

Warrington Borough Council
Green Belt Assessment
Fiddlers Ferry

Final for Issue | 23 April 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

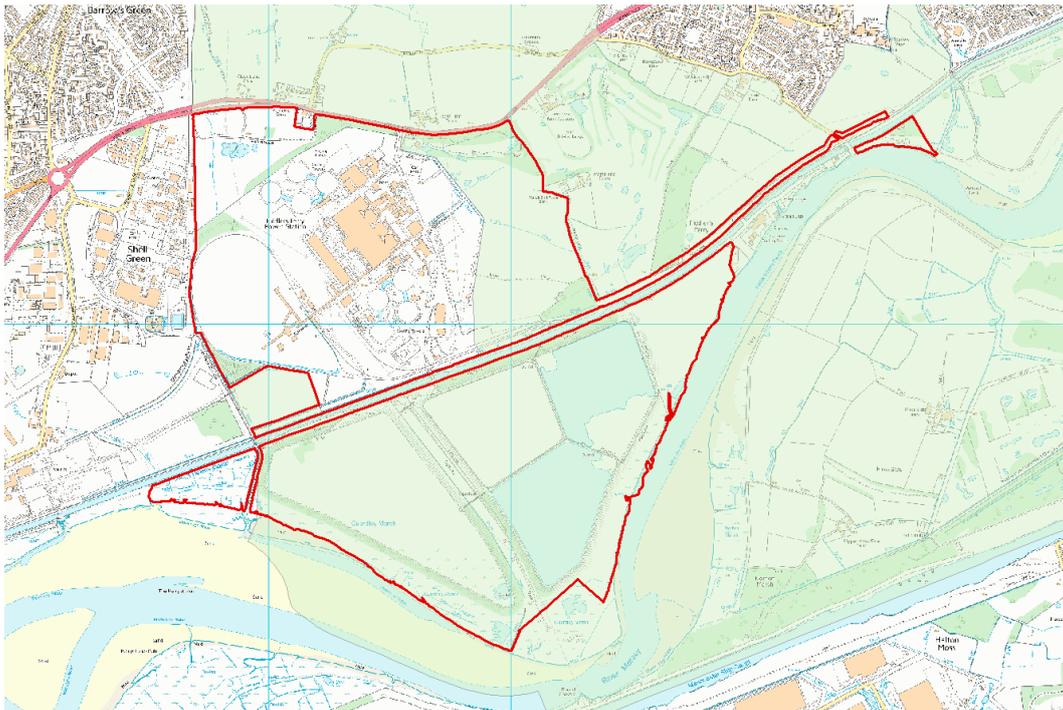
1.1 Context

The Council paused progress on the Local Plan towards the end of 2020 due to the Government issuing the consultation on the Planning White Paper (August 2020) and due to further amendments to the standard method for calculating housing need announced in December 2020.

In light of the revised standard method, the Council has been reviewing the draft Local Plan, including the spatial strategy and the site allocations, factoring in the latest urban capacity figures and any changes in the availability of sites.

As part of this review, the former Fiddlers Ferry power station site has come forward as being newly available given that it has now closed and the process of decommissioning the site has now commenced. The site is operated by SSE. The site boundary is shown in Figure 1 below.

Figure 1. Site boundary



This assessment therefore provides a review of the site's existing contribution to Green Belt purposes and considers the potential implications of releasing the site (in terms of any harm to the function and integrity of the Green Belt) and the resultant Green Belt boundary.

1.2 Structure of Report

This report is structured as follows:

- Section 2 reviews the site's existing contribution to Green Belt purposes;

- Section 3 considers the potential implications of releasing the site in terms of any harm to the Green Belt as well as the resultant Green Belt boundary. Mitigation of Green Belt harm is also explored; and
- Section 4 explores potential new Green Belt boundaries following a site visit which was undertaken in April 2021. Appendix A provides photos from the site visit.

