



FORMER
FERRYBRIDGE
POWER STATION

www.ferrybridgepowerstation.co.uk

FOR SALE

J33 M62/A1M intersection, West Yorkshire
110 acre Prime Logistics / Industrial Development Opportunity

Kirkhaw Lane, Ferrybridge, WF11 8DX



LOCATION

The site is strategically positioned at the intersection of the **M62**, the primary trans-Pennine route, and the **A1(M)** and is also a short distance from the **M1**, the two main north-south routes on the eastern side of the UK. **Junction 33** of the M62 motorway is circa 0.5 miles to the south.

The site is bordered by the settlements of Ferrybridge and Brotherton while the towns of Castleford, Pontefract and Knottingley are all within a 3 mile radius. The River Aire runs along the eastern boundary of the site while the A1(M) is immediately to the west and north.

Access to the site is from the B6136 Stranglands Lane, and it is connected to Junction 33 of the M62 by the A162 Great North Road, which constitutes the former A1 route.

There is a workforce of c.**1.24** million people within a 30 minute drive time, of which approximately 927,000 are economically active and 70,000 are unemployed. It is possible to reach **76%** of the population of Great Britain by HGV from the site in a 4.5 hour drive time.





INTRODUCTION

SSE has a total landholding of c.700 acres at Ferrybridge that includes the 110 acre former coal yard which is being offered for sale.

The Ferrybridge site has been used for power generation since the mid-1920s when Ferrybridge A power station was constructed. It was closed in 1976 but the main building has been retained as workshops and is now a separate site. Ferrybridge B Power Station was brought into operation in the 1950s and closed in the early 1990's and is the site of the current plasterboard factory. The 2000MW Ferrybridge C Power station was completed in 1966 and at its peak employed 600 people.

In 2013 SSE indicated that the power station would not comply with the Industrial Emissions Directive (2010/75/EU) requiring the plant's closure by 2023 or earlier. It was later announced that the plant would be fully closed by March 2016 and demolition of the former Power Station buildings is underway.

There are two National Grid sub-stations on site and a number of Northern Power Grid sub-stations which will remain operational as well as two waste to energy plants known as Ferrybridge Multifuel 1 and 2. There is also a incinerator bottom ash (IBA) processing plant which was completed in 2019,

