Grappenhall and Thelwall Neighbourhood Plan

Engagement and Consultation Statement

2026 – 2039

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Executive Summary

The Grappenhall and Thelwall Neighbourhood Plan Regulation 14 Engagement and Consultation Statement documents the extensive consultation and engagement process undertaken to shape the Neighbourhood Plan for the Grappenhall and Thelwall Parish. Prepared by the Neighbourhood Plan Steering Group, this statement demonstrates a commitment to transparency and evidence-based planning.

Consultation Approach

The Steering Group designed a consultation process to ensure residents and stakeholders had the opportunity to influence the area's future. Engagement activities included public events, drop-in sessions, online platforms, printed materials, and targeted outreach to statutory bodies.

Developing the Neighbourhood Plan Vision and Themes

The Steering Group hosted stands at three major community events: Thelwall Rose Queen, Grappenhall Walking Day, and Grappenhall Heys Walled Garden Autumn Fair in 2024.

Residents were invited to share their views on what they liked and disliked about the Parish, and what would be important as the area grows.

Key positive themes included a strong sense of community, valued green spaces, heritage assets, and accessible location.

Concerns raised included traffic congestion, lack of cycle infrastructure, insufficient investment in local services, and challenges accessing health facilities.

Residents emphasised the importance of planning for infrastructure, protecting green spaces, maintaining community spirit, and ensuring affordable, accessible housing.

Insights from engagement sessions directly informed the Neighbourhood Plan's vision and five key themes: Green and Blue Spaces, Heritage, Design, Housing Need, and Infrastructure.

The vision and themes were tested at further events in Summer 2025, with widespread support evidenced by participant feedback. The policies of the Neighourhood Plan were developed around these themes.

Evidence Gathering

The Steering Group commissioned and completed several supporting reports, including a Character and Design Study, Green Space Report, Housing Needs Assessment, and a Local Housing Needs Survey.

The Housing Needs Survey achieved a strong response rate, with 671 valid responses (17% of households) providing robust data on local housing needs and preferences.

Local Engagement

The Steering Group utilised a range of communication channels including community events, websites, social media, newsletters, and resident groups, to maximise awareness and participation.

Social media played a key role, with dedicated Facebook and Instagram accounts, regular posts, and video content produced by local volunteers.

Efforts were made to address consultation fatigue and clarify the distinction between the Neighbourhood Plan and other planning-focused engagement exercises affecting the area, such as Homes England's engagement on the Development Framework for the South East Warrington Urban Extension (SEWUE).

Statutory Consultation

The statutory Regulation 14 consultation was conducted in accordance with the Neighbourhood Planning (General) Regulations 2012, providing in excess of the minimum six-week period for public and stakeholder feedback. The draft plan and supporting documents were widely publicised and accessible at multiple locations across the Parish, supplemented by formal consultation events and pop-up sessions.

Section 1 - Introduction

1.1 Purpose of this Consultation Statement

The purpose of this Consultation Statement is to show the approach taken to engage with key stakeholders, interested parties and the community during the production of the Grappenhall and Thelwall Neighbourhood Plan. It has been prepared by the Grappenhall and Thelwall Neighbourhood Plan Steering Group to conform to the legal obligations of the Neighbourhood Planning (General) Regulations 2012.

Section 15 (2) of Part 5 of the Regulations sets out that a Consultation Statement should:

a) Contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan
b) Explain how they were consulted
c) Summarise the main issues and concerns raised by the persons consulted
d) Describe how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan

These requirements ensure transparency and demonstrate that the plan has been shaped by meaningful community engagement.

This Consultation Statement provides a comprehensive summary of both statutory and non-statutory consultation activities, illustrating how the voices of local people have shaped the vision, objectives, and policies of the Grappenhall and Thelwall Neighbourhood Plan.

1.2 Aims of the Consultation Process

The Grappenhall and Thelwall Neighbourhood Plan Steering Group is dedicated to empowering the local community and stakeholders, ensuring that everyone has an opportunity to influence the future of the area. The consultation process was designed with the following aims:

- To keep residents and stakeholders fully informed and actively engaged from the earliest stages of plan-making, fostering a sense of ownership and shared purpose
- To reach as broad and diverse an audience as possible, using a variety of communication methods including public events, drop-in sessions, online platforms and printed materials to maximise accessibility and participation
- To organise consultation events and interactive sessions at key milestones, raising awareness of the Neighbourhood Plan, sharing evidence and emerging ideas, and providing opportunities for local people to express their priorities and concerns
- To ensure that the views of all relevant statutory bodies are sought and integrated, guaranteeing that the plan is robust, deliverable, and aligned with wider planning policy

Through this inclusive and transparent approach, the Steering Group has sought to build consensus, harness local knowledge, and create a Neighbourhood Plan that truly reflects the aspirations and needs of the local community.

Section 2 - Getting Started

2.1 Deciding to make a Neighbourhood Plan

Grappenhall and Thelwall Parish Council took the decision to produce a Neighbourhood Plan at the meeting of the Council in July 2016.

It applied to Warrington Borough Council (WBC) to designate a Neighbourhood Area under the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012 (as amended) on 17 November 2016. **Appendix 1**.

