framing the edges of the development area, integrating the existing nature reserve which will be opened up to public access.

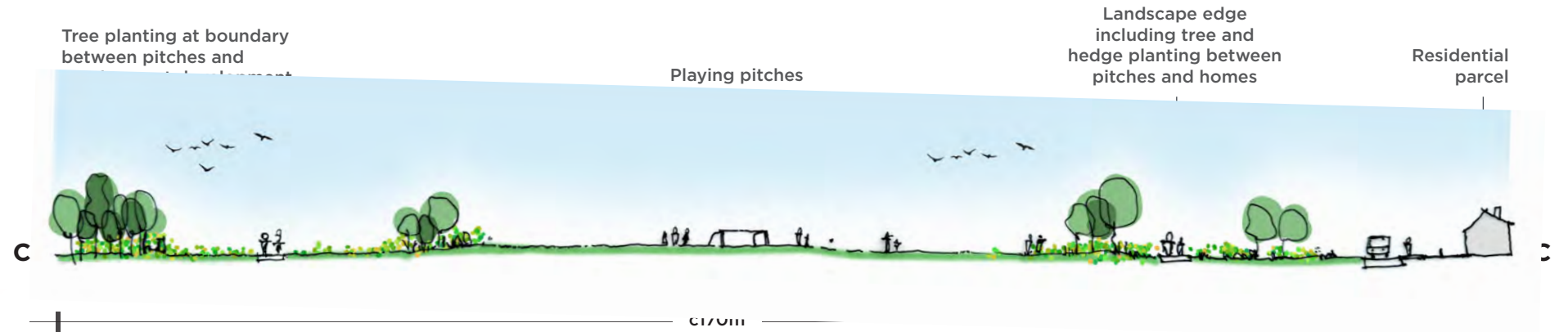
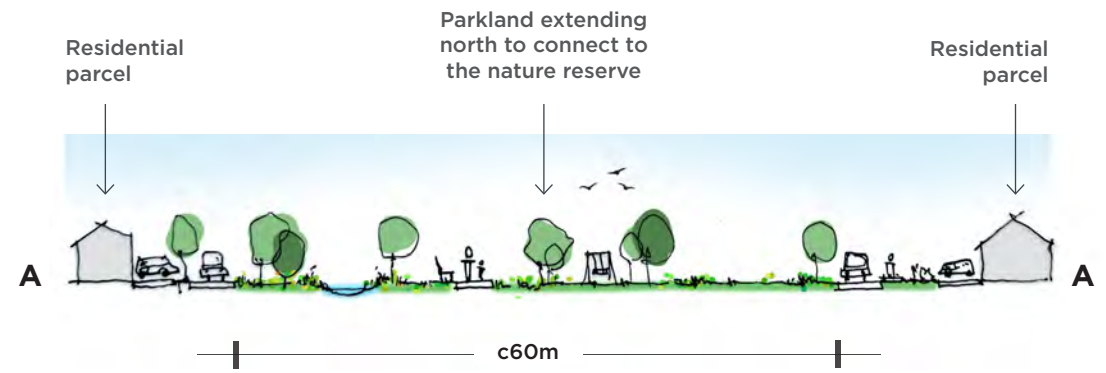
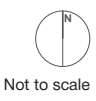
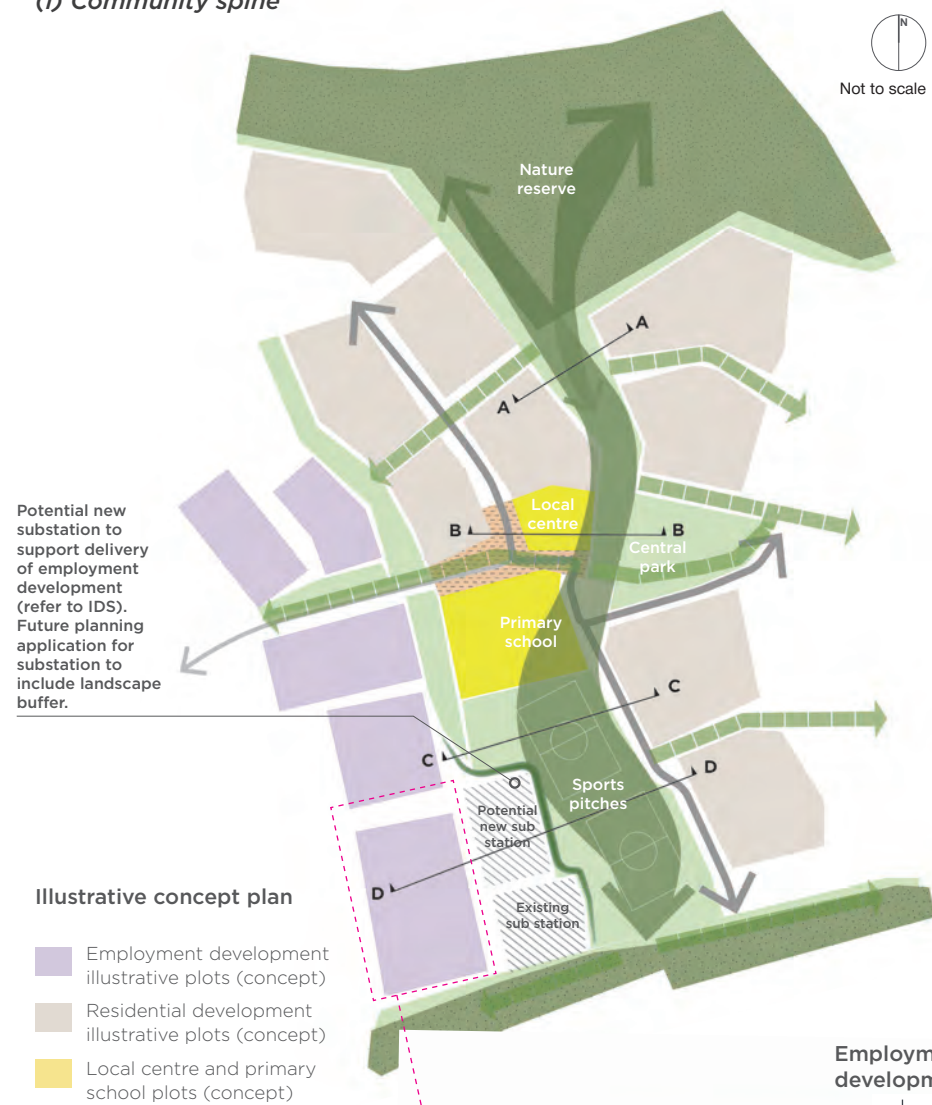


Inset
Spatial Masterplan showing integration of residential green space principles

7.70 The residential green space principles plan shows two particularly significant areas of green space, the potential characteristics of which are explored over the following pages.

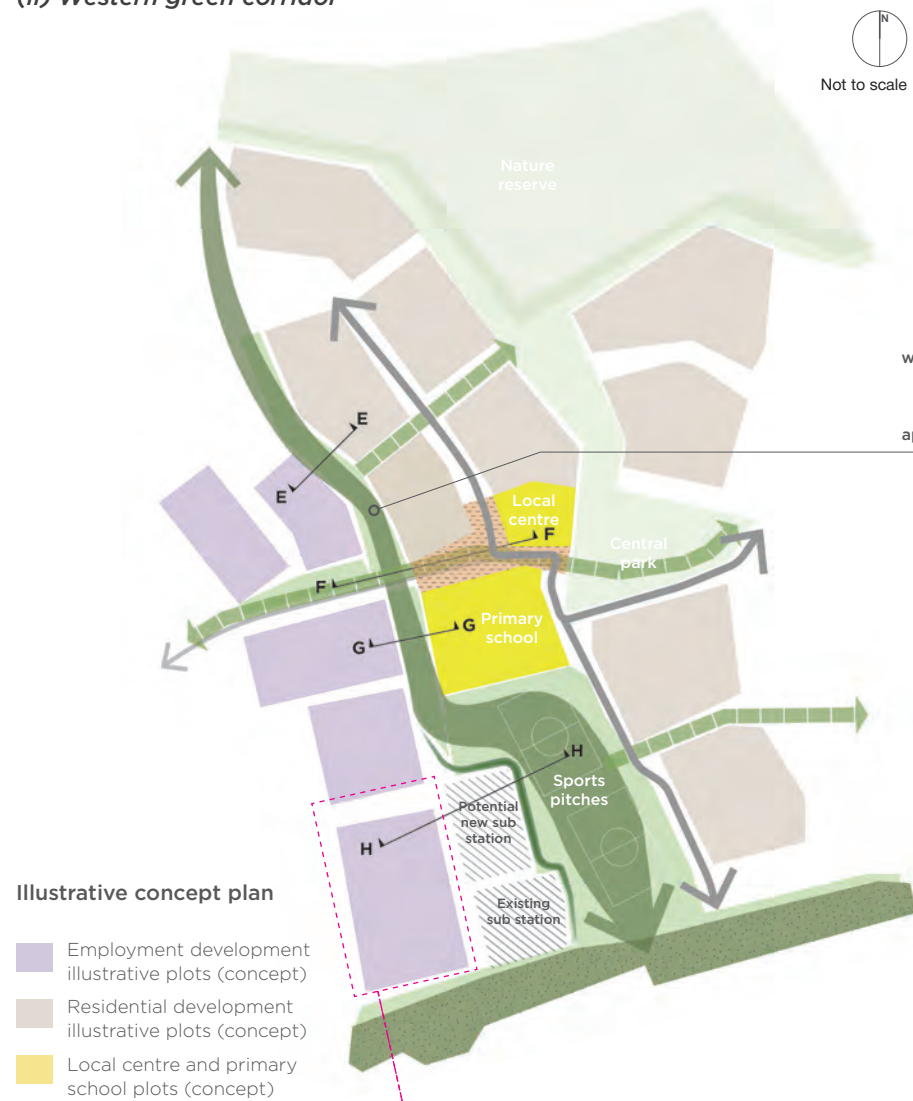
- (i) **Community spine:** series of spaces running through the centre of the development area, and;
- (ii) **Western green corridor:** providing separation between residential and employment development areas (refer also to IDS item Gi5)

(i) Community spine

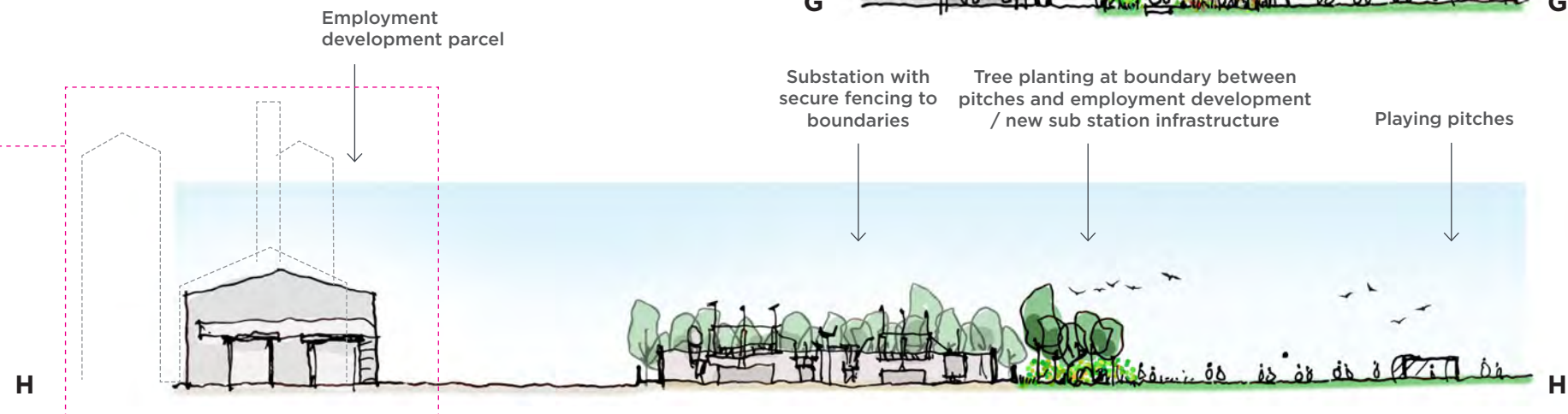
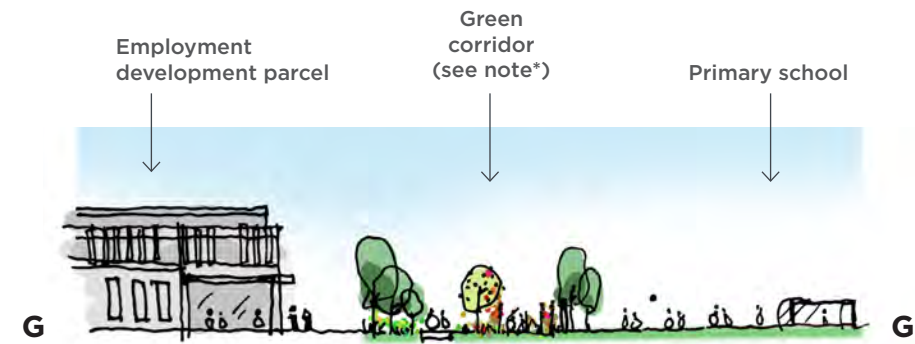
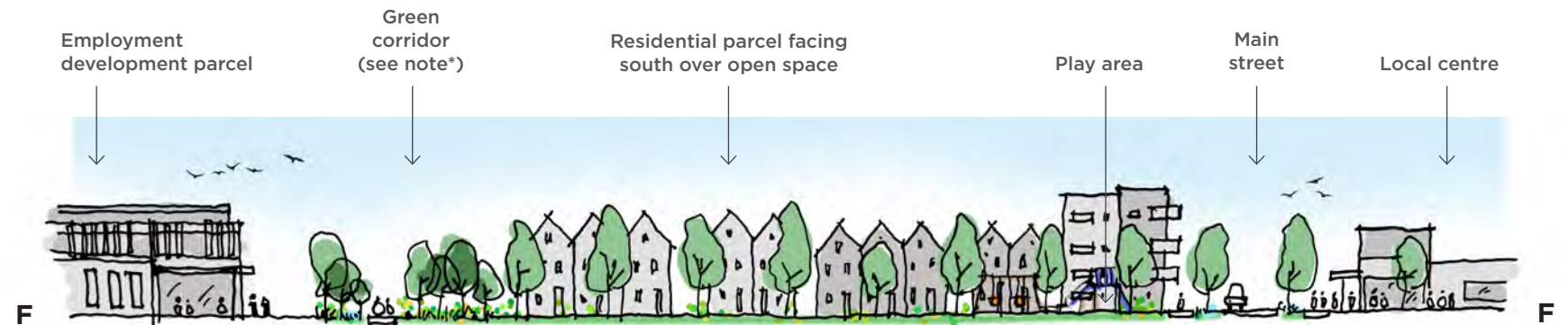
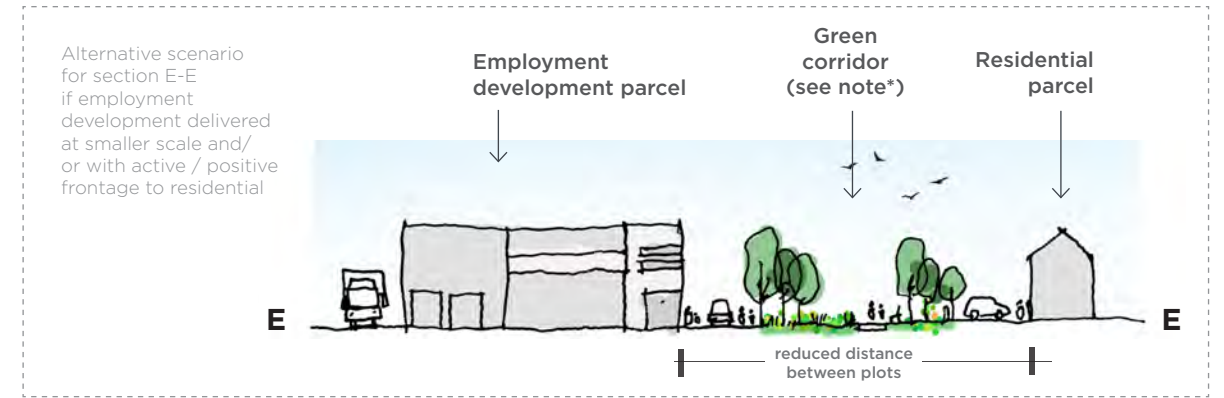
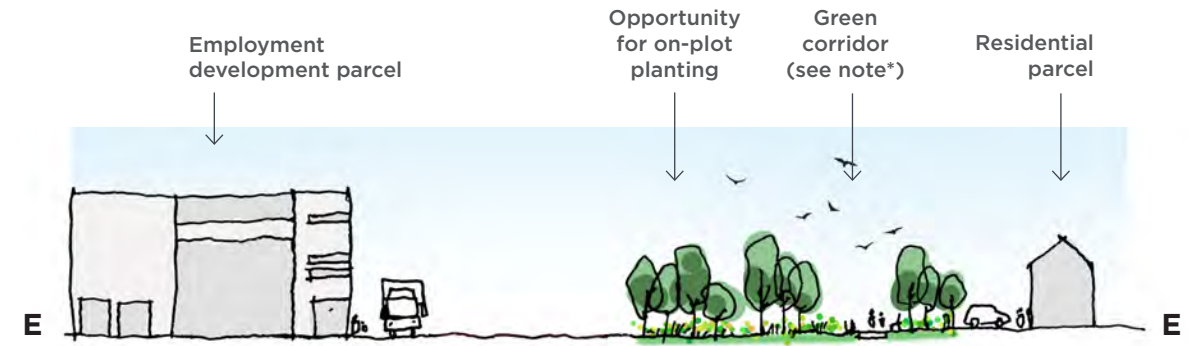


