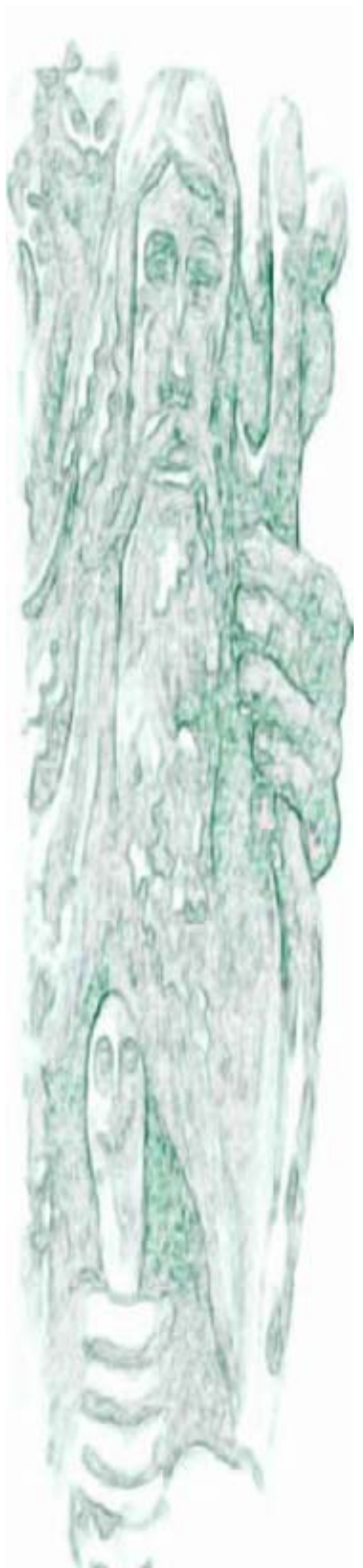


# village design statement

the parish of  
grappenhall  
& thelwall



# grappenhall & thelwall

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A certain amount of new development is both inevitable and necessary for a living countryside. Village Design Statements offer a way for local communities to help set the context for new development, so that it can be designed to fit its location, and protect and enhance local character. The criteria for an effective Village Design Statement (taken from 'Design in the Countryside' – Countryside Agency) is that it:

- is developed, researched, written and edited by local people,

- is representative of the views of the village as a whole,

- has involved a wide cross-section of the village community in its production,

- describes the visual character of the village,

- demonstrates how local character and distinctiveness can be protected and enhanced in new development,

- is compatible with statutory planning guidance,

- is suitable for approval as supplementary planning guidance,

- is applicable to all forms and scale of development,

- is about managing change, not preventing it.

By making the planning system more transparent, accountable and accessible through legitimate involvement and participation, public confidence is increased.

With regard to the project in Grappenhall and Thelwall, it has been my privilege, as Chairman, to work with a committed, enthusiastic, self-motivated and talented group of people. Since coming together, after the launch of the VDS Working Group in Spring 2000, they have applied their combined expertise, knowledge and skills to bring this project to fruition.

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From the original gathering of interested participants, a steering group emerged, but throughout the entire process there has been a wholesome openness in proceedings. We have followed the guidelines provided by the Countryside Agency and sought to involve the residents of Grappenhall and Thelwall at all stages. There have been displays, exhibitions and presentations of the work in progress. Comments and suggestions have been valued, with advice and guidance acted upon. We have always welcomed the "Critical Friend". Our initial drafts show progression and demonstrate how our evolving proposals have been sufficiently flexible to accommodate modifications.

The Village Design Group is aware that, for the document to gain recognition as "Supplementary Planning Guidance", it must achieve the necessary level of local support, whereby the local community take on a sense of ownership. Recommendations appear at various points within this document, highlighted in yellow. These are summarised and explained in the section entitled 'Guidelines and recommendations'

This Village Design Statement has been produced through our shared experiences. To be true to the spirit in which it was compiled, it must not lie on the shelf. It is a 'living document' and it will need to be regularly reviewed to reflect our ongoing needs. We must remain amenable to fresh ideas and reflect the aspirations of the majority.

We are mindful of the fact that the Parish Council has supported us throughout, enabling and facilitating our work. We wish to acknowledge the role they have played alongside Warrington Borough Council in allowing us to proceed on our own initiative, yet, at the same time, providing a sound foundation and solid structure.

We have sought to compile an acknowledgement of those who made the many and varied contributions to specific outcomes, but it also reminds us of the abundance of people who helped us along the way. Our thanks go out in many different ways to all concerned.

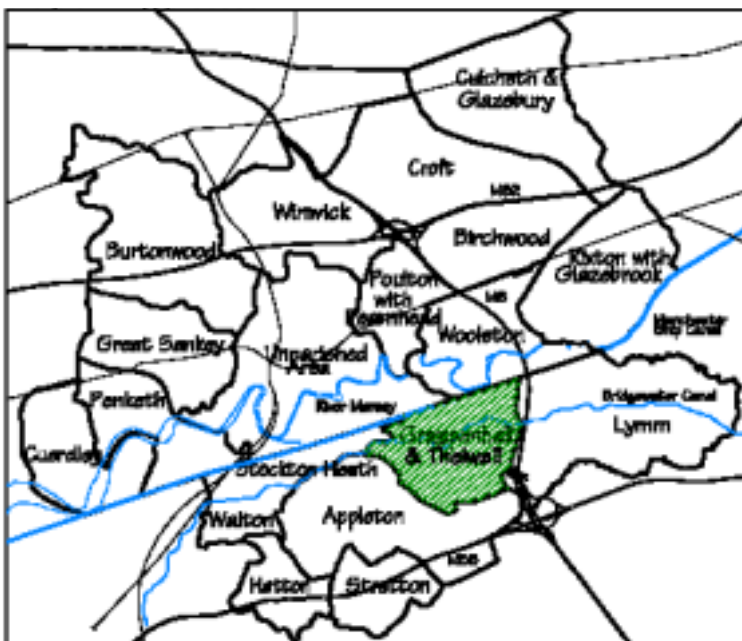
Graham Welborn.  
*Chairman, VDS Working Group*

## 1. Introduction

The Village Design Statement outlines those features and characteristics of the civil parish of Grappenhall and Thelwall, at the start of the 21st Century, that help to make it the place where we choose to live. It suggests ways in which our present surroundings can be enhanced and sets out our expectations for the management of future development and change

The document provides developers, householders and local authority planners with clear signals on the standards that we want to see achieved and maintained in the Parish environment and adds a new level of local detail to be considered alongside the emergent Unitary Development Plan.

This document represents the culmination of over two years' effort by a team of over thirty residents of Grappenhall and Thelwall, which included information gathering, public exhibitions and consultations. It takes advantage of the opportunity opened up by the Countryside Commission, now the Countryside Agency, for wider community participation in the planning process.



*The Countryside Commission believes that the rich and varied character of the rural settlements form an important part of the beauty and distinctiveness of the English countryside. The Commission also believes that this character is under increasing threat from standardisation and poor design. In 1993 we published 'Design in the countryside', which focused on the themes of regional diversity, local distinctiveness, and the harmony between buildings, settlements and the wider landscape setting. It proposed ... the preparation of Village Design Statements.*

*The purpose of Village Design Statements is to manage change, whether that change is major new development or just cumulative, small scale additions or alterations. They are not about whether development should take place; that is the job for the local plan. Their concern is about how planned development should be carried out, so that it is in harmony with its setting and contributes to the conservation and, where possible enhancement, of the local environment.*

Extract from Introduction to the Village Design Statement. The Countryside Agency (formerly Countryside Commission)



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When the Village Design Statement is finally adopted by Warrington Borough Council as Supplementary Planning Guidance, it will give the Parish a pro-active role, for the first time, in planning issues which affect the local area.

### Historical Context

There is archaeological evidence that the area around Grappenhall **has been settled** since 1900 BC. The earliest documentary reference to the village is recorded in the Domesday Book of 1086 where it is recorded as Gropenhole, which derives from the Old English meaning a piece of flat land by the side of a river.

Thelwall is first mentioned in the Anglo-Saxon Chronicle in the early 890s. Most reliable sources claim the name is derived from the Old English for 'deep pool with a plank' or 'pool with a plank bridge'. In AD 923 Edward the Elder ordered a burh to be built as a defence against the Danes. It was a mistranslation of this word burh, which means military fort, that led to Thelwall being described as a "city", hence the legend which appears on the gable end of the 17th Century Pickering Arms.

Separate administrative parishes of Grappenhall and Thelwall were established in 1894, and although merged in 1936, the parish was only designated Grappenhall & Thelwall in 1974. This part of Cheshire flourished as an agricultural area with associated rural industries such as leather processing.

Before the construction of the Manchester Ship Canal, the River Mersey formed the natural boundary with Lancashire.

Early maps of the parish reveal a scattered settlement pattern, which comprised a number of large country houses, as well as farms and cottages. Warrington continued to develop as a commercial and industrial centre and the villages of Grappenhall and Thelwall came increasingly under its influence.

Now strongly established as a semi-rural suburb of Warrington and with a population of over 9000, the parish of Grappenhall and Thelwall has become recognised as an attractive and desirable residential area.

## 2. Key themes

The purpose of the Village Design Statement is to provide a local context and policy framework for these key activities.

- Managing future development and change, so that the essential character of the area is protected.
- Maintaining and where possible enhancing the quality of our natural and man-made environment.
- \* Recognising and supporting the contribution that good design can make to the success of new landscaping and building works.
- Seeking to maintain the quality of existing residential areas by encouraging the thoughtful, sympathetic execution of alterations and infill development.
- Safeguarding and enhancing the Conservation Areas, which project such strong images of the area to the outside world.
- Reducing the impact of road traffic on residential areas and the Village Conservation Areas.



- Protecting the rural character of the countryside surrounding Grappenhall and Thelwall. This provides both the backdrops for the villages and the familiar vistas over Cheshire farmland.

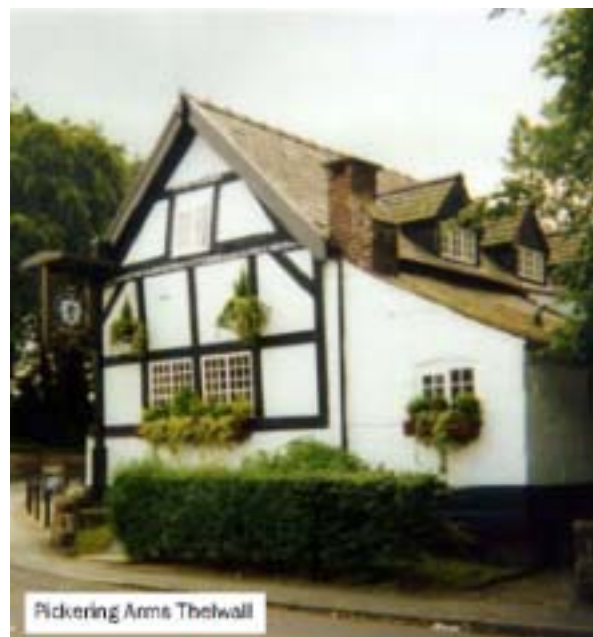
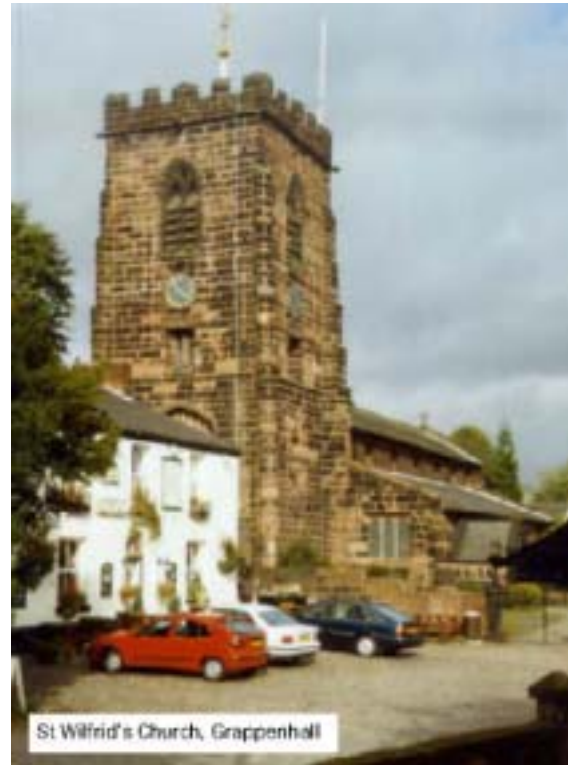
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## 3. Conservation Policy Issues

The three Conservation Areas, together with the many Listed Buildings, historic artefacts and heritage features, contribute substantially to the essential character of both Grappenhall and Thelwall. The review and updating of the Conservation Statements for each of these areas, by the Local Planning Authority, is substantially overdue.

It is also the responsibility of Warrington Borough Council to put in hand the development and implementation of effective Conservation Area policies, in line with Planning Policy Guidance Note 15 (PPG 15): 'Planning in the Historic Environment'.

