

guidelines & recommendations

consultations

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Introduction and initial Project

Following presentations on Village Design Statements by Warrington Borough Council on Thursday 27 May 1999 at Walton Hall, and on Saturday 5 June 1999, at the Town Hall, Grappenhall and Thelwall Parish Council, took the decision to embark on the project. On 9 November, 1999 officers of the Borough Council attended a meeting of the Parish Council to advise on the way forward.

The Parish Council set up a steering group to start the process, and recognising the importance of community involvement from the outset, the Parish Council contacted a small number of people whom they felt would be interested and committed. Posters, newsletters, adverts in shops, pubs, clubs, local library, schools, public notice boards etc, combined with articles in the press and on local radio to were utilised to stimulate interest by a broader spectrum of the local community. The Parish Council recognised that although it would have an anchor role, its approach would be to facilitate rather than direct the process, using the Countryside Agency guidelines.

Councillor Graham Welborn was appointed Chairman of the Steering group, and has remained as such during the entire duration of the project. The Clerk to the Council contributed widely to the process, serviced the Steering Group and managed the financial input.

Getting People Involved

Two village meetings were organised during May 2000 in Thelwall Parish Hall and Grappenhall Youth and Community Centre with the aim of getting people interested in their local environment. It was timely that the

Parish Council had prepared a Millennium Book, a snapshot of the Parish in 1999, and many local organisations having contributed, came to the meeting to see the results. The events were also social occasions with music, Morris Dancers, light entertainment and refreshments.

Following this, further information was made available at the Grappenhall Procession of Witness, Thelwall Rose Queen and the "Beating the Bounds" Millennium Walk.

As a result over 30 people signed on to support the venture and undertook to attend a series of workshops

Membership/participation remains open to all, as it has throughout the process. Indeed, whilst some individuals have contributed to specific tasks, using their knowledge, interest or expertise, others have been engaged throughout, on all aspects of the project..

During the summer months of 2000, set activities were followed and information gathered. Work was undertaken jointly, but also by three semi-autonomous groups looking at the three geographical areas of Grappenhall, Thelwall and the links between the two (road, footpath and canal).

Early Consultation

Public consultation was ongoing from the outset. The whole group was involved in their first public display, held on Saturday and Sunday 18 and 19 November at Chaigeley School, Thelwall, the Sunday being the Parish Council Chairman's Sunday, to which the Mayor, and a large number of guests were invited. This was an opportunity to widen the scope of the consultation. A further display was arranged at Bradshaw Community Primary School, Grappenhall, to

coincide with a visit from Helen Southworth MP. On each occasion comments were invited, noted and given detailed consideration. From the above activities, an enlarged Steering Group was formed, with Parish Councillors very much in the minority, to plan the way forward. A discussion document was prepared, "Where Do We Go From Here?"

The Annual Parish Meeting provided the next opportunity for display and consultation. This took place on 20 March 2001, by which time an early draft of the VDS was available, together with plans and illustrations. Invitations were sent to Lymm VDG to view and comment on our work and we, in turn, accepted an invitation to their Exhibition.

At this stage the VDG took an active interest in the Unitary Development Plan upon which the Borough Council was consulted. It was an unusual situation in that the VDS was running ahead of the UDP, and it was important therefore to ensure that the Group's views were fed into the UDP. With various other Village Design Groups in the Borough we worked with the Borough's Strategic Planning Committee to produce a "Memorandum of Understanding". This established a clear frame of reference for the work.

During September, 2001, work was undertaken with Planning and Design Students from Manchester Metropolitan University. Again this served to broaden our perspectives

Formal Consultation

As various Village Design Groups were approaching the formal consultation phase, the Parish Council hosted a workshop led by officers of the Borough Council at the Quays Community Centre for existing groups and

considerable thought was given to the formal consultation process. We forged a link with the Lymm VDG, which led to our using similar consultation questionnaires. The group also felt that some wider input was desirable and a copy of the draft was sent to the Mersey Basin Campaign for comment.

