



6 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 planning application to ensure deliverability.

Each phase will respond to overall site-wide requirements.

INTRODUCTION

6.1. 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 proposed Infrastructure Delivery Strategy (IDS) at Appendix B.

6.2. 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). The submission of an application for full planning permission for the first phase of employment development, centred on the former coal stockyard area, was submitted in March 2023 (Ref. 2023/00392/EA) ('FF Employment Phase 1') to enable development that will facilitate wider demolition (see page 141).

6.3. 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, more detailed knowledge of site constraints might develop over time, as might the strategies, techniques and technologies that could be employed to address them.

6.4. The Infrastructure Delivery Strategy (IDS) sets out the delivery triggers and phasing of all infrastructure requirements, which have been agreed with Warrington Borough Council. 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.

6.5. Section 6 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

DELIVERY COMMITMENTS

6.6. Making early progress on delivering the transformation potential of the site is key, helping to drive economic growth and bring forward multiple social, economic and environmental benefits for Warrington and Halton.

Phase 1 employment development

6.7. An application for full planning permission has been submitted for the first phase of employment development within the FF Development Area ('the FF Employment Phase 1 scheme'). The planning application and its accompanying Environmental Statement provide clear definition of development extents, development quantum and infrastructure requirements.

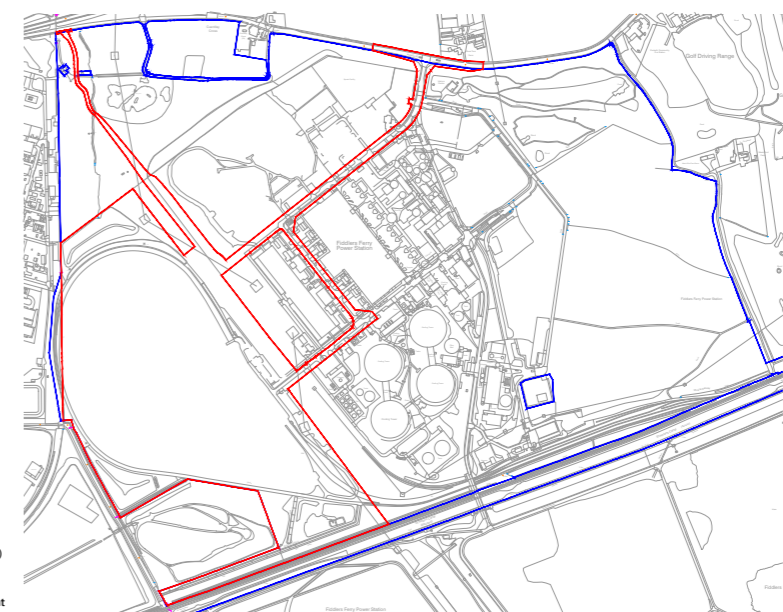
6.8. The planning application aims to deliver development on a substantial scale, representing a commitment to significant delivery with the potential to generate 2,114 jobs across all skill levels.

6.9. The scheme proposes to deliver 130,711sqm of new employment floorspace, comprising B2/B8 units ranging in size from 8,824sqm to 63,637sqm GIA. The scale of the proposed buildings responds to the surrounding industrial context and aligns with projected needs of occupiers. Building heights are proposed up to 33.95m (lower than the retained National Grid 275kv substation, which is c.36.8m high). This sets a scale reference for later employment phases.

6.10. The FF Employment Phase 1 scheme includes;

- Large plots and buildings to meet local plan employment land requirements, market demand and maximise socio-economic benefits.
- Multi-modal access from Widnes Road to the east via the existing power station spine road (this includes improvements to the existing site access road which will connect to a new internal estate road network, providing onward access to individual plots within Phase 1 and to future phases of employment development).
- Separate multi-user routes (ped/cycle/equestrian) connecting to Widnes Road to the north west of the site.
- 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.
- BREEM Very Good rating prioritising credits within the Energy, Materials and Waste sections to reduce carbon.

6.11. These Phase 1 infrastructure provisions and standards are designed to integrate and facilitate later phases of employment development.



Extract from phase 1 planning application showing proposed site boundary

Delivering key regeneration benefits

6.12. 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 and their developer partners throughout the delivery period.

Socio-economic

6.13. 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 work.

6.14. Peel 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 on those of a wider area. This opportunity is fully aligned with Peel’s values and operational focus.

6.15. CBRE has undertaken an analysis of potential socio-economic benefits of the scheme over all phases, including anticipated skills demand. The benefits are projected to be substantial, as summarised at Section 4 of this Development Framework, comprising 5,962 new job opportunities on site and £141.76m per annum of additional spending to the local economy.

Community and environment

6.16. 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. 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 lagoons area following ash extraction for ecology and recreation.
- 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 1FE 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 .
- Compensatory improvements to land remaining within the Green Belt.
- Ecological mitigation and enhancement including at least 10% Biodiversity Net Gain.
- Comprehensive drainage network, including Sustainable Drainage Systems.

Design quality

6.17. Peel will work with WBC to prepare a Design Code or Codes to accompany planning applications for phases of development, which reflect a shared ambition for the high-quality development set out in this Development Framework.

6.18. The Development Framework process has included design review with Places Matter. *Key findings* from the review are summarised below, and these have influenced the preparation of this document. There will be an opportunity for future planning applications and design coding work to also include design review, building on these key findings and other design themes.

1. This is a challenging site, but don't be constraints-led. Need a clear vision that communicates a distinctive and integrated approach.
2. Need to recognise and celebrate the industrial heritage, the 'heroic' scale and legacy of the existing structures and landmark value.
3. Re-imagining this brownfield site and landscape setting presents a special opportunity to create a truly exemplar scheme, that is shaped by a comprehensive sustainability strategy.
4. The development needs to celebrate its natural assets, surrounding landscape, nature, connections to water and focus much more on place making
5. The movement strategy needs to focus on pedestrians and cyclists, connecting the development to the landscape and water to the South.