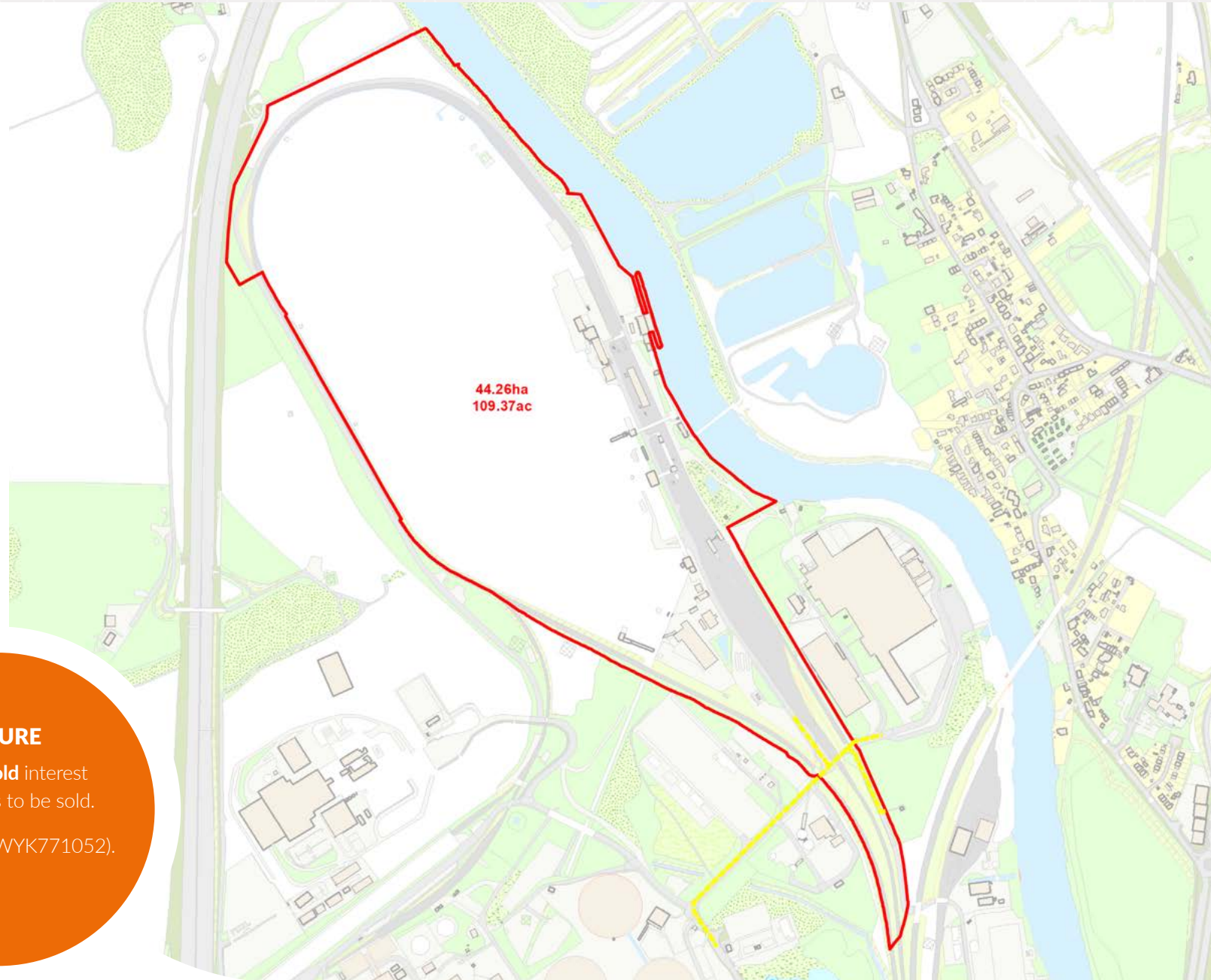


THE SITE

The site is irregular in shape and is accessed from the A162 Great North Road via the B6136 Stranglands Lane and Kirkhaw Lane. There is also **rail access** to the site as well as **river access** on the River Aire facilitating water-borne freight movements. The rail infrastructure will be included within the sale and will include obligations to maintain and provide connections to adjacent occupiers which have rights of use.

TENURE

The **freehold** interest in the site is to be sold.
(title number WYK771052).





PLANNING

The Ferrybridge Power Station site is allocated under Policy EZ18 of Wakefield's Site Specific Policies (2012) (part of the adopted Local Plan also comprising the Core Strategy, Development Policies document and other documents).

Policy EZ18 sets out the objectives and vision for future development on the Ferrybridge site, in particular the policy states

"Within this zone permissible development proposals will be restricted to employment development directly associated with power generation and related infrastructure, including the generation of renewable energy".

In addition, Policy D3 of the adopted Local Plan seeks to protect designated employment land and restricts other types of development within these areas.

The emerging Local Plan updates the site specific policy (Policy WLP6 of the emerging Local Plan 2036), proposing it is allocated as employment land suitable for general employment uses (light industrial, industrial and storage/distribution) without the need for it to be associated with power generation. This is a broader allowance than the adopted Local Plan policy and recognises the potential for this strategic brownfield site to contribute significantly towards economic growth in Wakefield following the closure of the Power Station. Whilst the emerging Local Plan 2036 is at an early stage in its preparation, the emerging site-specific policy demonstrates the Council's direction of travel and therefore is considered to be a material consideration in decision making.

HIGHWAYS

Studies on local highway capacities and infrastructure are available in the data room.



DEMOLITION

The demolition of the Power Station is in progress and due to be completed in October 2022. The majority of buildings and structures will be progressively demolished to grade level leaving three cooling towers for potential re-use for the proposed CCGT plant. All trenches within the demolition areas are to be opened, services and equipment removed, contamination and residues cleaned out and the trenches backfilled with clean, crushed concrete. Underground voids are to be cleared of plant and equipment, contamination and residues cleaned out and the entrances to be backfilled with clean crushed concrete to prevent access to these areas.

The Contractor will crush all inert wastes identified on site to be used as backfill for excavations, voids and tunnels as required. All materials prepared shall be in accordance with the 'Quality Protocol for the production of aggregates from inert wastes' published by WRAP and the Environment Agency. All materials are to be prepared to BS EN 13242 Type 6F2.