2 Existing Contribution to Green Belt Purposes

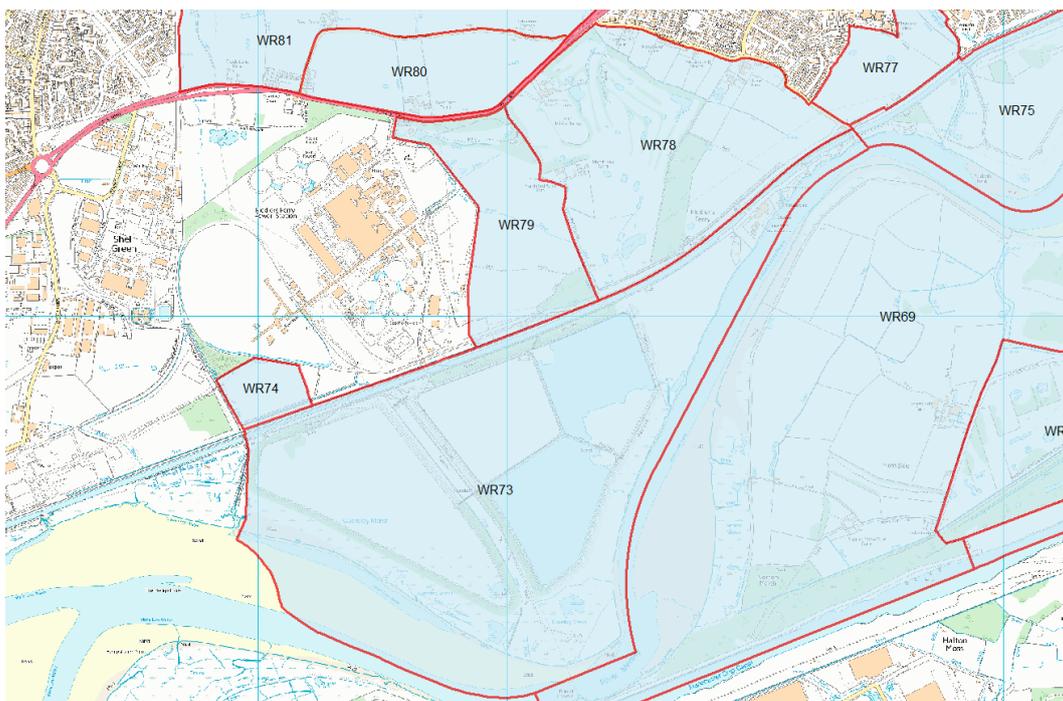
The site's existing contribution to Green Belt purposes was assessed as part of the Green Belt Assessment (October 2016) consisting of parcels WR73 and WR79. A thin strip of land falling within parcel WR78 and a triangular area of land within WR75 also forms part of the site boundary although it is assumed these areas are for access purposes only and would not need to be considered for release.

The aim of this Green Belt Assessment was to provide the Council with an objective, evidence-based and independent assessment of how Warrington's Green Belt contributes to the five purposes of Green Belt set out in national policy. The Assessment did not consider whether 'exceptional circumstances' exist or make any recommendations relating to the alteration or review of Green Belt boundaries.

Paragraph 156 of the Assessment notes that parcels which are assessed as making a lower contribution towards Green Belt purposes have the greatest potential (in purely Green Belt terms) to be considered for release. Higher performing Green Belt parcels can also be considered for release albeit a greater case will need to be made for exceptional circumstances which outweigh the benefits of a potential site remaining in the Green Belt. Therefore, the outcomes from the assessment do not rule out the possibility of certain parcels being released, the justification and accompanying evidence required would be greater in such circumstances.

Figure 2 below shows the parcels to the south west of the Green Belt including the parcels covering the former Fiddlers Ferry power station.

Figure 2. Extract of the South Western Parcels from the Green Belt Assessments 2016

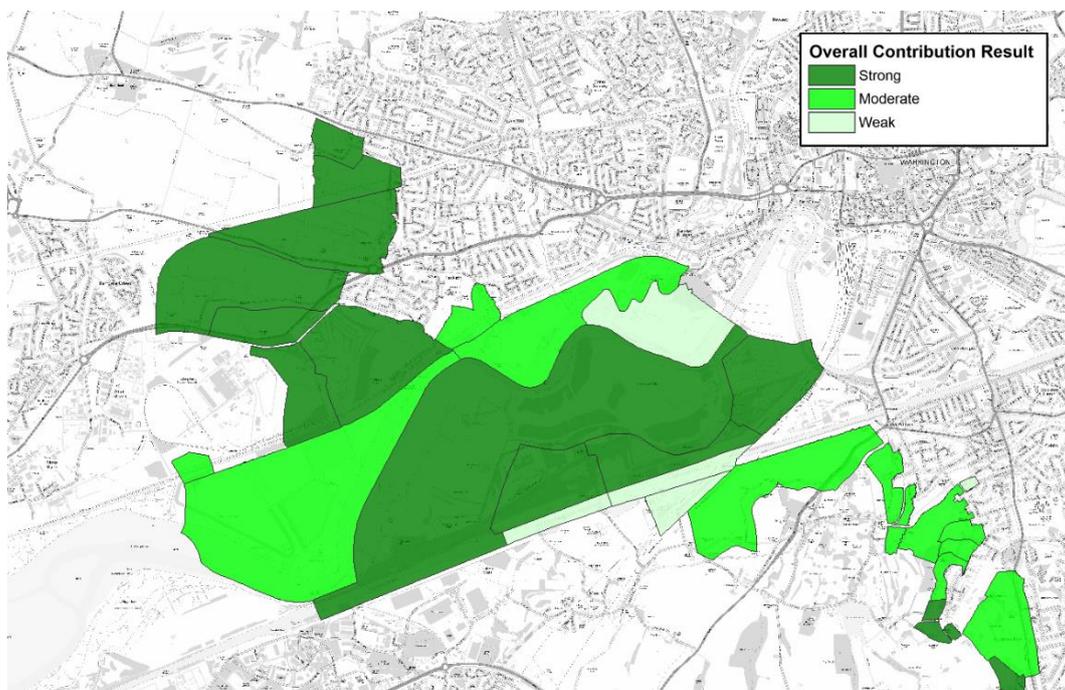


A summary of the assessment outcomes for parcels WR73, 75, 78 and 79 is provided below. The assessment for parcel WR74 has also been included given that it is likely that this parcel of land will need to be considered for release to avoid an islanded pocket of Green Belt remaining.

