

APPENDICES

APPENDIX A

POLICY MD3 - FIDDLERS FERRY

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

MD3.1 Key Land Use and Infrastructure Requirements

A1. 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.

A2. The allocation will include the removal of 29 ha of land from the Green Belt to accommodate a minimum of 860 new homes.

A3. 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

A4. 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.

A5. 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.

A6. 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**

A7. 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.

A8. 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.

A9. Specific provision should be made for self-build/custom-build plots, subject to demand as demonstrated by the Council's self-build register.

A10. 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

A11. 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.

A12. 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

A13. The development will be required to deliver a new 1 form entry primary school which should be located immediately adjacent to the local centre.

A14. 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.

A15. 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.

A16. 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

A17. 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.

A18. 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.

A19. 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

A20. 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.

A21. 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.

A22. 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.

A23. 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

A24. 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.

A25. 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

A26. 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.

A27. 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.

A28. 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.

A29. 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.

A30. 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

A31. 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.

A32. The surface water strategy should be integrated with the site's green infrastructure network in order to maximise ecological and potentially recreational benefits.

A33. 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.

A34. 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.

A35. 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.

A36. Development proposals may be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

A37. 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.

A38. 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

A39. 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**

CONSULTATION DRAFT Fiddlers Ferry Development Framework – Site Wide Infrastructure Delivery Strategy

Updated: 09 January 2024

Accessibility & Transport

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 and MD3.
AT2	Central Vehicular 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 and MD3.
	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 and MD3.
	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 Vehicular Access (AT4) has been delivered as the initial residential access. If	Early Residential Phases (up to a maximum of 300 dwellings).	Local Plan Policies INF1 and MD3.

	provided by the existing Eastern Vehicular Access until the upgraded access (AT4) is provided.			delivered as the second residential access, required prior to occupation of the 301 st dwelling.		
AT3	Western Vehicular Access from A562 Widnes Road, which will serve as the primary vehicular access for the Employment Phases. The Central Vehicular Access Point 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 and MD3.
AT4	Eastern Vehicular 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 Vehicular 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 Vehicular 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 and MD3.
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 and MD3.
AT6	Separate temporary emergency vehicle access route, utilising the existing former power station internal road network, which would be removed following delivery of the Western Vehicular Access.	On-site infrastructure	Developer	Prior to occupation of FF Employment Phase 1	FF Employment Phase 1	Local Plan Policies INF1 and MD3.
AT7	A new 3m wide shared footway/cycleway (set within a corridor with a minimum 'verge' of 2.5m either side) to	On-site infrastructure	Developer	Prior to occupation of FF Employment Phase 1	FF Employment Phase 1	Local Plan Policies INF1, ENV8 and MD3.

	establish strategic pedestrian and cyclist connection with Widnes Road – oriented to maximise active travel opportunities for existing communities when accessing the site.					
AT8	Shared pedestrian and cycle facilities along Widnes Road, with a phased delivery:	Off-site infrastructure	Developer (WBC & HBC)	See below.	See below.	Local Plan Policies INF1, ENV8 and MD3.
	AT8.1: Section from proposed shared footway/cycleway (AT7 above) 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. A minimum 2.5 (maximum 3.5m) wide shared footway/cycleway would continue to Weates Close, subject to obtaining relevant permissions from HBC.	Off-site infrastructure	Developer (WBC & HBC)	Prior to occupation of FF Employment Phase 1	FF Employment Phase 1	Local Plan Policies INF1, ENV8 and MD3.
	AT8.2: Section from Eastern Vehicular Access (AT4 above) towards the Farnworth Road roundabout in the east to improve access to FF Allocation Site. 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 3	FF Employment Phase 3 (or Residential Early Phases if they are delivered first)	Local Plan Policies INF1, ENV8 and MD3.
	AT8.3: Segregated pedestrian and cycle facilities along the Widnes Road site frontage. Land to be reserved along the Widnes Road site frontage between the Northwest Link and the Central Vehicular Access for segregated pedestrian and cycle facilities.	Off-site infrastructure	Developer (WBC & HBC)	Implementation of Central (AT2) / Western (AT3) / Eastern (AT4) vehicular access.	FF Employment Phase 2 (Western Vehicular Access) FF Residential Phases (Central and Eastern Vehicular Accesses)	Local Plan Policies INF1, ENV8 and MD3.