6.19. Future development and design processes will include;

- Detailed development of the principles and concepts expressed through the spatial masterplan set out in Section 5 of the Development Framework.
- Design and Access Statements for all planning applications which explain how the development proposals deliver good design and align to all aspects of the Development Framework.
- Preparation of Design Codes for the FF Residential Area, in line with the Local Plan Policy DC6 and to accompany planning applications for residential development.
- Sustainability Assessments which ensure that sustainability performance is maximised, based on and further developing 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.
- Consideration and integration of the future Warrington Design Guide.

PHASING AND INFRASTRUCTURE

6.20. 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 sufficient to support demolition and of a scale that can help support the delivery of infrastructure.
- Efficient access and circulation can be maintained into and through the 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 overhead pylons, 275kV National Grid Sub Station, Ash Processing Plant and Rail Sidings.
- Access to ash extraction areas south of the rail / canal corridor will continue to enable restoration without hindering development.

6.21. 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 (i.e. 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:

- FF Employment: An application for the first phase of development has already been submitted and is expected to be determined in early 2024, with construction completed and occupation commencing in 2026. Two further employment phases are expected to be complete and occupied in 2027 and 2030.
- FF Residential: The first new homes at Fiddlers Ferry are expected to become available from 2025.

6.22. The phasing sequence describes anticipated primary infrastructure associated with each phase. This is informed by the site-wide Infrastructure Delivery Strategy (IDS) at Appendix B, which sets out the anticipated infrastructure necessary to mitigate the impacts and support the redevelopment of Fiddlers Ferry as a whole.

Delivery mechanisms

6.23. The redevelopment of the FF Allocation Site will deliver new on-site infrastructure, as described in this Development Framework (including IDS). Final details will be determined as part of the planning application(s) pursuant to each phase of development and secured pursuant to planning conditions and/or legal obligations with appropriate trigger points.

6.24. The direct delivery of or financial contribution towards off-site infrastructure enhancement will also be determined as part of the planning application(s) pursuant to each phase of development. In accordance with Policy MD3, this may include financial contributions towards additional secondary school places and built leisure facilities, off site highway mitigation, sustainable travel measures as well as any appropriate air quality mitigation measures at Holcroft Moss.

Off-site highways

6.25. 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.

6.26. Outputs from this modelling work are set out in the highways report that forms part of the technical appendices (Highways and Transport Technical Note, Curtins, 2023). The note considers off-site highway impacts, potential mitigation and the development triggers, to inform the IDS at Appendix B.

6.27. Detailed off-site mitigation measures will be subsequently identified by the Transport Assessment (TA) for the relevant phase of development.

Biodiversity Net Gain (BNG)

6.28. A BNG strategy forms part of the technical appendices (Fiddlers Ferry Development Framework - Biodiversity Net Gain Strategy, Arcadis, 2023).

6.29. The strategy relates to the entire FF Allocation Site but confirms a commitment to delivering a minimum of 10% biodiversity net gain across the FF Development Site. This will primarily focus on on-site mitigation within each phase for any losses, but will include off-site solutions elsewhere within the DF area should there be any deficits.

Restoration of Ash Lagoons

6.30. The restoration of the land to the south of the rail line / canal corridor will be phased in accordance with the programme for the extraction of ash. This will be agreed with WBC via updating the Lagoon Management Plan, which will set out a working programme for extraction followed by phased restoration.

6.31. In the short term, opportunities to restore land which is outside of the ash reserves will be identified for early delivery, seeking to provide further ecological benefits and additional BNG beyond the 10% provided by each phase.



Existing site access: key to opening up early phase development and reusing existing infrastructure

Phase 1 Employment

6.32. The FF Employment Phase 1 scheme will be 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. This is necessary to best facilitate the demolition of FFPS and deliver development: Phase 1 can be planned to avoid compromising future demolition and site preparation activities in other parts of the site.

On-site primary infrastructure

6.33. The FF Employment Phase 1 scheme will deliver the following on-site primary infrastructure as summarised in the diagrams over page. Detailed design and delivery triggers will be agreed with WBC through the planning application.

FF Employment Phase 1 scheme - primary infrastructure*	
Highways infrastructure	<ol style="list-style-type: none"> 1. Existing traffic signal-controlled junction with the A562 Widnes Road (the Central Vehicular Access) to be retained and improved. 2. Improved existing former power station spine road including provision of continuous footway and cycleway. 3. Separate temporary emergency vehicle access route utilising existing former power station internal road network. 4. A new 'North West Link' shared footway/cycleway establishing a connection with Widnes Road - orientated to maximise active travel opportunities for existing communities when accessing the site. 5. Shared pedestrian and cycle facilities along the Widnes Road Frontage, extending towards Bennett's Lane in the west. 6. Improved public transport connectivity; including diversion of existing bus service(s) into the site to serve phase 1 development, provision of a bus stop with shelter and extended operating times from Warrington bus interchange. 7. Safeguarded land for a footpath connection and potential combined cycleway link to Johnson's Lane (subject to ongoing legal review, land assembly and feasibility assessment).
Other primary infrastructure	<ol style="list-style-type: none"> 8. SuDS pond and surface water drainage system (sized to accommodate all employment development phases). 9. Foul drainage system connecting to existing pumping station located within the site. 10. New primary sub-station and connection. 11. Water supply from existing mains connection located in proximity to Widnes Road. 12. On-site Green Infrastructure to include new landscape green space and improvements to Vyrnwy Aqueduct green corridor. 13. Amenity areas within new landscaped green spaces, located adjacent to the Vyrnwy Aqueduct and proposed SuDS pond.