Parcel Ref	Purpose 1	Purpose 2	Purpose 3	Purpose 4	Purpose 5	Overall Assessment
WR73	No contribution	Strong contribution	Moderate contribution	No contribution	Moderate contribution	Moderate contribution
WR74	No contribution	No contribution	Strong contribution	No contribution	Moderate contribution	Moderate contribution
WR75	Moderate contribution	Weak contribution	Moderate contribution	No contribution	Moderate contribution	Moderate contribution
WR78	Moderate contribution	Strong contribution	Strong contribution	No contribution	Moderate contribution	Strong contribution
WR79	No contribution	Moderate contribution	Strong contribution	No contribution	Moderate contribution	Strong contribution

Figure 3 below shows an extract from the choropleth map showing the overall assessment outcomes for the parcels.

Figure 3. Extract of the choropleth map showing the overall assessments



The details parcel assessments are provided below. These have been reviewed to confirm that they still represent an accurate assessment of the parcels against

national policy. No amendments to the parcel assessments are proposed as a result of this review.

Ref	Purpose 1: to check the unrestricted sprawl of large built-up areas	Purpose 2: to prevent neighbouring towns merging into one another	Purpose 3: to assist in safeguarding the countryside from encroachment;	Purpose 4: to preserve the setting and special character of historic towns	Purpose 5: to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Justification for Assessment	Overall Assessment
WR73	No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	Strong contribution: The parcel forms an essential gap between the Warrington urban area, Runcorn and Widnes whereby development of the parcel would reduce the perceived gap between the towns and significantly reduce the actual gap resulting in the near merging of these towns. Overall, the parcel makes a strong contribution to preventing towns from merging.	Moderate contribution: The parcel is connected to Widnes along the St. Helens Canal. This is a durable boundary. The parcel is well connected to the countryside. The St. Helens Canal, the River Mersey and Station Road also form durable boundaries. The existing land use is mainly open countryside, marshes and reservoirs. There is moderate vegetation and less than 10% built form. There are a caravan park, a sailing club and a pub in the north eastern corner. The parcel helps to prevent further encroachment. The parcel supports long line views and overall supports a strong degree of openness. Overall the parcel makes a moderate contribution to safeguarding from encroachment due to its openness and durable boundaries.	No contribution: Widnes is a historic town however the parcel is not within 250m of its Conservation Areas. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a strong contribution to one purpose, a moderate contribution to two and a weak contribution to two. In line with the methodology, professional judgement has therefore been applied to evaluate the overall contribution. The parcel has been judged to make a moderate overall contribution. It is accepted that the parcel makes a strong contribution to maintaining the gap between Warrington, Widnes and Runcorn however development of the parcel would not result in the complete merging of these settlements as there would still be a small gap and the River Mersey maintains some level of separation. Furthermore, the parcels durable boundaries would contain development ensuring that the permanence and openness of the Green Belt was maintained.	Moderate contribution
WR74	No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	No contribution: The parcel does not contribute to preventing towns from merging.	Strong contribution: The parcel is well connected to Widnes. A freight railway line relating to the adjacent power station and Johnson's Lane may not be durable boundaries in the long term. The parcel is poorly connected to the countryside. The railway line along the parcel's southern boundary is durable. The existing land use is open countryside. There are low levels of vegetation and no built form. The parcel does not support long line views and overall supports a strong to moderate degree of openness. Overall the parcel makes a strong contribution to safeguarding from encroachment.	No contribution: Widnes is a historic town however the parcel is not within 250m of its Conservation Areas. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a strong contribution to one purpose, a moderate contribution to one and no contribution to three. In line with the methodology, professional judgement has therefore been applied to evaluate the overall contribution. The parcel has been judged to make a moderate overall contribution. It is accepted that the parcel makes a strong contribution to preventing encroachment due to its non-durable boundaries with the settlement. However, there are durable boundaries between the parcel and the countryside which means that development would not result in the openness and permanence of the Green Belt as a whole being compromised.	Moderate contribution
WR75	Moderate contribution: The parcel is connected to the built up area on two sides along the St. Helens Canal and the Sankey Brook. These are durable boundaries which reduce the parcel's connection with the built up area. Development of the parcel would not constitute rounding	Weak contribution: The parcel forms a less essential gap between the Warrington urban area and Runcorn whereby development of the parcel would slightly reduce the actual gap but not the perceived gap between the towns. Furthermore the gap is already narrower in other	Moderate contribution: The parcel is connected to the built up area on two sides along the St. Helens Canal and the Sankey Brook. These are durable boundaries. The parcel is well connected to the countryside. The River Mersey, the Sankey Brook and Station Road are all durable boundaries. The existing land use is mainly Sankey Valley Park. There is moderate vegetation and the only built form is a household waste recycling centre in the east of the parcel taking up less than 10% of the	No contribution: Warrington is a historic town however the parcel is not within 250m of the Warrington Town Centre Conservation Areas. The parcel does not cross an	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate	The parcel makes a moderate contribution to three purposes, a weak contribution to one and no contribution to one. In line with the methodology, the parcel has been judged to make a moderate overall contribution. The parcel makes a moderate contribution to checking sprawl and encouraging urban regeneration. While it supports a strong degree of openness, there are durable boundaries between the parcel, the settlement and the countryside which could prevent encroachment into the Green Belt.	Moderate contribution