A clear commitment is sought from Warrington Borough Council to both the updating of the Conservation Statements and the development of these Conservation Area policies. [BH7-BH11]





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Grappenhall Village centre, looking north west

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## 4. Grappenhall

Grappenhall today remains rural in character with farms, cottages and green landscape. The relatively modern growth of its settlement can be defined its development in four areas:

- Village Centre and Conservation Area
- Victoria Road Conservation Area
- Inter and Post War Developments
- Post 1970's Developments.

### Village centre and conservation area

#### Built environment

The oldest part of Grappenhall is the picturesque village centre on Church Lane. This linear settlement of intimate scale creates a strong and traditional village character comprising a mixture of mainly 17th to 19th Century buildings, which display a wide range of architectural styles and supporting features.

Church Lane is partly cobbled and is flanked on its south side by substantial sandstone boundary walls. Amongst the fine buildings found here are Georgian



villas and neat rows of 18th Century and Edwardian cottages that sit comfortably alongside newer houses built in the 1930s.

The focal point of the village is St. Wilfrid's Church. It is constructed in local sandstone and parts of it date back to the 12th century. Visible on the tower is a relief sculpture of a "Cheshire Cat". Replica village stocks are placed by the entrance to the churchyard.

Other notable buildings include a partially renovated Victorian gothic style rectory and a pair of 18th century cottages featuring a unique cast iron veranda. Grappenhall Hall School retains much of the original building but this is largely obscured by recent unsympathetic extensions, in contrast to St. Wilfrid's school that successfully marries modern additions to buildings dating back 150 years.

Eastwards, across the canal bridge leading to Bellhouse Lane, Bridge House provides a reminder of the commercial heyday of the Bridgewater Canal and a terrace of Edwardian cottages is complemented by the Brackenwood and Hazelwood Mews developments that were constructed in the 1990's using mellow recycled bricks on a brownfield site

Further along, the Grappenhall Youth and Community Centre occupies the buildings of the former Bellhouse Farm, home also of the Parish Council.

To the west, along Broad Lane, are buildings reflecting Grappenhall's agricultural past, such as the old smithy and Claybank Farm, interspersed with individual modern homes in a mature setting.



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### Green Spaces

The major open spaces in and adjacent to this area are the cricket club and what were the grounds to the two largest houses, Grappenhall Hall and the Old Rectory. The grounds to the Hall are now the playing fields for the school.

The cricket club and its grounds add an important visual and a social dimension to the village. Together with the sweeping views beyond, this adds a further facet to the character of Grappenhall and must be retained.

The agricultural land lying between the village and the Bridgewater Canal is of major importance. This open land is proposed as Green Belt in the UDP and this is strongly supported by the Village Design Statement. It is vital for preserving the rural setting of the old village when approaching from Chester Road across Stanney Lunt Bridge, and it provides an effective buffer between the historic village and the housing developments north of the canal.

This Green Buffer Zone must be preserved. [GRN 1]



### Highway and traffic issues

For much of its length the narrow meandering Church Lane provides both the traffic and pedestrian routes through the old village,

For a length of about 200 metres, between the village school and the canal bridge approach, both the carriageway and one footway are surfaced with cobblestones. The opposite footway, where there is one, is narrow in places. It is this length of Church Lane that defines Grappenhall in the eyes of many visitors and consequently it features high on the list of elements that project the character of the historic village centre.

There is considerable concern about the deterioration of the cobbled roadway, as well as the safety and comfort of pedestrians, which naturally include schoolchildren and parents. These matters should be addressed by Warrington Borough Council, as Highways Authority and through its Conservation Area Policy Programme

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. [LUT 1, BH 11, GRN 26]

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## Victoria Road Conservation Area

### Built environment

The individuality and distinctiveness of this Conservation Area is arguably as important in projecting the unique character and qualities of Grappenhall as is the historic village centre, particularly in view of its direct accessibility from the main road network and the through traffic that this accommodates. The impressive range of Victorian and Edwardian residences display a wealth of architectural features.



It is important, both for Grappenhall and the wider area, that any redevelopment within the Conservation Area supports and enhances the existing buildings characteristics and qualities of the surrounding spaces.

It is essential that the standards of design and execution of any construction proposed in this important Conservation Area 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. [HOU 2, 4, 7]



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### Inter and Post War Developments

#### Built Environment

This area accounts for a substantial proportion of Grappenhall, extending northwards from the edge of the old village to the Manchester Ship Canal, straddling Chester Road and Knutsford Road and spreading westwards to the Victoria Road Conservation Area. About 3000 people live in this area.

This area is characterised by a much denser housing pattern with a variety of house types and styles. It is served by a network of local roads, each of which has a subtly different character.

There are many examples of house extensions and alterations that match or complement the original property and this approach is commended for future schemes

#### Green spaces

The only public playing fields, albeit substantial, are at Euclid Avenue, to the rear of houses on Chester Road but the school field at the Bradshaw Primary School also contributes valuable open space.

There is very little green space in this zone, so it is important to protect, maintain and enhance what remains, including roadside verges and trees. [GRN 13, 26 & 29]

#### Highways and traffic issues

Chester Road (A56) and Knutsford Road (A50) are the two main roads passing through this area. Chester Road is an important link to South Warrington, flanked by lengths of tree-lined grass verges and well-maintained properties set back from the road. West of Euclid Avenue, the road takes on a more rural "feel", with views over the Bridgewater Canal and open countryside to the south and substantial, mature houses on the north side.

Knutsford Road is the principal route from the M6 into Warrington, with heavy peak traffic flows. Housing that fronts this traffic corridor is typically robust but there is little scope to soften the landscape treatment.

However, the A50/A56 junction marks the limit of the urban sprawl and provides a welcome first glimpse of the countryside, across Thelwall Heys, for motorists travelling from Warrington.





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Thelwall New Road also serves as a throughroute for local traffic, flanked in part by housing and running alongside the Ship Canal.

The narrow residential roads running northsouth, particularly those between Chester Road and Knutsford Road, provide "ratrunning" opportunities for motorists, raising genuine concerns for road safety in these family housing areas



Improved street furniture throughout the majority of this area would provide a welcome visual enhancement.

The extent of penetration by through-traffic into residential areas highlights the need for effective traffic-calming measures. [LUT 2]

### Post 1970's Developments

#### Built Environment

The most recent large-scale developments are the modern housing areas of the 1970's and 1980's; Sharon Park, Gilwell, Menlow, Portola and Barnswood Closes north of the Bridgewater Canal and housing on the former wire works site close to the Ship Canal near Latchford locks. Gilwell Close has the advantage of being enhanced by a stand of mature trees. This development has been sensitively planned and built using Cheshire brick, dark timber and good quality roof tiles to create a well-established environment. Extensive planting has helped to integrate it with its surroundings. Barnswood Close is similar in character

#### Green Spaces

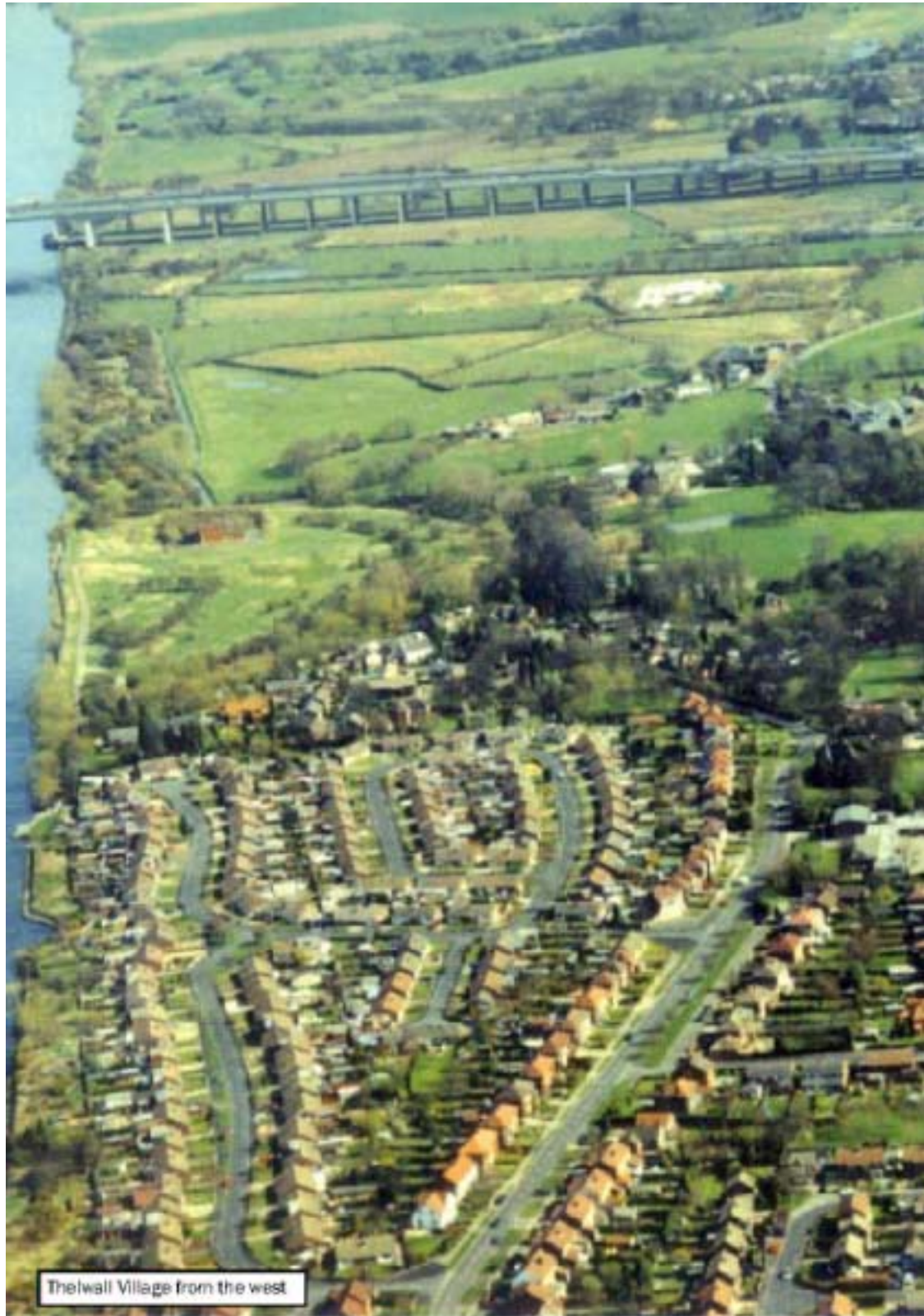
The attractive Morris Brook Park between Barnswood, Menlow and Portola Closes helps to create the setting for the adjacent developments and provides valuable recreational space in preserving part of the local wildlife habitat.

#### Highway and Traffic Issues

Bellhouse Lane is frequently used as a short cut, during rush hours, to avoid the Springbrook traffic lights. It does not cater adequately for pedestrians, due to poor sightlines and the absence of footways for a critical part of its length.

The issue of pedestrian safety should be seriously examined, including the potential for constructing new footways. [LUT 2, 3]

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## 5. Thelwall

Thelwall can be conveniently divided into four distinct zones

- Village Centre and Conservation Area
- Inter and Post War housing areas
- Thelwall Heys and its environs
- Waste Lane.

### Village Centre and Conservation Area

#### Built Environment

The historic village centre is bounded to the north by the Ship canal, on the south and west by 20th Century housing developments and to the east and further south by large tracts of agricultural land. Much of contemporary village life centres around the Victorian All Saints Church, which was built on the site of a much earlier church, and the Parish Hall, a modern single storey building on land adjoining the grounds of Chaigeley School.

At the centre of the old village is the Pickering Arms, with many of the key features of the Conservation Area grouped around it. Ferry Lane to the north takes its name from the ancient river ferry crossing, which still provides a service across the



Ship Canal, and features a number of buildings of character including the 17th Century Old Hall. Several small, dilapidated wooden and brick outbuildings near the Thelwall Ferry add interest to the canalside area, but the ferryman's hut is of special social and historic interest.

Directly opposite the Pickering Arms is the Post Office, next to a row of traditional 19th Century cottages constructed in mellow red brickwork. Other important buildings nearby include the Old School House, the Little Manor and Chaigeley School, all with distinctive architectural styles. Chaigeley School was originally Greenfield House, the home of the Stanton family, who were major benefactors of Thelwall. Elizabeth Park to the south is the site of Thelwall Hall, which was demolished in the 1960s.

The War Memorial at the junction of Bell Lane and Lymm Road was erected in 1923 and commemorates a thousand years of settlement in Thelwall as well as the fallen of two World Wars. Opposite this is Bell Lane Cottage, locally known as Rachel's Cottage. Other buildings that reflect the rural origins of the village include Old Hall Farm and Home Farm.

Following the opening of the railway line Victorian entrepreneurs built extensive properties along Halfacre Lane. The diversity of style and period of these buildings contribute to the character of the village.

A variety of construction materials and styles have been used within the village: rustic brickwork; sandstone; slate and rosemary type tiles; York stone flags and cobbled areas. Housing styles are mixed but features include buttressed walls,

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hipped roofs, interesting brickwork features and exposed beams. Extensions and infill developments generally blend well with their surroundings.