*Summary table 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, not included in this summary table.



Former coal pad area: site of FF Employment Phase 1 (Indicative)

FF Employment Phase 1: Development concept

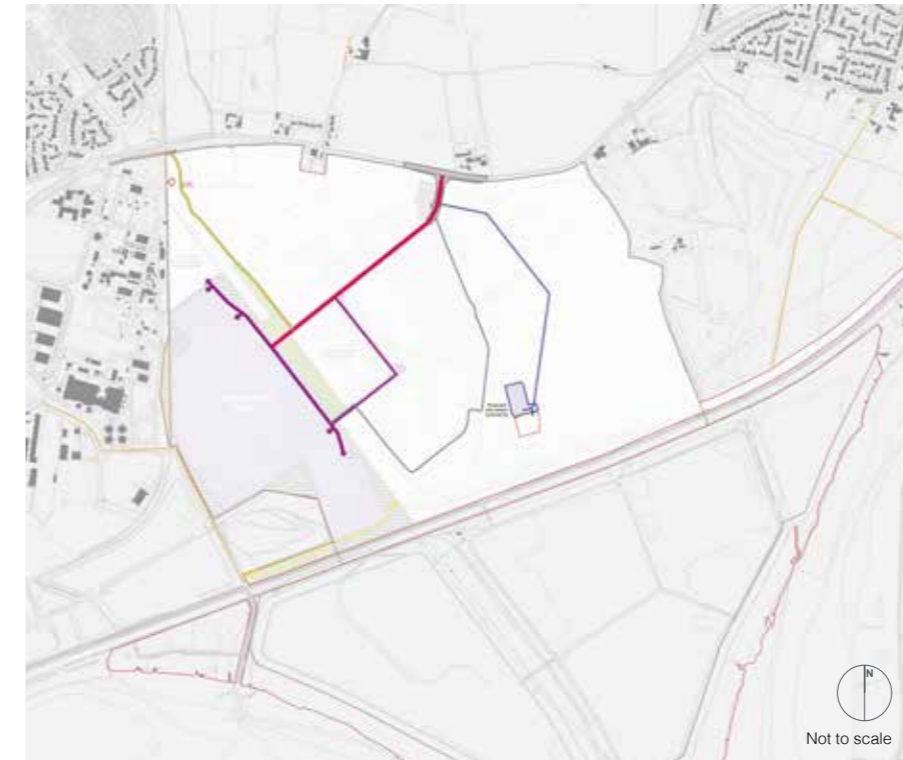


Not to scale



- Redevelopment of former coal pad area
- Vehicular / multi-modal access via existing Widnes Road junction
- Access roads utilise existing highway infrastructure (with modification) for maximum efficiency
- Improvements to main spine road access
- Integration of existing aqueduct green corridor to enhance environmental context and create improved wildlife habitat
- New shared footway/cycleway to north west establishes strategic pedestrian and cyclist connection to Widnes Road, directed towards existing communities in east Widnes.
- Works to Widnes Road to improve two-way pedestrian and cyclist infrastructure

- Former Fiddlers Ferry Power Station site (land in Peel ownership)
- FF Allocation site boundary
- Built development
- Indicative green space
- Strategic green space creation / enhancement (green spaces outside of development area)
- Key on-site multi-modal access routes aligned to existing infrastructure
- Additional key on-site active travel routes (new construction)
- North West Link shared footway/cycleway
- Improvements to two-way pedestrian and cyclist infrastructure on Widnes Road
- Existing car park potentially brought into use as part of bus network interchange point



Employment Ph1 access and movement diagram

Access and movement

- Primary access route
- Access routes to development plots
- Additional route to aid vehicular circulation / highway network resilience
- North West Link (shared footway/cycleway)
- Emergency vehicular access
- Retention of existing maintenance access for existing and proposed substations
- Modification of existing junction
- Off-site improvements to Widnes Road pedestrian and cyclist infrastructure
- Existing Public Right of Way
- Safeguarding of route for future pedestrian / cyclist connection



Employment Ph1 infrastructure and site preparation diagram

Infrastructure and site preparation

- Additional proposed Phase 1 demolition area
- Continuation of existing ash extraction
- HGV access to ash extraction operations
- New substation (indicative location)
- Surface water drainage route from development plots to proposed attenuation pond
- Proposed surface water attenuation pond