Note: all drawings are not to scale and are intended to provide an illustration of design concepts to be developed further through a design code and planning application(s)

(ii) Western green corridor



*Green corridor will contribute to the control of potential environmental impacts of employment development on the amenity of residents within the residential development areas. The design and size of the landscape buffer will be informed by Noise and Air Quality technical assessments and the design of adjacent plots, to be proposed and controlled through future planning applications (refer to accompanying IDS)



Note: all drawings are not to scale and are intended to provide an illustration of design concepts to be developed further through a design code and planning application(s)

SURFACE WATER DRAINAGE FRAMEWORK

Introduction

7.76 The Fiddlers Ferry, Warrington – Development Framework, Drainage Strategy (Arcadis, September 2023) (the 'drainage strategy') has been produced alongside the spatial masterplan. It has influenced urban structure, movement and landscape frameworks. The drainage strategy is a key part of the accompanying technical appendix.

7.77 With regards to surface water drainage, the drainage strategy aims to ensure that, through the use of Sustainable Drainage Systems (SuDS), surface water runoff arising from the development would be managed and attenuated on site, for all storm events up to and including the 1 in 100-year rainfall events, including a 45% allowance for climate change. Pollution control measures would be included to minimise the risk of contamination or pollution entering the receiving water body from surface water runoff from the development.

7.78 The drainage strategy identifies opportunities to implement separate systems for the proposed residential development areas to the east, and the proposed employment areas to the west, providing the foundation to the spatial masterplan. In summary;

East (residential)

- Controlled run-off to existing ordinary watercourse running through the development area.
- SuDS techniques/systems to capture, store and convey runoff to SuDS features, or directly into the existing watercourse.

West (employment)

- Drainage network planned to be delivered in three phases in line with development phasing, with Phase 1 designed to accommodate run-off from later phases (key features to include SuDS pond and swale).
- Network to include on-plot permeable paving and cellular storage systems to capture, provide filtration treatment, store and convey runoff.

Context and drivers

Topography

7.79 With reference to LiDAR and Ordnance Survey data, the eastern residential development area typically falls towards the existing watercourse running north west to south east.

7.80 Data indicates that an elevation of approximately 17m Ordnance Datum Newlyn (ODN) is present on the northern side with a second high point further south at approx. 16m ODN. Ground levels along the southern boundary of the residential development area are roughly 8-9m ODN, indicating that ground levels generally fall towards the existing rail/canal corridor.

7.81 The western, employment development area also falls north to south towards the existing rail/canal corridor. Ground levels are within the range of 20m ODN to the north (near the A562 Widnes Road) and 8m ODN to the south near the rail/canal corridor.

7.82 Localised ground levels formed as a result of previous site works and development associated with the former power station, disrupt the continuous fall across the area.

Existing fluvial / coastal flood risk

7.83 The Flood Map for Planning (Rivers and Sea) shows that much of the site is contained within Flood Zone 1, equivalent to an annual chance of flooding of less than 1 in 1,000 (0.1%). The site therefore has a 'low' probability of flooding in planning terms according to the National Planning Policy Framework (NPPF).

7.84 A small area of the site in proximity to the rail/canal corridor is shown to be within Flood Zone 3, equivalent to an annual chance of flooding of 1 in 100 (1%) or greater. This is indicated to be contained within the extents of the rail/canal corridor with no impact on the proposed development areas.

7.85 The proposed development would not impact on baseline flood risk from these sources.

Surface Water Flood Risk

7.86 The Environment Agency (EA) Risk of Flooding from Surface Water Mapping shows areas of the existing site that are prone to a varying risk of surface water flooding, based on the following three scenarios:

- 1 in 30 (3.3%) annual probability rainfall event ('High' Risk).
- 1 in 100 (1%) annual probability rainfall event ('Medium' Risk).
- 1 in 1000 (0.1%) annual probability rainfall event ('Low' Risk).

7.87 The higher risk areas are mainly present along the existing on site road network, the existing coal pad to the west and the existing ordinary watercourse to the east. Going forward, proposed surface water drainage schemes will address surface water flooding risk to local areas and manage surface water runoff from the site.

Lead Local Flood Authority Requirements

7.88 Warrington Borough Council has produced a SuDS Design and Technical Guidance document (December 2017). This provides a basis for this spatial masterplan and future design proposals;

'The design of the drainage system must take into account the impact of rainfall falling on any part of the site and also any estimated surface runoff flowing onto the site from adjacent areas.'

Drainage systems must be designed so that, unless an area is designed for flood management in the Local Flood Risk Management Strategy, flooding from the drainage system does not occur:

- On any part of the site for a 1 in 30-year rainfall event; and
- During a 1 in 100 year + Climate Change rainfall event in any part of:

- A building (including a basement), or;
- Utility plant susceptible to water (e.g. pumping station or electricity substations), or;
- On neighbouring sites during a 1 in 100-year Climate Change rainfall event.'

7.89 The guidance document also states: *"Where a contaminated land site is proposed for redevelopment, SuDS may still be used for drainage of surface water. However, the design of the drainage system will be site-specific and dependent upon the contaminants at the site. The remediation strategy and the risks posed by any residual contamination, in addition to normal design considerations."*

7.90 With regards to the SuDS Management Train, the guidance note states that:

'Individual SuDS, located both in public and private areas, should be accounted for in the context of a Management Train that reinforced and, where possible, follows the natural pattern of drainage. The Management Train incorporates a hierarchy of technique:

- Prevention – the use of good site drainage and housekeeping measures on individual sites to prevent runoff and pollution;
- Source Control – control of runoff at, or very near, its source;
- Site control – management of water from several sub-catchments;
- Regional control – management of runoff from several sites.'

Key principles

Sustainable Drainage Systems

7.91 In line with Building Regulations Part H and the principles set out within the CIRIA SUDS Manual, the order of preference for discharge of surface water runoff is:

- Ground infiltration within the site.
- Attenuation and discharge at a restricted rate to a watercourse.
- Attenuation and connection at a restricted rate to an existing surface water piped network.
- Attenuation and connection at a restricted rate to an existing combined water piped network.

7.92 Although ground infiltration is normally the preferred method, the drainage strategy finds that this is not considered feasible at the site due to soil type and presence of contamination in the south western section of the Phase 1 employment site.

7.93 Therefore, in keeping with the hierarchy, discharge from the site will incorporate SuDS features with discharge to an existing watercourse. Surface water drainage systems will aim to mimic a greenfield situation as closely as practicably possible, following best practice and providing a betterment of current land use.

Treatment train

7.94 The treatment train philosophy uses drainage techniques to systematically control the three elements of runoff: pollution, flow rates and volumes. This is achieved in three main steps: Source Control, Conveyance Control and Discharge Control.

7.95 Source control is preferred as this can lead to the retention of pollutants and control of water before it enters the proposed or existing drainage network or watercourse. Therefore a mix of SuDS components across the site would allow for different capacities for treatment of individual pollutants. Surface water will be attenuated, whilst providing measures to improve the quality of runoff with the use of suitable source control.



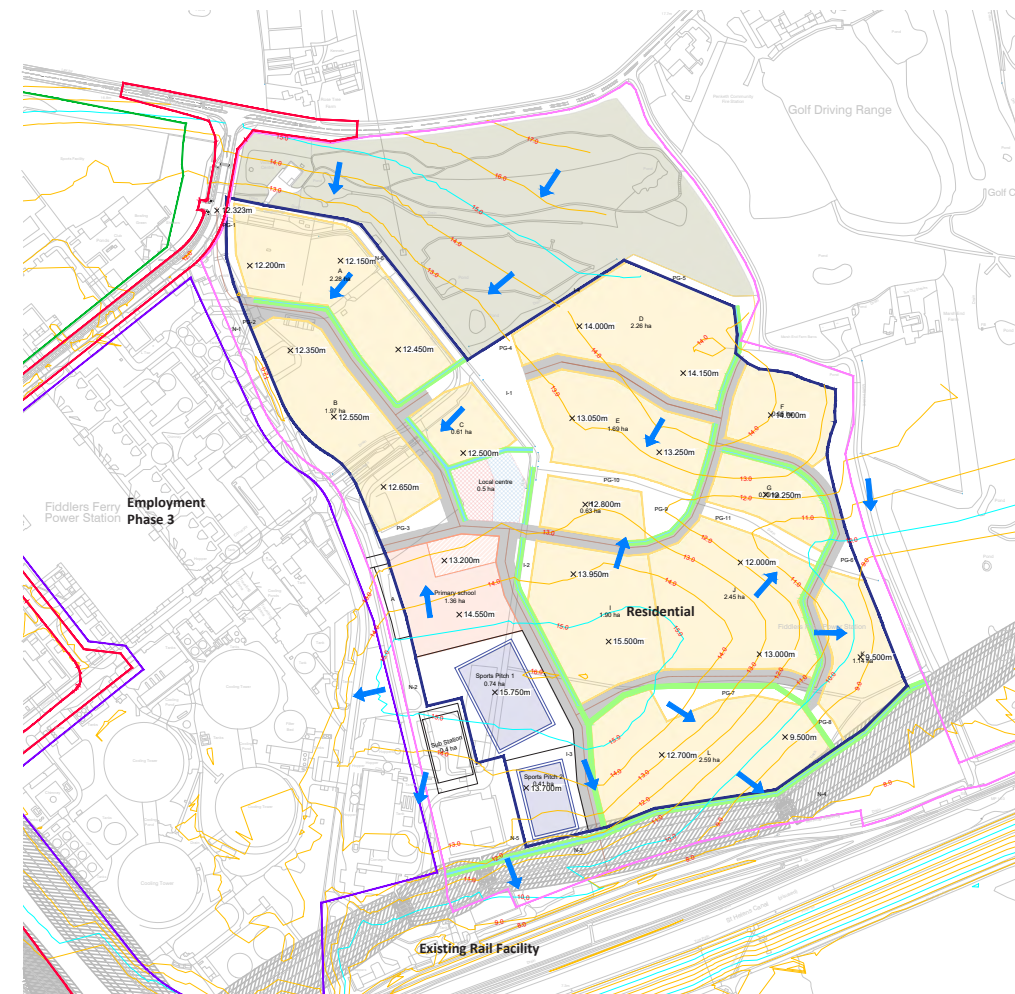
Existing ordinary watercourse located to the east of the site

Site design

7.96 The following site design principles will be applied.

East: residential development area

- Surface water drainage will convey runoff to the existing ordinary watercourse that flows through this area at a controlled rate, integrating SuDS features and flow control.
- The system will be designed to prevent flooding in any part of the site for the critical duration, 1:100-year return storm event, including an allowance of 45% climate change.
- Surface water runoff will be designed to greenfield runoff rates, to provide betterment for the brownfield portion of the residential development area.
- Each development parcel designed within the residential area will manage runoff via on-plot attenuation / site specific SuDS features, such as permeable paving, storage crates and swales.
- Opportunity should be taken to discharge into swale corridors before out-falling into the existing watercourse at controlled greenfield runoff rate.
- Green spaces provided within residential layout can provide an opportunity to attenuate and treat runoff, whilst providing wildlife and amenity benefits.
- Two possible discharge points are identified in the drainage strategy for disposal of surface water from the residential part of the site (culvert under canal and railway line and existing concrete channel). Future proposals will assess both options and agree final discharge point for surface water with LLFA.



Extract from Drainage Strategy by Arcadis showing indicative application of site design principles for residential development



Not to scale

West: employment development

- Surface water drainage will convey runoff to the adjacent watercourse at a controlled rate via flow control.
- The system will be designed to prevent flooding in any part of the site for the critical duration, 1:100-year return storm event, including an allowance of 45% climate change.
- Surface water runoff will be designed to greenfield runoff rates to provided betterment for the site, as referred to in the drainage strategy.
- Each phase of development will manage runoff via on plot attenuation/site-specific SuDS features suitable for the development and discharged with reference to the rates referred to in the drainage strategy.
- Employment development beyond Phase 1 will discharge to the Phase 1 surface water system at a controlled rate: surface water will be conveyed via a swale to the proposed Phase 1 SuDS pond, stored and discharged at greenfield runoff rate. Location of such features is subject to agreement / assessment with EA / WBC.



Extract from Drainage Strategy by Arcadis

Implementation

7.97 The drainage strategy has calculated estimated runoff rates, showing estimated flow rates for residential and employment development areas and demonstrating potential for betterment compared to the current calculated brownfield/greenfield runoff rate.

7.98 Residential development is assumed to outfall into the existing watercourse (running north west to south east through the site) at greenfield runoff rate via multiple outfalls that connect swales to the watercourse. Assumed swale sizes identified in the drainage strategy will be subject to detail design as part of future planning applications, to confirm sufficient capacity to convey volumes of water discharged from the proposed plot connections to 100-year storm +45% climate change. Swale design should also have sufficient capacity to capture, store and convey runoff from proposed roadways.

7.99 Approximately 75% of the existing employment development area has brownfield conditions and is understood to have free discharge into the existing channel that runs to the south of the former coal pad. Phase 1 employment development proposes to drain via gravity towards a SuDS pond located upstream of the channel, with each proposed unit managing and attenuating surface water runoff.

7.100 Future employment phases would generally follow the same strategy, with surface water flows managed by attenuation and runoff discharging into the main surface water network in Phase 1 at a controlled rate.

Site-specific use of SuDS components

7.101 The drainage strategy report describes how the following features could be incorporated as part of the proposed development. These features could potentially be complemented by additional small scale and/or on-plot features, such as on plot rain gardens, that could help to further attenuate run-off. The need for, and/or feasibility of, such additional features would be subject to site-specific design and assessment at planning application stage.

- **Permeable paving** - A pavement suitable for pedestrian and/or vehicular traffic, while allowing rainwater to infiltrate through the surface and into the underlying structural layers. The water is temporarily stored beneath the overlying surface, before use, infiltration to the ground or controlled discharge downstream.

Potential use on site:

- Unadopted paved areas within eastern site.
- Car parking areas serving plots within the western employment development.