Work continued and the formal consultation draft was finished in May 2002. The formal consultation then sought to maximise exposure and the following activities took place during the six-week consultation period, which ended on 12 August 2002:

- 1 Exhibition at Thelwall Rose Queen Festival 2002 – Saturday 15 June 2002
- 2 Exhibition at Grappenhall Procession of Witness – Saturday 22 June 2002
- 3 Posters throughout the Parish, including community venues, seeking comments

Action Following Consultation

Some 74 responses to the formal consultation were received; on a format which had been adapted from the questionnaire of the Lymm Village Design Group. The responses, as expected, raised many issues, some beyond the remit of the Village Design Statement. These related principally to planning procedures, publicity for planning applications, and various environmental issues. In so far as the generality of these was capable of being dealt with in the VDS, they were incorporated, and other issues were passed to the relevant authorities, mainly the Borough and parish Councils, for them to take action as they saw fit.

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One such issue was the Grappenhall Conservation Area, particularly relating to traffic, pedestrian safety, and the erosion of the cobbles by traffic. The parish Council took these points up to reinforce their existing concerns, and indeed, appointed a consultant to assist with the appraisal of the Conservation Area which it had persuaded the Borough Council to undertake in accordance with Planning Policy Guidance Note 15.

The issues relating directly to the VDS have been analysed in detail as shown on the following pages. They have been categorised into various headings and considered in detail by the Steering Group.

SUMMARY OF CONSULTATION RESPONSES

NOTE: 74 questionnaires were returned

Table 1 – Questions 1 to 6				
		Resident	Business	Other
1	Interest	65	7	1
		Given	Not given	Other
2/3	Name and address	71	3	0
		Yes	No	Other
4	Does the Statement recognise Grappenhall and Thelwall as you recognise it?	66	0	5
5	Is it representative of the community?	66	0	7
6	Would you like to see it advertised?	61	3	7

Table 2 – Question 7		
Question	Is there anything you consider we have missed? If so please state. Total replies – 22	
Issues	Comments	Replies
Planning & design	Management of change – Conservation Areas, village cobbles, Thelwall Heys.	6
	Individual tasteful planning design	4
	Incorporate provision for single people e.g. apartments	1
	Properties and/or modifications sought by retired/older residents wishing to move from larger houses in area.	1
	Infill management	1
	Affordable housing schemes – design standards in keeping	2
Traffic	Traffic calming – rat runs	6
	Control excessive speed	3

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Issues	Comments	Replies
Traffic (cont)	School traffic problems	3
	Pedestrian safety	1
Play areas	Inclusive of 'Play in pub gardens etc'. Trend displays	1
Others	Map queries	2
	See also letters under question 9	
Number of replies may total more than 22 because of multiple concerns		

Table 3 – Question 8

Question	Is there anything you disagree with? Total replies – 15
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Issues	Comments	Replies
Maps	General clarification sought on map 1	2
	Clarification of status of land on maps	1
	Clarification of terms used on maps	1
Conditional statement on recommendations	More advanced notice – consultation on actual schemes e.g. traffic calming and management	3
	Future plans – greater public awareness of proposals required (including land use)	2
Routine upkeep	Remarks on poor upkeep e.g. overgrown hedges, overhanging trees, poor drainage.	1

Table 4 – Question 9

Question	Any other comments? <i>A catch-all question inviting individual comment. The manner of response varied and included notes on the form, extended notes, detailed letters and lengthy discussions. All responses have been taken into account.</i> Total replies – 44
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Issues	Comments	Replies
	Compliments and thanks	6
Traffic	Traffic and road safety	2
	Traffic management and speed restrictions	8
	Traffic schools	1

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Traffic (cont)	Parking bays	1
	Footpaths e.g. along Manchester Ship canal to Lymm	1
Planning & design	Protect present characteristic – particularly of C.A.s	9
	Encourage infill and brown field sites	1
	Concern about misuse of infill	1
	Victoria Road Conservation Area – concern about properties eventually becoming flats	2
	Measures – including traffic calming – must be sympathetic/in keeping.	1
	Village cobbles – concern over conservation	3
	Maintain Greenbelt	4
	Support to keep Thelwall Heys as Greenbelt	7
	Check data re Thelwall Heys.	1
	Affordable housing / Single apartments needed	2
	Tasteful well designed adaptations to buildings	2
	Stop focus on building new executive housing	1
	Concern re gradual encroachment of housing developments on Greenfield sites	2
	Extensions – ensure in keeping, sympathetic designs	1
	Upkeep (general) of area – specific issue, seating	3
	Drainage – Grappenhall & Thelwall	1
	Need widespread notice of planning and traffic schemes.	1
Publicity	Website to broadcast	1
	VDS – offer to help	1
Plans/maps	White areas. Term recreation	2
	Clarification on Strawberry Field, Lymm Road	2
	Aerial photographs require explanation	2
Environment	Noise pollution (Thelwall)	1
Presentation	Highlight recommendations	1
	Punch lines. Mission Statement	1
	Typographical errors	1
	Detail of presentation	2
Number of replies may total more than 44 because of multiple concerns		