Phase 2 Employment

6.34. The FF Employment Phase 2 scheme is planned towards the northern boundary of FF Development Area.

6.35. FF Employment Phase 2 is currently planned to comprise;

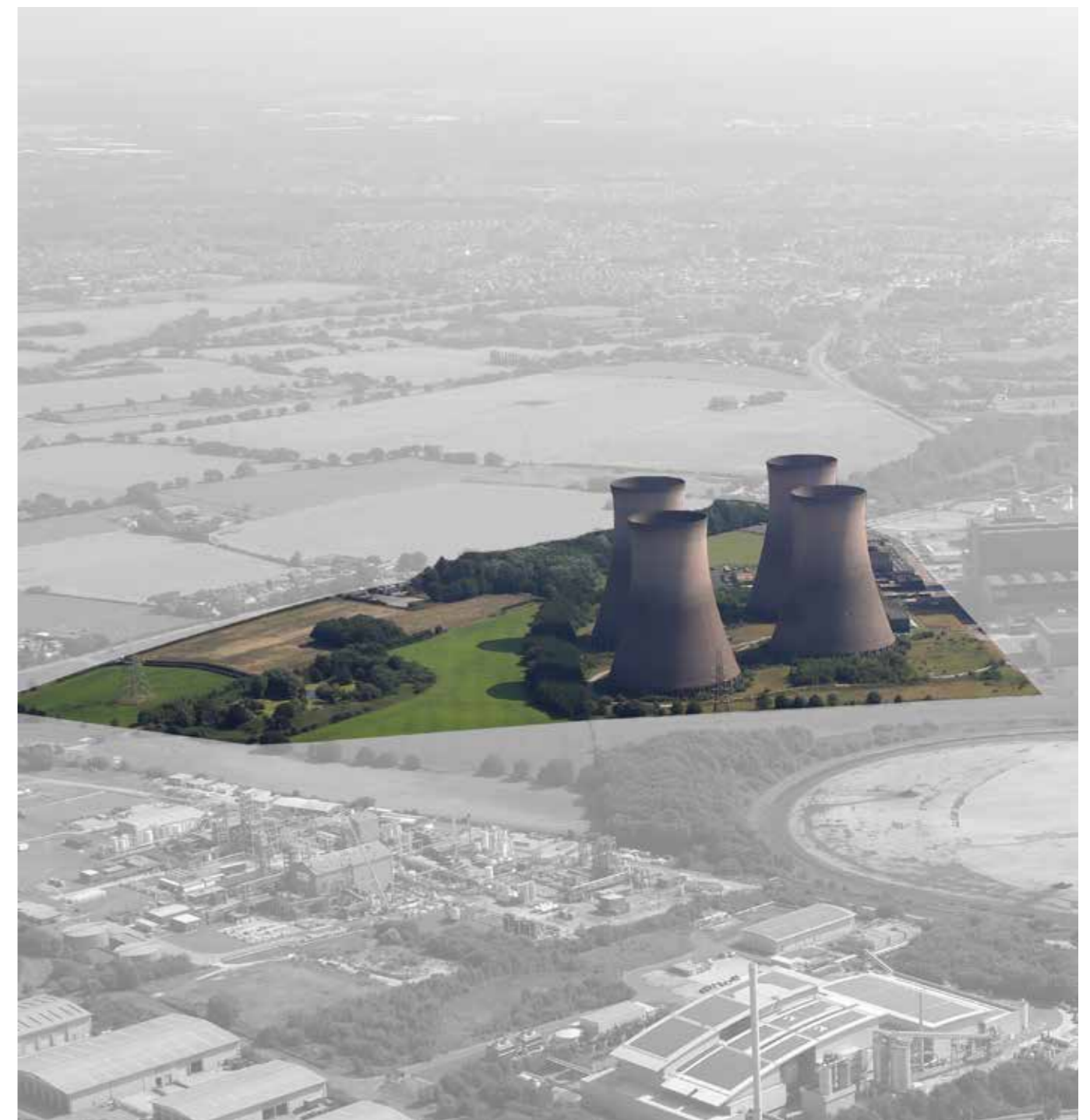
- a. Redevelopment of northern power island area between Widnes Road and spine road improved to access FF Employment Phase 1.
- b. Main new employment access from new junction on Widnes Road creating a new primary access into the FF Employment Area.
- c. Phased improvement of cyclist connectivity on Widnes Road
- d. Vehicular / multi-modal access via existing junction modified during FF Employment Phase 1.
- e. Existing access road becomes secondary access to the FF Employment Area.
- f. Further integration of existing aqueduct green corridor to enhance environmental context, and create improved wildlife habitat.
- g. Amenity areas in new landscape green space adjacent to the multi-user path and aqueduct
- h. Integration of multi-user path to north west, as delivered under FF Employment Phase 1.
- i. Landscape enhancements to existing power station spine road and Widnes Road frontage
- j. Replacement of the former playing field or phased as part of early residential development.

On-site primary infrastructure

6.36. FF Employment Phase 2 could deliver the following on-site primary infrastructure as summarised in the diagrams over page. Detailed design and delivery triggers will be agreed with WBC through the respective planning application(s) relating to this phase.

FF Employment Phase 2 scheme - primary infrastructure*	
Highways infrastructure	
<ol style="list-style-type: none"> 1. New western vehicular access from A562 Widnes Road to serve as primary vehicular access for all employment phases (the Central Vehicular Access Point would become the secondary vehicular access for the Employment Phases). 2. Land to be reserved along the Widnes Road site frontage between the North West Link and the Central Vehicular Access for segregated pedestrian and cycle facilities. Alternatively, a commodious route for pedestrians and cyclists to be provided through Employment Phase 2. 3. 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. 4. New on-site highway network. 5. Further potential public transport connectivity enhancements, comprising enhancements to existing bus services and/or a new bus service. 	
Other primary infrastructure	
<ol style="list-style-type: none"> 6. Surface water drainage connection to SuDS pond and surface water drainage system created as part of FF Employment Phase 1. 7. Foul drainage system connecting to existing pumping station. 8. Connection to new primary sub-station. 9. Water supply from existing mains connection located in proximity to Widnes Road. 10. On-site Green Infrastructure to include landscaped green space to Widnes Road frontage and Vyrnwy Aqueduct green corridor, including amenity areas. 11. Replacement playing field (or alternatively this will be replaced as part of the early residential development phase). 	

*Summary table 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, not included in this summary table.