- **SuDS attenuation ponds** - Landscaped depressions intended to have a constant small volume of water present through rainfall and dry events. As an online component, surface runoff from regular storm events are routed through the pond for treatment and during more extreme events when flows rise, because the outlet is restricted the pond fills and provides attenuation.

Potential use on site:

- Green spaces throughout the eastern residential development have the potential capacity to provide pond attenuation basins if required.
- SuDS attenuation pond proposed at the southern point

of the western employment site before discharge to the watercourse.

- **Swales** - Flat bottomed, vegetated open channels, designed to convey, treat, and often attenuate surface water runoff. When incorporated into site design, they can often enhance the natural landscape and provide aesthetic and biodiversity benefits. Swales can have a variety of profiles and can incorporate a range of different planting strategies.

Potential use on site:

- Swales could be integrated within the eastern residential development and western Phase 1 areas to convey discharged flows from plots and provide drainage capture before discharging into the existing watercourse.

- **Vortex separators** - Vortex separators or hydrodynamic separators are structures that use gravity and centrifugal force to separate out and collect medium-sized sediments and other litter or debris from the runoff flows.

Potential use on site:

- Could be incorporated after the SuDS attenuation pond in the western development before the runoff discharges into the reinstated to a vegetated swale and outfall to the ordinary watercourse.

Maintenance of drainage and SuDS components

7.102 The drainage strategy sets out how the surface water drainage and SuDS features would be maintained, with guidance in line with the CIRIA SuDS Manual on schedule, actions and frequency, and including providing adequate maintenance access.



8 DELIVERY

Development will be implemented over multiple phases. Each phase will be informed by and will respond to the specific context, constraints, and opportunities applicable at the time of the respective application for planning permission is prepared to ensure deliverability. Each phase will respond to overall site-wide requirements.

INTRODUCTION

8.1 The overarching objective is to facilitate the phased delivery of approximately 101ha of employment land and a minimum of 860 new homes by 2038/39, in line with the adopted Local Plan and Infrastructure Delivery Strategy (IDS) enclosed at Appendix B of this Development Framework.

8.2 This objective will be achieved through the submission and determination of applications for full, outline or hybrid planning permission for each development phase (in full or in part). An application for full planning permission for the first phase of employment development, centred on the former coal stockyard area, was submitted to WBC in March 2023 (Ref. 2023/00392/EA) ('FF Employment Phase 1'). This initial phase of development will kick start re-development of the FF Allocation Site and help to facilitate further demolition of the former power station.

8.3 As future phases of development come forward, it is likely that the development context will change. For example, national or local policy/regulations, market demands and more detailed knowledge of site constraints might develop over time, as might the strategies, techniques and technologies that could be employed to address them.

8.4 The IDS sets out the delivery triggers and phasing of all infrastructure requirements, which have been agreed with WBC. To ensure that it is deliverable, the IDS identifies where the details of infrastructure design, final delivery triggers and/or related planning/

legal agreements are already fixed/known or where further work is required such that this will be established through the determination of individual planning applications relating to specific phases of development. This may for example include the calculation of financial contributions based on final residential dwelling numbers and the associated calculations/costs at the time of application.

8.5 Section 8 sets out the approach to delivery, showing that short-medium term actions form part of a considered long-term plan.



Looking east across the former coal stock yard, site of first phase of employment development

DELIVERY COMMITMENTS

Delivering key regeneration benefits

8.6 Through a combination of short-term action and long-term planning, phased development will realise significant benefits for the wider area whilst continually enhancing the profile, appeal and impact of the site. This will sustain continued commitment and investment by Peel NRE and their developer partners throughout the delivery period.

Socio-economic

8.7 The project will support the local economy across the construction, logistics and manufacturing sectors with opportunities to build long term programmes to develop local supply chains, to support local people into work and raise the aspirations of local school children in terms of future employment opportunities.

8.8 Peel NRE recognises that this is one of the most important aspects of the project, and that the development will have a significant and long-lasting impact on the lives and opportunities of not only residents of Warrington and Widnes but also on those of the wider region. This opportunity is fully aligned with Peel NRE's values and operational focus.

Community and environment

8.9 The project will open up a currently redundant and wholly private site to public access, with new development creating a network of streets, paths and public spaces that create a structure and setting for mixed use neighbourhoods.

8.10 This will unlock delivery of considerable local community and environmental benefits including:

- A wide range of modern purpose-built employment premises best suited to meet market requirements.
- Introduction of a new and varied housing offer, including a mix of family and affordable homes (30%) in line with the Local Plan policy requirements, with opportunities for younger and older people to access new homes as well as self-built / custom plots subject to demand.
- Creation of a substantial Green and Blue Infrastructure network connecting to established environmental and recreational assets of the local area, accessible to surrounding communities and providing opportunities for leisure and exercise, improving health and well-being.
- Phased restoration of the FF Lagoon Area following ash extraction to provide nature conservation and greater community use, in accordance with the requirements of the extant planning permission.
- Provision of on-site amenity green space, parks, replacement of former playing field and a new playing pitch.
- A new, community-focussed local centre of at least 0.5ha providing local shops, food and drink and other local services to meet demand.
- Community facilities including space for a satellite GP surgery.
- A new one form entry primary school, taking into account existing capacity and demand generated by each phase of residential development.
- Enabling delivery of an enhanced bus network, diverting and/or extending existing local bus services.
- Enhanced footpaths and cycleway links including links to existing Public Rights of Way and in particular Station Road and the Trans Pennine Trail, as well as safeguarding a potential route to Johnson's Lane.
- Compensatory improvements to the environmental quality and accessibility of land remaining within the Green Belt, including the Fiddlers Ferry Nature Reserve.
- Ecological mitigation and enhancement including at least 10% Biodiversity Net Gain.
- Comprehensive drainage network, including Sustainable Drainage Systems, and utilities infrastructure.
- Shared aspiration (by Peel NRE and WBC) for water levels in the adjacent St Helen's Canal to be restored (refer to IDS).

Design quality

8.11 Future development and design processes will include;

- 8.5 Detailed development of the principles and concepts expressed through the spatial masterplan set out in Section 6 of the Development Framework.
- Preparation of Design Codes for the FF Employment Area and FF Residential Area (including the Local Centre), in line with Local Plan Policy DC6 and the Warrington Design Guide SPD.
- Design and Access Statements and Fiddlers Ferry Compliance Statements for all planning applications which explain how the development proposals deliver good design and align to all aspects of the Development Framework and relevant Design Code.
- Participation in design review process with Places Matter in respect of detailed proposals for individual phases of development, the requirement for which will be determined and agreed through pre-application engagement with WBC.
- Sustainability Assessments which ensure that sustainability performance is maximised, based on the sustainability measures at that time.
- Landscape design proposals that create connected and multifunctional Green Infrastructure, coordinated with BNG strategies.
- Integrated flood mitigation and drainage design, including prioritisation of SuDS to be in accordance with CIRIA SuDS Manual (or latest most appropriate best practice guidance) and Local Plan Policy ENV2.

Design Review

8.12 The Development Framework process has included design review with Places Matter. Key findings from the review have covered key themes such as;

1. The need for a clear vision that communicates a distinctive and integrated approach.
2. The opportunity to recognise and celebrate the industrial heritage, scale and legacy of power station.
3. Maximising the brownfield site in a way that is shaped by a comprehensive sustainability strategy.
4. Celebrating the site's natural assets, surrounding landscape and opportunities to connect to nature and water.
5. Movement strategy to focus on pedestrians and cyclists, including connecting the development to the landscape.

8.13 These themes have influenced the preparation of this document. There will be an opportunity for future planning applications and design codes to also include design review, building on these key themes.

Design Codes

8.14 Peel NRE will work with WBC to prepare Design Codes to guide the employment and residential phases of development, which reflect a shared ambition for the high-quality development set out in this Development Framework.

The Purpose of Design Codes

8.15 In accordance with the requirements of Local Plan Policy DC6 (Quality of Place) and the Warrington Design Guide SPD, two Design Codes will be prepared and agreed with WBC, including an 'Employment Area Design Code' and a 'Residential Area & Local Centre Design Code'. These Design Codes will provide a benchmark for design quality and placemaking, reflecting the ambition set out in this Development Framework.

8.16 These Design Codes will be supplementary to this Development Framework, providing further guidance for the detailed design of individual phases of development.

Approval of the Design Codes

8.17 The Design Codes will be subject to agreement with WBC Officers under delegated powers, in accordance with the following triggers:

- The **Employment Area Design Code** will be submitted and agreed prior to the determination of the planning application relating to the first phase of employment development.
- The **Residential Area & Local Centre Design Code** will be submitted and agreed prior to the submission of the first application for outline or full planning permission relating to any phase of development that includes residential or local centre uses.

8.18 The Design Codes will demonstrate how they comply with the requirements of the Warrington Design Guide SPD and will be subject to consultation with Places Matter.

Demonstrating Compliance with the Design Code

8.19 The process of gaining detailed planning consent for each phase of development will include demonstrating that the proposals respond to the local context and conform with this Development Framework and the relevant Design Code. Demonstrating compliance will be a material consideration in the determination of planning applications relating to either employment uses or residential and local centre uses.

8.20 The design codes will build upon the key principles and concepts identified in the Spatial Masterplan and Masterplan Layers relating to movement, landscape, urban structure and surface water drainage. The codes will clarify the specific requirements that need to be complied with.

8.21 Design code content will reflect the relevant guidance set out in the Warrington Design Guide SPD, National Model Design Code and National Design Guide.

8.22 An outline of design code content is set out over the following pages. This has been initiated by the approach outlined in the Warrington Design Guide SPD, which aims to ensure that (a) the principles set out in the SPD are translated into design codes, and (b) design codes must address the 10 Principles for a Well-Designed Place as outlined in the National Design Guide.

Residential Area & Local Centre Design Code

This Design Code will address the following themes and principles. This will include both;

- Strategic (site-wide) design principles and parameters
- And
- Character Area requirements (showing how different design approaches can create distinctive sub-areas and neighbourhoods, and reinforce the identity of the place).

Land use parameters

As development phases come forward, the Design Code will define the overall extent of the residential development area relative to the strategic landscape network. The Design Code will guide the extent of;

- Local centre, including site area parameters, land use mix/amount and key considerations for active frontage.
- Primary school, including site area parameters.
- The key 'interface' locations between residential and the above non-residential uses that will require carefully considered detailed design. This could include consideration for built form, public space, highway space, management, off-set distances and landscape to ensure appropriate spatial and operational relationships.

Context

The Design Code will identify key influences and opportunities evident in the existing site and of surroundings, creating a basis for responsive and locally distinctive design. The Design Code will build upon the foundation of this Development Framework to provide analysis that is up to date at the time the design code is prepared, and will include key opportunities and objectives relating to;

- Wider accessibility of the site by different modes.
- Landscape and visual considerations.
- Natural assets and ecology.
- Surface water drainage including SuDS.
- Built environment and local character.
- Heritage of the site.
- Existing and/or proposed planning applications relating to other relevant phases of development, to ensure a complimentary approach.

Movement, streets and spaces

The Development Framework sets a clear expectation for development to be integrated with an overarching movement network that ensures strategic coordination of access, urban structure and landscape.

The Design Code will build on these foundations to set more detailed design principles and parameters for a permeable network of people-friendly, connected streets and spaces that is well defined, helps maximise levels of pedestrian activity at key locations, helps people to navigate their way through the site, is well connected to the public transport network and integrates and enhances key views.

This to include;

- Legibility and wayfinding - identification of key pathways, nodal points in the network (key junctions and crossings), landmarks and key views providing visual orientation.
- Street hierarchy based on role / function in the network.
- Outline design specification for street types including adoptable standards, highway dimensions, hard and soft landscape, surface materials, ped/cycle infrastructure, street section, appropriate SuDS features and on-street / visitor parking where appropriate.
- Location, route and design of public transport and active travel networks, including traffic-free pedestrian and cyclist infrastructure beyond the main street network and key off-site sustainable links (e.g. Public Rights of Way).
- Design requirements for key street elevations, with particular focus on the location of positive and active frontages.
- Highway / back of pavement boundary treatments including consideration for privacy / amenity (coordinated with above and 'layout' theme below).
- Local centre 'high street' design principles and outline specification (highway dimensions, street section and spatial enclosure, ground floor and upper floor building interface, pedestrian infrastructure, materiality).
- Car parking design requirements: a 'what works where' approach for residential and local centre areas, applied by character area and in accordance with WBC standards.
- Consideration for refuse and servicing, e.g. design of storage, approach for mid-terrace properties, general servicing approach for local centre.

Landscape and nature

The Development Framework sets a strategic landscape framework for the whole site. The Design Code will build on this foundation to focus on residential green space, establishing design principles and parameters for green infrastructure that ensures strategic coordination between landscape, open space, ecology, urban structure and movement.

This to include;

- Typology / function of proposed green spaces, including structural landscape functions and Public Open Space functions that meet applicable WBC standards.
- Habitat function of proposed green spaces and design approach to creation of habitats (linked to strategic BNG strategy and localised BNG assessments).
- Extents, design principles and parameters for the central park described in this Development Framework.
- Extents, design principles and parameters for allotment provision.
- Extents, design principles and parameters for the green corridor located between residential and employment development areas, coordinated - where applicable - with known employment development proposals.
- Outline design specification for the existing nature reserve including landscape enhancements, planting proposals and location and design of paths and connections / entry points into the nature reserve area.

The following to include reference to how landscape and high quality public realm detail/appearance will relate to character areas, with planting and surfacing used to enhance and reinforce the identity of the site, and differentiate between different character areas;

- Outline design specification for other areas of soft landscape within the public realm, including planting and species selection, landform, boundary treatments and integration of SuDS features.
- Outline design specification for areas of hard landscape in the public realm, including surface type / materiality, boundary treatments, street furniture, play equipment and integration of SuDS features.

Layout, density, scale and enclosure

The Design Code will develop the Spatial Masterplan to set an overarching urban structure and urban design strategy that coordinates constituent residential neighbourhoods and character areas with the local centre. This will define a coordinated approach to building layout, street spaces and landscape, balancing placemaking objectives with response to constraints. Layout, density and scale of development to be defined through reference to residential character areas, including key principles and parameters relating to;

- Density range, height and massing profile.
- Landmark buildings and spaces (type, location, key characteristics).
- Building line parameters.
- Key street elevations and corners (building orientation, positive and/or active frontages).
- Highway / back of pavement boundary treatments (coordinated with 'movement' theme above).
- Relevant references to heritage features.
- Environmental sustainability (e.g. building orientation / passive design).

Building appearance and detail

The Design Code will set out an approach to building elevation design and frontage orientation in each character area, coordinated with street design and landscape design (above). This to include key principles and parameters for;

- Facing materials palette (external walls and roofs), coordinated with boundary treatments (coordinated with 'layout' and 'movement' themes).
- Elevational rhythm, proportion and roofline.
- Specification of specific building and/or plot typologies in key locations aligned to layout / urban design strategy (e.g. interface with local centre).
- Use of features such as gables, chimneys, door detail, window detail and eaves detail in key locations and/or to differentiate character areas.
- Light, aspect and privacy considerations (including space standards and accessibility requirements).
- Plant and ancillary requirements for commercial uses in the local centre.

Sustainability and energy

The design code will apply the key objectives of the Sustainability Statement and requirements of Policy ENV7 to the design of residential areas and local centre, to set out measures to achieve low carbon and energy efficient homes in a sustainable setting, including;

- Meeting the Future Homes Standard (efficient and low carbon technologies including air source heat pumps, solar PV, EVC requirements etc).
- Ensuring a minimum of 10% BNG at each phase of the development.
- Active travel through the inclusion of a range of multi-user routes - aligning with DF requirements for active travel and including principles for details such as safe, secure cycle storage in homes, the local centre and primary school.
- Public realm and landscape management.