	off unless other land to the south east was developed as well. Overall the parcel makes a moderate contribution to checking unrestricted sprawl.	places. Overall, the parcel makes a weak contribution to preventing towns from merging.	parcel area. The parcel supports long line views and overall supports a strong degree of openness. Overall the parcel makes a moderate contribution to safeguarding from encroachment due to its openness and durable boundaries.	important viewpoint of the Parish Church.	contribution to this purpose.		
WR78	Moderate contribution: The parcel is connected to the built up area on one long side. Tannery Lane and Station Road form a durable boundary although it may not be permanently durable enough to prevent sprawl in the long term. Overall the parcel makes a moderate contribution to checking unrestricted sprawl.	Strong contribution: The parcel forms an essential gap between the Warrington urban area and Widnes whereby development of the parcel would significantly reduce the actual and perceived gap between the towns resulting in them nearly merging. Overall, the parcel makes a strong contribution to preventing towns from merging.	Strong contribution: The parcel is connected to the built up area on one long side. Tannery Lane and Station Road form a durable boundary. The parcel is well connected to the countryside. Widnes Road and the St. Helens Canal are durable. Marsh Lane on the western boundary is not fully made and is not durable in the long term. The existing land use mainly consists of open countryside and a golf course. The golf course is a beneficial use of the Green Belt. There is also a clubhouse for the golf club and one active farm as well as moderate vegetation. The parcel supports long line views and overall supports a strong degree of openness. Overall the parcel makes a strong contribution to safeguarding from encroachment due to its openness and the non-durability of its western boundary.	No contribution: Warrington is a historic town however the parcel is not within 250m of the Warrington Town Centre Conservation Areas. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a strong contribution to two purposes, a moderate contribution to two and no contribution to one. In line with the methodology, the parcel has been judged to make a strong overall contribution. It supports a strong degree of openness and there are non-durable boundaries between the parcel and the countryside which mean that the parcel has a strong role in preventing encroachment into the Green Belt. In addition, development of the parcel would significantly reduce the gap between Warrington and Widnes.	Strong contribution
WR79	No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	Moderate contribution: The parcel forms a largely essential gap between the Warrington urban area and Widnes whereby development of the parcel would reduce the actual and perceived gap between the towns albeit would not result in them merging. Overall, the parcel makes a moderate contribution to preventing towns from merging.	Strong contribution: The parcel is connected to Widnes on one side. The boundary is a made entrance road for the adjacent power station which is not durable in the long term. The parcel is well connected to the countryside. Widnes Road and the St. Helens Canal are both durable. Marsh Lane on the eastern boundary is not fully made and is not durable in the long term. The existing land use is open countryside and woodland. There is moderate vegetation and no built form. The parcel supports long line views and overall supports a strong degree of openness. Overall the parcel makes a strong contribution to safeguarding from encroachment due to its openness and non-durable boundaries.	No contribution: Widnes is a historic town however the parcel is not within 250m of its Conservation Areas. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a strong contribution to one purpose, a moderate contribution to two and no contribution to two. In line with the methodology, professional judgement has therefore been applied to evaluate the overall contribution. The parcel has been judged to make a strong overall contribution as it supports a strong degree of openness and there are non-durable boundaries between the parcel, the settlement and the countryside therefore the parcel has a strong role in preventing encroachment into the open countryside. The parcel therefore makes a strong contribution to fulfilling the fundamental aim of the Green Belt under paragraph 79 of the NPPF in protecting the openness of the Green Belt.	Strong contribution

3 Implications of Green Belt Release

3.1 Overview

This section considers the potential implications of releasing the site from the Green Belt (in terms of any harm to the function and integrity of the Green Belt) and the resultant Green Belt boundary. There is no recognised approach as to how this should be assessed and a review of national policy and good practice was undertaken in order to develop the methodology.

The good practice review demonstrated that most authorities simply applied a brief commentary referencing Green Belt purposes. Beyond the consideration of a site's existing contribution to Green Belt purposes, most of the local authorities considered the impact of removing the site on Green Belt function and purposes, alongside any potential cumulative impacts. Furthermore, the resultant Green Belt boundary and whether this would be readily recognisable and likely to be permanent was also a key consideration.

3.2 Assessment Criteria

Based on this, Table 1 below therefore sets out the qualitative criteria which will be used in the assessment.

The definitions relating to the Green Belt purposes set out in the Green Belt Assessment (October 2016) have been applied in this assessment. In particular, this relates to the 'large built up area' for Purpose 1 being defined as the Warrington urban area only (see p27 of the 2016 Assessment). The 'neighbouring towns' for Purpose 2 were defined as the Warrington urban area, Culcheth, Lymm, St Helens, Newton-le-Willows, Runcorn, Goldborne, Cadishead, Partington and Widnes (see p29). 'Historic town' for Purpose 4 was defined as Lymm, Warrington, Widnes and Runcorn (see p35). It is considered important to retain the same definitions in this assessment in order to ensure consistency and robustness. It should be noted that these definitions are for Green Belt assessment purposes only.