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group members

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Grappenhall and Thelwall Village Design Statement Group

Steering Group

Damian Boddy
Andrew Clarke
Norman Froggatt
Vivien Hainsworth
Alan Higginson
Nina Kingston
Barbara Mawer
Wendy Platt
Roger Rumbold
John Sage
Graham Welborn

Grappenhall Group

Harry Chadwick
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Lis Williams

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Elizabeth Haworth
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Link Group

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Photographs

Members of the group
Photograph on page 22 by kind
permission of David Price, Lymm
Aerial photography by Roger Rumbold
Pilot Ian Simpson
Additional photography by Alan Spiers

Maps

Andrew Clarke
Alan Higginson
Roger Rumbold

Original Artwork

Wendy Platt

The illustrations on pages 7 and 13 are used to represent the two villages in the Parish.

The cross was erected in 1927 opposite Bell Lane in Thelwall as a memorial and to celebrate the village millennium.

The 'Wizard of the Woods' in Grappenhall Woods was carved with the help of local school children as a celebration of the current millennium.

Layout

Vivien Hainsworth
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Acknowledgements to Warrington
Borough Council for Ordnance Survey
material

First Public Meeting May 2000
Final Publication July 2003

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The VDS has paid special attention to the need to show that its Recommendations and Design Guidelines genuinely complement the statutory planning policies which have themselves been going through a refinement process, with the benefit of widespread public consultation, for inclusion in the final (adopted) Unitary Development Plan (UDP).

Recommendations appear at various points within the VDS (they are highlighted in yellow). Each one falls essentially into one of two categories; firstly, those which supplement UDP policies in providing a framework for dealing with individual planning applications and, secondly, those which advocate actions in other ways, notably through the completion of the UDP, itself, or through measures which the VDS wishes the Borough Council to take in association with other bodies, as appropriate, as part of its evolving programme of actions for, or investment in, the Borough's environmental and social well-being.

Importantly, whichever category a particular Recommendation falls within, it is supported by a reference to the UDP policy (or policies) that it supplements (by UDP policy references, e.g. 'GRN2', 'BH11'). The full text of the UDP policies which provide the framework for the VDS can be found in the "Revised Deposit" version of the UDP (Volume 1: Text), published in October 2002. For ease of reference, these "headline" titles of the UDP policies are listed at the end of this section.

This section of the VDS draws together the Recommendations and overall Guidelines agreed by the VDG. Those directly applicable to consideration of individual planning applications are set out in List 'A', whilst those advocating actions in other ways are in List 'B'. The VDS recognises that whilst the List 'B' recommendations will not generally be implemented as part of the process of dealing with individual applications, some proposed developments may be acceptable in planning terms only if the Borough Council is able to secure agreements with developers to fund, or contribute to, implementation of the wider measures that the VDS advocates, in the form of "planning obligations" as provided for in UDP Policy DCS2. The Village Design Group foresees the opportunity of the Village Design Statement being used effectively in association with SPG on Planning Obligations, which it is expected that the Borough Council will adopt for Development Control purposes in the near future

List A – Guidelines and Recommendations directly applicable to consideration of individual planning applications

GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
The Built Environment	
G1 Any development that does not strictly conform to UDP policies relating to the site of the proposed development or the locality within which it lies is considered unacceptable.	All relevant policies
G2 The density of any development must be carefully balanced to provide an acceptable level of adjacent green/amenity space.	HOU2, HOU3, HOU5, DCS8, DCS9
G3 Any substantial development should provide a mixture of housing suitable for a variety of types and size of family.	HOU5, HOU15
G4 The demolition of large character properties is unacceptable unless it can be proved that there is no viable alternative use.	HOU2, HOU12
G5 In locations where large properties are demolished or substantially modified, or gardens/plots considered acceptable for development, any subsequent development must reflect the key architectural features and scale of the original or adjoining developments to ensure that the essential character of the area is preserved and enhanced.	HOU2, HOU12
R5 Within the area of inter- and post-war developments in Grappenhall, there are many examples of house extensions and alterations that match or complement the original property. This approach is commended for future schemes.	DCS11
Building Design and Materials of Construction	
G6 The size, scale and essential character of any new buildings or building extensions and the materials of construction and architectural features must display an acceptable level of continuity and sympathy with adjacent developments to ensure a harmonious effect.	DCS6
R9 Any new developments in the Thelwall Village Centre and Conservation Area should aim to complement adjacent buildings in both style and scale	HOU2, HOU7, HOU12