Employment Area Design Code

This Design Code will set out principles to guide the design of planning applications for the employment phases, taking a site-wide approach. The code will draw from appreciation of site constraints and opportunities developed during the preparation of the planning application for the first phase of employment development (see 'phasing and infrastructure', over page).

This Design Code will address the following themes and principles.

Land use parameters

The Design Code will confirm the range of employment uses, including industrial and distribution uses and low carbon energy projects, in accordance with the allocation of the site under Local Plan Policy MD3 (Fiddlers Ferry). Development will also comprise ancillary infrastructure, including access roads, footpaths/cycleways, parking provision, drainage infrastructure (including SuDS), utilities infrastructure, amenity space, landscaping and other associated ancillary infrastructure.

Historic, existing and future context of the site and its surroundings

Due regard will be had to the heritage of the Fiddlers Ferry Allocation Site and its former use as a power station. The existing use of the site and its surroundings at the time each phase of development comes forward must also be considered. Furthermore, regard will also be had to the future use of the Fiddlers Ferry Allocation Site, as defined by Local Plan Policy MD3, this Development Framework and any existing planning permissions relating to another phase of redevelopment, to ensure that the proposed use is consistent with and complimentary to the wider redevelopment of the Allocation Site.

Movement and streets

The design of development will contribute to the coordination of access, layout, built form and landscape across the site as a whole, in a way that helps to create people-friendly, connected streets and spaces that are well defined, help maximise levels of pedestrian activity at key locations. The Design Code will show how development can be designed to help people to navigate their way through the site, and integrate and enhance key views.

This to include;

- Street hierarchy based on role / function in the network.
- Outline design specification for street types including adoptable standards, highway dimensions, hard and soft landscape, surface materials, ped/cycle infrastructure, appropriate SuDS features.
- Location, route and design of public transport and active travel networks, including traffic-free pedestrian and cyclist infrastructure beyond the main street network and key off-site sustainable links (e.g. Public Rights of Way).
- Identification of key street elevation locations, with particular focus on the location of positive frontages.
- Highway / back of pavement boundary treatments.
- Consideration for refuse and servicing, e.g. design of storage / screening and siting for commercial units.

Layout

Site design will arrange buildings, external areas, access and landscape in a way that balances movement and street design with operational requirements and engineering feasibility, contributes to environmental sustainability and makes due reference to heritage features, as identified in this Development Framework.

Scale and massing

The scale and massing of new development will be compatible with the existing buildings of similar use and nature that surround the Fiddlers Ferry Allocation Site and which are to be retained within it (refer to earlier sections of this Development Framework), as well as the existing and proposed futures phases of development within the Fiddlers Ferry Allocation Site.

Appearance

Building type / format, elevation design, frontage orientation, facing materials, landscape design and materiality, and lighting will balance consideration for the character of site and surroundings with the specific functional demands of buildings and spaces.

Accommodating plant and ancillary structures / infrastructure will need careful consideration as part of the overall character and appearance of the scheme, and the design code will set out associated good practice requirements.

Landscape and boundary treatment

Development will integrate high-quality landscape which will make a positive contribution to biodiversity, as well as creating an attractive landscape character that benefits

the amenity of the occupants and is cognisant of wider landscape character and visual considerations.

The approach to landscape will have regard to the following:

- The setting of development adjacent to landscaped site edges, as identified in the Landscape Framework set out in Section 7 of this Development Framework.
- Provision of a well-maintained, welcoming environment in all phases and plots.
- Providing opportunities to enhance wildlife habitats where possible, and to enable biodiversity across the site to achieve a Biodiversity Net Gain of at least 10% (in accordance with the Site Wide BNG Strategy).
- Enhancing existing green infrastructure and local landscape character where possible.
- Provision of appropriate outdoor amenity space for employees, having regard to convenience, natural lighting and accessibility.
- Use of landscape design to create focal points in the layout, enhance sense of place and identity, assist with wayfinding and legibility for users moving through the development.
- Using soft landscape to provide visual relief within surface car parks.
- Boundary treatments incorporating a coordinated range of planting and/or fencing, taking opportunities to enhance character, identity and amenity value, contribute to a safe and secure environment, and promote ecological value.

Sustainability and energy

In accordance with this Development Framework, and the associated Site Wide Sustainability Statement, development will target BREEAM 'Excellent' rating and achieve as a minimum a BREEAM 'Very Good' rating.

Roof spaces within the FF Employment Area will be prioritised for the provision of renewable energy generation, including Solar Photovoltaic (PV) Panels, as well as incorporating rooflights to provide natural daylight to the buildings below and maximising opportunities to provide green roofs.

Development will, where feasible, incorporate on-site energy generation, in accordance with Local Plan Policy ENV7 and Policy MD3 Part 35.

Design will support adaptation to Climate Change by reducing overheating through the cooling hierarchy (e.g. reducing the amount of heat entering the building, minimising internal heat generation, managing heat within the building, passive ventilation etc).

Safety, security and crime

The layout of the development will give due consideration to ensuring the safety of future occupiers. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the estate can move freely without risk of injury.

Sustainable Urban Drainage (SuDS)

The Design Code will build on the principles and approach set out in the Development Framework and the accompanying Site Wide Drainage Strategy (technical appendix) to incorporate exemplary SuDS in accordance with local planning policy.

The Design Code should highlight the opportunity for smaller scale local features to complement the more strategic site-wide infrastructure, and for SuDS to create amenity value by integrating people-friendly accessible landscape, paths and seating.

Travel planning principles

Employment development will support active travel through inclusion of cycle storage and welfare facilities (showers, changing rooms and lockers), as well as electric vehicle charging provision and connections to public transport, in accordance with this Development Framework and the associated Access & Highways Technical Briefing Note.

PHASING AND INFRASTRUCTURE

8.23 The phasing sequence set out over following pages will enable a coordinated and comprehensive approach to the redevelopment of Fiddlers Ferry in a way that ensures;

- Development areas are aligned with the phased approach to demolition and are of a scale that can help support the delivery of infrastructure.
- Efficient access and circulation can be maintained into and through the FF Allocation Site as each phase is implemented and safeguard future links between phases.
- On-site infrastructure can be planned in a way that acknowledges potential interdependencies across future phases.
- Construction can be planned and implemented around the demolition and remediation process (and, in particular, early phases can be located where these will be immediately deliverable) and to account for retained structures and buildings, including the overhead pylons, the 275kV National Grid Substation, the 132kV Cuerdley Bulk Substation, the Ash Processing Plant and the Rail Sidings.
- Access to the FF Lagoon Area is maintained in order to enable continued ash extraction and facilitate phased restoration alongside seeking opportunities to facilitate safe public access.

8.24 The timing of delivery of future phases of development will be subject to various factors, including the ongoing demolition process, progress of preceding development phases (in terms of completions and occupations), delivery of core infrastructure (as per the IDS), availability of suitable utility connections, and market demand. A fixed programme cannot therefore be confirmed. However, the following provides an indicative overview:

- **Demolition: The phased demolition of the former power station commenced in July 2023 and is expected to be completed in 2026/27.**
- **FF Employment: An application for the first phase of development has already been submitted and is expected to be determined in late-2024 (following agreement of this Development Framework), with construction completed and occupation commencing in 2026. Two further employment phases are expected to be complete and occupied in 2027 and 2030 respectively.**
- **FF Residential: The first new homes at Fiddlers Ferry are expected to become available from 2026.**

8.25 The phasing sequence described over the following pages includes anticipated primary infrastructure associated with each phase. This is informed by the site-wide IDS (Appendix B), which sets out the anticipated infrastructure necessary to mitigate the impacts and support the redevelopment of Fiddlers Ferry as a whole.



Overview of phasing concept for the FF Development Area (refer to plans over the following pages for further detail)

Delivery mechanisms

8.26 The redevelopment of the FF Allocation Site will deliver new on-site infrastructure, as described in this Development Framework (including IDS). Future Infrastructure requirements will be assessed at application stage having regard to the requirements set out in the IDS, Local Plan policies MD3 and INF5 and the Planning Obligations SPD. The IDS will be a material consideration in the determination of future applications.

8.27 On and off site Infrastructure requirements will be secured through planning conditions and through s106 agreements having regard to the delivery triggers/timing set out in the IDS.

Off-site highways

8.28 The Warrington Multi Modal Transport Model (WMMTM) has been used by WBC as the evidence base to the Local Plan. As part of this Development Framework, bespoke model runs using the WMMTM have been commissioned.

8.29 Outputs from this modelling work are set out in the Highways and Transport Technical Note that forms part of the Technical Appendix to this Development Framework. The note considers off-site highway impacts, potential mitigation and the development triggers, to inform the IDS enclosed at Appendix B of this Development Framework.

8.30 Detailed off-site mitigation measures will be subsequently identified by the Transport

Assessment (TA) for the relevant phase of development.

Biodiversity Net Gain (BNG)

8.31 A FF Allocation Site Wide BNG Strategy forms part of the Technical Appendix to this Development Framework.

8.32 In summary the Site Wide BNG Strategy identifies four key strategic areas which will underpin the habitat enhancements/creation required to achieve a minimum 10% BNG across the FF Allocation Site, including the existing nature reserve (Area 1), the green corridor to eastern and railway boundaries (Area 2), the Vyrnwy Aqueduct corridor (Area 3) and the FF Lagoon Area (Area 4). These will be supported by other habitat enhancements/creation within the FF Allocation Site.

8.33 The Site Wide BNG Strategy establishes a hierarchy for habitat enhancements/creation associated with achieving BNG. This includes seeking to prioritise such works within the FF Lagoon Area, where this is achievable in conjunction with the ongoing ash extraction and phased restoration.

Employment Development

Phase 1

8.34 The FF Employment Phase 1 scheme is located to the western side of the FF Development Area, maximising the use of the former coal pad area which can be facilitated through rapid demolition and site preparation.

8.35 This is necessary to best facilitate the demolition of the former power station and deliver development at the earliest opportunity: Phase 1 has been planned to avoid compromising future demolition and site preparation activities in other parts of the site.

8.36 An application for full planning permission for Phase 1 was submitted to WBC in March 2023 (LPA ref. 2023/00392/EA) but in accordance with Local Plan Policy MD3 can only be determined following agreement of this Development Framework.

8.37 This will include;

- Multi-modal access from Widnes Road via the existing power station spine road (includes improvements to the existing site access road).
- Separate multi-user route (ped/cycle/equestrian) connecting to Widnes Road to the north west of the site (the Northwest Link).
- Diversion of bus service 110 or 32 into the FF Allocation Site, additional services and extended operating times.
- Shared pedestrian and cycle facilities along Widnes Road to Farnworth Road Roundabout in east and Weates Close in the west.

- Phased improvement of pedestrian and cycle connectivity on Widnes Road.
- Reserved corridor for footpath/cycleway to Johnson’s Lane.
- SuDS pond, designed with sufficient capacity to also serve later phases of the employment development.
- Green infrastructure incorporating habitat creation and enhancement measures that will achieve 10% Biodiversity Net Gain (BNG) on site.

Phase 2

8.38 The FF Employment Phase 2 scheme is planned towards the northern boundary of FF Development Area. FF Employment Phase 2 is currently planned to comprise;

- Redevelopment of northern power island area between Widnes Road and spine road improved to access FF Employment Phase 1.
- Creation of the Western Access from Widnes Road, providing a new primary vehicular / multi-modal access into the FF Employment Area. The Central Access and existing access road would then become a secondary access route to the FF Employment Area.
- Further enhancements to bus services through the FF Allocation Site and/or a new bus service to serve the wider FF Allocation Site.
- Phased improvement of cyclist connectivity on Widnes Road.
- Further integration of existing aqueduct green corridor to enhance environmental

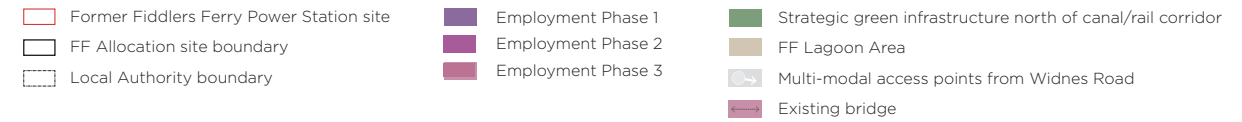
- context, and create improved wildlife habitat.
- Amenity areas in new landscape green space adjacent to the multi-user path and aqueduct.
- Integration of multi-user path to north west (the Northwest Link), as delivered under FF Employment Phase 1.
- Landscape enhancements to existing power station spine road and Widnes Road frontage.
- Replacement of the former playing field or phased as part of early residential development.

Phase 3

8.39 The FF Employment Phase 3 scheme is planned to be located to the southern end of the former power island area. FF Employment Phase 3 is currently planned to comprise;

- Redevelopment of southern power island area.
- Integration of existing green corridor along Vyrnwy Aqueduct to enhance environmental context and create improved wildlife habitat.
- New green corridor to eastern edge of employment development area, creating new landscaped edge to future residential development area.
- Realigned road access to rail facility, Ash Processing Plant and lagoons.

8.40 The Ash Processing Plant, which occupies approximately 1.75ha of land, will be retained to support ash extraction operations in line with the terms of the extant planning permission (Application ref. A00/41935 and 2006/08845), as explained in Section 3.



Employment development phases

8.41 The FF Employment Area will deliver the following primary infrastructure, in accordance with the IDS (Appendix B). Detailed design and delivery triggers will be agreed with WBC through the respective planning application(s) relating to each phase.

FF Employment Phase 1 primary infrastructure*
<p>Highways and active travel infrastructure</p> <ol style="list-style-type: none"> Existing traffic signal-controlled junction with the A562 Widnes Road (the Central Access) to be retained and improved. Improved existing former power station spine road including provision of continuous 2m wide footway and 3.2m wide segregated cycleway, plus verges and associated landscaping, connection to a new internal highway network serving FF Employment Phase 1. Separate temporary emergency vehicle access route utilising existing former power station internal road network. A new 'Northwest Link' comprising a 3m wide shared footway/cycleway establishing a connection with Widnes Road – orientated to maximise active travel opportunities for existing communities when accessing the site. Shared pedestrian and cycle facilities along the Widnes Road Frontage, extending towards Bennett's Lane in the west and Farnworth Road roundabout in the east. Improved public transport connectivity; including diversion of existing bus service(s) into the site to serve FF Employment Phase 1 development, provision of a bus stop with shelter and extended operating times from Warrington bus interchange. Shared pedestrian and cycle facilities along Widnes Road to Farnworth Road Roundabout in east and Weates Close in the west Safeguarded land and on site delivery of future footpath and combined cycleway link to Johnson's Lane.
<p>Other primary infrastructure</p> <ol style="list-style-type: none"> SuDS pond and surface water drainage system (sized to accommodate all phases of development within the FF Employment Area). Foul drainage system connecting to existing pumping station located within the FF Allocation Site. New primary substation and connection. Water supply from existing mains connection located in proximity to Widnes Road. On-site Green Infrastructure to include new landscape green space and improvements to Vyrnwy Aqueduct green corridor. Amenity areas for future employees within new landscaped green spaces, located adjacent to the Vyrnwy Aqueduct and proposed SuDS pond. A minimum 10% Biodiversity Net Gain.

*Summary of key infrastructure to be provided on or immediately adjacent to the site, as referred to in the IDS (Appendix B). The IDS also describes off-site infrastructure provision and financial contributions, not included in this summary table.