Any new development in the area should aim to complement adjacent buildings in both style and scale. [HOU 2, 7 & 12]

### Green Spaces

There are two public open spaces within the Conservation Area, each of which has its own distinctive character. One is the small village green opposite the Old School House on Thelwall New Road.

The second is Elizabeth Park, which is of vital importance to the village with its sweeping parkland views, mature trees, walks and sports pitches.

The grounds to Chaigeley School, whilst not open to the public, lend an additional feeling of space to the village centre and also accommodate the War Memorial.



### Highway and Traffic Issues

Stockport Road skirts the southern edge of the main residential area while Thelwall New Road/Bell Lane/Lymm Road is the main route through the village. Some sections of the road have inadequate footways and peak hour parking outside the school causes some additional safety concerns.

Improved street furniture throughout this area would provide a welcome visual enhancement. The present poorly designed and degraded plastic gas covers, waste bins and other street furniture should be progressively replaced.

There are road safety concerns along the whole of the route through the village, particularly at the sharp bends, and traffic management measures should be considered [LUT 2]

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## Thelwall Main Housing Areas

### Built Environment

Large scale development in Thelwall began later than in Grappenhall. In the early 20th Century, a number of detached properties on generous plots were built along what is now called Thelwall New Road.

During the inter-war years a number of semidetached properties were constructed along Thelwall New Road, part of Weaste Lane and the eastern end of Stockport Road. The post - war housing boom triggered the progressive development of the area west of the old village and bounded by the Ship canal, Stockport Road and the railway line, an area where over 2500 people now live.

### Green spaces

The post-war housing boom led to a dramatic reduction in open spaces, which now only consist of to the Water Woods, Elizabeth Park and the play area to the rear of the Barley Road shops.

All of these should be protected as vital amenities for both residents and wild life, and additional landscaping opportunities should be identified to compensate for the general lack of roadside grass verges. [GRN 26 & 29]

### Highway and Traffic Issues

Stanton Road and All Saints Drive both link Stockport Road with Thelwall New Road. There is no evidence of a road safety problem at present, but this issue should be kept under review.





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### Thelwall Heys and its Environs

Thelwall Heys is a wedge-shaped area of agricultural land totalling 28 hectares. It is a unique piece of unspoilt farmland in the centre of the community and epitomises the agricultural heritage of the area. It largely comprises Grade 2 and 3A agricultural land, which is the best and most versatile quality and which national guidance says should be protected from development.

It is traversed by the Trans-Pennine Trail and is bounded by Stockport Road, Knutsford Road and the Bridgewater Canal.

Thelwall Heys is an important and accessible high-quality rural asset for south-east Warrington which subscribes fully to the objectives of the Green Belt. Its open aspect and its obvious affinity with the surrounding countryside brings a range of benefits to the built-up areas that have extended the villages of Grappenhall and Thelwall in recent times. In addition to resisting further extension of the urban sprawl, it provides a haven for local wildlife

Additionally, it performs an important role in helping to preserve and distinguish the

separate identities of these two communities.

Thelwall Heys abuts the A50 Knutsford Road, which is Warrington's principal southerly link to the Motorway network. In conjunction with the open farmland both north and south of Weaste Lane and to the west of the A50, together with the belt of mature trees flanking Grappenhall Village, Thelwall Heys provides one of the last truly rural approaches to Warrington on a major route.

The junction of the A50 and the A56, which frames the apex of Thelwall Heys, provides an important gateway to Warrington as a whole, as well as to Grappenhall and Thelwall.

For visitors arriving on either route, this junction marks the transition from the conurbation's rural and semi-rural approaches to the dense urban form that then characterises much of Warrington. For those departing from Warrington and Grappenhall along these routes, the views across Thelwall Heys from this junction provide a reminder of a rural landscape that has not changed significantly for a century or more.



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 Unitary Development Plan as an Area of Local Landscape Value. [GRN 2 & 3]

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## Weaste Lane Area

Weaste Lane is a distinct settlement with its own character, located on the south side of Thelwall village. It is identified in the Draft Unitary Development Plan as a Green Belt Village, which reflects its setting to the south of the Bridgewater Canal and on the edge of the open countryside.

It comprises a variety of styles and periods ranging from the early 18th Century to the late 20th Century. The western end of the Lane is the most built-up, with modern "executive style" houses, 1970s semi's, and substantial Victorian buildings, including a fine terrace, all within the first few hundred yards. Opposite this stands the gatehouse to the old Cuerdon Hall, which was demolished in the mid 20th Century.

Weaste Lane Farm, which stands at the junction with Halfacre Lane, spans several periods of development, with the earliest buildings dating from the 19th Century. Nearby is Thelwall Grange, now a nursing home.

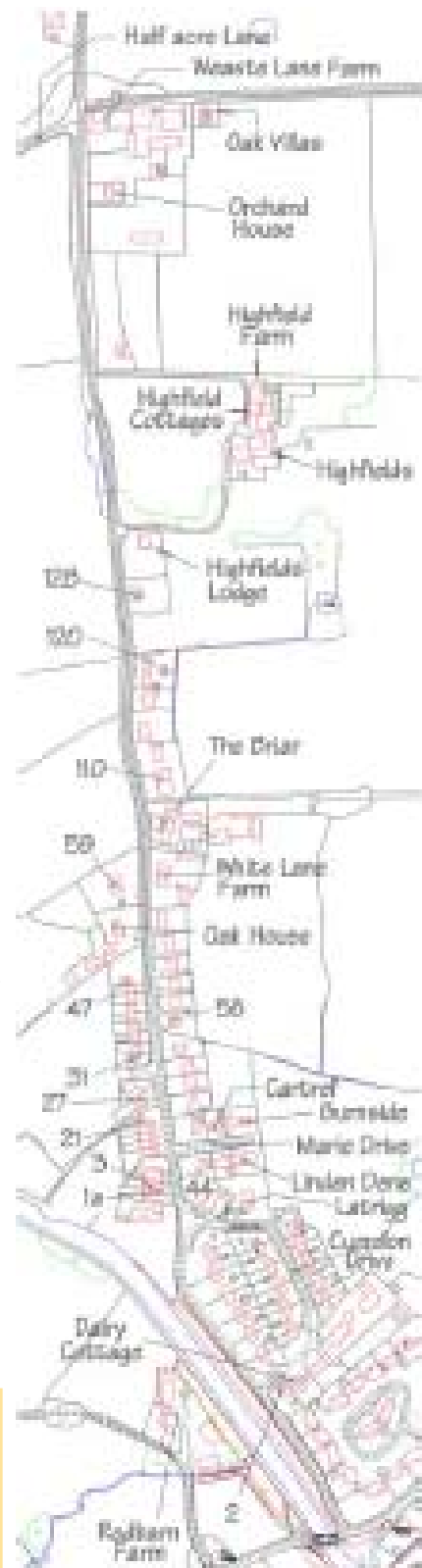
The most recent addition to this area is the modern residential complex at Stoneleigh Gardens, an example of successful brownfield development

Speeding traffic is a problem in the lane, as the national speed limit applies for most of its length. The 30 mph zone starts well within the built-up area. Road kills of wildlife are common, particularly in spring, and the speeding traffic poses a serious threat to residents and the many recreational users of Weaste Lane. The very diverse habitat of the area includes mature trees, hedgerows, marl-pits and open fields, and care must

be taken to protect these assets and the variety of wildlife they support.



Extension of the 30 mph limit to the junction with Halfacre Lane should be seriously considered [LUT 2]



### 6. Rural environment and recreation

The villages are surrounded by open countryside to the east and south and these rural parts of Grappenhall and Thelwall. Much of this good-quality farmland constitutes a working landscape. It both provides a livelihood for the local farming community and is a living reminder of much that enabled the villages to thrive in the past. It represent 80% of the total area of the parish.

These rural areas contribute in a number of ways, both directly and indirectly, to the quality of life enjoyed in the more urbanised parts of the parish. It is therefore important to ensure that they are afforded the degree of protection that they deserve.

The contributions of these areas can perhaps be summarised under the following headings,

- Recreational opportunities – waterways and walking routes

- Wildlife habitats
- Topography and landscape
- Countryside buildings

There are also matters of concern affecting the rural areas, as well as the residential communities.

- Highway and traffic issues
- Telecommunication masts

Recreational Opportunities –  
Waterways and Walking Routes

The Bridgewater Canal, which is owned and maintained by the Manchester Ship Canal Company, winds its way for a distance of 2.5 miles (4 km) through the parish. It was built in the 18th Century, for transporting coal by barge from Worsley to Salford and Liverpool, and features a number of mellow brick arch bridges.



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The Bridgewater Canal corridor supports a range of recreational pursuits, including angling and leisure boating, whilst the towpath connects with many other footpaths throughout the parish. These in turn give access to local woodlands, open countryside and long-distance routes such as the Trans-Pennine Trail.

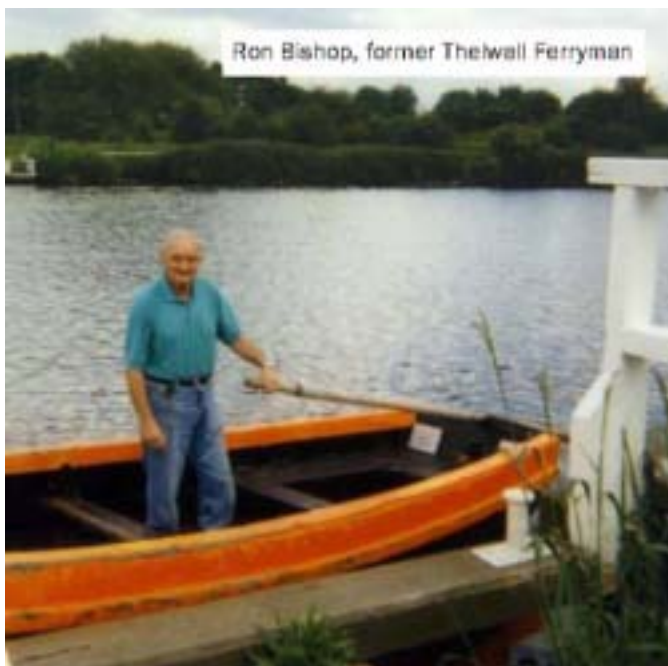
The Manchester Ship Canal marks the northern boundary of the parish. Its sheer scale and the level of commercial use limit its direct recreational potential, but it is undoubtedly an important wildlife corridor and landscape feature.

The one recreational route that the Ship Canal does offer is a permissive footpath from Thelwall eastwards to Lymm and beyond, but this is heavily overgrown for much of the year and waterlogged in the winter. Improvements to this path need to be sought.

The opening of the Trans-Pennine Trail in 1993 has created new recreational opportunities for walkers and cyclists. It functions both as a local amenity and as a long distance leisure route. Other important footpaths in the parish include the link from Pickerings Bridge to Weaste Lane and the route past Grappenhall Cricket Club, through Parrs Wood to Lumb Brook Road.

The extensive matrix of footpaths throughout the parish provides valuable access to the industrial heritage and varied ecology of the area. The Bridgewater Canal and the Trans-Pennine Trail have created linear recreational arteries and wildlife corridors linking the two villages

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 [LUT 3]





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### Wildlife Habitats

The Parish has a fine mix of wildlife habitats encouraging a wide range of bird species, a number of which are nationally endangered.

The mix is reflected in its wild plant and attendant insect, small amphibian and mammal life and is attractive to a number of larger species with fox, bats and hare all established.

There is a good selection of mature native British trees as well the ancient hedge lines which form part of the historic landscape of the two villages.

Streams, ponds, wet meadows and the Bridgewater and Ship Canals are habitats for wild fowl, small amphibians and invertebrates, two of which are nationally rare.

Some habitats on which the wildlife depends have existed for centuries and without them the wildlife of the Parish would be irrevocably poorer.

Important among these is Thelwall Heys, which is being evaluated for potential as a Site of Importance for Nature Conservation.

The key to the protection of wildlife is the protection of the habitat on which it depends. [GRN 25 & 26]

### Topography and Landscape

Much of the countryside to the east and south of the parish is open farmland that slopes gently down towards the residential areas. Traditional hedgerows with oaks and other trees still define many field boundaries, while numerous ponds, spinneys and woods provide vital habitats for a wide variety of wildlife

Mature trees are found in many parts of Grappenhall and throughout much of Thelwall, but three key areas of woodland deserve to be highlighted. These are the Water Woods at Thelwall, which are apparently the last remnants of the original woodlands in that area, Grappenhall's recently planted Millennium Wood and the linear plantation of Parrs Wood.

Parrs Wood is a narrow belt of tree planting on rising ground and is visible from many parts of Grappenhall, effectively screening the new housing development at Grappenhall Heys. Additional planting, to increase the depth of the tree belt, would help to secure its integrity in the long term.

Each of these woodlands makes its own unique contribution to the landscape and all need to be safeguarded for future generations [GRN 25 & 26]



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## Countryside Buildings

Quite a number of the remaining 18th and 19th Century farm buildings are still intact, although in many cases agricultural uses have been replaced by residential or commercial occupancy and also community facilities. These buildings continue to make a valuable contribution to the rural and architectural heritage of the area.