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GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
<p>Landscape and Wildlife</p> <p>G7 The protective green buffer zones forming the approaches to the villages and between suburban and rural areas must be preserved at all costs as they provide essential delineation against more suburban areas and maintain the historical semi-rural signature of the locality. Likewise, green routes punctuating existing settlements provide a similar essential function. Any development encroaching upon these areas is to be strongly resisted, as it will start to erode the essential balance between rural and urban zones.</p> <p>G8 Any potential development adjacent to, or encroaching upon established linear corridors, such as the Bridgewater Canal and Trans Pennine Trail, is considered inappropriate. The existing distinctive views and rural approaches provided by these essential leisure routes must be maintained and enhanced wherever possible.</p> <p>G9 Any new developments must take account of wildlife features both within and adjacent to their boundaries to help to minimise the deleterious effects on contiguous areas.</p> <p>G10 Landscaping associated with new developments must, wherever possible, reflect the existing character of the area and preserve existing mature trees, stands of younger trees, woods, spinneys, ponds and established hedgerows. Any significant landscape features affected by the development must be replaced with features of a similar size, scale and maturity.</p>	<p>GRN5, GRN13</p> <p>GRN4, GRN5</p> <p>GRN22-25</p> <p>HOU2, GRN26, DCS9</p>
<p>Traffic Management</p> <p>G13 A 'transport impact statement' should be submitted with any development of 10 or more dwellings to prove that traffic generated will not have a detrimental effect on the already overloaded road networks. In addition, safe school routes should be explored and submitted with any planning application for development of that scale.</p>	<p>LUT12</p>

GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
<p>Traffic Management (cont)</p> <p>R3 In Grappenhall Village Centre and Conservation Area, the need for traffic management measures must be carefully considered, in addition to the thoughtful renovation of the historic fabric. Proposals for development that increases the level of traffic through this area are to be strongly discouraged.</p> <p>Conservation Areas</p> <p>R4 In the Victoria Road Conservation Area, it is essential that the standards of design and execution of any construction proposed are of a sympathetic and superior quality. The style and density of any new development must be compatible with the existing character of the area.</p> <p>Telecommunications Masts</p> <p>R18 Both the siting and design of these structures, regardless of height, should be referred for local consultation, at an early stage, and without any underlying presumption in favour of approval.</p>	<p>LUT1, BH11, GRN26</p> <p>HOU2, HOU4, HOU7</p> <p>DCS15</p>

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List B – Guidelines and Recommendations which advocate actions outside the Development Control process

The Built Environment	
R6 Within the area of inter- and post-war developments in Grappenhall, there is very little green space, so it is important to protect, maintain and enhance what remains, including roadside verges and trees.	GRN13, GRN26, GRN29
Landscape and Wildlife	
R2 The Green Buffer Zone lying between Grappenhall Village and the Bridgewater Canal must be preserved as Green Belt.	GRN1
R11 The Water Woods and Elizabeth Park should be protected as vital amenities for both residents and wildlife. Additional landscaping opportunities should be identified to compensate for the general lack of roadside grass verges in Thelwall's main housing areas.	GRN26, GRN29
R12 The preservation and protection of Thelwall Heys is, without doubt, the most important issue affecting both communities and it is essential for it to be designated as Green Belt. It should also be formally recorded in the UDP as an Area of Local Landscape Value.	GRN1, GRN3
R15 The key to the protection of wildlife is the protection of the fine mix of habitats in the parish upon which it depends.	GRN25, GRN26
R16 The Water Woods in Thelwall, and Grappenhall Wood and Parr's Wood in Grappenhall need to be safeguarded for future generations.	GRN25, GRN26
<u>Traffic Management</u>	
G11 In the interests of safety, traffic-calming measures must be introduced on vulnerable approaches to the villages and along rat-runs. Simple measures, such as varying road levels, strategic road narrowing, and speed restrictions (of 20mph) have proved very successful in other areas, are relatively inexpensive and contribute significantly to reducing the risk of road accidents.	LUT2

GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
Traffic Management (cont)	
G12 The long-standing traffic problems and environmental problems associated with Grappenhall Village, ie. safety, erosion of the cobbles due to the density of traffic, and indiscriminate parking, must be tackled without delay.	LUT2
R7 The extent of penetration by through-traffic into the area of inter- and post-war development in Grappenhall highlights the need for effective traffic-calming measures.	LUT2
R8 The issue of pedestrian safety in the areas of post-1970's development in Grappenhall should be seriously examined, including the potential for constructing new footways.	LUT2, LUT3
R10 There are road safety concerns along the whole of the route through Thelwall Village, particularly at the sharp bends. Traffic management measures should be considered.	LUT2
R13 Extension of the 30mph limit on Weaste Lane, to its junction with Halfacre Lane, should be seriously considered.	LUT2
R17 The reduction of traffic speeds on roads such as Broad Lane, Weaste Lane and Lymm Road must be regarded as a priority.	LUT2
Conservation Areas	
G14 Conservation Areas must have up-to-date reviews and Action Plans, in accordance with Planning Policy Guidance and UDP Policy BH7 - only by this means can the threat of damage by traffic, pollution and poor design be comprehensively addressed.	BH7-BH11
R1 A clear commitment is sought from Warrington Borough Council to both the updating of the Conservation Statement and development of Conservation Area policies for the three Conservation Areas in the parish.	BH7-BH11

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GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
Recreation	
<p>G15 Although the Bridgewater Canal is already an established and very important recreational facility, which effectively links the Grappenhall and Thelwall communities, the potential of the Manchester Ship Canal as an aquatic corridor for future leisure and as a transport route needs to be developed</p>	LUT18
<p>G16 Every opportunity must be taken to optimise already established public open spaces to cater for all age groups, including the introduction of strategic landscaping.</p>	GGRN 17, GRN 18
<p>G17 Many existing informed routes and tracks, providing amenity and recreational value, should be considered for adoption as additional public rights of way.</p>	LUT 15
<p>R14 Existing public and permissive rights of way must be maintained and, where possible, extended and enhanced to ensure that they can continue to be enjoyed by future generations</p>	LUT 3
Street Furniture and Features	
<p>G18 The proliferation and juxtaposition of traffic signs, bollards, barriers and notices must be carefully scrutinised and managed to prevent ugly jungles of often unnecessary instructions and physical restrictions to the motorist which significantly detract from the visual amenities of the area.</p>	
<p>G19 An attractive standard should be adopted, wherever possible, for all street furniture (including lamp-standards) to reflect the semi-rural nature of both Grappenhall and Thelwall villages</p>	

**GRAPPENHALL & THELWALL VILLAGE DESIGN STATEMENT
REVISED DEPOSIT DRAFT UDP POLICIES REFERRED TO IN THE VDS**

TRANSPORT INTEGRATION POLICIES

LUT 1	Land Use/Transportation Strategy
LUT 2	Transport Priorities in Development Control
LUT 3	Walking
LUT 12	Transport Impact Assessments
LUT 15	The Greenway Network
LUT 18	Inland Waterways

HOUSING POLICIES

HOU 2	Housing Development
HOU 3	Open Space Provision in New Housing Development
HOU 4	Town Centre Living
HOU 5	Housing Density and Mix
HOU 7	Extending and Altering Your Home
HOU 12	Infill and Sub-Division of Housing Plots
HOU 15	Provision of Affordable Housing

ENVIRONMENTAL PROTECTION AND ENHANCEMENT POLICIES

GRN 1	The Green Belt
GRN 3	Environmental Protection and Enhancement
GRN 4	Development Proposals in the Countryside
GRN 5	Visual Amenity of the Green Belt
GRN 13	Protection and Enhancement of Urban Greenspace
GRN 17	Canalside and Riverside Development
GRN 18	Watercourses
GRN 22	Key Biodiversity Habitats and Priority Species
GRN 23	Protected Species
GRN 24	Wildlife Corridors
GRN 25	Protection of the Nature Conservation Resource
GRN 26	Protection and Enhancement of Landscape Features
GRN 29	Woodland Planting

BUILT HERITAGE POLICIES

BH 7	Designation and Review of Conservation Areas
BH 8	Development in Conservation Areas