FF Employment Phase 2 primary infrastructure*
<p>Highways and active travel infrastructure</p> <ol style="list-style-type: none"> New Western Access from A562 Widnes Road to serve as the primary vehicular access for the FF Employment Area (the Central Access would become the secondary vehicular access for the FF Employment Area). Land to be reserved along the Widnes Road site frontage between the North West Link and the <i>Spice of India</i> restaurant for segregated pedestrian and cycle facilities. Additionally, a commodious route for pedestrians and cyclists would be provided through FF Employment Phase 2. Further enhancements to bus services through the FF Allocation Site and/or a new bus service to serve the wider FF Allocation Site. Landscape enhancements to existing power station spine road (as improved under FF Employment Phase 1 following further demolition to the south) and Widnes Road frontage. New on-site highway network to serve FF Employment Phase 2. Further potential public transport connectivity enhancements, comprising enhancements to existing bus services and/or a new bus service.
<p>Other primary infrastructure</p> <ol style="list-style-type: none"> Surface water drainage connection to SuDS pond and surface water drainage system created as part of FF Employment Phase 1. Foul drainage system connecting to existing pumping station. Connection to new primary substation. Water supply from existing mains connection located in proximity to Widnes Road. On-site Green Infrastructure to include landscaped green space to Widnes Road frontage and Vyrnwy Aqueduct green corridor, including amenity areas for future employees. Replacement playing field (or alternatively this will be replaced as part of the early residential development phase). A minimum 10% Biodiversity Net Gain.
<p>FF Employment Phase 3 primary infrastructure*</p>
<p>Highways and active travel infrastructure</p> <ol style="list-style-type: none"> New on-site highway network to serve FF Employment Phase 3. Further potential public transport connectivity enhancements, comprising enhancements to existing bus services and/or a new bus service.
<p>Other primary infrastructure</p> <ol style="list-style-type: none"> Surface water drainage connection to SuDS pond and surface water drainage system created as part of FF Employment Phase 1. Foul drainage system connecting to existing pumping station. Connection to new primary substation. Water supply from existing mains connection located in proximity to Widnes Road. On-site Green Infrastructure to include new green corridor along eastern boundary of FF Employment Phase 3, and further improvements to Vyrnwy Aqueduct green corridor including amenity areas for future employees. A minimum 10% Biodiversity Net Gain.

Residential Development

8.42 Residential development is expected to commence delivery from 2025 onwards. At least 860 homes are planned across multiple phases.

Early phases

8.43 The early phases, up to 400 homes, are planned to be located to the northern end of the FF Residential Area, south of the Fiddlers Ferry nature reserve.

8.44 It is anticipated that these early phases could comprise:

- c150 homes: July 2026 – July 2030
- c235 homes: July 2026 – June 2031

8.45 The early phases of residential development are planned to include:

- A mix of housing types, sizes and tenures, including a minimum of 30% affordable housing provision (in accordance with Local Plan Policy DEV2), as well as custom and self-build plots and supported and extra care housing (in accordance with Local Plan Policy MD3).
- Upgrades to the Central Access (in addition to the modifications delivered as part of FF Employment Phase 1) and Eastern Access from Widnes Road to provide multi-modal access to the FF Residential Area, phased with housing delivery and including separate emergency vehicle access.
- A new on-site internal highway network serving the early phases of development within the FF Residential Area.
- A serviced land parcel for a One-Form Entry Primary School including nursery.
- A serviced land parcel of 0.5ha for a Local Centre, which will then be marketed to potential occupiers.
- Development adjacent to existing nature reserve providing opportunities to integrate this key green space asset, create a strong landscape setting and contribute to Green Belt compensation.
- Design of the Nature Reserve habitat enhancement and accessibility improvement and works to deliver habitat/recreation/access enhancements.
- Integration of existing water course as part of an exemplary sustainable surface water drainage system.
- Replacement for former playing field (if not replaced in conjunction with occupation of FF Employment Phase 2.

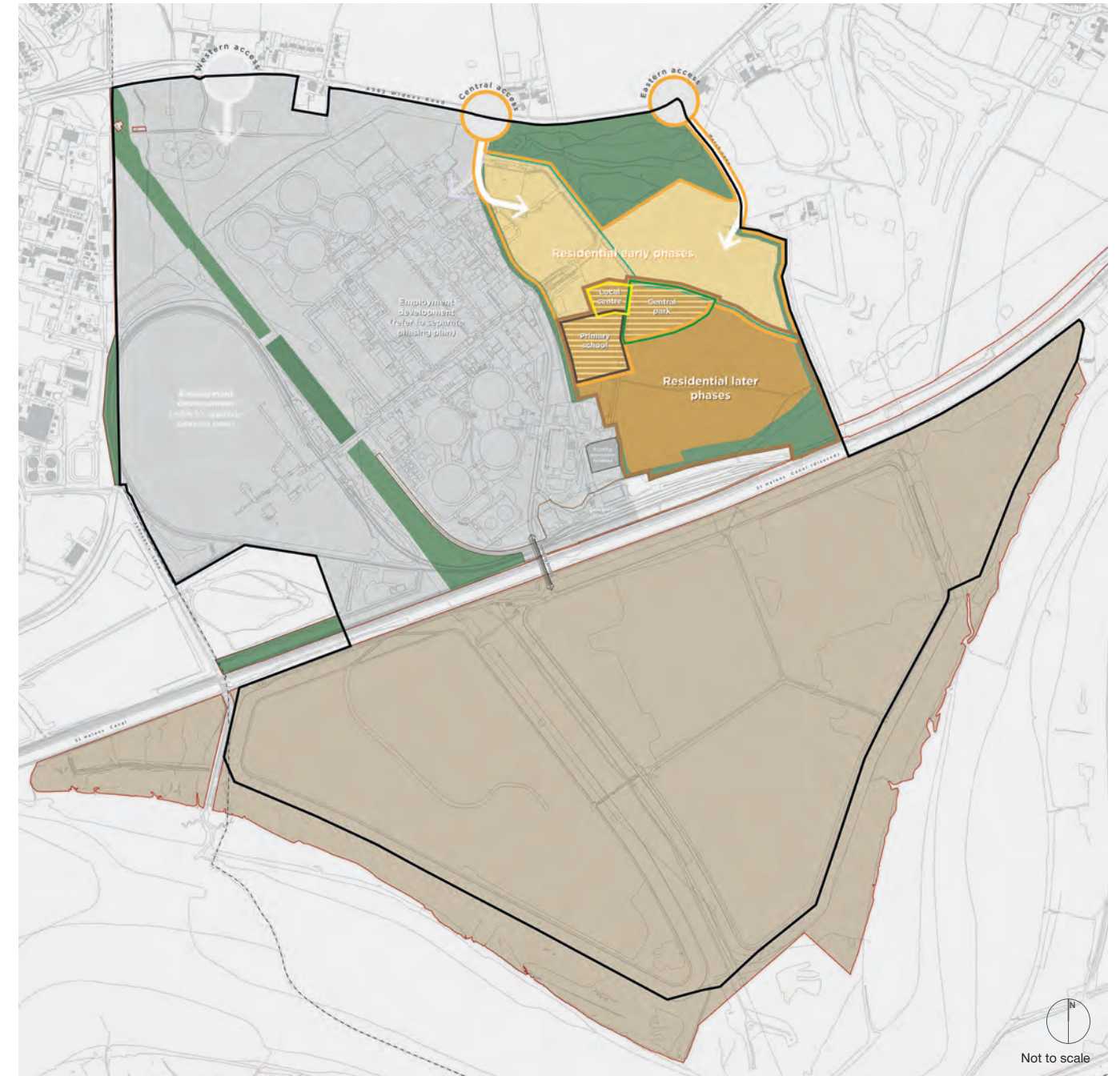
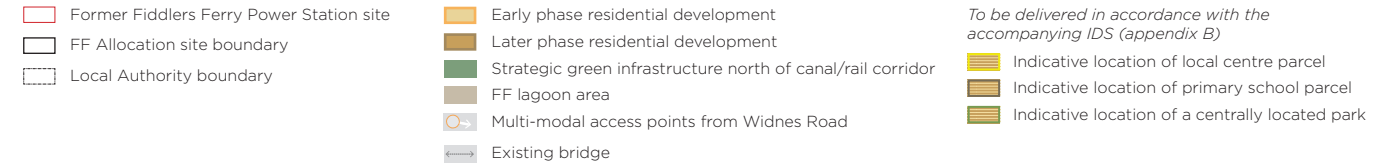
- Planning application to include a proposed centrally located park and details of allotments and the local centre.

Later phases

8.46 The later phases of residential development, over 400 homes, are planned to be located to the southern end of the FF Residential Area located to the east of FF Employment Phase 3.

8.47 The later phases of residential development are planned to include:

- A mix of housing types, sizes and tenures, including a minimum of 30% affordable housing provision (in accordance with Local Plan Policy DEV2), as well as custom and self-build plots and supported and extra care housing (in accordance with Local Plan Policy MD3).
- Completion of the Local Centre development (coordinated with early phases). This will include the provision of a retail convenience unit (Use Class E) of no less than 240m2 net, the timing of which is later in the Local Plan period in order to ensure a meaningful and sustainable population is available to support the proposed retail provision.
- Provision of central parkland and allotments.
- A new on-site internal highway network serving the later phases and connecting through from the early phases of development within the FF Residential Area.
- Pedestrian and cycle connection to be extended east, to Station Road and to the Trans-Pennine Trail.
- A new sports pitch to meet new residents' demand.
- Safeguarding footpath and cycling links and assessment of the potential use of the existing bridge for public access to the FF Lagoon Area and TPT.
- Potential space for GP branch surgery subject to NHS review of requirement.



Residential development phases

8.48 The FF Residential Area will deliver the following primary infrastructure, in accordance with the IDS (Appendix B). Detailed design and delivery triggers will be agreed with WBC through the respective planning application(s) relating to each phase.

Residential early phase primary infrastructure*
<p>Highways infrastructure</p> <p><i>Up to a maximum of 300 dwellings, either:</i></p> <ol style="list-style-type: none"> a) Central Access from A526 Widnes Road (as improved by FF Employment Phase 1) upgraded/amended to provide vehicular access to the FF Residential Area (with emergency access from the existing Eastern Access) and secondary vehicular access to the FF Employment Area, and/or; b) Upgraded Eastern Access from A526 Widnes Road comprising realignment of existing Marsh Lane junction, upgrade to signal-controlled junction and improvements to Marsh Lane to provide vehicular access to the FF Residential Area. New on-site highway network (HGV movements associated with ash extraction operations to the south of the rail/canal corridor would be diverted to run through the FF Employment Area, not the FF Residential Area). Land reserved for segregated pedestrian and cycle facilities along the Widnes Road frontage from the existing <i>Spice of India</i> restaurant to the Eastern Access. Additionally, a commodious route for cyclists would be provided through the FF Residential Area. Further potential public transport connectivity enhancements, comprising enhancements to existing bus services and/or a new bus service. <p><i>When residential development exceeds 300 dwellings, then the following to also be incorporated;</i></p> <ol style="list-style-type: none"> Dependent on which of the vehicular access upgrade works (as set out at point 1 above) have been delivered first, development exceeding 300 dwellings will trigger the other upgrade works to be delivered. Therefore, if the Central Access has been upgraded, then development exceeding 300 dwellings will trigger upgrades to the Eastern Access and vice versa.
<p>Other primary infrastructure</p> <ol style="list-style-type: none"> Integrated FF Residential Area surface water drainage system delivered separately to the FF Employment Area drainage system and based on an exemplary SuDS approach, integrating existing on-site watercourse. Foul water pumping station (if required) and foul drainage system (planned to co-ordinate with later phase residential development). Connection to new primary substation, if required. Water supply from existing mains connection located in proximity to Widnes Road. Serviced land parcel of 0.5ha for a Local Centre, capable of accommodating 1,000sqm (gross) of commercial floorspace for uses that can include shops, convenience retail and/or small food retail, and food & beverage (F+B) outlets, as well as business, commercial and service uses (Use Class E) and space for community groups (Use Class F2). Serviced land parcel of 13,620m² (minimum) for a One-Form Entry Primary School including playing field and associated nursery. On-site Green Infrastructure to include habitat enhancement within existing nature reserve and initial phase of green corridor along eastern boundary. New on-site Public Open Space and equipped play space provision in accordance with WBC's adopted standards. Replacement of existing playing field (unless delivered in conjunction with occupation of FF Employment Phase 2). A minimum 10% Biodiversity Net Gain. The need for land within the FF Allocation Site to accommodate a GP branch surgery, including the size and specification of any serviced land parcel required, will be confirmed as part of the planning application relating to the first phase of residential development.

Residential later phases primary infrastructure*
<p>Highways infrastructure</p> <ol style="list-style-type: none"> New on-site highway network linking to/from access infrastructure delivered as part of residential early phases. Creation of a new section of footpath along route of former redundant overland pipeline, and associated upgrades to the existing track and PRow which connects to Station Road. Further potential public transport connectivity enhancements, comprising enhancements to existing bus services and/or a new bus service. Further potential diversion of existing bus services through the development. Creation of a new section of footpath along route of former redundant overland pipeline, and associated upgrades to the existing track and PRow which connects to Station Road. Connection to the Trans Pennine Trail to the south via the existing bridge (subject to structural condition and operational requirements associated with ash extraction).
<p>Other primary infrastructure</p> <ol style="list-style-type: none"> Surface water drainage based on SuDS approach integrating existing water course and coordinated with system delivered in early phases. Foul water pumping station (if required) and foul drainage system (planned to co-ordinate with early phases residential development). Connection to new primary sub-station, if required. Water supply from existing mains connection located in proximity to Widnes Road. Completion of the Local Centre development (coordinated with early phases). This will include the provision of a retail convenience unit (Use Class E) of no less than 240m² net, the timing of which is later in the Local Plan period in order to ensure a meaningful and sustainable population is available to support the proposed retail provision. Space for a potential GP branch surgery, subject to the outcome of NHS feasibility assessment work. On-site Green Infrastructure to include green corridors along eastern boundary and rail / canal corridor. Provision of central parkland and allotments. New on-site Public Open Space and equipped play space provision in accordance with WBC's adopted standards. Potential for new grass playing pitch (unless to be delivered as part of early residential phases). Compensatory enhancements to land remaining within the Green Belt, including landscape/habitat enhancements along the route of the redundant overland pipeline connection to Station Road to the east. A minimum 10% Biodiversity Net Gain.

*Summary of key infrastructure to be provided on or immediately adjacent to the site, as referred to in the IDS (Appendix B). The IDS also describes off-site infrastructure provision and financial contributions, not included in this summary table.

ONGOING MANAGEMENT

8.49 Ongoing management will be considered for the FF Allocation Site as a whole and each phase funded by the owner and/or service charges to achieve the delivery of a sustainable development and retain a functioning and distinctive place in line with Local Plan Policy MD3.

8.50 Long term management for areas not commercially developed for employment, residential, the local centre and sports pitch will be subject to a management company as part of each phase or site wide.

8.51 The management companies will be responsible for ongoing operations, maintenance and stewardship and as required individual management plans will be prepared as part of each phase or site wide for areas such as:

- Common employment or housing areas outside a defined phase/plot, including unadopted estate roads and service, drainage and landscape areas;
- Unadopted highways, private streets, cycleways, footpaths and recreation routes
- Private drainage infrastructure
- Landscaping, parks and open space
- Nature conservation areas

8.52 In addition an updated Lagoon Management Plan will be prepared to guide the management of land to the south of the rail/canal corridor during ongoing ash extraction. This will establish the high level principles and programme for phased restoration.



APPENDICES

APPENDIX A

POLICY MD3 - FIDDLERS FERRY

Warrington Local Plan 2021/22-2038/39, December 2023*

MD3.1 Key Land Use and Infrastructure Requirements

A.1 Land at the former Fiddlers Ferry Power Station site will be allocated to deliver a mixed-use development comprising approximately 101ha of employment land and a minimum of 860 new homes in the plan period.

A.2 The allocation will include the removal of 29 ha of land from the Green Belt to accommodate a minimum of 860 new homes.