Large halls and their grounds continue to make a significant contribution to the landscape, although in some cases the buildings have been blemished by recent unsympathetic extension associated with institutional uses. In spite of this, the scenic and landscaping contributions of larger Victorian properties and their grounds should not be overlooked.



Garland Hall, Waste (formerly Waste) Lane circa 1900 (demolished late 1940s)

## Highway and Traffic Issues

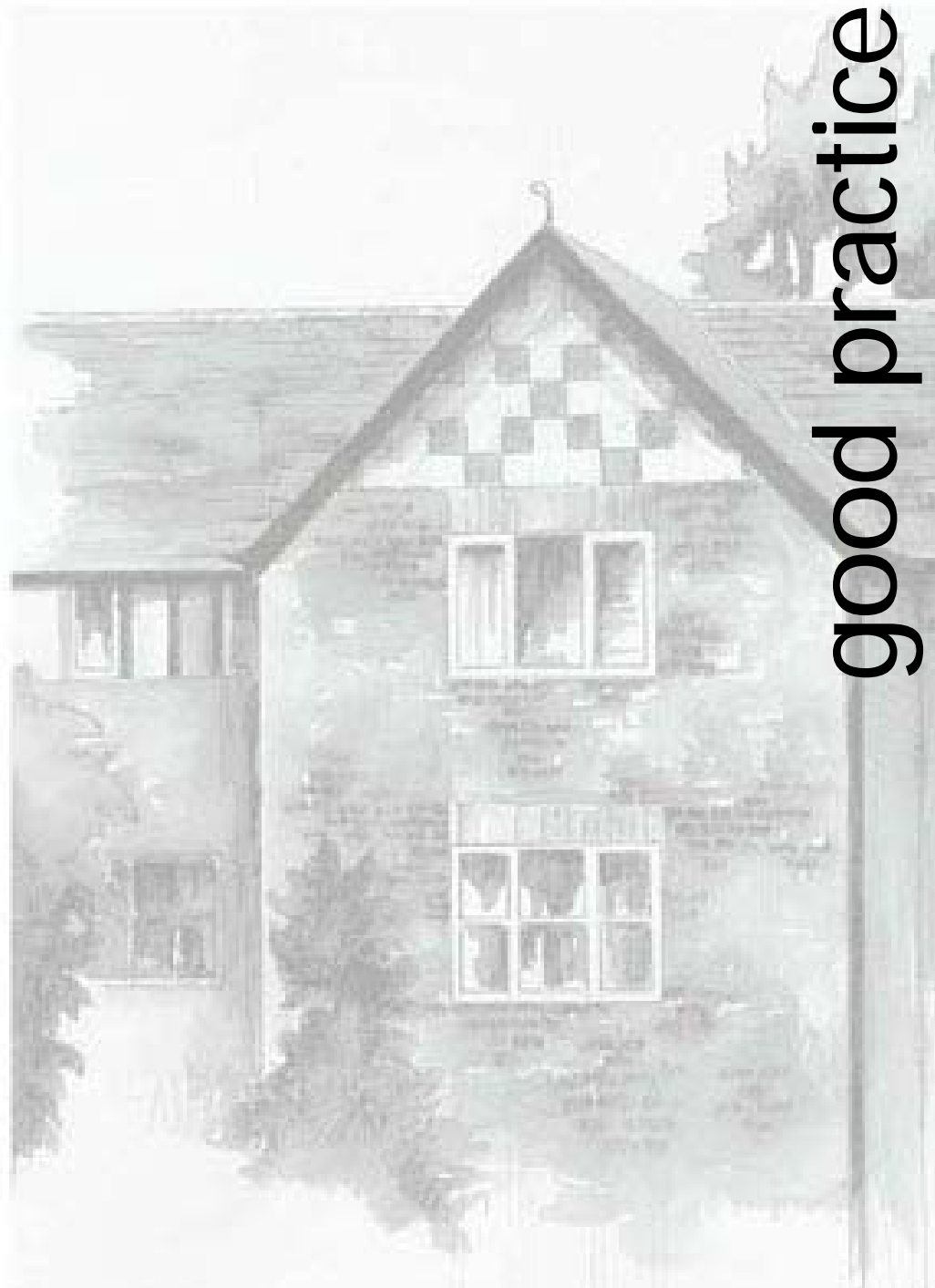
The roads approaching from the east, the south-east and the south pass through the most rural parts of the parish and, particularly in the case of the Knutsford Road link to the Motorway, these provide visitors with their first impressions of the Warrington area. In addition to the impact of the landscape, the thoughtful specification of signs and other street furniture can help to reinforce these perceptions.

Traffic using the country roads is mainly light to moderate, but speeds up to the national limit are permitted. It is clear that this is frequently incompatible with other recreational and social uses such as walking, cycling and horse riding.

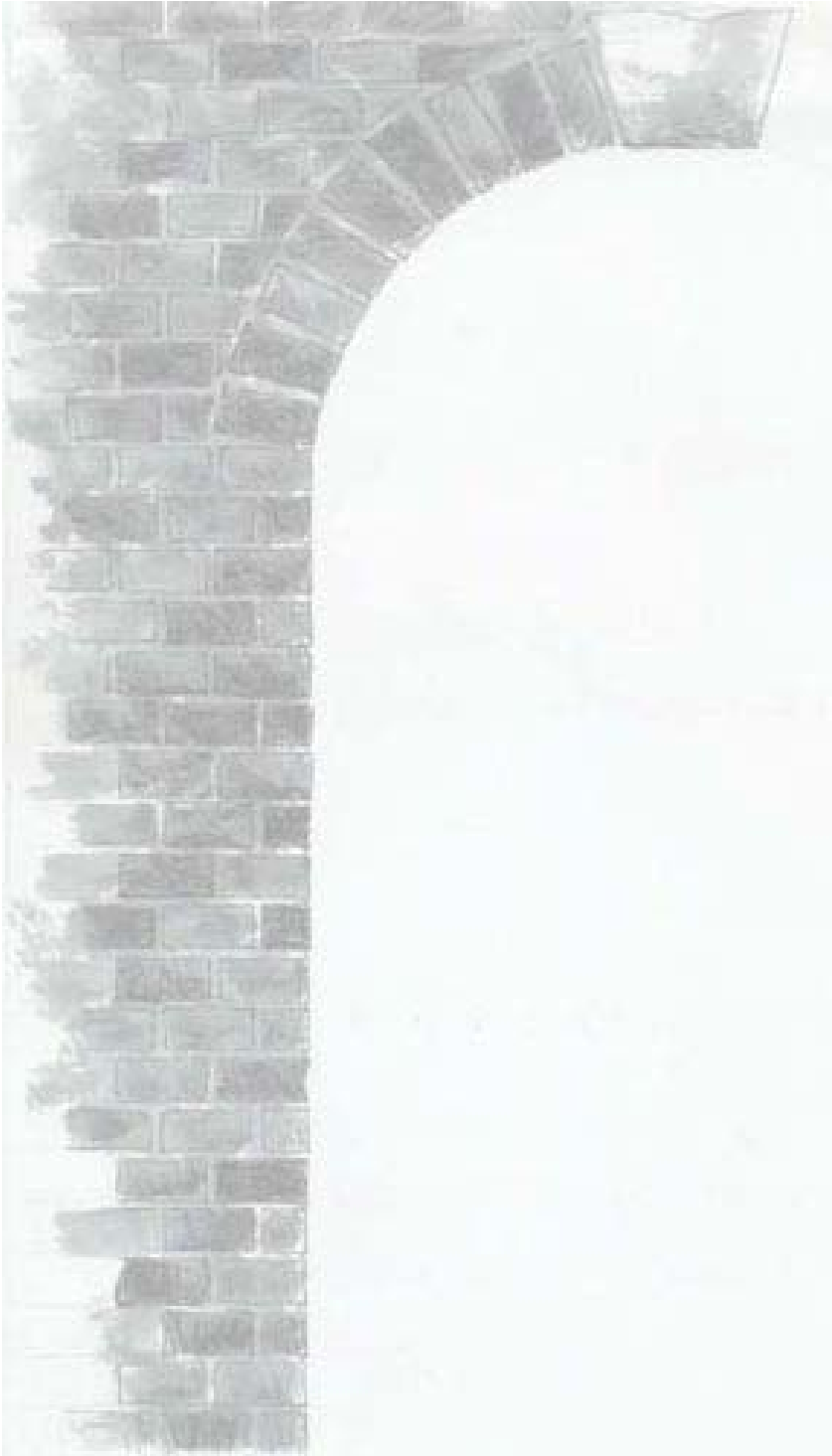
The reduction of traffic speeds on roads such as Broad Lane, Waste Lane and Lymm Road must be regarded as a priority. [LUT 2]

## Telecommunication Masts

Both the siting and the design of these structures, regardless of height, should be referred for local consultation at an early stage and without the underlying presumption in favour of approval. [DCS 15]



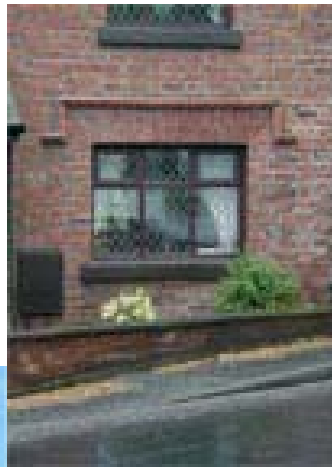
grappenhall & thelwall



brickwork

## grappenhall & thelwall

Balmoral Road  
Grappenhall

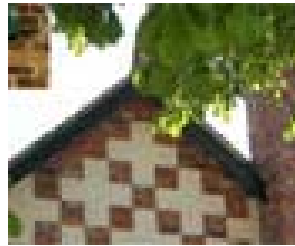


Weaste Lane, Thelwall

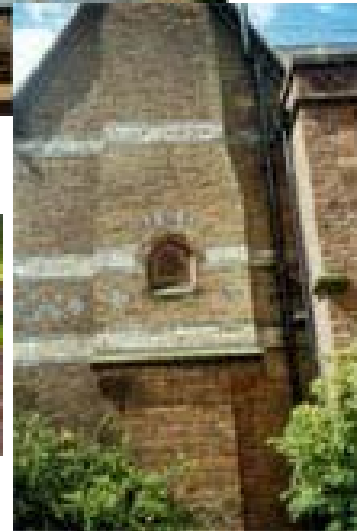
Bell Lane, Thelwall



Grappenhall Youth  
& Community Assoc.



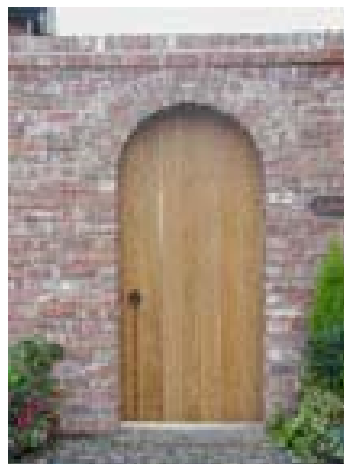
Hill Top Road, Grappenhall



Thelwall Heys, Thelwall



Weaste Lane, Thelwall

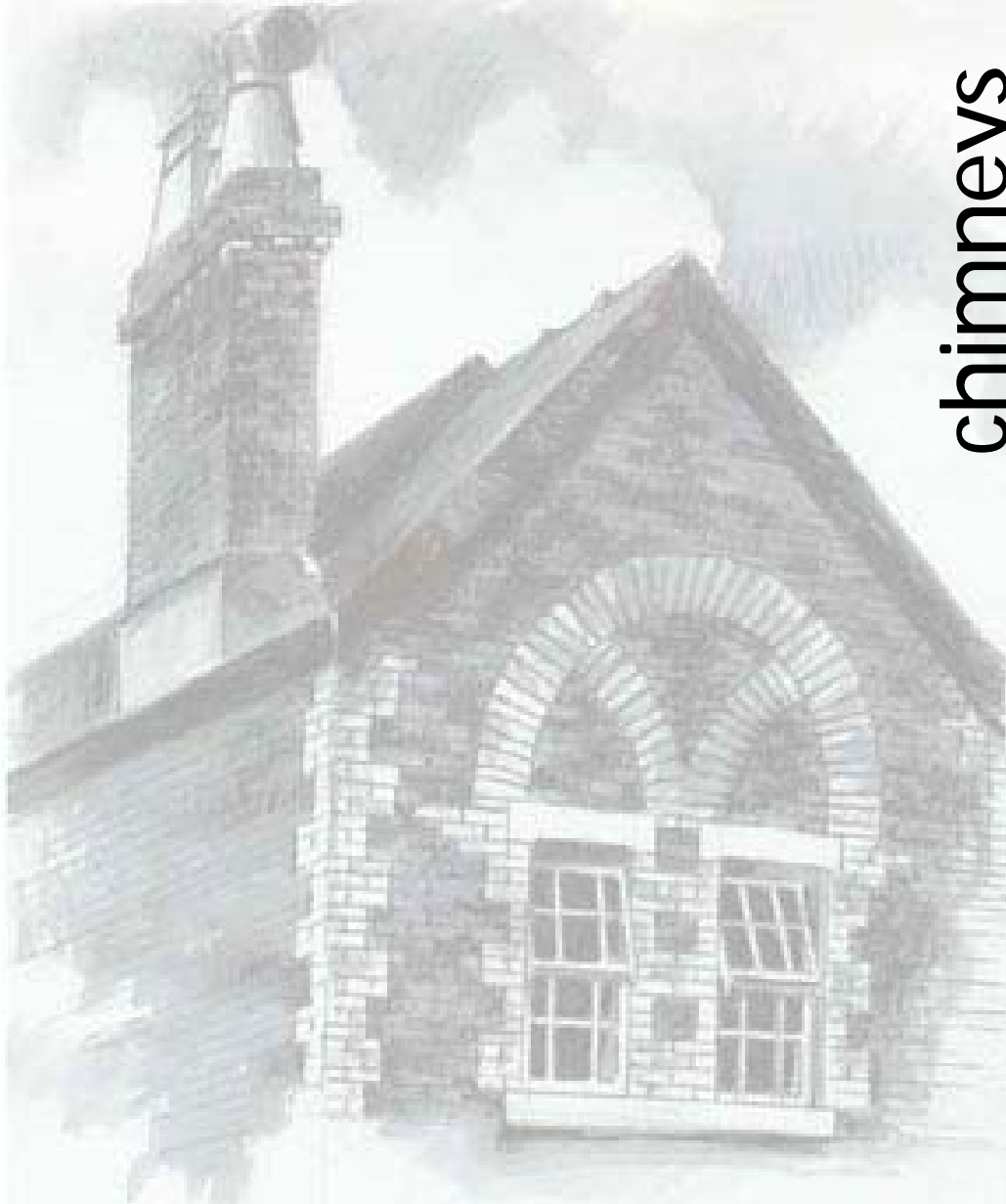


Laskey Lane Farm, Thelwall

### Brickwork

architectural features and detailing should be regarded as an  
Integral part of any masonry design