Northern end of FF Development Area: site of FF Employment Phase 2 (Indicative)

FF Employment Phase 2: Development concept

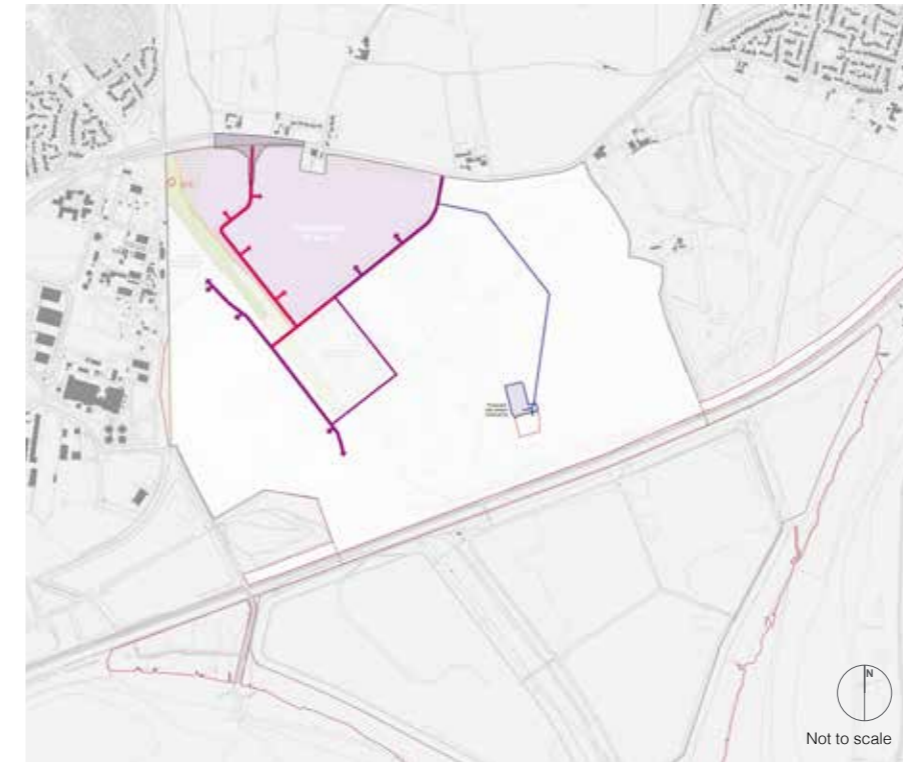


Not to scale



- Redevelopment of northern power island area
- Access via new western junction onto Widnes Road and existing junction modified during FF Employment Phase 1
- Access road from new junction creates a new primary gateway
- Existing spine road access improved in FF Employment Phase 1 becomes secondary access road, for resilience
- Further integration of existing aqueduct green corridor to enhance environmental context and create improved wildlife habitat
- Integration of shared footway/cycleway path to north west delivered under FF Employment Phase 1, maximising strategic ped-cycle connection directed towards Widnes Road and existing communities in east Widnes.

- Former Fiddlers Ferry Power Station site (land in Peel ownership)
- FF Allocation site boundary
- Built development
- Indicative green space
- Green space creation / enhancement (green spaces outside of development area)
- Multi-modal access providing two points of connection to Widnes Road, including bus circulation
- North West Link shared footway/cycleway established in Phase 1



Employment Ph2 access and movement diagram

Access and movement

- Primary access route
- Access routes to development plots
- Additional route to aid vehicular circulation / network resilience
- North West Link shared footway/cycleway established in Phase 1
- Retention of existing maintenance access for existing and proposed substations
- ▨ Construction of new large scale junction



Employment Ph2 infrastructure and site preparation diagram

Infrastructure and site preparation

- Secondary phase demolition area
- Continuation of existing ash extraction operations
- Area of further ash extraction operations
- HGV access to ash extraction operations
- New substation (indicative location)
- Surface water drainage route from development plots to proposed attenuation pond
- Surface water drainage attenuation pond established in Phase 1