ENVIRONMENTAL

Ecology

A full suite of ecological surveys have been undertaken across the Ferrybridge Power Station site dating back to 2001, many of which have been resurveyed between 2017-2019.

While it is generally accepted that ecological surveys are valid for up to two years, the recent Preliminary Ecological Appraisal (PEA) carried out for the proposed CCGT provides valuable information on habitats present on the site and therefore which protected species may need to be re-surveyed in the future. In general, the habitat conditions present across the retained land and former coal yard were found to be dominated by the built infrastructure, rail tracks and other hardstanding of the existing Power Station site, which is currently being demolished. There are no statutory designated ecological sites within the Power Station boundary and no internationally designated sites within 10km. Habitats within the site are of local or negligible biodiversity value.

eDNA surveys have been undertaken on ponds in and around the Ferrybridge site and returned negative results for traces of great crested newt. Likewise, no badger setts have been identified within 1km of the site and no trees with potential suitability for roosting bats or barn owl have been identified within the site. The river has been surveyed for the presence of riparian mammals (otter) and the wider site has been surveyed for water vole and no suitable sites or habitats have been identified. For aquatic invertebrates, no protected, threatened, or priority species were recorded or were considered likely to occur based on the habitat conditions present. However, two invasive non-native aquatic invertebrate species were recorded in the river Aire adjacent to the site.

The only plant invasive non-native species recorded was Himalayan balsam. This is an annual plant species that typically grows between April and October and dies back at the end of the growing season. A key risk management technique for this species is the prevention of plants from flowering and setting seed.

Archaeology and Built Heritage

Based on previous investigations and geophysical surveys conducted in the proximity of the main Ferrybridge Power Station site, the potential for archaeology is considered to be low. This position is agreed by Wakefield Metropolitan District Council (WMDC) who consider that the area to the north of the coal-fired Power Station and east of the A1(M) has been generally shown to have low archaeological potential.

There are no World Heritage Sites or Registered Battlefields within 5km of the site. There is one grade II listed Registered Parks and Garden and eight Scheduled Ancient Monuments within 5km of the site. Two of these scheduled monuments are within or immediately adjacent to the Main Site boundary. These are the Ferry Bridge and the Ferrybridge Henge site. There are also three conservation areas within 5km of the site, including the Knottingley Conservation Area which is located to the south of the site on the southern bank of the River Aire. It should also be noted that approximately 130m to the east of the Main Site are the remains of a graveyard, although it remains an open piece of land.



Noise

The ambient sound environment at receptors in proximity to the Ferrybridge Power Station site is dominated mostly by road traffic from the adjacent A1(M), with some industrial sounds from the FM1 plant, FM2 plant and the plasterboard factory. Distant train movements and some low-level sound from livestock and domestic activities are also noted at times.

Baseline sound measurements have been taken at the Ferrybridge Power Station site as recently as 2017 and 2018, prior to full operation of FM2. As part of recent planning permissions at the site, construction and operational noise level limits have been agreed with Wakefield Metropolitan District Council (WMDC) at nearby sensitive receptors.

Previous noise assessments conducted for developments at the Ferrybridge Power Station site have concluded that by employing standard noise mitigation measures, such as construction noise limits and building design, it was possible to avoid any significant effects on nearby receptors.

Air Quality

Background mapping obtained from DEFRA for the area surrounding the Ferrybridge Power Station site, show general trends of a reduction in both NO₂ and PM₁₀ concentrations year on year; concentrations of NO₂ and PM₁₀ were found to be consistently well below the National Air Quality Strategy (NAQS) annual mean objectives, although the area around the M62 corridor remains declared as an Air Quality Management Area for nitrogen dioxide by WMDC. There are three additional AQMAs within the vicinity of the site – one 700m to the south in Knottingley, one on the A1(M) 1.4km to the south and one in Castleford town centre, 3.5km to the west.

AECOM has been undertaking continuous air quality monitoring at two locations – on the Ferrybridge site and in Brotherton, downwind of the site, and producing annual reports for the following pollutants since 2015:

- Nitrogen dioxide (NO₂) and nitrogen oxides (NO_x);
- ammonia (NH₃);
- particulate matter (PM₁₀).