Alternatively, a commodious route for pedestrians and cyclists to be provided through Employment Phase 2.

AT9	Public Right of Way (PRoW) to the West – provision of a footpath & potential combined cycle path link to Johnson’s Lane (subject to confirmation of their deliverability by HBC)	On/Off-site infrastructure	Developer, WBC & HBC	Route to be safeguarded by FF Employment Phase 1. The feasibility of this route is subject to ongoing legal review and technical assessment and therefore timing of delivery will be confirmed at a later date.	FF Employment Phase 2-3 TBC – subject to ongoing feasibility assessment	Local Plan Policies INF1, ENV8 and MD3.
AT10	Public Right of Way (PRoW) to the East – 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.	Off-site infrastructure	Developer (WBC)	Prior to occupation of the 431 st dwelling	Later Residential Phases (301+ dwellings)	Local Plan Policies INF1, ENV8 and MD3.
AT11	Connection to the Trans Pennine Trail (TPT) to the south of the FF Development Site via the existing bridge (subject to structural condition and operational requirements associated with ash extraction)	On-site infrastructure	Developer (WBC & TPT Partnership)	Following completion of ash extraction.	Later Residential Phases (301+ dwellings)	Local Plan Policies INF1, ENV8 and MD3.
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 and MD3.
AT12.1	FF Employment Phase 1 Public Transport Connectivity Enhancements, comprising:	On/Off-site infrastructure	Developer (WBC led with support from HBC,	Prior to occupation of FF Employment Phase 1	FF Employment Phase 1	Local Plan Policies INF1, ENV8 and MD3.

- 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
- 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.

Mersey Travel & Bus Operators)

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	Developer (WBC, HBC, Mersey Travel & Bus Operators)	Phased with delivery of Employment & Residential Development	All Phases	Local Plan Policies INF1, ENV8 and MD3.
AT13	Junction improvements to A562/Liverpool Road Junction, comprising provision of queue limiters on the A562 westbound approach to the Sankey Roundabout	Off-site Highway Improvements	WBC (Developer)	Prior to occupation of FF Employment Phase 2 or Early Residential Phases	FF Employment Phase 1 or Early Residential Phases (up to a maximum of 300 dwellings)	Local Plan Policies INF1, ENV8 and MD3.
AT14	Junction improvements to A57/A562 Roundabout, comprising signalisation and linking via MOVA to the A562/Liverpool Road Junction	Off-site Highway Improvements	WBC (Developer)	Prior to occupation of FF Employment Phase 3 or Later Residential Phases	FF Employment Phase 3 or Later Residential Phases (301+ dwellings)	Local Plan Policies INF1, ENV8 and MD3.

AT15	Junction improvements to Dans Roundabout, comprising improvements to the existing road markings to ensure a more efficient use of the junction	Off-site Highway Improvements	HBC (Developer)	Prior to occupation of FF Employment Phase 2 / Early Residential Phases	FF Employment Phase 2 / Early Residential Phases (up to a maximum of 300 dwellings)	Local Plan Policies INF1, ENV8 and MD3.
AT16	Junction improvements to A562/Tan House Lane Roundabout, comprising conversion from roundabout to signal junction under MOVA	Off-site Highway Improvements	HBC (Developer)	Prior to occupation of FF Employment Phase 3	FF Employment Phase 3	Local Plan Policies INF1, ENV8 and MD3.
AT17	Junction improvements to A557 Watkinson Way / Ashley Way Roundabout, comprising potential to increase flare length on A557 southbound approach and upgrade signal equipment and timings to optimise signal coordination	Off-site Highway Improvements	HBC (Developer)	Prior to occupation of FF Employment Phase 3	FF Employment Phase 3	Local Plan Policies INF1, ENV8 and MD3.
AT18	Junction improvements to Rainhill Stoops Interchange (M62 Junction 7), comprising potential to contribute to an approved improvement scheme developed by National Highways	Off-site Highway Improvements	National Highways (SHBC and Developer)	Prior to occupation of FF Employment Phase 2	FF Employment Phase 2	Local Plan Policies INF1, ENV8 and MD3.