Phase 3 Employment

6.37. FF Employment Phase 3 is planned to be located to the southern end of the former power island area.

6.38. FF Employment Phase 3 is currently planned to comprise;

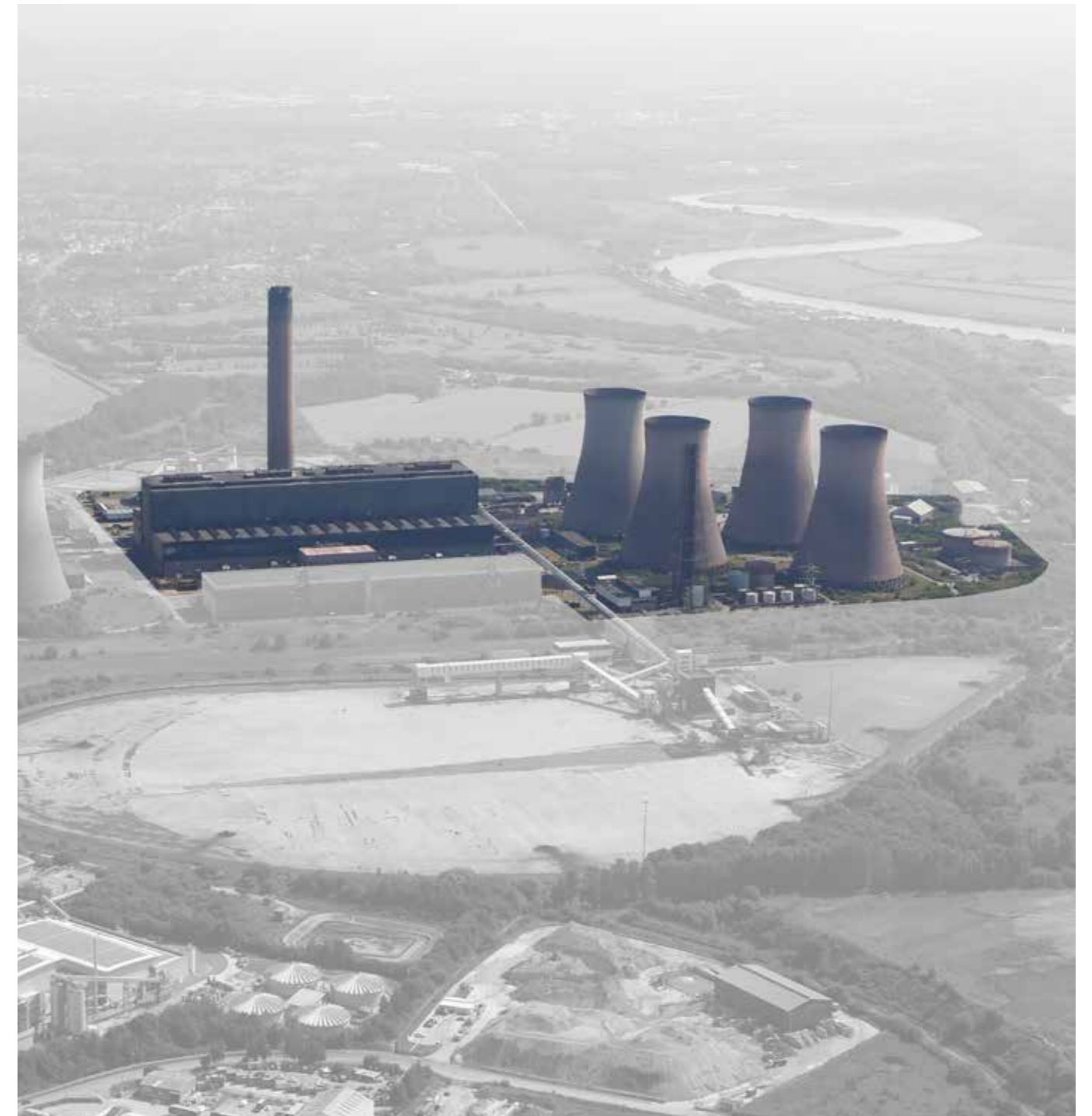
- a. Redevelopment of southern power island area.
- b. Integration of existing green corridor along Vyrnwy Aqueduct to enhance environmental context and create improved wildlife habitat.
- c. New green corridor to eastern edge of employment development area, creating new landscaped edge to future residential development area.
- d. Realigned road access to rail facility, Ash Processing Plant and lagoons.
- e. The Ash Processing Plant, which occupies approximately 1.75ha of land, will be retained to support ash extraction operations until at least 2032 in line with the terms of the existing planning permission (Application ref. A00/41935 and 2006/08845).

On-site primary infrastructure

6.39. FF Employment Phase 3 could deliver the following on-site primary infrastructure as summarised in the diagrams over page. Detailed design and delivery triggers will be agreed with WBC through the respective planning application(s) relating to this phase.

FF Employment Phase 3 scheme - primary infrastructure*
<p>Highways infrastructure</p> <ol style="list-style-type: none"> 1. New on-site highway network. 2. Segregated pedestrian and cycle facilities along the Widnes Road Frontage (from Central Vehicular Access towards Farnworth Road roundabout). 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"> 4. Surface water drainage connection to SuDS pond and surface water drainage system created as part of FF Employment Phase 1. 5. Foul drainage system connecting to existing pumping station. 6. Connection to new primary sub-station. 7. Water supply from existing mains connection located in proximity to Widnes Road. 8. On-site Green Infrastructure to include new green corridor along eastern boundary of phase area, and further improvements to Vyrnwy Aqueduct green corridor.

*Summary table 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, not included in this summary table.



Southern end of FF Development Area: site of FF Employment Phase 3 (Indicative)

FF Employment Phase 3: Development concept

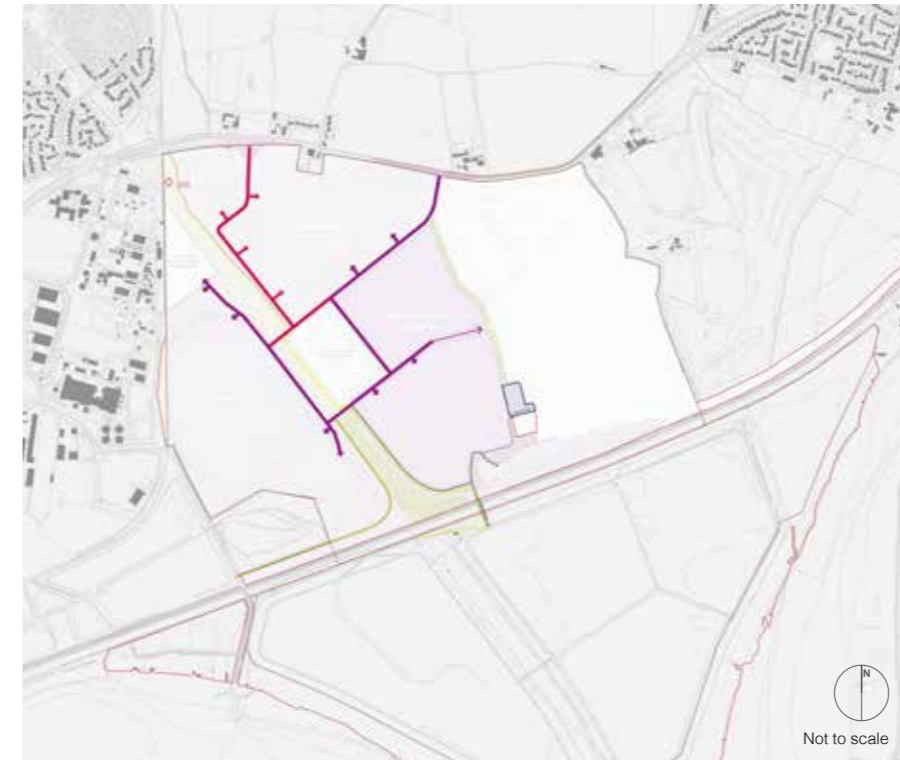


Not to scale



- Redevelopment of southern power island area
- New access to the north west remains the primary gateway for all employment areas
- Existing junction on Widnes Road (Central vehicular access) remains secondary employment access
- Further integration of existing aqueduct green corridor to enhance environmental context and create improved wildlife habitat
- Establish green corridor to eastern edge of development area, creating new landscaped edge to future residential development area