The continuous monitoring again shows a gradual improvement in air quality at both locations and no exceedance of air quality objectives.



Geology, Soils and Hydrogeology

Owing to the industrial use of the Ferrybridge Power Station site, made ground is present to some degree across most of the main site and former coal yard. Below this made ground, natural superficial deposits are anticipated to be present across most areas of the site. These superficial deposits comprise sands and gravels and alluvium overlying limestone of the Cadeby Formation, which is present at the surface as weathered bedrock on parts of the former coal yard.

Flood Risk and Site Drainage

Flood maps from the Environment Agency shows that the majority of the Retained Land falls within Flood Zone 1. However, the north of the Retained Land falls within Flood Zone 2 and partially within Flood Zone 3. The former coal yard predominantly falls within Flood Zone 2; however, the lower extents of the area fall within Flood Zone 3. A Flood Risk Assessment (FRA) is available in the data room being completed for the wider Power Station site (including the former coal yard).

Contamination

The site has been subject to a series of extensive site investigations, groundwater monitoring events and risk assessments. Following removal of coal stocks, surface soils were collected and tested for both combustibility and contamination. Assuming a commercial industrial end use, no significant risks to human health or controlled waters were identified.

Limited hydrocarbon impacts were identified at the former coal yard refuelling area and Heavy Fuel Oil tank farm located to the south of the site, but no significant risks to human health or controlled waters were identified at these locations. Further details are contained in the data room.



SERVICES

SSE shall provide more detailed utilities information to interested parties in the Data room. The information regarding infrastructure below is therefore provided for guidance.

Electrical supplies

As part of the current decommissioning of the Ferrybridge Power Station all transmission connections have been removed.

However, distribution network maps provided by Northern Power Grid (NPG) and subsequent discussions have established the potential off site connections in the table below (to be verified by the developer through formal discussions with NPG):

The site also has options of 132kV connections on site from either of the Ferrybridge Multifuel plants' (FM1 or FM2) substations owned by Northern Power Grid which each can offer space to connect 1 new demand connection. The developer should also consider these but is to note that these would require a 132kV transformer to step down to the primary substation voltage.

Substation / Primary Voltage	Ferrybridge A 11kV (Primary)	Ferrybridge A 66kV	Kirkhaw Lane 33kV (Bulk Supply Point)
Fed From	Ferrybridge A 66kV	Ferrybridge B 132kV	Ferrybridge B 132kV
Approx. apparent spare capacity (MVA)	10	100	40

Natural Gas connections

A privately-owned medium pressure (<2 bar) gas main commissioned by the resident plasterboard factory enters the site from Kirkhaw Lane.

There are no other current gas users or infrastructure on site. Local low, intermediate and high-pressure systems have been identified with the help of Northern Gas Networks.

The nearest High-pressure gas supply would be a 600mm diameter main with a capacity of 9500SCMH @ 38barg located at Sutton lane which is approx. 2km from the site.