A.3 The allocation will be supported by the following range of infrastructure:

- a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and supported and extra care housing.
- b. A new 1 form entry primary school.
- c. Local shops and other community facilities of an appropriate scale.
- d. Space within the development for a potential branch GP surgery.
- e. A contribution towards additional secondary school places.
- f. A contribution towards built leisure facilities.
- g. New parks and an extensive green infrastructure network.
- h. A range of smaller areas of open space within the residential development to serve the new community.
- i. Playing pitches.
- j. A comprehensive package of transport improvements.
- k. Compensatory green belt improvements and ecological mitigation and enhancement.
- l. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS).

MD3.2 Delivery and phasing

A.4 The principal landowners and developers will be required to prepare a comprehensive Development Framework for the Fiddlers Ferry development site. The Development Framework will accord with the site-specific requirements of this policy and wider Local Plan requirements. The Framework will be subject to consultation with statutory consultees, adjacent landowners and the local community before being finalised.

A.5 The Development Framework will be agreed with the Council in advance of the determination of the application for the first part of the employment site and before any further planning applications are submitted. The Development Framework will be a material consideration in the determination of planning applications across the allocation site.

A.6 To ensure a coordinated approach to new development across the allocation site, the Development Framework will provide:

- a. A comprehensive spatial masterplan for the entire development site, based on the principles and requirements set out in this policy and reflecting site opportunities and constraints;
- b. A comprehensive infrastructure delivery strategy for the development site with details on phasing, delivery triggers and delivery responsibilities; and
- c. An allocation wide approach to infrastructure funding, including planning obligations.

MD3.3 Detailed Site-specific Requirements**New Homes**

A.7 The residential development parcels will provide a new neighbourhood comprising an appropriate mix of housing in accordance with Policy DEV2, including a minimum of 30% provision of affordable housing.

A.8 Supported housing for older people should be provided within the allocation site boundary. The precise nature of this will need to be agreed with the Council based on need and the Council's broader strategy to encourage independent living.

A.9 Specific provision should be made for self-build/custom-build plots, subject to demand as demonstrated by the Council's self-build register.

A.10 To ensure the efficient use of land and to reflect the area's urban fringe location, residential development will be constructed to an average minimum net density of 35dph.

Employment Area

A.11 The employment area will deliver around 101 hectares of employment land to meet strategic and local employment needs on land allocated in Phase 1 of the development area.

A.12 The employment land is allocated for distribution and industrial uses (B8, B2 and related ancillary uses) and for low carbon energy projects utilising the sites established power infrastructure.

Community Facilities

A.13 The development will be required to deliver a new 1 form entry primary school which should be located immediately adjacent to the local centre.

A.14 The development will be required to make a financial contribution towards the provision of additional secondary school places through the expansion of existing secondary schools.

A.15 The new local centre should provide a focal point for the new community and should include local shops and other appropriate local services. Any proposal for retail development above 500 sqm. gross will require a retail needs

assessment and be subject to the sequential assessment set out in Policy DEV5.

A.16 The specification and delivery of flexible space for a satellite GP surgery will need to be agreed with the NHS as part of the delivery strategy.

Green Infrastructure Network

A.17 The Development Framework will define a green infrastructure network to ensure the provision of an accessible, comprehensive and high quality network of multi-functional green spaces which connect the different parts of the development site and provide links into Warrington's wider green space network.

A.18 In accordance with Policy DC5 a range of types and sizes of open space will be required in line with the Council's open space standards. This should include provision of local parks and gardens; natural and semi-natural greenspace; equipped and informal play areas; sports pitches; and allotment plots.

A.19 The long term management and maintenance arrangements for the green infrastructure network within the development site must be secured.

*NB paragraph numbering has been reformatted for the purposes of this appendices

Natural Environment

A.20 Development within the allocation site will be required to protect and enhance existing wildlife corridors and provide new corridors to link the site into Warrington's wider ecological network and the Mersey Estuary Special Protection Area.

A.21 The layout of new development must take into account existing landscape features, including watercourses, woodlands, significant hedgerows and contribute to the wider objectives of the Mersey Forest and have regard to sites identified in Policy DC4 (Ecological Network) which should be protected in accordance with the requirements of Policy DC4 and national guidelines.

A.22 In accordance with Policy DC4 development within the allocation site will be required to evidence that it will not have any adverse impacts on the integrity of the Mersey Estuary Special Protection Area. If habitats within the allocation site or on adjacent land are suitable to support significant populations of qualifying species of wintering birds, avoidance measures and mitigation will be required and any planning application may need to be assessed through project specific Habitats Regulations Assessment.

A.23 A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

Green Belt

A.24 The Green Belt boundary to the north will be formed by Widnes Road and an area of new parkland. To the east the Green Belt Boundary currently consists of Marsh Lane and the limits of existing development and would require strengthening to ensure permanence of the Green Belt in the long term.

A.25 A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site

or where this will provide greater benefits. Financial contributions will only be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in a more appropriate location.

Transport and Accessibility

A.26 A comprehensive package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site as a whole and for individual phases of development.
- b. Improved cycling and walking routes well related to the green infrastructure network and connecting to the Trans Pennine Trail.
- c. Providing public transport enhancements to connect the new community with Warrington Town Centre and neighbouring Widnes Town Centre.
- d. Other necessary improvements or mitigation measures to local and strategic highway networks as identified by an appropriate Transport Assessment.

A.27 The layout of the development site should maximise the potential for walkable neighbourhoods, with a legible hierarchy of routes, providing new footpaths and cycleways that link to existing networks beyond the site.

A.28 Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops within the site are accessible by pedestrians and cyclists via effective footpaths and cycle routes.

A.29 Development within the allocation site should be supported by an area-wide travel plan, encompassing the needs of all site users. This area-wide travel plan should replace the need for a series of individual travel plans.

A.30 The development should contribute to the Council's wider aspiration of enhancing the Trans Pennine Trail and the St Helens Canal as a recreational, tourism, heritage and environmental resource as well as important cycle and pedestrian link across the Borough.

Utilities and Environmental Protection

A.31 A site-wide foul and surface water strategy will be required across the allocation site as a whole, incorporating appropriate Sustainable Drainage Systems (SUDS) and flood alleviation measures. The surface water strategy will be required to improve on greenfield run-off rates. Development proposals will be expected to incorporate infiltration SuDS and SuDS with multi-functional benefits in preference to traditional underground storage systems.

A.32 The surface water strategy should be integrated with the site's green infrastructure network in order to maximise ecological and potentially recreational benefits.

A.33 Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge. A site wide clean water strategy will also be required.

A.34 Development at Fiddlers Ferry must not impact on the operation of existing infrastructure services or other operations which cross or run close to the site including The Vyrnwy Aqueduct, the Grangemouth/Stanlow pipeline, all other COMAH sites and any overhead power lines.

A.35 Development within the allocation site should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

A.36 Development proposals may be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

A.37 The design and layout of development must incorporate appropriate measures to mitigate noise and air quality impacts from the A562 Widnes Road and railway line.

A.38 Development within the allocation site will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4), including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.

Historic Environment

A.39 Development within the allocation site will be required to be designed in order to ensure that heritage assets and their settings are conserved and, where appropriate, enhanced within the context of the overall development, through appropriate mitigation measures, having regard to the Fiddlers Ferry Heritage Impact Assessment.

APPENDIX B

**INFRASTRUCTURE
DELIVERY STRATEGY**

Fiddlers Ferry Development Framework – Site Wide Infrastructure Delivery Strategy

Updated: 18 July 2024

Accessibility & Transport (AT)

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies
AT1 New on-site internal highway network	On-site infrastructure	Developer	Prior to occupation of each phase of development, phased with delivery to an extent that allows safe access/egress/turning for any occupied plot/dwelling, including emergency and any secondary access.	All Phases	Local Plan Policies INF1, MD3 and Planning Obligations SPD (July 2024)
AT2 Central Access from the A562 Widnes Road (the former FFPS Site access junction), to be delivered in two parts:	On-site infrastructure	Developer (WBC)	See below.	See below.	Local Plan Policies INF1, MD3 and Planning Obligations SPD (July 2024)
AT2.1: Existing traffic signal-controlled junction to be retained and improved, to facilitate access to FF Employment Phase 1.	On-site infrastructure	Developer (WBC)	Prior to occupation of FF Employment Phase 1.	FF Employment Phase 1	Local Plan Policies INF1, MD3 and Planning Obligations SPD (July 2024)
AT2.2: Upgraded or amended to serve as vehicular access to the Residential Phases and provide secondary vehicular access to the Employment Phases. If this is brought forward as the initial access to the Early Residential Phases, emergency vehicle access would be	On-site infrastructure	Developer (WBC)	Prior to occupation of the 1 st dwelling unless the upgraded Eastern Access (AT4) has been delivered as the initial residential access. If delivered as the	Early Residential Phases (up to a maximum of 300 dwellings).	Local Plan Policies INF1, MD3 and Planning Obligations SPD (July 2024)

	provided by the existing Eastern Access until the upgraded access (AT4) is provided.				second residential access, required prior to occupation of the 301 st dwelling.	
AT3	Western Access from A562 Widnes Road, which will serve as the primary vehicular access for the Employment Phases. The Central Access would therefore become the secondary vehicular access for the Employment Phases.	On-site infrastructure	Developer (WBC)	Prior to occupation of FF Employment Phase 2.	FF Employment Phase 2	Local Plan Policies INF1, MD3 and Planning Obligations SPD (July 2024)
AT4	Eastern Access from A562 Widnes Road, comprising the realignment of the existing Marsh Lane T-junction and works to upgrade this to a signal-controlled junction. This will provide access for the Residential Phases. If this is brought forward as the initial access to the Early Residential Phases, emergency vehicle access would be provided by the existing Central Access (AT2.1), until the upgraded access (AT2.2) is delivered.	On-site infrastructure	Developer (WBC)	Prior to occupation of the 1 st dwelling, unless Central Access (AT2.2) has been delivered as the initial residential access. If delivered as the second residential access, required prior to occupation of the 301 st dwelling.	Early Residential Phases (up to a maximum of 300 dwellings)	Local Plan Policies INF1, MD3 and Planning Obligations SPD (July 2024)
AT5	Improved existing former power station spine road, including provision of continuous 2m wide footway and 3.2m wide segregated cycleway, plus verges and associated landscaping.	On-site infrastructure	Developer	Prior to occupation of FF Employment Phase 1.	FF Employment Phase 1	Local Plan Policies INF1, MD3 and Planning Obligations SPD (July 2024)
AT6	Separate temporary emergency vehicle access route.	On-site infrastructure	Developer	Prior to occupation of FF Employment Phase 1.	FF Employment Phase 1	Local Plan Policies INF1, MD3 and Planning Obligations SPD (July 2024)
AT7	A new 3m wide shared footway/cycleway (set within a corridor with a minimum 'verge' of 2.5m either side) to establish strategic pedestrian and cyclist connection	On-site infrastructure	Developer	Prior to occupation of FF Employment Phase 1.	FF Employment Phase 1	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)

	with Widnes Road – oriented to maximise active travel opportunities for existing communities when accessing the site. Known as ‘the North West Link’.					
AT8	Shared pedestrian and cycle facilities along Widnes Road, with a phased delivery comprising:	Off-site infrastructure	Developer (WBC & HBC)	See below.	See below.	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
	AT8.1a: Section from the North West Link (AT7) towards Bennett’s Lane in the west to facilitate access to FF Employment Phase 1. This comprises a 2.5m wide shared footway/cycleway, separated from the carriageway by a 0.5m wide verge, together with a staggered Toucan crossing across Widnes Road near Bennett’s Lane.	Off-site infrastructure	Developer (WBC)	Prior to occupation of FF Employment Phase 1.	FF Employment Phase 1	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
	AT8.1b: Delivery of a 3m wide shared footway/cycleway from Widnes Road to Weates Close, following dedication of land required for the delivery of this route as highway by HBC.	Off-site infrastructure	Developer (HBC)	Prior to occupation of FF Employment Phase 1.	FF Employment Phase 1	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
	AT8.2: Section from Central Access (AT2) towards the Farnworth Road roundabout in the east to facilitate access to FF Employment Phase 1. This comprises a minimum 2.5 (maximum 3.5m) wide shared footway/cycleway, separated from the carriageway by a 0.5m wide verge where feasible.	Off-site infrastructure	Developer (WBC)	Prior to occupation of FF Employment Phase 1.	FF Employment Phase 1	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
	AT8.3a: Section between the Western Access (AT3) and the Spice of India Restaurant will be reserved for the provision of a segregated 3.2m wide cycleway.	Off-site infrastructure	Developer (WBC)	Prior to occupation of FF Employment Phase 2.	FF Employment Phase 2	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)

AT8.3b: A commodious route for cyclists will be provided through Employment Phase 2 to connect the Central Access (AT2) and Western Access (AT3), which will be illuminated and surfaced.	On-site infrastructure	Developer	Prior to occupation of FF Employment Phase 2.	FF Employment Phase 2	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT8.3c: Section between the Spice of India Restaurant to the Central Access (AT2) will be reserved for the provision of a segregated 3.2m wide cycleway.	Off-site infrastructure	Developer (WBC)	Prior to occupation of the 1 st dwelling and delivered in parallel with the upgraded Central Access (AT2.2), unless the upgraded Eastern Access (AT4) has been delivered as the initial residential access. If the upgraded Central Access (AT2.2) is delivered as the second residential access, AT8.3c would be required prior to occupation of the 301 st dwelling.	Early Residential Phases (up to a maximum of 300 dwellings) or Later Residential Phases (301+ dwellings)	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT8.4a: Section between the Central Access (AT2) and the Eastern Access (AT4) will be reserved for segregated 3.2m wide cycle facilities.	Off-site infrastructure	Developer (WBC)	Prior to occupation of the 1 st dwelling.	Early Residential Phases (up to a maximum of 300 dwellings)	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT8.4b: A commodious route for cyclists through will be provided to connect the Central Access (AT2) and the Eastern Access (AT4), which will be illuminated and surfaced.	On-site infrastructure	Developer	Prior to occupation of the 1 st dwelling.	Early Residential Phases (up to a maximum of 300 dwellings)	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)

AT9	Public Right of Way (PRoW) to the West, comprising the provision of a footpath & potential combined cycle path link towards Johnson’s Lane, with phased delivery as below:	On/Off-site infrastructure	See below	See below.	See below	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
	AT9.1: Provision of a footpath & potential combined cycle path link on land outside of the FF Allocation Site between Johnson’s Lane up to the FF Employment Phase 1 site boundary, delivered by WBC and HBC.	Off-site infrastructure	HBC & WBC	Subject to HBC & WBC delivery programme.	Subject to HBC & WBC delivery programme.	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
	AT9.2: Provision of a footpath & potential combined cycle path link to Johnson’s Lane within the FF Employment Phase 1 site boundary.	On-site infrastructure	Developer	Route to be safeguarded by FF Employment Phase 1 and delivered in parallel with the delivery of AT9.1 when it meets the FF Employment Phase 1 site boundary. The alignment of this safeguarded route will be determined through the planning application relating to FF Employment Phase 1.	Subject to HBC & WBC delivery programme.	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT10	Public Right of Way (PRoW) to the East, comprising the creation of a shared footway/cycleway along the route of the redundant overland pipeline to connect with the existing PRoW to Station Road in Penketh, to enhance accessibility to/from the east and provide connections to access the Trans Pennine Trail. This includes:	On/Off-site infrastructure	Developer (WBC)	See below	See Below	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)

<p>AT10.1: Creation of permanent connection through the FF Residential Area and along the route of the redundant overland pipeline to connect with the existing PRow to Station Road</p>	<p>On/Off-site infrastructure</p>	<p>Developer (WBC)</p>	<p>Details of the proposed alignment of a permanent connection through the FF Residential Area to Station Road will be submitted as part of the first application for planning permission ('full' or 'outline') relating to residential development within the FF Residential Area.</p>	<p>Later Residential Phases</p>	<p>Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)</p>
<p>AT10.2: Creation of temporary connection(s) through the FF Residential Area and along the route of the redundant overland pipeline to connect with the existing PRow to Station Road during the construction of the FF Residential Area, which will be retained until such a time as the permanent connection (AT10.1) is provided.</p>	<p>On/Off-site infrastructure</p>	<p>Developer (WBC)</p>	<p>The first application for 'full' planning permission or 'reserved matters approval' relating to residential development will include full details of any temporary route(s) to be provided during construction and until such a time as the permanent route is provided.</p>	<p>Early Residential Phases</p>	<p>Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)</p>

				Any temporary route(s) shall be provided prior to occupation of 90% of the dwellings within the first residential phase.		
AT11	Connection to the Trans Pennine Trail (TPT) to the south of the FF Development Site, comprising:	On-site infrastructure	Developer (WBC & TPT Partnership)	See below.	See below.	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
	AT11.1: A connection for pedestrians and cyclists via the existing bridge across the canal / railway corridor.	On-site infrastructure	Developer (WBC & TPT Partnership)	A feasibility assessment to consider the earliest opportunity to secure the use of the existing bridge for public access (pedestrians and cycling) to the TPT and future access to the land south of the canal shall be submitted with the planning application relating to the Later Residential Phases (301+ dwellings), which shall include: <ul style="list-style-type: none"> • A structural assessment of the bridge structure; • Consideration of up-to-date information regarding the programme for ash 	Later Residential Phases (301+ dwellings)	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)

extraction and restoration of the FF Lagoon Area (in accordance with the latest Lagoon Management Plan relating to planning permission reference 88/22513);

- Consideration of health & safety, insurance requirements, and operational requirements associated with the ash extraction and restoration operations; and
- Consideration of the feasibility of managed public access, including interim arrangements.