Drainage & Utilities

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies	
DU1	Surface water attenuation pond sized to accommodate all Employment Phases	On-site infrastructure	Developer (LLFA and United Utilities)	Prior to occupation of FF Employment Phase 1	FF Employment Phase 1	Local Plan Policies ENV2, INF3 and MD3.
DU2	Surface water drainage system connecting to the Employment Phase attenuation pond	On-site infrastructure	Developer (LLFA and United Utilities)	Prior to occupation of each Employment Phase	All Employment Phases	Local Plan Policies ENV2, INF3 and MD3.

DU3	Employment Phase 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 and MD3.
DU4	Integrated Residential Phase surface water drainage system, based on SuDS approach and integrating on-site watercourses	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 and MD3.
DU5	New foul water pumping station to serve the Residential Phases	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 and MD3.
DU6	Residential Phase 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 and MD3.
DU7	New primary electrical substation to serve Employment and Residential Phases	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 and MD3.
DU8	Electricity supply from connection to existing 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 and MD3.
DU9	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 and MD3.

Community Facilities, Education & Health

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies	
CF1	Local Centre 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	See below	See below	Local Plan Policies INF4, DEV5 and MD3.
CF1.1	Serviced 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 and MD3.
CF1.2	Provision of a unit of no less than 300m ²	On-site infrastructure	Developer	Prior to the occupation of 601 st dwelling.	Later Residential Phases	Local Plan Policies INF4, DEV5 and MD3.
CF2	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 first dwelling.	Early Residential Phases	Local Plan Policies INF4 and MD3.
CF3	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 adopted Planning Obligations SPD (January 2017) 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	Financial Contribution	Developer (WBC Education Authority)	Three payments phased with the delivery of market housing in each Residential Phase, including: <ul style="list-style-type: none"> • Payment 1 on the occupation of 25% 	All Residential Phases	Local Plan Policies INF4, INF5 and MD3.

	<p>capacity does not exist, subject to review by WBC Education Authority).</p> <p>On the basis of 860 dwellings (dependent on the final housing mix to be determined) this would currently equate to 258 primary pupil places, currently at a rate of £17,733 per place, equating to a total contribution of £4,575,114.</p>			<p>of the dwellings (~215th dwelling)</p> <ul style="list-style-type: none"> • Payment 2 on the occupation of 50% of the dwellings (~430th dwelling) • Payment 3 on the occupation of 75% of the dwellings (~645th dwelling) 		
CF4	<p>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 adopted Planning Obligations SPD (January 2017) or future revision. This contribution would be directed towards delivery of expansion at Penketh High School or other secondary provision within a three-mile radius, subject to review by WBC Education Authority).</p> <p>On the basis of 860 dwellings (dependent on the final housing mix to be determined) this would currently equate to 155 secondary pupil places, currently at a rate of £22,785 per place, equating to a total contribution of £3,531,675.</p>	Financial Contribution	Developer (WBC Education Authority)	<p>Three payments phased with the delivery of market housing in each Residential Phase, including:</p> <ul style="list-style-type: none"> • Payment 1 on the occupation of 25% of the dwellings (~215th dwelling) • Payment 2 on the occupation of 50% of the dwellings (~430th dwelling) • Payment 3 on the occupation of 75% of the dwellings (~645th dwelling) 	All Residential Phases	Local Plan Policies INF4, INF5 and MD3.

CF5	Space for a potential GP branch surgery, located within the 0.5ha serviced parcel for the Local Centre (as per CF1).	On-site infrastructure	Developer (WBC, NHS and Warrington Clinical Commissioning Group)	Subject to the outcome of NHS Feasibility Assessment work. To be delivered subject to % occupations of the dwellings.	Later Residential Phases	Local Plan Policies INF4 and MD3.
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 adopted Planning Obligations SPD (January 2017) or future revision.	Financial Contribution	Developer (WBC, NHS & Warrington Clinical Commissioning Group)	Phased with delivery of market housing in each Residential Phase.	All Residential Phases	Local Plan Policies INF4, INF5 and MD3.

Housing

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies	
H1	A range of housing tenures, types and sizes including Custom and Self Build Plots and Supported and Extra Care Housing.	On-site infrastructure	Developer	-	All Residential Phases	Local Plan Policies DEV1, DEV2 and MD3. 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 market housing in each Residential Phase agreed via Affordable Housing Statements and Section 106 Agreements.	All Residential Phases	Local Plan Policies DEV2 and MD3.