Water supplies

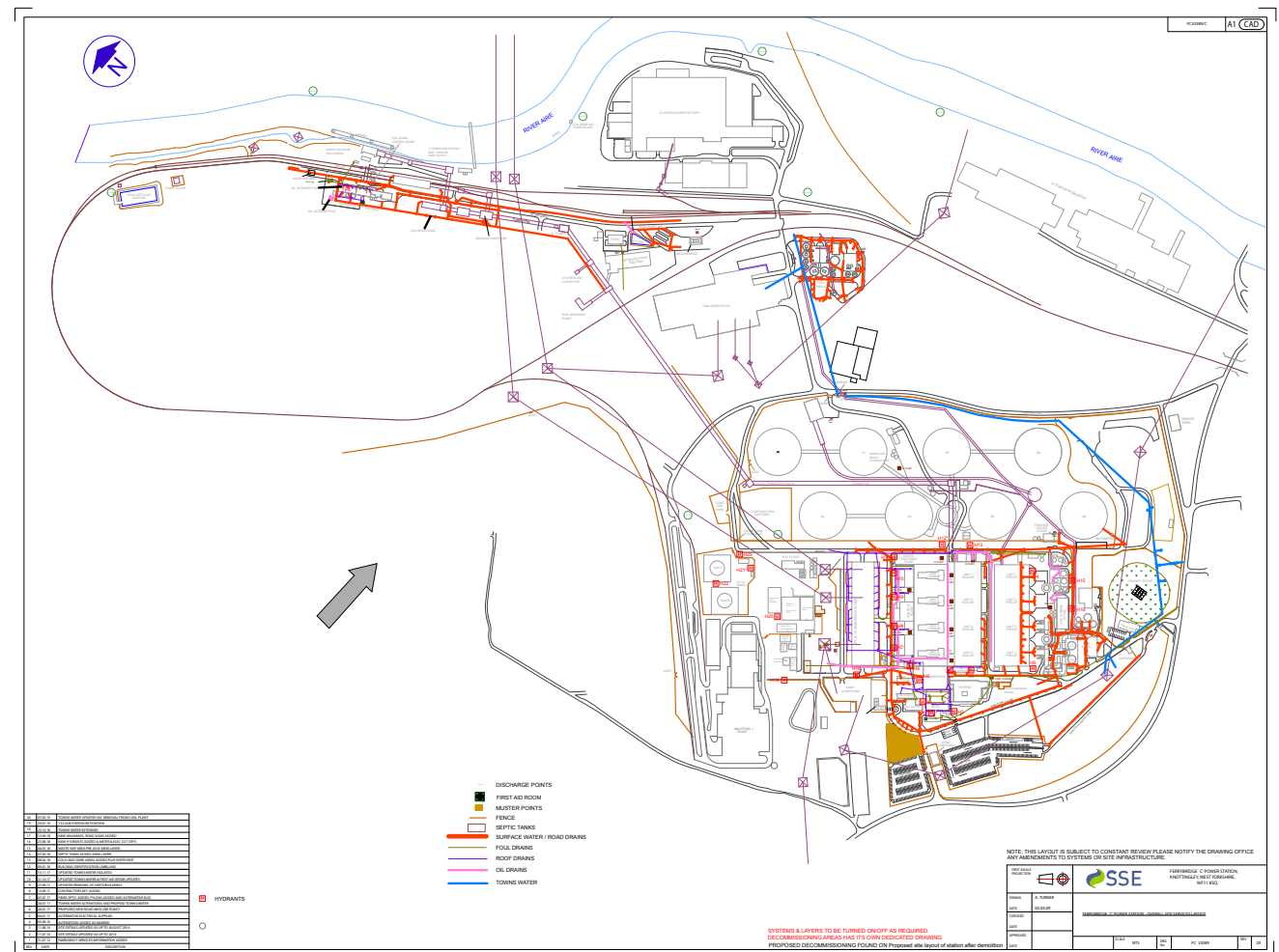
Two (Yorkshire Water) metered water supplies exist which supply water to the site. One is located at the front of the Ferrybridge Power Station site near to the site boundary and cricket pitch. The second is situated just outside Ferrybridge A workshops, but this metered supply is no longer used since the closure of the coal plant and decommissioning. Licences for borehole and river water extraction are in place and a proportion of the water supply may be transferable with permission from the Environment Agency. Further details are in the data room.

Sewerage

There is no mains sewerage connection to the land being offered.



A site services diagram is shown below:





SALE PROCESS

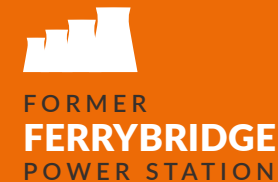
SSE's preference is to sell the site on an unconditional basis with the purchaser assuming full responsibility in respect of ground conditions. However, alternative transaction structures may be considered.

Vacant possession can be provided immediately subject to agreement on completion of the demolition works.

Interested parties can access an online data room

containing technical and legal due diligence material, which will comprise reports and statements, including but not limited to, ground conditions, highways, planning, topography and demolition. However, parties will be required to sign a Non-Disclosure Agreement.

Please email **Richard Harris** (rich.harris@eu.jll.com) to obtain a copy of the NDA prior to accessing the data room.



FURTHER INFORMATION

Please direct any question in respect of the Ferrybridge site to the following:

Richard Harris

Director - Industrial & Logistics

Email: rich.harris@eu.jll.com

Tel: 0113 235 5249

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