Table 1. Qualitative assessment criteria to consider Green Belt implications

Key Question to Consider	How will this be assessed?
What is the site's existing contribution to Green Belt purposes?	See Section 2 above and findings from the Green Belt Assessment (October 2016) – Strong / Moderate / Weak / No Contribution.
What is the impact on Green Belt function and purposes of removing the site from the Green Belt?	This assessment will draw on the definitions and approach set out in the original Green Belt Assessment (October 2016) however it will consider <i>how development of the site would impact</i> upon the purposes instead of <i>how the site in its existing state contributes</i> to the purposes:

	<p>Purpose 1 – would development of the site represent unrestricted sprawl?</p> <p>Purpose 2 – would development of the site result in the merging of neighbouring towns¹ or increase the potential for merging?</p> <p>Purpose 3 – would development of the site represent an encroachment into the countryside?</p> <p>Purpose 4 – would development of the site impact upon the setting or character of a historic town²?</p> <p>As Purpose 5 relates to the role of the Green Belt in encouraging urban regeneration, it will therefore not be assessed.</p>
Are there any cumulative impacts (due to release of adjacent sites)?	<p>This will only be relevant if a number of sites in the same area are proposed allocations.</p> <p>The cumulative impacts should apply the same considerations as above taking all sites together.</p>
Would a new Green Belt boundary be defined using physical features that are readily recognisable and likely to be permanent?	Description of the resultant Green Belt boundary and whether it is recognisable and permanent.
Conclusion	<p>A summary will be provided which will conclude on the Green Belt impact as follows:</p> <ul style="list-style-type: none"> • Removal of the site (or sites, if cumulative) will harm Green Belt function and purposes. • Removal of the site will not harm Green Belt function and purposes.

3.3 Assessment of Green Belt Harm

This assessment is based on the assumption that the entire site is released from the Green Belt and therefore potentially developed in its entirety, with the exception of the thin strip of land within WR78 and the triangular area of land within WR75 as it is assumed these are for access purposes only. It is acknowledged that the layout and design of development could be used to reduce the potential harm to the Green Belt.

¹ The 'neighbouring towns' are defined in the original Green Belt Assessment (October 2016) at page 29.

² The 'historic towns' are defined in the original Green Belt Assessment (October 2016) at page 35.

Key Question to Consider	Assessment
<p>What is the site's existing contribution to Green Belt purposes?</p>	<p>The proposed site predominantly encompasses two parcels: WR73 and 79. WR73 made a moderate contribution to Green Belt purposes and WR79 made a strong contribution to Green Belt purposes. WR74 does not form part of the site boundary however it is likely that this parcel of land will need to be considered for release to avoid an islanded pocket of Green Belt remaining. WR74 made a moderate contribution to Green Belt purposes.</p> <p>The site falls within General Area 16 and 17. General Area 16 covers the section to the south of the St Helen's Canal and the railway line. This was assessed as making a moderate contribution to the Green Belt. General Area 17 made a strong contribution to the Green Belt. The proposed site covers a smaller extent than the General Areas.</p> <p>The proposed site does not extend as far east as parcel WR73 therefore the site boundary set out in Figure 1 has been used to undertake this assessment rather than the individual parcels.</p>
<p>What is the impact on Green Belt function and purposes of removing the site from the Green Belt?</p>	<p>Purpose 1 – Development of the site would not represent unrestricted sprawl of the defined large built-up area as the site is connected to Widnes and is not connected to the large built-up area of Warrington.</p> <p>Purpose 2 – Development of the site would reduce the separation between the Warrington urban area, Widnes and Runcorn. In relation to the northern section of the site, the parcel of land to the east of Marsh Lane would continue to provide a degree of separation between the Warrington urban area and Widnes however this remaining gap would be the narrowest point between the towns. In relation to the southern section of the site, development would reduce the separation between Warrington, Widnes and Runcorn bringing these towns closer together. The site does not extend as far south as the River Mersey and the land to the south, combined with the River Mersey and the Manchester Ship Canal would ensure that a degree of separation is maintained in this location. Development would not result in these neighbouring towns merging.</p> <p>Purpose 3 – Development of the site would entail an incursion into predominantly undeveloped countryside. The area to the north of the St Helen's Canal and the railway line is undeveloped consisting of agricultural land with the exception of the disused education resource centre building in the north western corner. The area to the south of the railway line includes ash lagoons associated with the former power station use. This includes wet lagoons on the eastern side and a dry lagoon on the western side.</p>