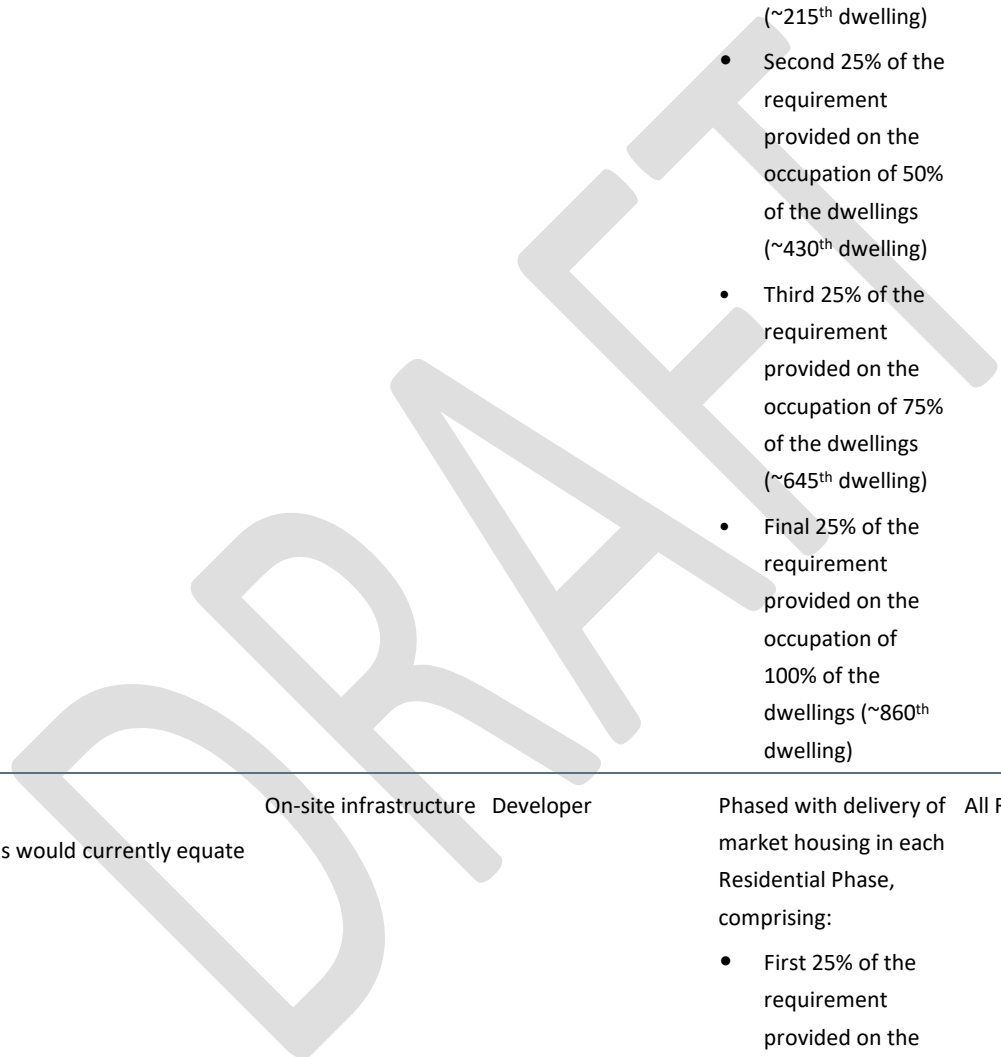
Strategic Green Infrastructure & Biodiversity