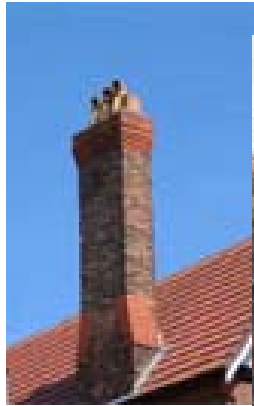
grappenhall & thelwall



chimneys



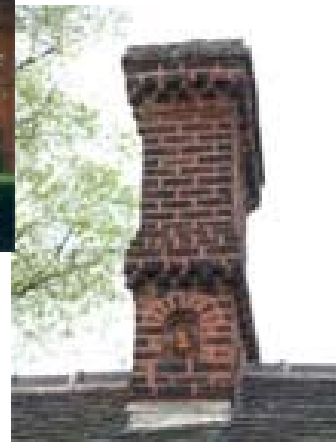
## grappenhall & thelwall



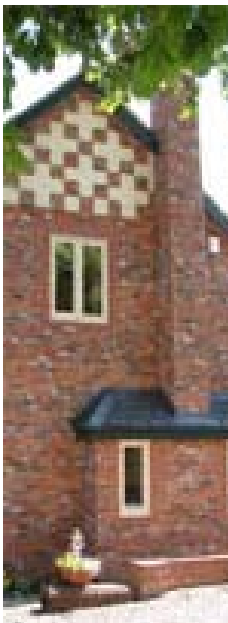
Alexandra Road,  
Grappenhall



Victoria Road, Grappenhall



Lymm Road,  
Thelwall



Hill Top Road,  
Grappenhall



Weaste Lane, Thelwall



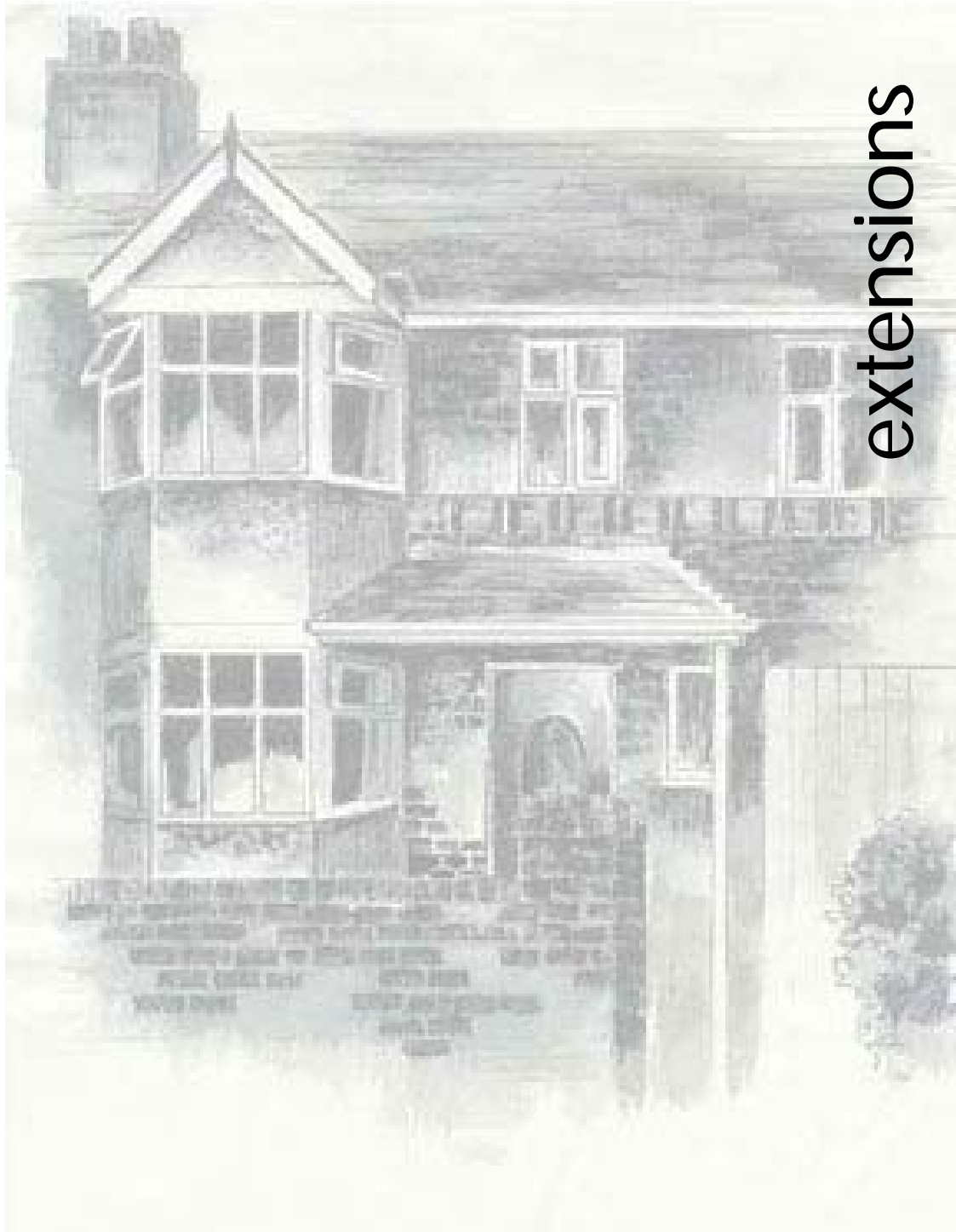
Halfacre Lane, Thelwall



Weaste Lane, Thelwall

**Chimney** design should reflect the general character of the building by providing a strong visual statement on the skyline