An updated feasibility assessment shall thereafter be provided annually.

				Subject to the outcome of the feasibility assessment (as updated annually), the bridge shall be secured no later than prior to occupation of 90% of the dwellings or 2038, whichever is the earlier.		
	AT11.2: A route for pedestrians and cyclists shall be reserved through FF Employment Phase 3 to provide a connection from the FF Residential Area to the existing bridge.	On-site infrastructure	Developer	Route reserved through FF Employment Phase 3 and delivered in parallel with the opening of the bridge for public access (AT11.1).	FF Employment Phase 3	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT12	Public Transport Connectivity Enhancements, including:	On/Off-site infrastructure	Developer (WBC, HBC, Mersey Travel & Bus Operators)	Phased with delivery of Employment & Residential Development.	All Phases	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
	AT12.1: FF Employment Phase 1 Public Transport Connectivity Enhancements, comprising: <ul style="list-style-type: none"> • Diversion of bus service 110 or 32 into the FF Allocation Site to serve the FF Employment Phase 1 development. Buses will route along the primary access (spine road), along the FF Employment Phase 1 estate road, and then return to Widnes Road via the secondary access; and • Provision of a bus stop with shelter on the FF Employment Phase 1 estate road; and 	On/Off-site infrastructure and Financial Contribution	Developer (WBC led with support from HBC, Mersey Travel & Bus Operators)	Prior to occupation of FF Employment Phase 1.	FF Employment Phase 1	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)

- Bus service enhancements comprising extended operating times to cover an appropriate start time from Warrington bus interchange, additional early services on Sundays and Public Holidays, and extended operating times on Saturday/Sunday services.

This will be secured via a planning obligation and delivered by WBC.

	AT12.2: Public Transport Connectivity Enhancements for Other Phases of Development, comprising enhancements to existing bus services through the FF Allocation Site AND/OR a new bus service to serve the wider FF Allocation Site.	On/Off-site infrastructure and/or Financial Contribution	Developer (WBC, HBC, Mersey Travel & Bus Operators)	Phased with delivery of Employment & Residential Development.	All Phases	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT13	Junction improvements to A562/Liverpool Road Junction determined via appropriate highway modelling.	Off-site Highway Improvements	WBC (Developer)	Assumed to be prior to occupation of FF Employment Phase 2 or Early Residential Phases, subject to appropriate highway modelling and design.	FF Employment Phase 1 or Early Residential Phases (up to a maximum of 300 dwellings)	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT14	Junction improvements to A57/A562 Roundabout determined via appropriate highway modelling, potentially comprising mitigation measures such as signalisation and linking via MOVA to the A562/Liverpool Road Junction.	Off-site Highway Improvements	WBC (Developer)	Assumed to be prior to occupation of FF Employment Phase 3 or Later Residential Phases, subject to appropriate highway modelling and design.	FF Employment Phase 3 or Later Residential Phases (301+ dwellings)	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)

AT15	Junction improvements to Dans Roundabout determined via appropriate highway modelling, potentially comprising mitigation measures such as improvements to the existing road markings to ensure a more efficient use of the junction.	Off-site Highway Improvements	HBC (Developer)	Assumed to be prior to occupation of FF Employment Phase 2 / Early Residential Phases, subject to appropriate highway modelling and design.	FF Employment Phase 2 / Early Residential Phases (up to a maximum of 300 dwellings)	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT16	Junction improvements to A562/Tan House Lane Roundabout determined via appropriate highway modelling, potentially comprising mitigation measures such as conversion from roundabout to signal junction under MOVA.	Off-site Highway Improvements	HBC (Developer)	Assumed to be prior to occupation of FF Employment Phase 3, subject to appropriate highway modelling and design.	FF Employment Phase 3	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT17	Junction improvements to A557 Watkinson Way / Ashley Way Roundabout determined via appropriate highway modelling.	Off-site Highway Improvements	HBC (Developer)	Assumed to be prior to occupation of FF Employment Phase 3, subject to appropriate highway modelling and design.	FF Employment Phase 3	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT18	Junction improvements to Rainhill Stoops Interchange (M62 Junction 7) determined via appropriate highway modelling, potentially comprising financial contribution to an approved improvement scheme developed by National Highways.	Off-site Highway Improvements	National Highways (SHBC and Developer)	Assumed to be prior to occupation of FF Employment Phase 2, subject to appropriate highway modelling and design.	FF Employment Phase 2	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)
AT19	Potential other localised improvements determined via appropriate highway modelling and design undertaken at the point of submission of a planning application for	Off-site Highway Improvements	WBC, HBC & SHBC (Developer)	If required, trigger to be determined subject to the outcome of the	All Phases beyond FF Employment Phase 1	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)

	each future phase of the FF Allocation Site beyond FF Employment Phase 1.			appropriate highway modelling and design.		
AT20	Contributions to wider cycle connections in Halton will be considered at the point of application of future phases of development, subject to the progression of HBC's emerging Local Cycling and Walking Infrastructure Plan and the justified need to support the FF Allocation Site	Off-site cycle infrastructure	Developer (HBC)	If required, trigger to be determined subject to the outcome of appropriate assessments.	FF Employment Phase 2 onwards	Local Plan Policies INF1, ENV8, MD3 and Planning Obligations SPD (July 2024)

Drainage & Utilities (DU)

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies	
DU1	Integrated FF Employment Area surface water drainage system, based on SuDS approach, in accordance with the FF Allocation Site Wide Drainage Strategy.	On-site infrastructure	Developer (LLFA and United Utilities)	Prior to occupation of each Employment Phase.	All Employment Phases	Local Plan Policies ENV2, INF3, MD3 and Planning Obligations SPD (July 2024)
DU2	FF Employment Area foul drainage system, connecting to the existing foul water pumping station.	On-site infrastructure	Developer (United Utilities)	Prior to occupation of each Employment Phase.	All Employment Phases	Local Plan Policies ENV2, INF3, MD3 and Planning Obligations SPD (July 2024)
DU3	Integrated FF Residential Area surface water drainage system, based on SuDS approach and integrating on-site watercourses, in accordance with the FF Allocation Site Wide Drainage Strategy.	On-site infrastructure	Developer (LLFA and United Utilities)	Prior to occupation of each Residential Phase, phased with housing delivery to an extent that allows satisfactory drainage.	All Residential Phases	Local Plan Policies ENV2, INF3, MD3 and Planning Obligations SPD (July 2024)
DU4	New foul water pumping station to serve the FF Residential Area.	On-site infrastructure	Developer (United Utilities)	Prior to occupation of the 1 st dwelling in any phase which requires a new pumping station.	Where necessary as part of Residential Phases	Local Plan Policies ENV2, INF3, MD3 and Planning Obligations SPD (July 2024)

DU5	FF Residential Area foul drainage system, connecting to the existing or new foul water pumping station.	On-site infrastructure	Developer (United Utilities)	Prior to occupation of each Residential Phase.	All Residential Phases	Local Plan Policies ENV2, INF3, MD3 and Planning Obligations SPD (July 2024)
DU6	New primary electrical substation to serve the FF Allocation Site, including a suitable landscape buffer which is designed in accordance with the findings of noise and air quality technical assessments.	On-site infrastructure	Developer (District Network Operator – SPEN)	Prior to occupation of FF Employment Phase 1 and any residential phase which requires a connection to the new primary substation.	FF Employment Phase 1	Local Plan Policies INF3, MD3 and Planning Obligations SPD (July 2024)
DU7	Electricity supply from connection to existing network or new primary electrical substation.	On-site infrastructure	Developer (District Network Operator – SPEN)	Prior to occupation of each phase of development.	All Phases	Local Plan Policies INF3, MD3 and Planning Obligations SPD (July 2024)
DU8	Water supply from existing mains connection located in proximity to Widnes Road.	On-site infrastructure	Developer (United Utilities)	Prior to occupation of each phase of development reliant on a new connection.	All Phases	Local Plan Policies INF3, MD3 and Planning Obligations SPD (July 2024)

Community Facilities (CF), Education & Health

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies	
CF1	Local Centre to a minimum of 1,000m ² (gross) floorspace for uses that can include shops, convenience retail and/or small food retail, and food & beverage (F+B) outlets, as well as business, commercial and service uses (Use Class E) and space for community groups (Use Class F2), comprising:	On-site infrastructure	Developer	Details of the Local Centre shall be submitted as part of the planning application relating to the Later Residential Phases, prior to occupation of the 301st dwelling.	See below	Local Plan Policies INF4, DEV5, MD3 and Planning Obligations SPD (July 2024)

	CF1.1: Serviced land parcel of 0.5ha	On-site infrastructure	Developer	Prior to occupation of the 1 st dwelling, provision of the 0.5ha serviced land which will be actively marketed.	Early Residential Phases	Local Plan Policies INF4, DEV5, MD3 and Planning Obligations SPD (July 2024)
	CF1.2: Provision of a retail convenience unit (Use Class E) of no less than 240m ² (net) floorspace.	On-site infrastructure	Developer	Prior to the occupation of 601 st dwelling.	Later Residential Phases	Local Plan Policies INF4, DEV5, MD3 and Planning Obligations SPD (July 2024)
CF2	Space for a potential GP branch surgery, provided in close proximity to the Local Centre, to mitigate the impacts of the development within the FF Allocation Site.	On-site infrastructure	Developer (NHS)	The need for land within the FF Allocation Site to accommodate a GP branch surgery, including the size and specification of any serviced land parcel required, will be confirmed as part of the planning application relating to the Early Residential Phases, with reference to the NHS Delivery Strategy. In the event that land within the FF Allocation Site is not required, the requirement for any proportionate financial contribution to support offsite delivery will also be reviewed as part of the planning application	Early Residential Phases	Local Plan Policies INF4, MD3 and Planning Obligations SPD (July 2024)

				relating to the Early Residential Phases, with reference to the NHS Delivery Strategy.		
CF3	One-Form Entry Primary School – the Developer will provide a serviced plot, which will be transferred to WBC to build out. A minimum plot size of 13,620m ² is required to provide space for a one-form entry primary school, playing field and associated nursery.	On-site infrastructure	Developer (WBC Education Authority)	Prior to occupation of the 1 st dwelling.	Early Residential Phases	Local Plan Policies INF4, MD3 and Planning Obligations SPD (July 2024)
CF4	Financial contribution towards primary education, to be determined at relevant application stage once the housing numbers and mix is confirmed, calculated in accordance with the Planning Obligations SPD (Consultation Draft December 2023) or future revision. This contribution would be directed towards delivery of a new one form entry primary school on site (CF2) and expanding capacity at existing schools within a two-mile radius if capacity does not exist, subject to review by WBC Education Authority).	Financial Contribution	Developer (WBC Education Authority)	Three payments phased with the delivery of residential development in each Residential Phase, including: <ul style="list-style-type: none"> • Payment 1 on the occupation of 25% of the dwellings • Payment 2 on the occupation of 50% of the dwellings • Payment 3 on the occupation of 75% of the dwellings. 	All Residential Phases	Local Plan Policies INF4, INF5, MD3 and Planning Obligations SPD (July 2024)
CF5	Financial contribution towards secondary education, to be determined at relevant application stage once the housing numbers and mix is confirmed, calculated in accordance with the Planning Obligations SPD (Consultation Draft December 2023) or future revision. This contribution would be directed towards delivery of	Financial Contribution	Developer (WBC Education Authority)	Three payments phased with the delivery of residential development in each Residential Phase, including:	All Residential Phases	Local Plan Policies INF4, INF5, MD3 and Planning Obligations SPD (July 2024)

	expansion at Penketh High School or other secondary provision within a three-mile radius, subject to review by WBC Education Authority).					<ul style="list-style-type: none"> • Payment 1 on the occupation of 25% of the dwellings • Payment 2 on the occupation of 50% of the dwellings • Payment 3 on the occupation of 75% of the dwellings.
CF6	Financial contribution towards local healthcare services, to be determined at relevant application stage once the housing numbers and mix is confirmed, calculated in accordance with the Planning Obligations SPD (Consultation Draft December 2023) or future revision.	Financial Contribution	Developer (WBC, NHS & Warrington Clinical Commissioning Group)	Three payments phased with the delivery of residential development in each Residential Phase, including: <ul style="list-style-type: none"> • Payment 1 on the occupation of 25% of the dwellings • Payment 2 on the occupation of 50% of the dwellings • Payment 3 on the occupation of 75% of the dwellings. 	All Residential Phases	Local Plan Policies INF4, INF5, MD3 and Planning Obligations SPD (July 2024)

Housing (H)

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies
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H1	A range of housing tenures, types and sizes including Supported and Extra Care Housing.	On-site infrastructure	Developer	-	All Residential Phases	Local Plan Policies DEV1, DEV2, MD3, Planning Obligations SPD (July 2024) and Local Housing Needs Assessment.
H2	Affordable housing provision, equivalent to a minimum of 30% of all dwellings.	On-site infrastructure	Developer	Phased with delivery of residential development in each Residential Phase agreed via Affordable Housing Statements and Section 106 Agreements.	All Residential Phases	Local Plan Policies DEV2, MD3 and Planning Obligations SPD (July 2024)
H3	Provision for Custom and Self Build Housing.	On-site infrastructure	Developer	-	All Residential Phases	Local Plan Policies DEV1, DEV2, MD3 and Planning Obligations SPD (July 2024)

Strategic Green Infrastructure (Gi), Blue Infrastructure & Biodiversity

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies	
Gi1	Widnes Road frontage green infrastructure and landscape works	On-site infrastructure	Developer	Prior to occupation of FF Employment Phases 2 and 3	FF Employment Phases 2 and 3	Local Plan Policies DC3, DC4, MD3 and Planning Obligations SPD (July 2024)
Gi2	Fiddlers Ferry Nature Reserve habitat enhancement	On-site infrastructure	Developer	The detailed design of the Nature Reserve habitat enhancement and accessibility improvement works will be submitted as part of the first	All Residential Phases	Local Plan Policies DC3, DC4, MD3 and Planning Obligations SPD (July 2024)

				application for 'full' or 'outline' planning permission relating to the FF Residential Area. This shall include details of the phased delivery of the habitat enhancement and accessibility improvement works that includes enabling works to allow public access prior to the occupation of the 200 th dwelling and full completion prior to occupation of the 301 st dwelling.		
Gi3	Eastern Boundary Green Corridor, creating new landscaped Green Belt boundary.	On-site infrastructure	Developer	Phased with delivery of residential development in each Residential Phase.	All Residential Phases adjoining the eastern boundary	Local Plan Policies DC3, DC4, MD3 and Planning Obligations SPD (July 2024)
Gi4	Railway Line / Canal Green Corridor, creating new landscaped Green Belt boundary.	On-site infrastructure	Developer	Phased with delivery of residential development in each Residential Phase.	All Residential Phases adjoining the Railway Line / Canal	Local Plan Policies DC3, DC4, MD3 and Planning Obligations SPD (July 2024)
Gi5	Landscape buffer between the proposed employment and residential phases of development within the FF Development Area. The design and size of the landscape	On-site infrastructure	Developer	The planning application for either FF Employment Phase	FF Employment Phase 2 / FF Employment Phase 3 /	Local Plan Policy ENV8 and Planning Obligations SPD (July 2024)

	buffer will be informed by Noise and Air Quality technical assessment.			2 or 3, or the first planning application relating to the FF Residential Area (whichever is the sooner) shall include a Noise and Air Quality technical assessment which shall identify the minimum size of the landscape buffer.	Early Residential Phases (up to 300 units)	
				The landscape buffer shall be delivered prior to occupation of FF Employment Phase 3 or the residential or education-related development on land that adjoins the landscape buffer.		
GI6	Minimum 10% biodiversity net gain (BNG) achieved for each phase of development within the FF Development Site (i.e. land north of the canal / railway corridor), to be secured through legal agreement or planning condition attached to the respective planning permission for each phase.	On-site infrastructure	Developer	Biodiversity Gain Plan to be agreed prior to commencement of each phase of development and agreed mitigation to be delivered prior to occupation of each phase of development.	All Phases	Local Plan Policies DC3, DC4, MD3 and Planning Obligations SPD (July 2024)

In accordance with the Site Wide BNG Strategy, BNG enhancements for the FF Development Site will be delivered in line with the following hierarchy:

- On-site delivery within the boundary of that phase of development within the FF Development Site.
- Delivery on other land within the FF Development Site.
- Delivery within the FF Lagoon Area (in addition to existing restoration requirements), where this is achievable in conjunction with ash extraction and phased restoration and phased restoration and provides appropriate biodiversity units to mitigate losses within the FF Development Site.
- Delivery on other land outside of the FF Allocation Site but which formed part of the former power station site.