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 and MD3.
Gi2	Fiddlers Ferry Nature Reserve habitat enhancement	On-site infrastructure	Developer	Phased with delivery of market housing in each Residential Phase	Early Residential Phases	Local Plan Policies DC3, DC4 and MD3.
Gi3	Eastern Boundary Green Corridor, creating new landscaped Green Belt boundary.	On-site infrastructure	Developer	Phased with delivery of market housing in each Residential Phase	All Residential Phases adjoining the eastern boundary	Local Plan Policies DC3, DC4 and MD3.
Gi4	Railway Line / Canal Green Corridor, creating new landscaped Green Belt boundary.	On-site infrastructure	Developer	Phased with delivery of market housing in each Residential Phase	All Residential Phases adjoining the Railway Line / Canal	Local Plan Policies DC3, DC4 and MD3.
Gi5	Restoration of former Ash Lagoons to provide a new ecological and recreational resource.	On-site infrastructure	Developer	Pursuant to extant planning permission 88/22513	Phased delivery in line with programme for extraction of ash, as set out within the Lagoon Management Plan approved pursuant to the Legal Agreement attached to planning permission 88/22513.	Local Plan Policies DC3, DC4 and MD3.
Gi6	Minimum 10% biodiversity net gain for each phase of development, to be delivered in line with the hierarchy set out within the Site Wide BNG Strategy. This includes:	On-site infrastructure	Developer	Prior to occupation of each phase of development	All Phases	Local Plan Policies DC3, DC4 and MD3.

- On-site delivery within the boundary of that phase of development.
- On-site delivery on other land within the FF Allocation Site north of the canal / railway corridor.
- On-site delivery on other land within the FF Allocation Site south of the canal / railway corridor, including the Lagoons, as well as land outside of the FF Allocation Site but which formed part of the former power station (part BNG Strategic Area 2).

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 adopted Planning Obligations SPD (January 2017) (or future revision) and the emerging WBC Open Space Report (2023 Draft) (or future revision).</p> <p>On the basis of 860 dwellings this would currently equate to 8.13ha of POS, comprising:</p>	On-site infrastructure	Developer	Phased with delivery of market housing in each Residential Phase.	All Residential Phases	Local Plan Policies DC5 and MD3.
<p>POS1.1 Amenity Greenspace (On the basis of 860 dwellings this would currently equate to 1.06ha)</p>	On-site infrastructure	Developer	<p>Phased with delivery of market housing in each Residential Phase, comprising:</p> <ul style="list-style-type: none"> • First 25% of the requirement provided on the occupation of 25% 	All Residential Phases	Local Plan Policies DC5 and MD3.



- of the dwellings (~215th dwelling)
- Second 25% of the requirement provided on the occupation of 50% of the dwellings (~430th dwelling)
- Third 25% of the requirement provided on the occupation of 75% of the dwellings (~645th dwelling)
- Final 25% of the requirement provided on the occupation of 100% of the dwellings (~860th dwelling)

POS1.2	Parks & Gardens (On the basis of 860 dwellings this would currently equate to 3.08ha)	On-site infrastructure	Developer	Phased with delivery of market housing in each Residential Phase, comprising: <ul style="list-style-type: none">• First 25% of the requirement provided on the occupation of 25%	All Residential Phases	Local Plan Policies DC5 and MD3.
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				<p>of the dwellings (~215th dwelling)</p> <ul style="list-style-type: none"> • Second 25% of the requirement provided on the occupation of 50% of the dwellings (~430th dwelling) • Third 25% of the requirement provided on the occupation of 75% of the dwellings (~645th dwelling) • Final 25% of the requirement provided on the occupation of 100% of the dwellings (~860th dwelling) 	
POS1.3	Natural / Semi-Natural Greenspace (On the basis of 860 dwellings this would currently equate to 3.85ha)	On-site infrastructure	Developer	<p>Phased with delivery of market housing in each Residential Phase, comprising:</p> <ul style="list-style-type: none"> • First 25% of the requirement provided on the occupation of 25% 	<p>All Residential Phases</p> <p>Local Plan Policies DC5 and MD3.</p>

				<ul style="list-style-type: none"> of the dwellings (~215th dwelling) • Second 25% of the requirement provided on the occupation of 50% of the dwellings (~430th dwelling) • Third 25% of the requirement provided on the occupation of 75% of the dwellings (~645th dwelling) • Final 25% of the requirement provided on the occupation of 100% of the dwellings (~860th dwelling) 		
POS1.4	Allotments (On the basis of 860 dwellings this would currently equate to 0.14ha)	On-site infrastructure	Developer	Provided on the occupation of 75% of the dwellings (~645 th dwelling)	Later Residential Phases	Local Plan Policies DC5 and MD3.
POS2	New on-site equipped play space provision in accordance with the adopted Planning Obligations SPD (January 2017) (or future revision) and the emerging WBC Open Space Report (2023 Draft) (or future revision).	On-site infrastructure	Developer	Phased with delivery of market housing in each Residential Phase	All Residential Phases	Local Plan Policies DC5 and MD3.