grappenhall & thelwall



## grappenhall & thelwall

Euclid Avenue,  
Grappenhall



Woodlands Drive,  
Thelwall



All Saints Drive, Thelwall



All Saints Drive,  
Thelwall



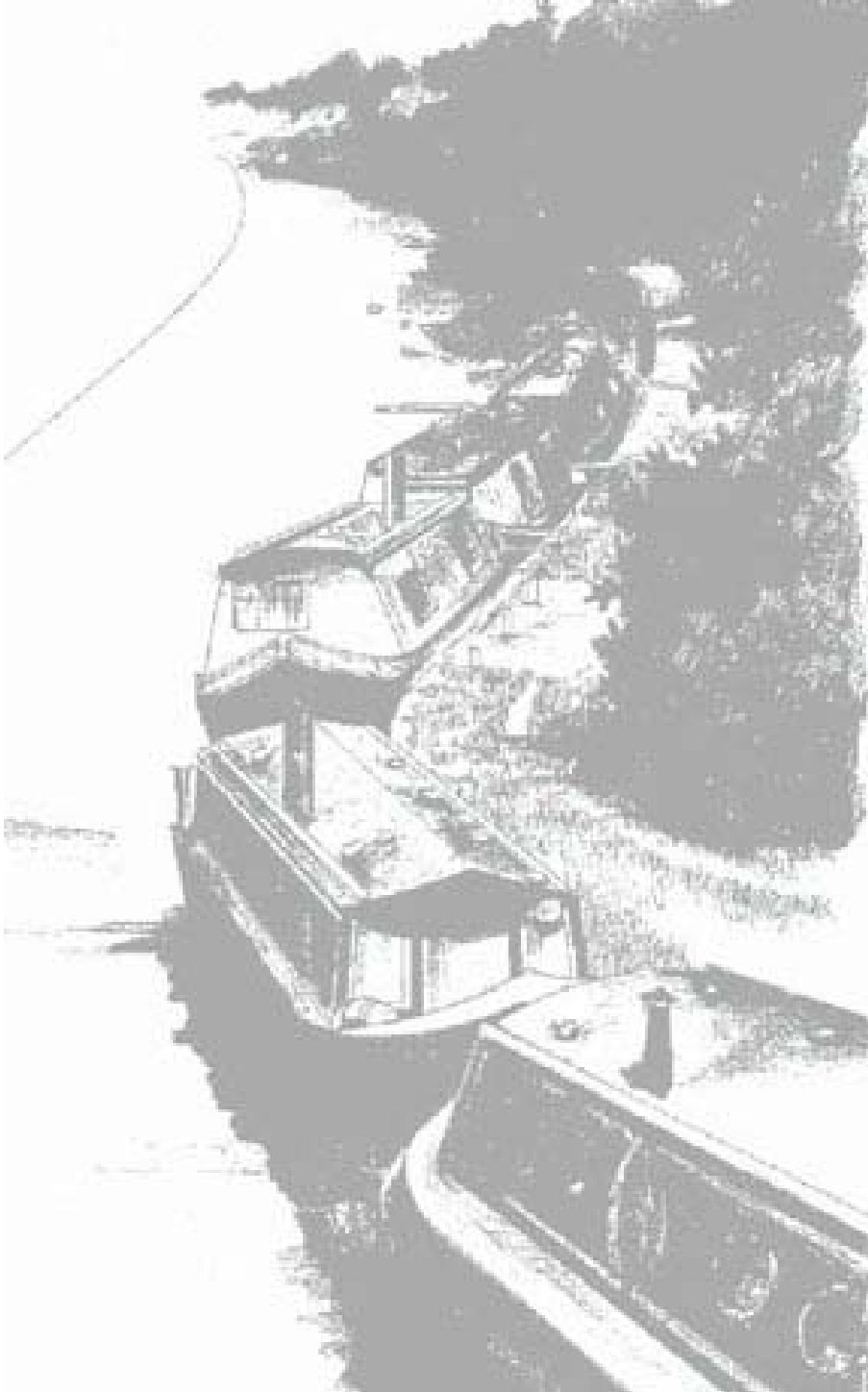
All Saints Drive, Thelwall



Woodlands Drive, Thelwall

**Extensions** and alterations should be sympathetic to and provide continuity with the original building design

grappenhall & thelwall

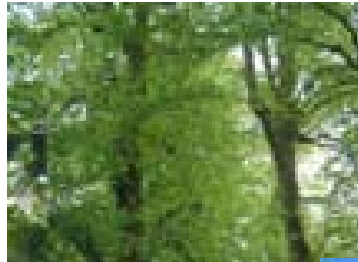


landscape

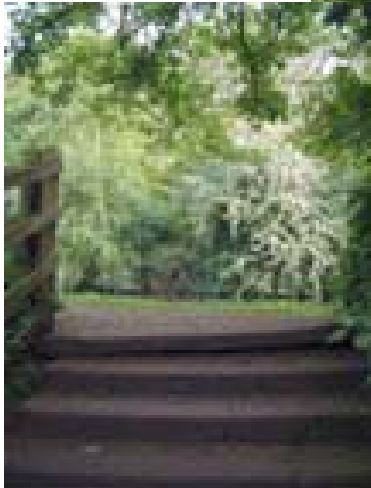


## grappenhall & thelwall

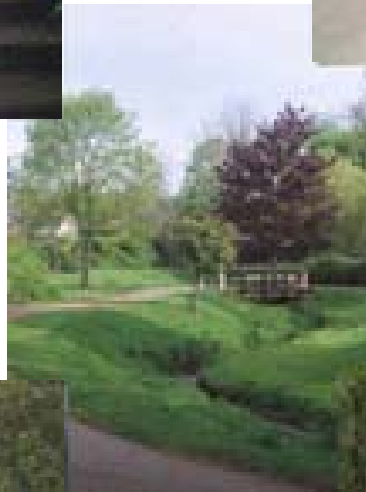
Weaste Lane,  
Thelwall



Church Lane, Grappenhall



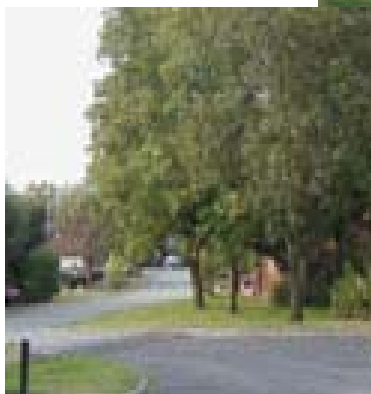
Halfacre Lane, Thelwall



Morris Brook Park,  
Grappenhall



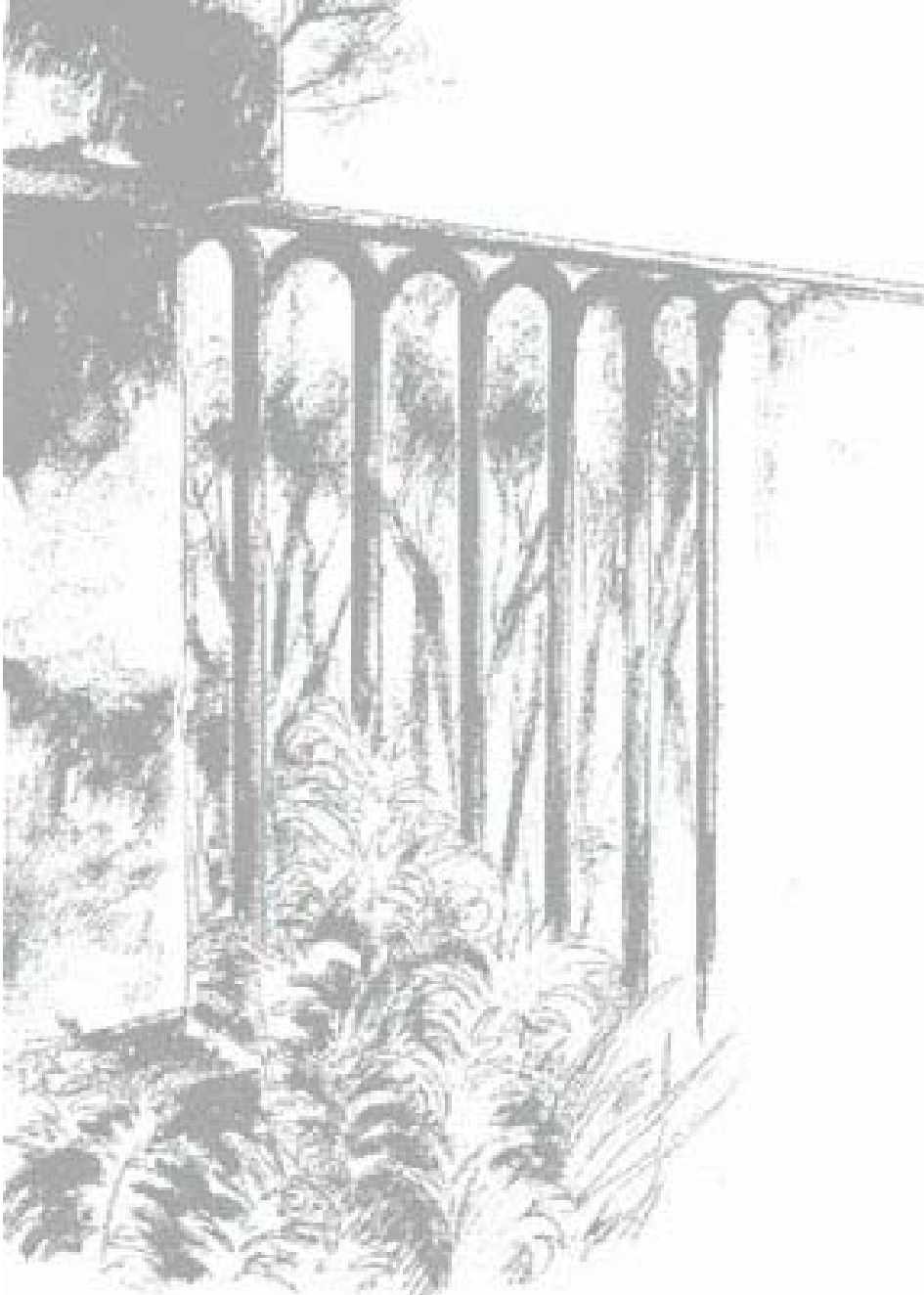
Rear Broad Lane, Grappenhall



Gilwell Close, Grappenhall

**Landscaping** should be regarded as an integral and essential component of any development

grappenhall & thelwall



metalwork

## grappenhall & thewall

Council Offices,  
Bellhouse Lane,  
Grappenhall



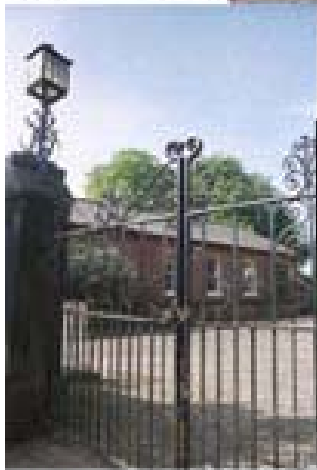
Rams Head



Chester Road,  
Grappenhall



Trans Pennine Trail, Thewall



St Wilfred's, Grappenhall



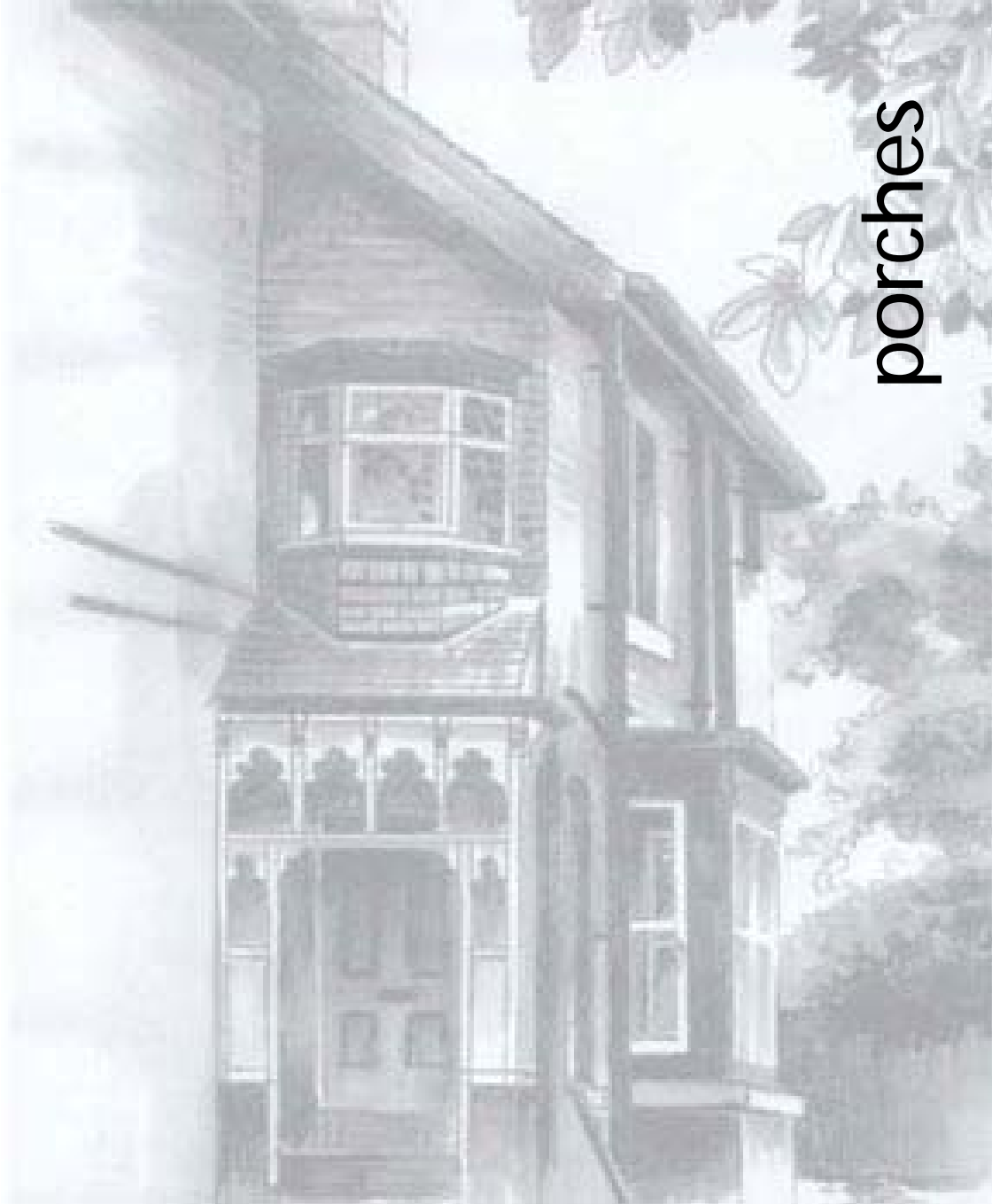
Weaste Lane,  
Thewall



Weaste Lane, Thewall

Architectural Metalwork features and details can provide an effective adornment to any property or the adjacent space

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## grappenhall & thelwall

Glebe Avenue,  
Grappenhall



Thelwall Heys Lodge



Canalside,  
Grappenhall



Bellhouse Lane,  
Grappenhall

Chester Road/  
Hilltop Road,  
Grappenhall



Victoria Road,  
Grappenhall



Chaigley School, Thelwall



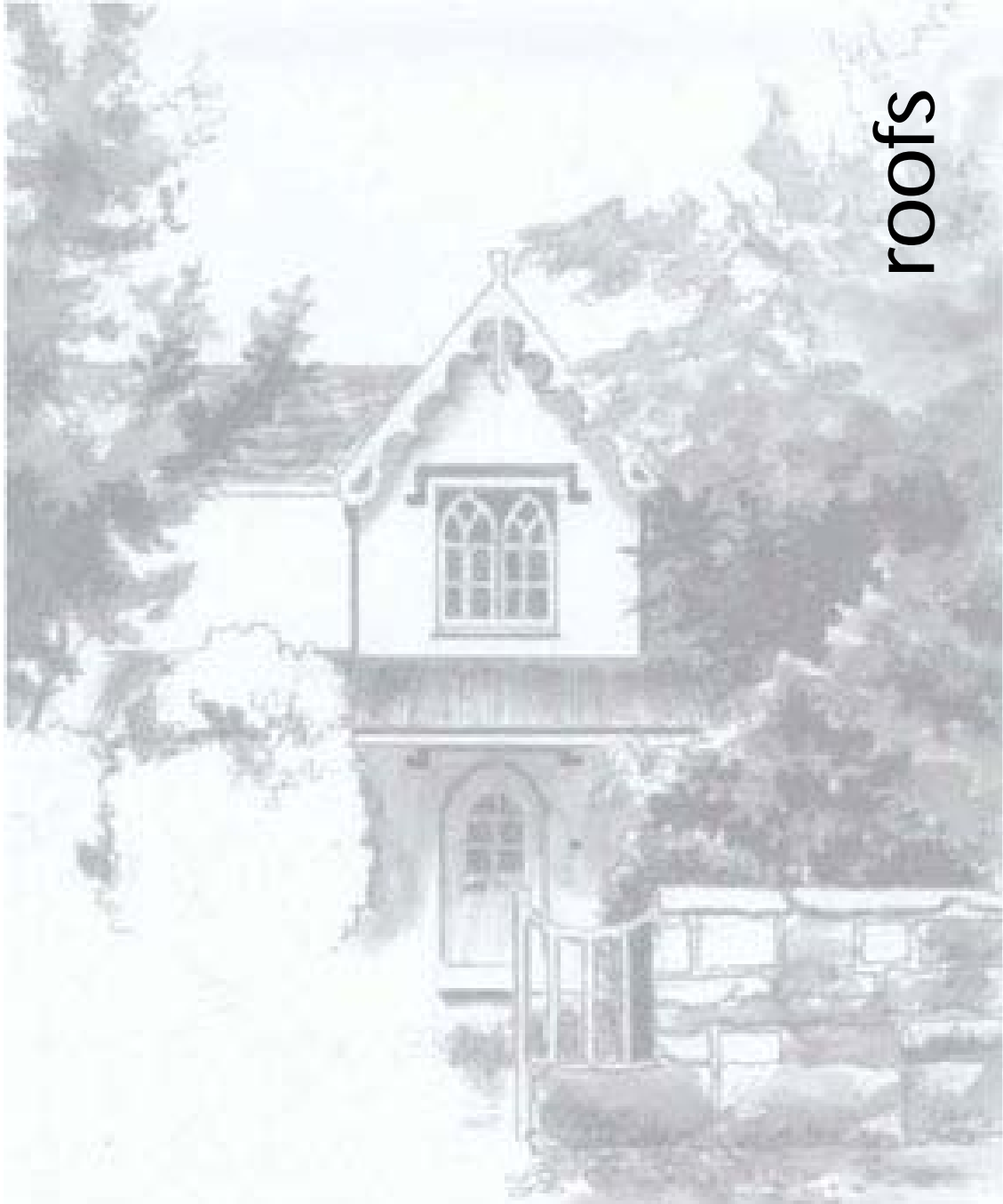
Balmoral Road, Grappenhall



Bellhouse Lane, Grappenhall

Entrance Porches, being the first point of contact with the building, need to provide a strong and positive visual welcoming statement