- Former Fiddlers Ferry Power Station site (land in Peel ownership)
- FF Allocation site boundary
- Built development
- Indicative green space
- Green space creation / enhancement (green spaces outside of development area)
- Key on-site pedestrian/cyclist access routes providing circulation via Phase 1 and Phase 2 development areas, including bus circulation
- New access road towards existing bridge, facilitating ash extraction operations and potential future rail facility
- Bus connectivity through to residential phases
- Improvements to eastbound pedestrian and cyclist infrastructure on Widnes Road



Employment Ph3 access and movement diagram

Access and movement

- Primary access route
- Access routes to development plots
- Connecting route to residential development area established in Phase 1
- North West Link shared footway/cycleway established in Phase 1
- Potential ped/cycle link to Johnson's Lane
- Off-site improvements to Widnes Road pedestrian and cyclist infrastructure
- Access road towards existing bridge and future rail facility
- Maintenance access to existing and proposed substations
- Potential ped/cycle link to Trans-Pennine Trail



Employment Ph2 infrastructure and site preparation diagram

Infrastructure and site preparation

- Existing ash extraction operations
- Further ash extraction operations
- HGV access to ash extraction operations
- New substation (indicative location)
- Surface water drainage route from development plots to proposed attenuation pond
- Surface water drainage attenuation pond established in Phase 1

Residential early phases

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

6.41 Early phases, up to 400 homes, are planned to be located to the northern end of the existing fields, east of the spine road and located to the south of Fiddlers Ferry nature reserve.

6.42 It is anticipated that initial stages could comprise;

- i. 150 homes: July 2025 – July 2030
- ii. 235 homes: July 2026 – June 2031

6.43 Early phase residential development is currently planned to comprise;

- a. Upgrades to existing junction on Widnes Road, as modified as part of the FF Employment Phase 1 scheme, to create a suitable residential and/or emergency access (NB this to remain as a secondary employment access), or realignment of the existing Marsh Lane T-junction and works to upgrade this to a signal-controlled junction or suitable emergency access.
- b. Serviced plot for a 1-Form Entry Primary School including nursery.
- c. Development adjacent to existing nature reserve providing opportunities to integrate this key green space asset, create a strong landscape setting and provide Green Belt compensation.
- d. Integration of existing water course as part of a sustainable surface water drainage system.
- e. Replacement for former playing field (if not replaced in conjunction with occupation of development that secures permission to develop it).

On-site primary infrastructure

6.44 Early phase residential development will deliver the following on-site primary infrastructure as summarised in the diagrams over page. Detailed design and delivery triggers will be agreed with WBC through the respective planning application(s) relating to the early phases of residential development.



<p>Residential early phase - primary infrastructure*</p> <p>Highways infrastructure</p> <p><i>Up to a maximum of 300 dwellings, either:</i></p> <ol style="list-style-type: none"> 1. Central Vehicular Access from A526 Widnes Road (as improved by FF Employment Phase 1) upgraded/amended to provide vehicular access to the residential phases (with emergency access from the existing Eastern Vehicular Access) and secondary vehicular access to the employment phases, or 2. Upgraded Eastern Vehicular 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 residential phases. 3. 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 employment phases, not the residential phases). 4. If not already delivered by FF Employment Phase 3, segregated pedestrian and cycle facilities along the Widnes Road Frontage from Central Vehicular Access towards Farnworth Road roundabout. 5. 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"> 6. 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 Vehicular Access has been upgraded, then development exceeding 300 dwellings will trigger upgrades to the Eastern Vehicular Access and vice versa. <p>Other primary infrastructure</p> <ol style="list-style-type: none"> 7. Integrated residential surface water drainage system delivered separately to the employment development system and based on SuDS approach, integrating existing on-site watercourse. 8. Foul water pumping station (if required) and foul drainage system (planned to co-ordinate with later phase residential development). 9. Connection to new primary sub-station, if required. 10. Water supply from existing mains connection located in proximity to Widnes Road. 11. Serviced land parcel of 0.5ha for a Local Centre. 12. Serviced land parcel of 13,620m2 (minimum) for a 1-Form Entry Primary School including playing field and associated nursery. 13. On-site Green Infrastructure to include habitat enhancement within existing nature reserve and initial phase of green corridor along eastern boundary. 14. New on-site Public Open Space and equipped play space provision in accordance with WBC's adopted standards. 15. Replacement of existing playing field (unless delivered in conjunction with occupation of development that secures permission to develop pitch). 16. Enhancement of the existing Fiddlers Ferry nature reserve to provide Green Belt compensation.
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*Summary table 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, not included in this summary table.