On the basis of 860 dwellings this would currently equate to provision of 0.48ha of equipped play space, comprising:

POS2.1	6no. Local Equipped Area's of Play (LEAP), each 0.04ha in size each with 20m buffers.	On-site infrastructure	Developer	<p>Phased with delivery of market housing in each Residential Phase, comprising:</p> <ul style="list-style-type: none"> • First 2no. LEAPs prior to occupation of a third of the dwellings (~286th dwelling. • Second 2no. LEAPs prior to occupation of two thirds of the dwellings (~572nd dwelling. • Final 2no. LEAPs prior to occupation of the final third of the dwellings (~860th dwelling. 	All Residential Phases	Local Plan Policies DC5 and MD3.
POS2.2	2no. Neighbourhood Equipped Area's of Play (NEAP, each 0.1ha in size with 30m buffers.	On-site infrastructure	Developer	<p>Phased with delivery of market housing in each Residential Phase, comprising:</p>	All Residential Phases	Local Plan Policies DC5 and MD3.

				<ul style="list-style-type: none"> • First 50% of the requirement provided on the occupation of 50% of the dwellings (~430th dwelling) • Second 50% of the requirement provided on the occupation of 100% of the dwellings (~860th dwelling) 		
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	Prior to occupation of any phase that develops the existing pitch.	Replaced in conjunction with occupation of development that secures permission to develop pitch or as part of Early Residential Phases	Local Plan Policies DC5 and MD3.
POS4	New on-site grass playing pitch with parking provision, in accordance with the emerging WBC Playing Pitch & Outdoor Sport Strategy Assessment Report (2023 Draft) (or future revision).	On-site infrastructure	Developer	Provided on the occupation of 75% of the dwellings (~645 th dwelling)	Later Residential Phases	Local Plan Policies DC5 and MD3.
POS5	Financial contribution towards meeting needs for increased demand for new 3G-artificial playing pitch, in accordance with the emerging WBC Playing Pitch & Outdoor Sport Strategy Assessment Report (2023 Draft) (or future revision). This would currently equate to a contribution of £147,692.	Financial Contribution	Developer (WBC)	Phased with delivery of market housing in each Residential Phase	All Residential Phases to meet new residents' requirements	Local Plan Policies DC5, INF5 and MD3.

POS6	Financial contribution towards built sports facilities in accordance with the adopted Planning Obligations SPD (January 2017) (or future revision) and the emerging WBC Indoor & Built Sports Facilities – Needs Assessment Report (2023 Draft) (or future revision). This would currently equate to a contribution of £795,034.	Financial Contribution	Developer (WBC)	Phased with delivery of market housing in each Residential Phase	All Residential Phases	Local Plan Policies DC5, INF5 and MD3.
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Green Belt Compensation

Infrastructure Item	Type	Lead (& Partners)	Trigger	Delivery Phase	Relevant Local Plan Policies	
GBC1	Public Right of Way (PRoW) to the East – creation of a shared footway/cycleway along the route of the redundant overland pipeline to connect the existing PRoW to Station Road in Penketh, to enhance accessibility to/from the east and provide connections to access the Trans Pennine Trail.	On/Off-site infrastructure	Developer (WBC)	Prior to occupation of the 450 th dwelling.	Later Residential Phases	Local Plan Policies INF1, ENV8 and MD3.
GBC2	Fiddlers Ferry Nature Reserve habitat enhancement	On-site infrastructure	Developer	Phased with delivery of market housing in each Residential Phase and completed prior to occupation of 860 th dwelling.	Early Residential Phases	Local Plan Policies DC3, DC4 and MD3.

Air Quality Mitigation

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	Financial Contribution	Developer	To be confirmed by forthcoming update	To be confirmed by forthcoming update to	Local Plan Policies ENV8 and MD3.

Area of Conservation (SAC), calculated in accordance with the methodology to be set out in the updated Planning Obligations SPD (once published).

(WBC & Natural England)

to Planning Obligations SPD.

Planning Obligations SPD.

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

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