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## grappenhall & thelwall

Church Lane,  
Grappenhall



Chester Road, Grappenhall



Corner Balmoral/  
Alexandra Road, Grappenhall



Brakenwood Mews



Victoria Road,  
Grappenhall



Cliff Lane,  
Grappenhall



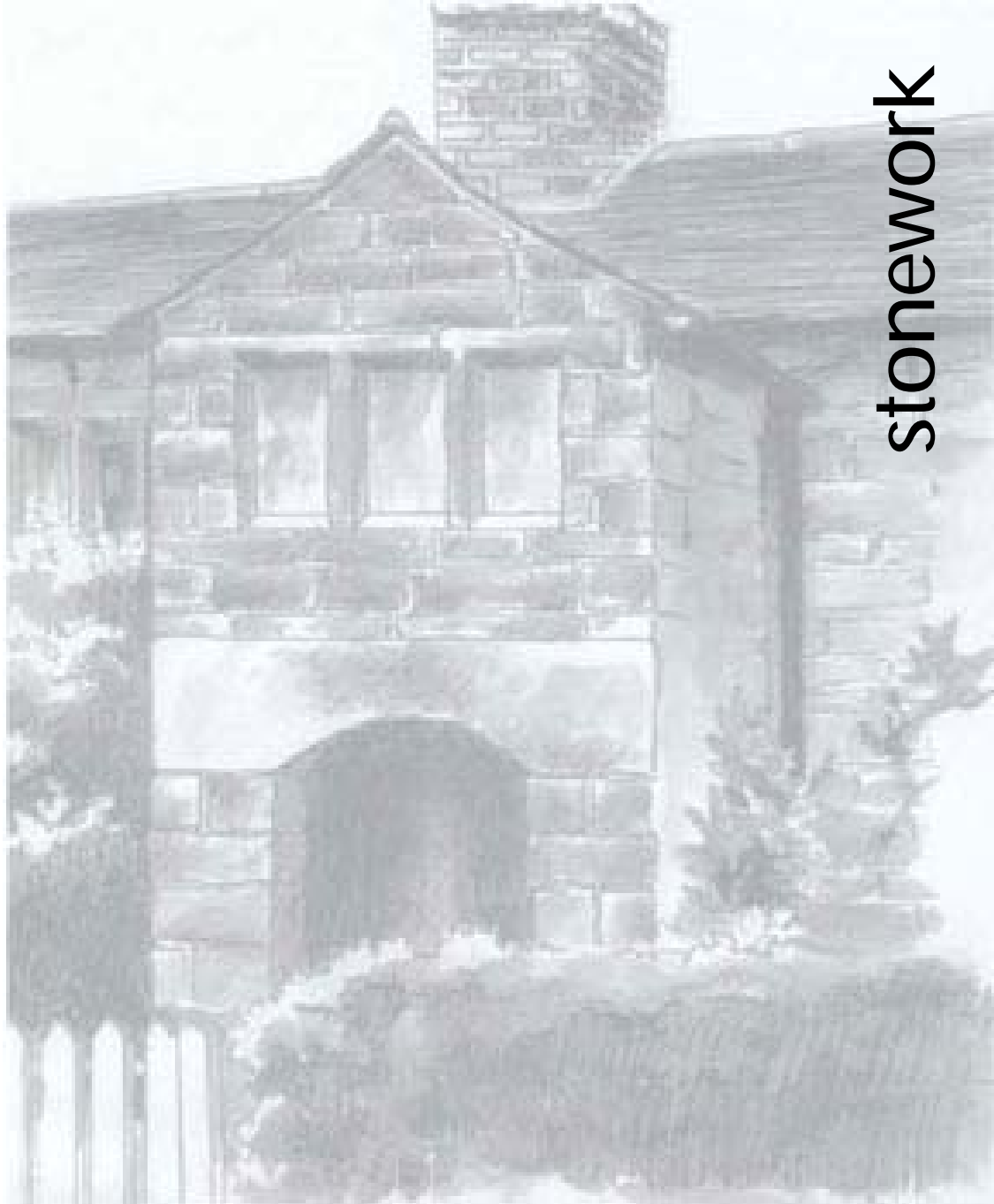
Lymm Road, Thelwall



Church Lane, Grappenhall

Roof design in terms of scale, pitch, materials used and designs adopted should significantly influence overall visual impact

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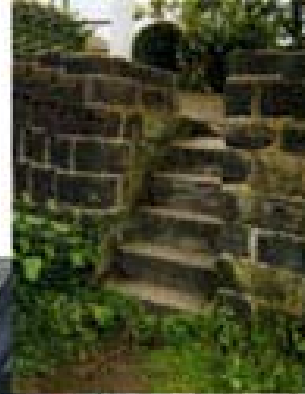


## grappenhall & thelwall

Trans Pennine Trail,  
near Pickerings Bridge



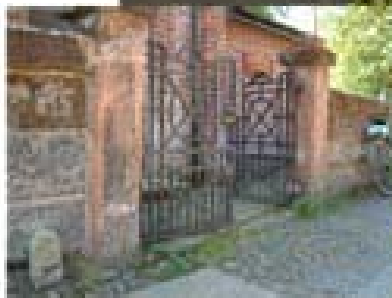
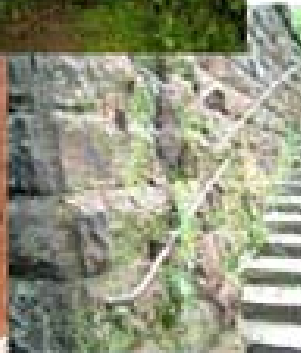
Grappenhall  
Bridge



Weaste  
Lane



Halfacre Lane,  
Thelwall



Large Room, Grappenhall

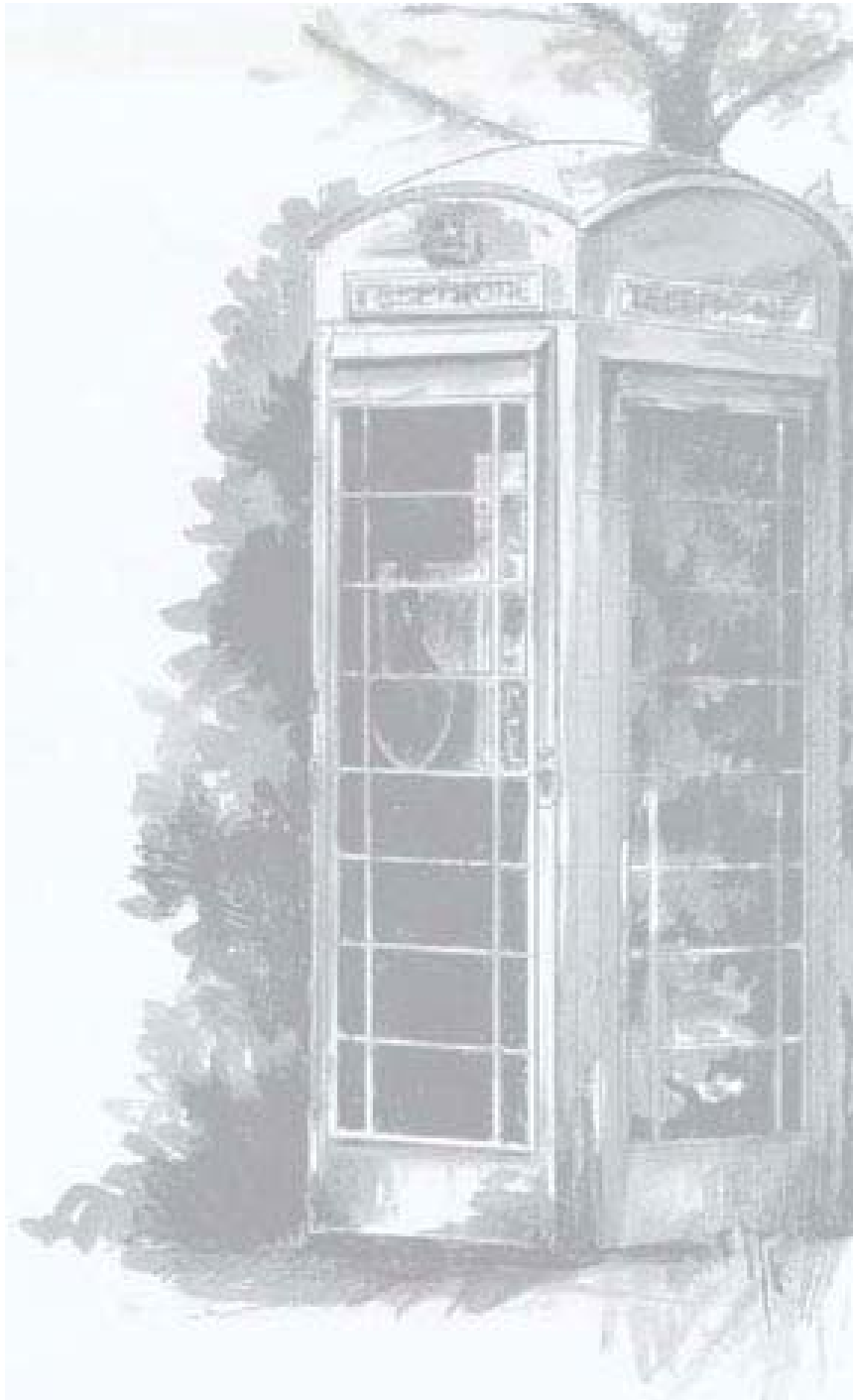


Thelwall Old Hall

Cuerdon Drive, Thelwall

**Stonework** used as the main cladding component or as a feature within a masonry facade or wall can provide a strong visual statement, being one of the most traditional of the local building materials

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street furniture

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Church Lane, Grappenhall



Grappenhall  
Cricket Club



Ferry Lane,  
Thelwall



Bradshaw Lane,  
Grappenhall



Weaste Lane, Thelwall

Stockport Road,  
Thelwall



Bradshaw Lane,  
Grappenhall

Broad Lane,  
Grappenhall



Old Post Office, Thelwall



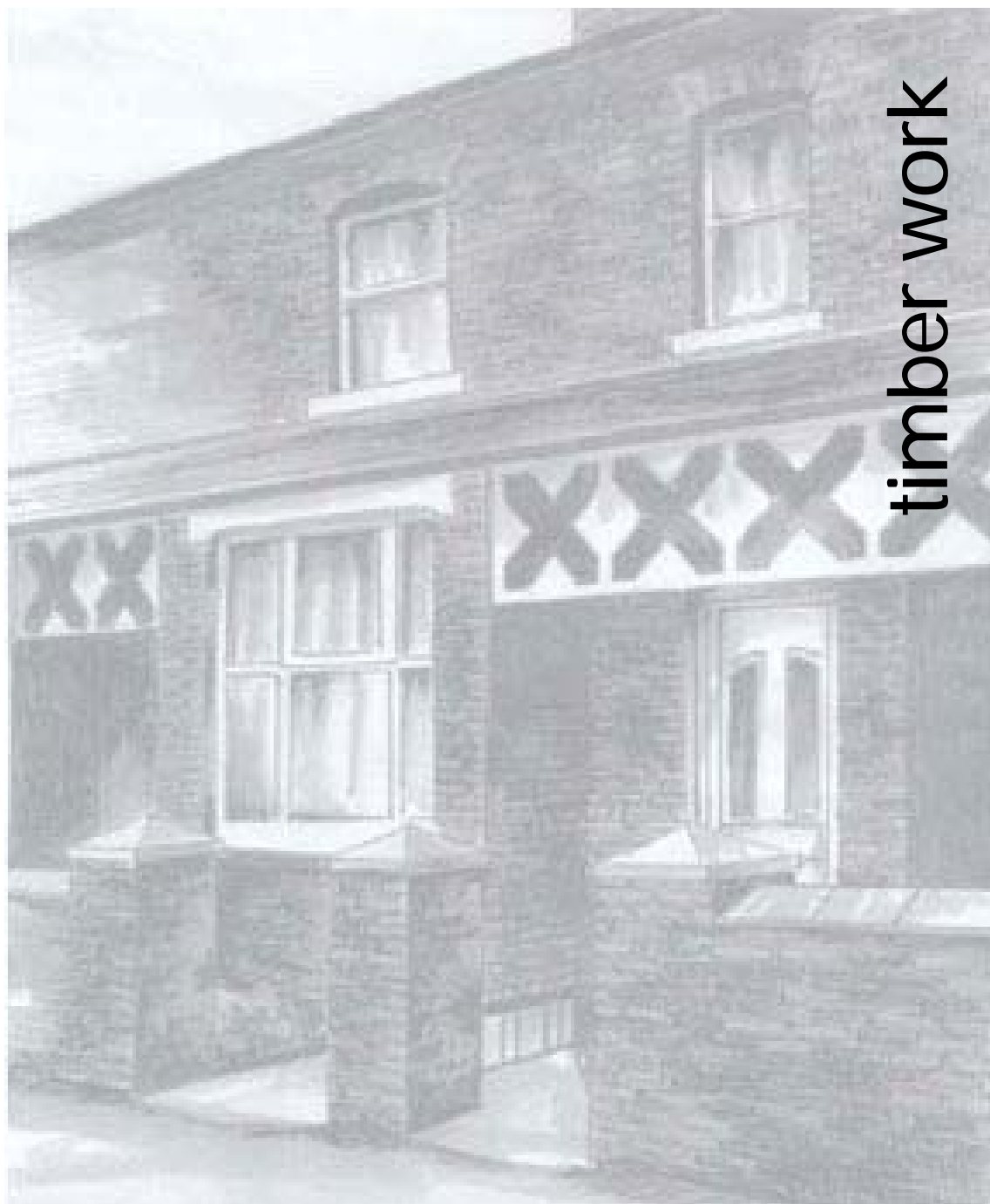
Stockport Road, Thelwall



Trans Pennine Trail

Street Furniture provides an immediate visual impact especially to visitors and should reflect the character and history of the villages