FF Residential Early Phases: Development concept (initial plots)



Not to scale



- Development adjacent to existing nature reserve - provides opportunities to integrate key green space asset and create a strong landscape setting
- Primary access via modified Marsh Lane junction (Eastern vehicular access)
- Development located away from ongoing employment development / site preparation activities
- Establishes green corridor along eastern edge of development area, creating a definitive Green Belt edge
- Integration of existing water course as part of a sustainable surface water drainage system
- Parcel of land identified for 1FE Primary School
- Parcel of land identified and marketed for a Local Centre including shops and space for a GP Surgery and community uses

- Former Fiddlers Ferry Power Station site (land in Peel ownership)
- ⋯ FF Allocation site boundary
- Development area
- Indicative net development area
- Indicative parcel for 1-form entry Primary School
- Indicative green space creation / enhancement
- Integration of nature reserve
- ⋯ Potential local centre location (indicative)



Residential early phases (initial plots) access and movement diagram

Access and movement

- Primary access route connecting through to future phases
- Secondary connecting route to future phases
- ⋯ Maintenance route for existing and proposed substations (option to retain existing access or revert to new access arrangement via employment development areas - dependent on detailed timing of phases)
- ▨ Remodelling of existing junction and widening of Marsh Lane
- ⋯ Potential emergency vehicular access, if required



Residential early phases (initial plots) infrastructure and site preparation diagram

Infrastructure and site preparation

- Existing ash extraction operations
- Further ash extraction operations
- HGV access to ash extraction operations (option to retain existing access or revert to new access arrangement via employment development areas - dependent on detailed timing of phases).
- Initial phase of surface water drainage network integrating existing watercourse

FF Residential Early Phases: Development concept (further plots)



- Consolidation of development adjacent to existing nature reserve maximising recreation asset and landscape setting
- Further access opened up from Widnes Road, allowing junctions to be modified in relation to employment development
- Provide serviced plot for Local Centre
- Further expansion of SuDS

- Former Fiddlers Ferry Power Station site (land in Peel ownership)
- FF Allocation site boundary
- Development area
- Indicative net development area
- Indicative green space creation / enhancement and SuDS
- Integration of nature reserve
- Potential local centre location (indicative)



Residential early phases (further plots) access and movement diagram

Access and movement

- Primary access route connecting through to future phases
- Secondary connecting route to future phases
- Maintenance route for existing and proposed substations (option to retain existing access or revert to new access arrangement via employment development areas - dependent on detailed timing of phases)
- ▨ Remodelling of existing junction and widening of Marsh Lane



Residential early phases (further plots) infrastructure and site preparation diagram

Infrastructure and site preparation

- Existing ash extraction operations
- Further ash extraction operations
- HGV access to ash extraction operations (option to retain existing access or revert to new access arrangement via employment development areas - dependent on detailed timing of phases).
- Initial phase of SuDS integrating existing watercourse

Residential later phases

6.45. The later phases of residential development, over 460 homes, are planned to be located to the southern end of the existing fields located to the east of FF Employment Phase 3.

6.46. Later phase residential development is currently planned to comprise;

- a. Development of southern fields consolidating earlier residential phases to the north.
- b. Completion of the Local Centre.
- c. Access roads and footpaths linking from early phase residential development.
- d. Pedestrian and cycle connections to be extended east, towards Penketh and to the Trans-Pennine Trail.
- e. Sports pitch to meet new residents' demand.

On-site primary infrastructure

6.47. Later phase residential development could deliver the following on-site primary infrastructure as summarised in the diagrams over page. Detailed design and delivery triggers will be determined through the respective planning application(s) relating to later phases of residential development.

Residential later phases - primary infrastructure*
<p>Highways infrastructure</p> <ol style="list-style-type: none"> 1. New on-site highway network linking to/from access infrastructure delivered as part of residential early phases. 2. 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. 3. Further potential public transport connectivity enhancements, comprising enhancements to existing bus services and/or a new bus service. 4. Further potential diversion of existing bus services through the development. 5. 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. 6. 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"> 7. Surface water drainage based on SuDS approach integrating existing water course and coordinated with system delivered in early phases. 8. Foul water pumping station (if required) and foul drainage system (planned to co-ordinate with early phases residential development). 9. Connection to new primary sub-station, if required. 10. Water supply from existing mains connection located in proximity to Widnes Road. 11. Completion of the Local Centre development (co-ordinated with early phases). 12. Space for a potential GP branch surgery, subject to the outcome of NHS feasibility assessment work. 13. On-site Green Infrastructure to include green corridors along eastern boundary and rail / canal corridor. 14. New on-site Public Open Space and equipped play space provision in accordance with WBC's adopted standards. 15. Potential for new grass playing pitch (unless to be delivered as part of early residential phases). 16. Land for Allotments in accordance with WBC's adopted standards



Proposed residential development area (indicative) to the eastern side of the site including existing agricultural fields, phased from north to south (from right to left in the above image)

*Summary table 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, not included in this summary table.

FF Residential Later Phases



- Development of southern fields consolidating earlier residential phases and creating integrated movement and landscape frameworks
- Multi-modal access from earlier residential phases, via both Widnes Road and Marsh Lane
- Opens up opportunity for green corridor to southern edge of development area including ped/cycle connections east towards Penketh and Trans-Pennine Trail

- Former Fiddlers Ferry Power Station site (land in Peel ownership)
- FF Allocation site boundary
- Development area
- Indicative net development area
- Green space creation / enhancement
- Integration of nature reserve
- Potential local centre location (indicative)
- Potential 1FE Primary School location (indicative)
- Ped/cycle links to Trans-Pennine Trail



Access and movement

- Primary access route
- Secondary access route
- Potential for 'high street' type public space
- Passive provision for potential future connection to south



Infrastructure and site preparation

- Continuation of existing ash extraction operations
- Potential area of further ash extraction operations
- HGV access to ash extraction operations
- Potential surface water drainage network including integration of existing watercourse

ONGOING MANAGEMENT

6.48. Ongoing management will be considered for the site as a whole and each phase to achieve the delivery of a sustainable development and retain a functioning and distinctive place in line with Policy MD3.

6.49. 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.

6.50. 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

6.51. 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.