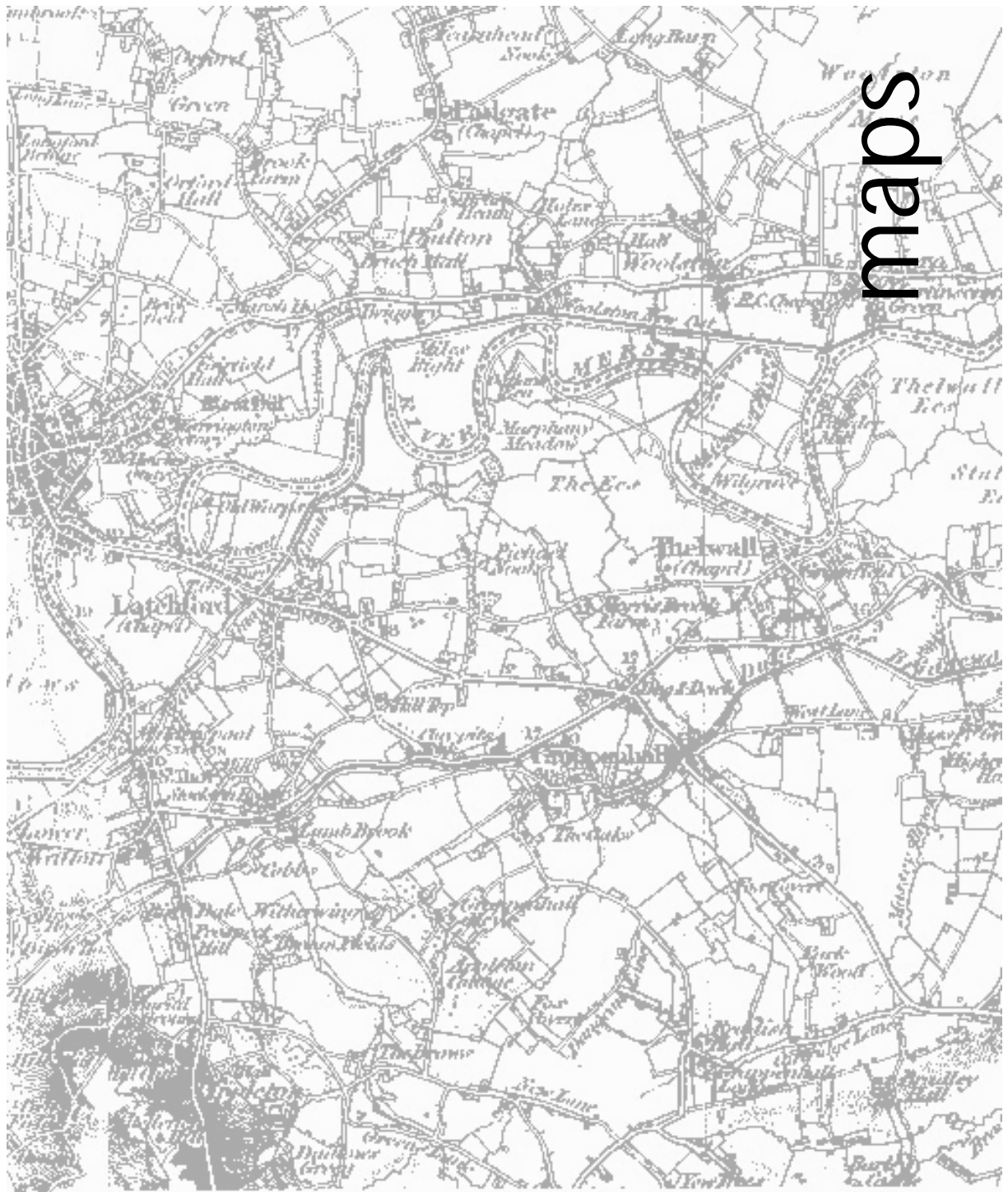
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BUILT HERITAGE POLICIES (cont)

- BH 9 Development in Conservation Areas
- BH 10 Control over Demolition within Conservation Areas
- BH 11 Development Proposals to enable the Preservation of the Built Heritage

MISCELLANEOUS DEVELOPMENT CONTROL POLICIES

- DCS 2 Planning Obligations
- DCS 6 Design Statements
- DCS 8 The Design of Open Space and Play Areas
- DCS 9 Provision and Enhancement of Landscaping in New Development
- DCS 11 Alterations and Extensions
- DCS 15 Telecommunications Equipment



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