Gi7	Enhancement of the FF Lagoon Area to provide an ecological and recreational resource, including providing a minimum 10% BNG.	On-site infrastructure	Developer	To be determined via detailed restoration plan secured via updated Lagoon Management Plan associated with the legal agreement attached to planning permission 88/22513.	FF Lagoon Area	Local Plan Policies DC3, DC4, MD3 and Planning Obligations SPD (July 2024)
	Note: this is in addition to the requirements of the legal agreement attached to planning permission 88/22513 relating to restoration of the FF Lagoon Area for nature conservation use and public access.					
Gi8	A financial contribution of £432,000 towards supporting the delivery (by WBC) of a new water abstraction point at Fiddlers Ferry Marina Lock to facilitate the restoration of water levels within the St Helens (Sankey) Canal.	Financial Contribution	Developer (WBC)	Two payments phased as follows: <ul style="list-style-type: none"> • Payment 1 (50%) to be made at the 	FF Residential Phases	Local Plan Policies DC3, MD3 and Planning Obligations SPD (July 2024)

N.B. This equates to 30% of the total cost (£1.44 million) for construction of the water abstraction point.

later of the commencement of construction of the first dwelling within the FF Residential Area and WBC Cabinet approval to proceed with construction of the water abstraction point.

- Payment 2 (50%) to be made on completion of construction of the water abstraction point.

Public Open Space (POS), Sport & Recreation

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies
<p>POS1 New on-site public open space provision in accordance with the Planning Obligations SPD (Consultation Draft December 2023) (or future revision) and the WBC Open Space Report (March 2023) (or future revision).</p> <p>This includes the following POS typologies:</p> <ul style="list-style-type: none"> • Amenity Greenspace 	On-site infrastructure	Developer	Phased with delivery of residential development in each Residential Phase.	All Residential Phases	Local Plan Policies DC5, MD3 and Planning Obligations SPD (July 2024)

- Parks & Gardens
- Natural / Semi-Natural Greenspace
- Allotments

<p>POS1.1: A new 'Central Park' located centrally within the FF Residential Area adjacent to the proposed Local Centre (CF1), including the provision of benches and litter bins and access to toilets and parking.</p>	<p>On-site infrastructure</p>	<p>Developer</p>	<p>Details of the 'Central Park' will be submitted as part of the planning application relating to the first phase of residential development and will be delivered prior to occupation of 75% of the dwellings.</p>	<p>All Residential Phases</p>	<p>Local Plan Policies DC5, MD3 and Planning Obligations SPD (July 2024)</p>
<p>POS1.2: Allotments (0.4ha, equating to 19 plots if based on an average plot-size of 250m²), including suitable ground conditions and drainage; good natural surveillance; vehicular access and parking provision; water and electricity supply; access to toilets; and internal & external secure storage.</p>	<p>On-site infrastructure</p>	<p>Developer</p>	<p>Details of the allotments will be submitted as part of the planning application relating to the first phase of residential development, including an agronomy report to demonstrate the suitability of the site for allotments.</p>	<p>All Residential Phases</p>	<p>Local Plan Policies DC5, MD3 and Planning Obligations SPD (July 2024)</p>
			<p>The allotments will be delivered prior to</p>		

				occupation of 75% of the dwellings.		
POS2	New on-site equipped play space provision in accordance with the Planning Obligations SPD (Consultation Draft December 2023) (or future revision) and the WBC Open Space Report (2023 Draft) (or future revision) and including the following minimum requirements:	On-site infrastructure	Developer	Phased with delivery of residential development in each Residential Phase.	All Residential Phases	Local Plan Policies DC5, MD3 and Planning Obligations SPD (July 2024)
	POS2.1: 6no. Local Equipped Area's of Play (LEAP), each 0.04ha in size each with 20m buffers and 400m accessibility catchment.	On-site infrastructure	Developer	Phased with delivery of residential development in each Residential Phase, such that each dwelling has access to a LEAP in accordance with the minimum catchment area and the final LEAP is delivered prior to occupation of 75% of the dwellings.	All Residential Phases	Local Plan Policies DC5, MD3 and Planning Obligations SPD (July 2024)
	POS2.2: 2no. Neighbourhood Equipped Area's of Play (NEAP), each 0.1ha in size with 30m buffers and 1,000m accessibility catchment. This will include 1no. NEAP located within the Central Park (POS1.1).	On-site infrastructure	Developer	Phased with delivery of residential development in each Residential Phase, such that each dwelling has access to a NEAP in accordance with the minimum catchment area and the final NEAP is delivered prior to	All Residential Phases	Local Plan Policies DC5, MD3 and Planning Obligations SPD (July 2024)

				occupation of 75% of the dwellings.		
POS3	Replacement of existing playing field. The existing playing field extends to 1.53ha, comprising one adult size grass playing pitch with run off.	On-site infrastructure	Developer	<p>A Playing Pitch Strategy will be submitted as part of the planning application relating to the loss of the existing playing field (FF Employment Phase 2).</p> <p>The Playing Pitch Strategy will confirm whether the replacement pitch would be delivered either:</p> <ul style="list-style-type: none"> • Prior to commencement of development which results in the loss of the existing playing field (FF Employment Phase 2), or • As part of a comprehensive strategy alongside POS4 as part of 	Replaced in conjunction with occupation of development that secures permission to develop pitch (FF Employment Phase 2) or as part of Early Residential Phases	Local Plan Policies DC5, MD3 and Planning Obligations SPD (July 2024)

				the Early Residential Phases.		
POS4	New on-site full-size grass playing pitch with parking provision, in accordance with the WBC Playing Pitch & Outdoor Sport Strategy Assessment Report (2023 Draft) (or future revision). An area of land equivalent to the size of a full size adult rugby pitch will be safeguarded within the FF Development Site, with the final specification of the pitch confirmed based on assessment of need.	On-site infrastructure	Developer	Assessment of need to be confirmed as part of the planning application relating to the Early Residential Phases (up to 300 dwellings). New playing pitch to be provided on the occupation of 75% of the dwellings.	Later Residential Phases	Local Plan Policies DC5, MD3 and Planning Obligations SPD (July 2024)
POS5	Financial contribution towards meeting needs for increased demand for new 3G-artificial playing pitch, in accordance with the WBC Playing Pitch & Outdoor Sport Strategy Assessment Report (2023 Draft) (or future revision).	Financial Contribution	Developer (WBC)	Phased with delivery of residential development in each Residential Phase.	All Residential Phases to meet new residents' requirements	Local Plan Policies DC5, INF5, MD3 and Planning Obligations SPD (July 2024)
POS6	Financial contribution towards built sports facilities in accordance with the Planning Obligations SPD (Consultation Draft December 2023) (or future revision) and the WBC Indoor & Built Sports Facilities – Needs Assessment Report (2023 Draft) (or future revision).	Financial Contribution	Developer (WBC)	Phased with delivery of residential development in each Residential Phase.	All Residential Phases	Local Plan Policies DC5, INF5, MD3 and Planning Obligations SPD (July 2024)

Green Belt Compensation (GBC)

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies	
GBC1	Green Belt Compensatory measures to mitigate the removal of 29ha of land from the Green Belt, which shall, in the first instance, be directed towards landscape and habitat enhancements and accessibility improvements to the Fiddlers Ferry Nature Reserve (as per GI2).	On-site infrastructure	Developer	The first application for 'full' or 'outline' planning permission relating to the FF Residential Area, shall confirm the Green Belt compensatory measures for the FF Allocation Site.	All Residential Phases	Local Plan Policies GB1, DC3, DC4, MD3 and Planning Obligations SPD (July 2024)

Air Quality Mitigation (AQM)

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies	
AQM1	Financial contribution towards appropriate mitigation measures at Holcroft Moss, as part of the mitigation of air quality impacts on the Manchester Mosses Special Area of Conservation (SAC), calculated in accordance with the methodology to be set out in the Planning Obligations SPD (Consultation Draft December 2023) (or future revision).	Financial Contribution	Developer (WBC & Natural England)	Prior to occupation of all phases of development that would result in increased traffic flows on M62 past the Manchester Mosses.	All phases of development that would result in increased traffic flows on M62 past the Manchester Mosses.	Local Plan Policies ENV8, MD3 and Planning Obligations SPD (July 2024)

Abbreviations

HBC – Halton Borough Council

LLFA – Lead Local Flood Authority

SHBC – St Helens Borough Council

SPEN – Scottish Power Energy Networks (the District Network Operator)

WBC – Warrington Borough Council



- Not to scale
- Former Fiddlers Ferry Power Station site (land in Peel ownership)
 - FF Allocation Site boundary
 - Local Authority boundary
 - Employment Development
 - Residential Development
 - AT - Accessibility & Transport
 - DU - Drainage & Utilities
 - CF - Community Facilities, Education & Health
 - H - Housing
 - GI - Strategic Green Infrastructure & Biodiversity
 - POS - Public Open Space, Sport & Recreation
 - GBC - Green Belt Compensation

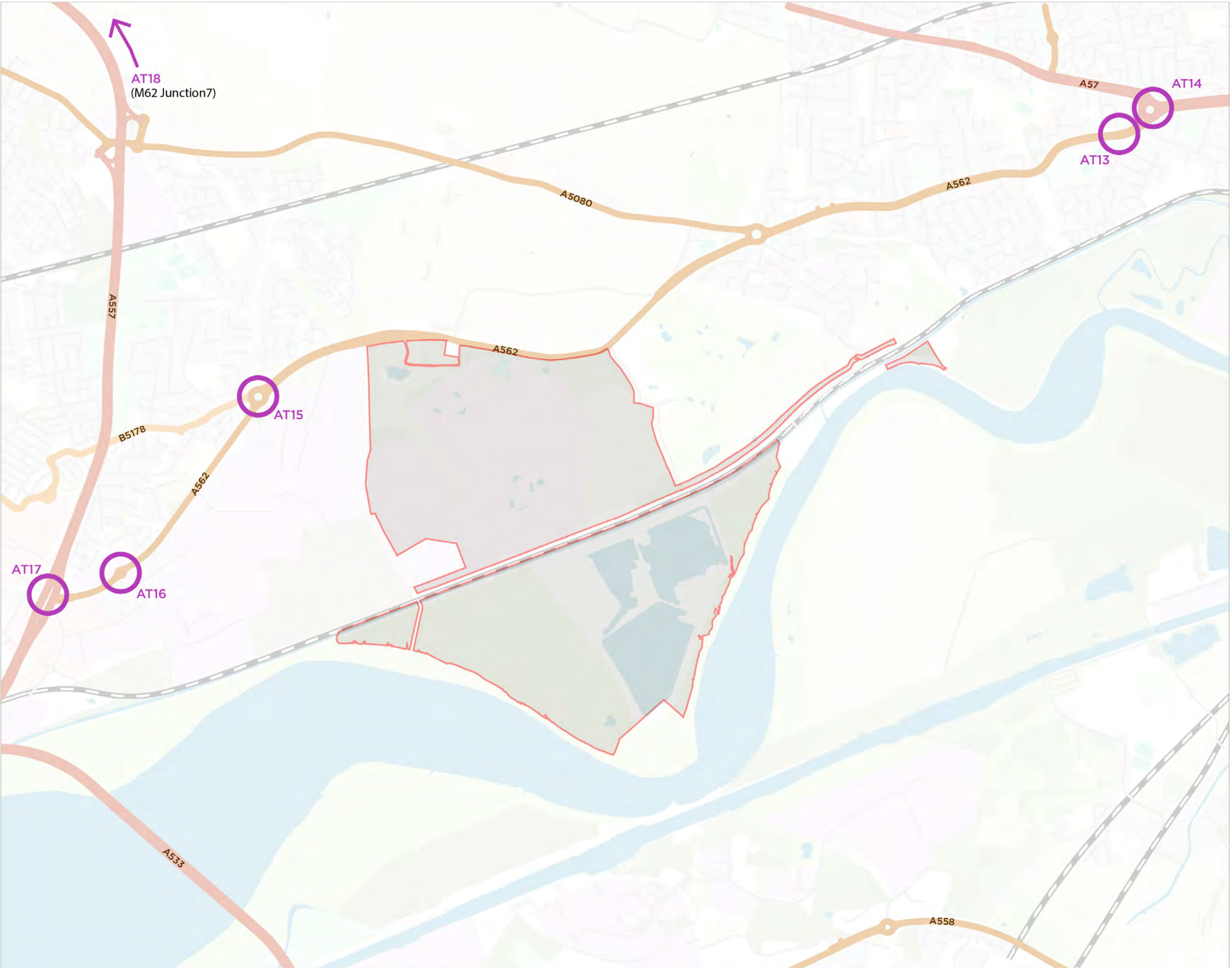
Employment Development, to include:	Residential Development, to include:
AT1	AT1
AT6	AT12
AT9.2	AT19
AT12	AT20
AT19	DU4
AT20	DU5
DU1	DU7
DU2	DU8
DU3	CF2
DU6	CF4
DU7	CF5
DU8	CF6
GI6	H1
AQM1	H2
	H3
	GI6
	GI8
	POS1
	POS2
	POS4
	POS5
	POS6
	AQM1


Note: IDS items AT15 - AT18 are not shown due to the scale of the plan.



Fiddlers Ferry Development Framework

Site Wide Infrastructure Delivery Strategy Identification Plan





 Not to scale

-  Former Fiddlers Ferry Power Station site (land in Peel ownership)
-  AT - Accessibility & Transport: Infrastructure items in the wider area



Fiddlers Ferry Development Framework
 Off-site Highways Infrastructure Delivery Strategy Identification Plan