	Purpose 4 – The site is adjacent to the historic town of Widnes however it is not within 250m of its Conservation Areas.
Are there any cumulative impacts (due to release of adjacent sites)?	There are no sites proposed for release adjacent to the Warrington urban area or Widnes in this location.
Would a new Green Belt boundary be defined using physical features that are readily recognisable and likely to be permanent?	The new Green Belt boundary would be defined by the River Mersey to the south east and Widnes Road, the St Helen's Canal and the railway to the north which represent recognisable and permanent boundaries. The eastern boundary currently consists of Marsh Lane and the limits of existing development (to the south of the St Helen's Canal). Marsh Lane is a single lane road which is made in parts and therefore would require strengthening to ensure permanence in the long term. The limits of the existing development located between the River Mersey and the St Helen's Canal would need strengthening to provide a recognisable and permanent new Green Belt boundary. The southern tip of the site is not defined by any physical features and a new recognisable and permanent boundary would need to be created.
Conclusion	<p>The northern section of the site makes a strong contribution to Green Belt purposes and the southern section of the site makes a moderate contribution to Green Belt purposes. Development of the site would result in some encroachment into the countryside however development would not represent unrestricted sprawl as it is not adjacent to the Warrington urban area. Development would reduce the separation between the Warrington urban area, Widnes and Runcorn. The remaining gap between the towns would be at its narrowest point however a degree of separation would be maintained by the land to the east of Marsh Lane, and the land beyond the southern tip of the site, as well as by the physical constraints of the River Mersey and the Manchester Ship Canal. Overall development would not result in neighbouring towns merging. The removal of the site from the Green Belt will not harm the overall function and integrity of the Warrington Green Belt however it is likely to result in localised harm to the Green Belt in this location due to the impact on Purpose 2.</p> <p>In order to create a new recognisable and permanent Green Belt boundary, the existing eastern boundary and southern boundary would need to be strengthened. The south eastern boundary consisting of the River Mersey and the northern boundary consisting of Widnes Road, the St Helen's Canal and the railway would represent recognisable and permanent boundaries.</p>

3.4 Mitigation of Green Belt Harm

In order to mitigate the localised harm to the Green Belt it is recommended that the boundary of the southern section of the site is pulled further west to increase the separation between the Warrington urban area, Widnes and Runcorn in this location and to maintain openness. The boundary options in this location are explored in Section 4 below. New boundaries may need to be established through early landscaping works in order to enable them to become more recognisable and permanent. The southern tip of the site is not defined by any physical features so this will also be relevant to exploring new defensible boundaries. By retaining more of the site in the Green Belt, this could provide opportunities for compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land to offset the impact of removing land from the Green Belt.

In relation to the northern section of the site, in order to mitigate the localised harm to the Green Belt in this location, a new recognisable and permanent boundary should be defined along the eastern boundary (Marsh Lane) in order to provide a clear urban edge which will ensure that the separation between Widnes and the Warrington urban area is maintained. The inclusion of landscape buffers in this location will also assist in ensuring there is a clearly defined gap between the neighbouring towns.