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Halfacre Lane, Thelwall



Lymm Road, Thelwall

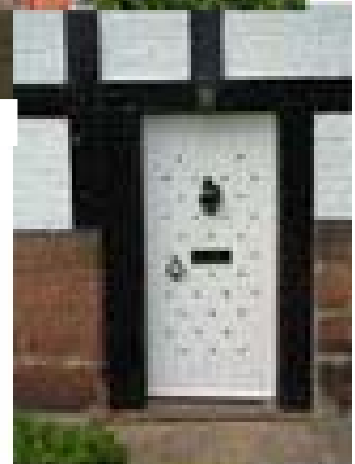


Balmoral Road, Grappenhall



East View, Grappenhall

Lymm Road,  
Thelwall

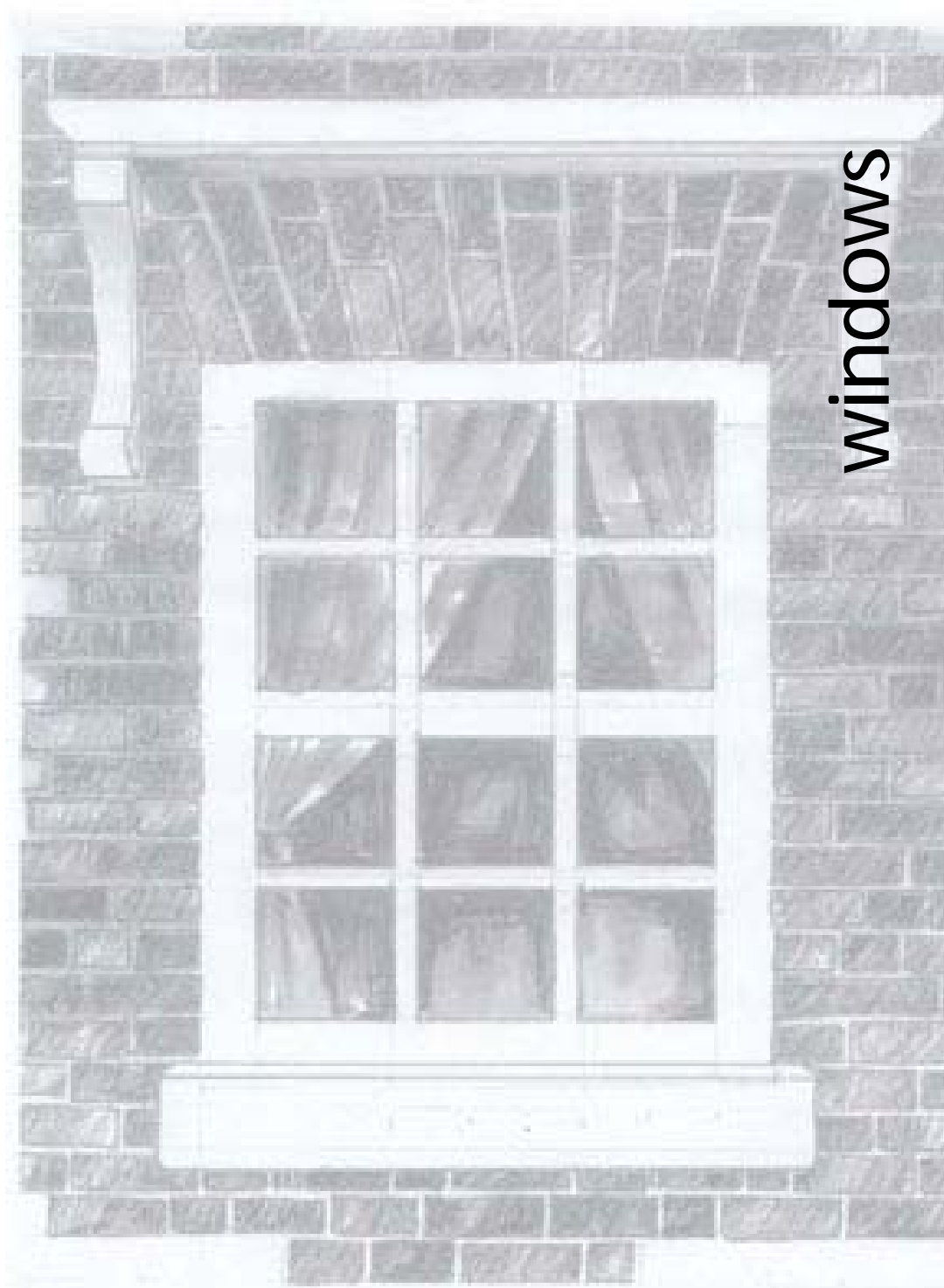


Timberwork is an ageless material providing endless opportunities in its various forms to adorn and enhance building elevations



Morris Brook Park, Thelwall

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Glebe Avenue, Grappenhall



Bellhouse Lane, Grappenhall



Balmoral Road, Grappenhall

Church Lane,  
Grappenhall



Albert Road,  
Grappenhall



Bellhouse Lane, Grappenhall

Gateley Close, Thelwall



Bellhouse Lane, Grappenhall

Windows are the eyes of the building; the proportions, size and style help to define the architectural character

**T**he 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

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

GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
<b>The Built Environment</b>	
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
<b>Building Design and Materials of Construction</b>	
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



## grappenhall & thelwall

GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
<p><b>Landscape and Wildlife</b></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><b>Traffic Management</b></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>GRN5, GRN13</p> <p>GRN4, GRN5</p> <p>GRN22-25</p> <p>HOU2, GRN26, DCS9</p> <p>LUT12</p>

## grappenhall & thelwall

GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
<p><b>Traffic Management (cont)</b></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><b>Conservation Areas</b></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><b>Telecommunications Masts</b></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

GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
<p><b>The Built Environment</b></p> <p>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.</p>	GRN13, GRN26, GRN29
<p><b>Landscape and Wildlife</b></p> <p>R2 The Green Buffer Zone lying between Grappenhall Village and the Bridgewater Canal must be preserved as Green Belt.</p>	GRN1
<p>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.</p>	GRN26, GRN29
<p>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.</p>	GRN1, GRN3
<p>R15 The key to the protection of wildlife is the protection of the fine mix of habitats in the parish upon which it depends.</p>	GRN25, GRN26
<p>R16 The Water Woods in Thelwall, and Grappenhall Wood and Parr's Wood in Grappenhall need to be safeguarded for future generations.</p>	GRN25, GRN26
<p><b>Traffic Management</b></p> <p>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.</p>	LUT2

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GUIDELINE / RECOMMENDATION	UDP POLICY REFERENCE
<b>Traffic Management (cont)</b>	
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
<b>Conservation Areas</b>	
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
<p><b>Recreation</b></p> <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> <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> <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> <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 Street Furniture and Features</p> <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 lampstandards) to reflect the semi-rural nature of both Grappenhall and Thelwall villages</p>	<p>LUT18</p> <p>GGRN 17, GRN 18</p> <p>LUT 15</p> <p>LUT 3</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

### 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

## grappenhall & thelwall

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.

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.



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## SUMMARY OF CONSULTATION RESPONSES

NOTE: 74 questionnaires were returned

**Table 1 – Questions 1 to 6**

		<b>Resident</b>	<b>Business</b>	<b>Other</b>
1	Interest	65	7	1
		<b>Given</b>	<b>Not given</b>	<b>Other</b>
2/3	Name and address	71	3	0
		<b>Yes</b>	<b>No</b>	<b>Other</b>
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**

<b>Question</b>	Is there anything you consider we have missed? If so please state. Total replies – 22	
<b>Issues</b>	<b>Comments</b>	<b>Replies</b>
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	
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. Total replies – 44</i>	
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		

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  
Derek Cox  
Jean Higham  
Ian Lister  
Scott McAlpine  
Lis Williams

**Thelwall Group**

Elizabeth Haworth  
Vivien Hainsworth  
Alan Higginson  
Nina Kingston  
Tony Warburton

**Link Group**

Julie McQuillian  
Katy McQuillian  
Wendy Platt  
John Sage  
Alan Spiers  
Brian Stewart

**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  
Alan Higginson  
Nina Kingston  
Wendy Platt

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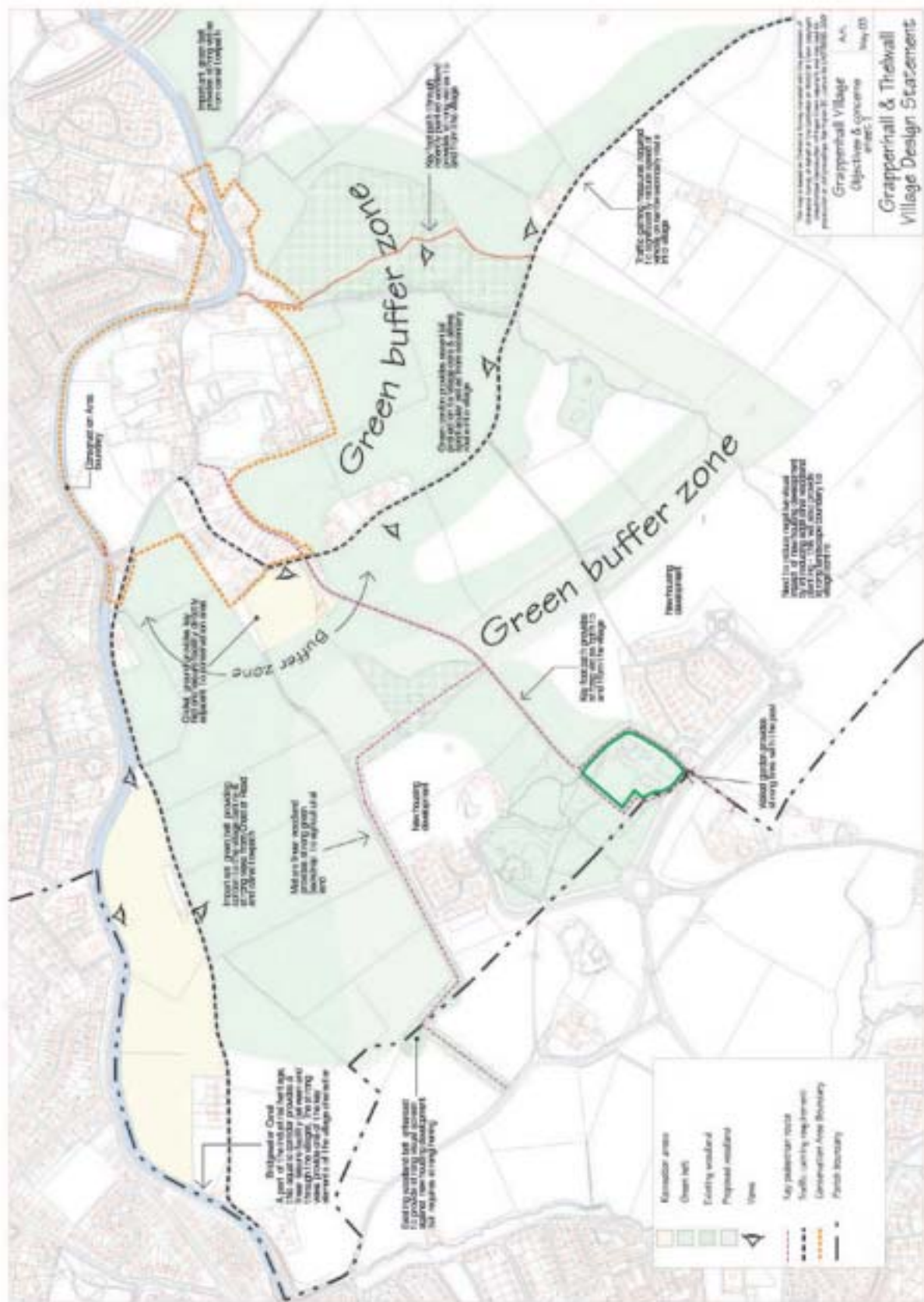
group members

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