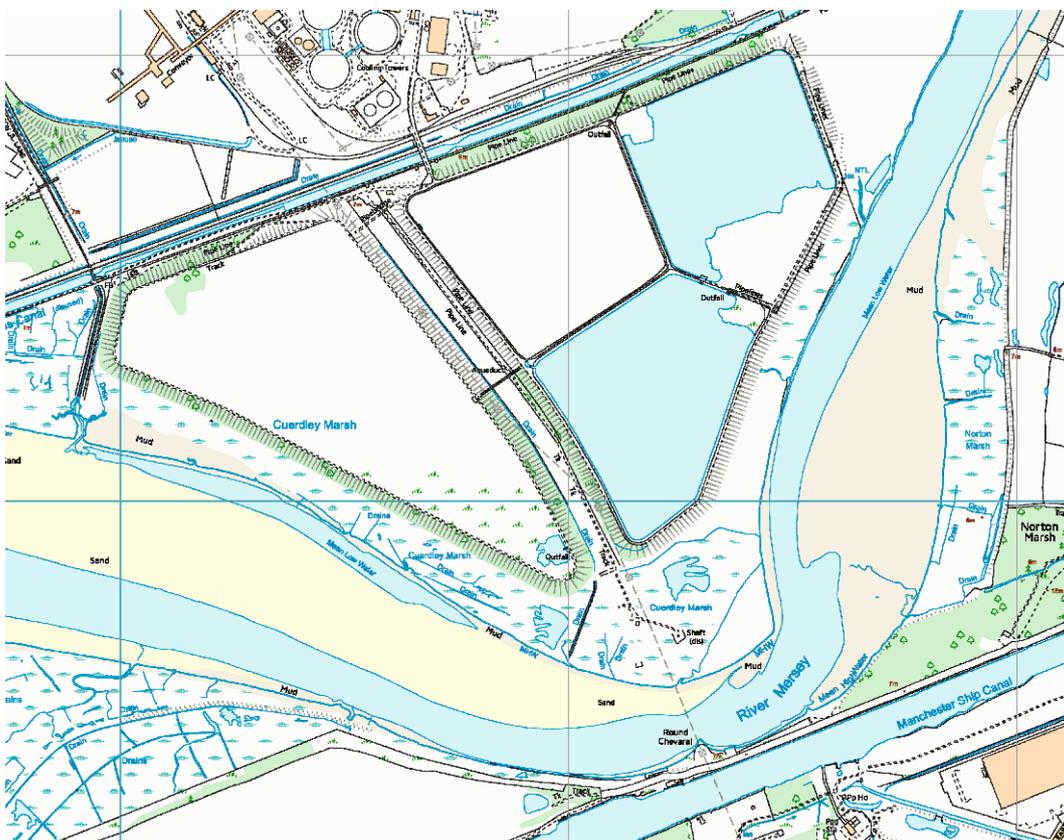
4 Potential New Boundary Options

4.1 Context

This section explores the options for defining a new Green Belt boundary through the proposed site. This is particularly focused on the southern section of the site. A site visit was undertaken in April 2021 to review the existing potential boundaries. Site visit photos are provided in Appendix A.

The southern section of the site consists of ash lagoons – to the east are a number of wet lagoons and to the west is a dry lagoon. The lagoons are at a raised level with a concrete structure underneath. The dry lagoon consists of ash piles and is therefore further raised because of this. The embankments surrounding the lagoons have heavy tree coverage providing screening (although more visibility is likely in autumn and winter). An access road runs around the outside of the lagoons. The Vyrnwy Aqueduct (an underground water pipeline which brings water into Widnes and Warrington from sources in Wales) which is operated by United Utilities runs through the middle of the site. This central section is at a lower level with the two raised lagoon areas on either of it. An access track runs alongside the aqueduct on the eastern side of it. In addition, pylons run along this central section – in a north to south direction, the pylons start on the western side of the aqueduct before crossing over to the east of it towards the south. These are evident on Figure 4 below shown by the grey squares and dashed line. To the south of the lagoons is marsh land with the River Mersey beyond this.

Figure 4. Southern section of the site



4.2 Potential Boundaries

There are a number of features in this area which collectively could provide a new permanent and recognisable Green Belt boundary.

The Vyrnwy Aqueduct is not a visible feature however it provides a clear constraint to development within this central corridor which will need to be retained. The pylons run almost in parallel with the aqueduct within this corridor and also constrain development in this location. The access track running alongside the aqueduct is a private access track providing access for United Utilities. It is assumed that this will also need to be retained. A new boundary could be established to the west of the aqueduct through early landscaping works to create a defined boundary. Collectively these elements could act as a new recognisable and permanent Green Belt boundary which would enable the site's boundary to be pulled further west as recommended in Section 3.2 above.

In addition, the existing landform represents a physical constraint. The raised lagoons are at a higher level compared to the central section and compared to the surrounding marsh land. This is a manmade feature due to the concrete structure underneath. If it is proposed to retain this raised level, this provides an existing physical feature which defines the edge of the site. The existing access road which runs around the outside of the dry lagoon could be utilised as a starting point for the creation of a new boundary and this would enable a clear southern boundary to be defined.

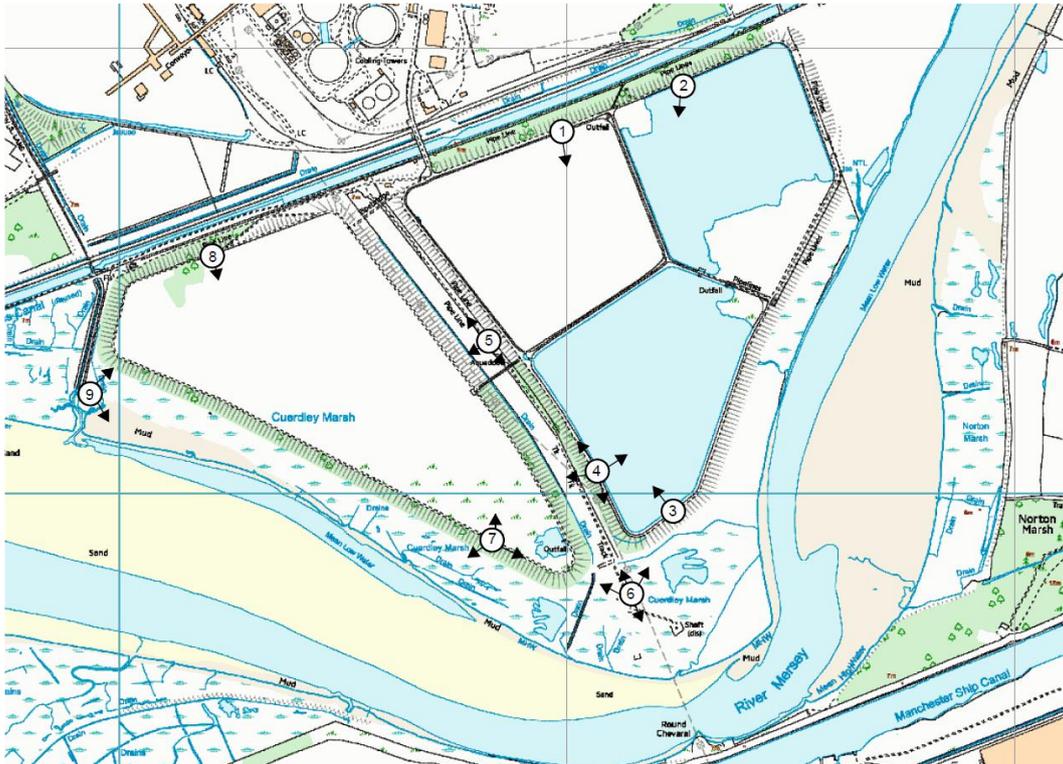
Appendix A

Site Visit Viewpoints

A1 Site Visit Viewpoints

Photographs at various points around the site were taken during the site visit in April 2021. The viewpoint locations are shown in Figure A1 below.

Figure A1. Site visit viewpoints



A1.1 Viewpoint 1

The photo below was taken from the access road around the wet lagoons facing in a southerly direction. The pylons running adjacent to the aqueduct can be seen in the distance. Long distance views are available across the lagoons and beyond across the River Mersey.

Figure A2. Viewpoint 1 looking south



A1.2 Viewpoint 2

The photo below was taken from the access road around the wet lagoons facing in a southerly direction. Long distance views are available across the lagoons and beyond across the River Mersey.

Figure A3. Viewpoint 2 looking south



A1.3 Viewpoint 3

The photo below was taken from the access road around the wet lagoons facing in a northerly direction. Long distance views are evident across the lagoons with Fiddlers Ferry clearly visible. The pylon on the eastern side of the aqueduct is visible in the forefront with the remaining pylons continuing further north.

Figure A4. Viewpoint 3 looking south



A1.4 Viewpoint 4

This viewpoint is located on the access road around the wet lagoons. Photos were taken to the north, east, south and west at this viewpoint. The photo facing north shows the access road leading back to Fiddlers Ferry with the overgrown vegetation to the west in the central section containing the pylons and the aqueduct. The photo facing east shows the open views across the lagoon and beyond. The photo facing south shows the access road with the pylons running almost in parallel. The photo facing west shows the central section containing the aqueduct (located at a lower level) with the raised embankment of the dry lagoon on the opposite side. There is heavy vegetation within this central section as well as on the embankment of the lagoon providing considerable screening from the ash piles. The overhead power lines are seen running across the photo.

Figure A5. Viewpoint 4 facing north



Figure A6. Viewpoint 4 facing east



Figure A7. Viewpoint 4 facing south



Figure A8. Viewpoint 4 facing west



A1.5 Viewpoint 5

This viewpoint is located within the central section on the access track which runs parallel to the aqueduct. This is therefore at a much lower level compared to viewpoint 4. Photos were taken to the north, south and west at this viewpoint. The photo facing north shows the access track leading back to Fiddlers Ferry with the pylon located to the west of the aqueduct. The photo facing south shows the access track with a bridge above which connects the wet and dry lagoons. The photo facing east across the central section shows the raised embankment of the dry lagoon on the opposite side. In the foreground the aqueduct is located beneath the vegetation.

Figure A9. Viewpoint 5 facing north



Figure A10. Viewpoint 5 facing south



Figure A11. Viewpoint 5 facing west



A1.6 Viewpoint 6

This viewpoint is located beyond the site boundary to the south. Photos were taken to the north, north east, north west and south at this viewpoint. The photo facing north shows the access track leading back to Fiddlers Ferry with the pylons running in parallel with it. The photo facing north east shows the raised embankment of the wet lagoons. This is heavily screened by trees. The photo facing north west shows the raised embankment of the dry lagoon. This is also heavily screened by trees. The photo facing south shows a United Utilities structure in the foreground with long distance views across the River Mersey and beyond. The pylons continue to the south across the river.

Figure A12. Viewpoint 6 facing north



Figure A13. Viewpoint 6 facing north east



Figure A14. Viewpoint 6 facing north west



Figure A15. Viewpoint 6 facing south



A1.7 Viewpoint 7

This viewpoint is located on the access road around the dry lagoon. Photos were taken to the north, south east and south west at this viewpoint. The photo facing north shows the ash piles on the lagoon. The photo facing south east shows the access road with heavy tree coverage on either side contributing to the screening evident in viewpoint 6. The photo facing south west shows long distance views across the Mersey towards the Mersey Gateway Bridge.

Figure A16. Viewpoint 7 facing north



Figure A17. Viewpoint 7 facing south east



Figure A17. Viewpoint 7 facing south west



A1.8 Viewpoint 8

The photo below was taken from the access road around the dry lagoon facing in a southerly direction. Due to the dry lagoon consisting of ash piles, the lagoon is therefore raised in the middle and there are no views across it.

Figure A18. Viewpoint 8 facing south



A1.9 Viewpoint 9

This viewpoint is located on the south western edge of the site from an access track which runs alongside the site boundary fence. Photos were taken to the north east and south east at this viewpoint. The photo facing north east shows the raised embankment of the dry lagoon. The raised ash piles are evident through the trees. The photo facing south east shows the ash piles on the lagoon. The photo facing south east shows the marsh land adjacent to the River Mersey with the river evident in the distance.

Figure A19. Viewpoint 9 facing north east



Figure A20. Viewpoint 9 facing south east