A Steering Group comprising members of the Parish Council was established in November 2016.

2.2 Defining the Neighbourhood Area

The proposed Neighbourhood Area to be designated was identified as the whole of the Grappenhall and Thelwall Parish Council area given that it has clear boundaries and is generally recognised as an existing entity for policy making purposes.

WBC undertook consultation on the application to designate the Neighbourhood Area referred to above and interested parties were afforded the opportunity to make representations on the application.

The Neighbourhood Area shown in **Figure 1** was designated on 6 March 2017.

2.3 Initial Work on Preparing the Plan

Between January-March 2017 an initial questionnaire of residents was undertaken, to which 167 responses were received.

At that time the Parish contained approximately 7800 residents over 16 years of age. Grappenhall and Thelwall Parish Council considered that the response rate was such as to not be representative of the population and therefore decided to undertake a further questionnaire.

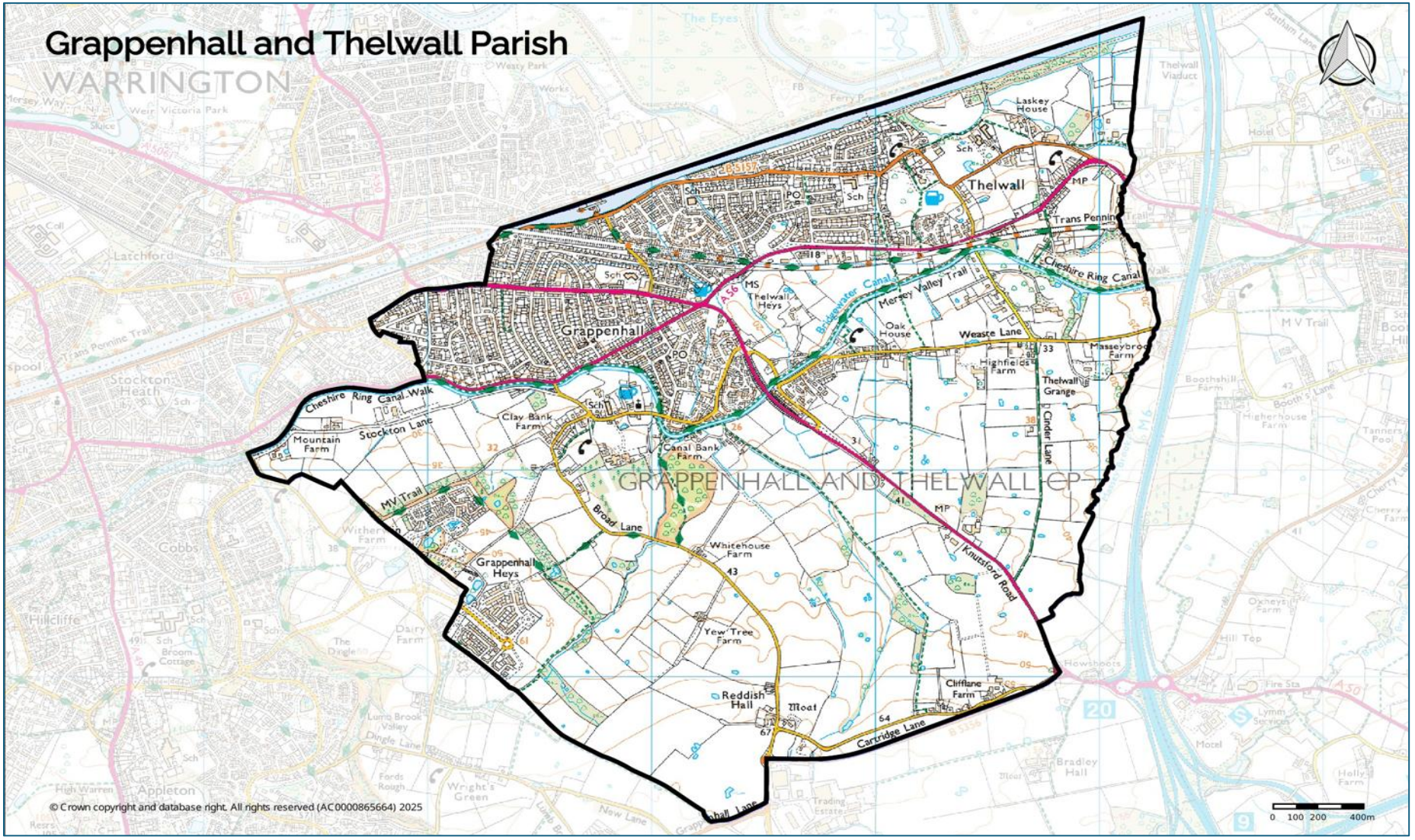
In November 2018, a questionnaire was sent to every household within the Parish. The questionnaire asked what was important to the residents of the Parish and what they wanted the parish to look like in the future. See **Appendix 2**.

A presentation was also made to residents on the role of the Neighbourhood Plan in November 2018. Following the presentation around 25 residents volunteered to join the Neighbourhood Plan Steering Group.

In May 2019 it was decided that further work on the Neighbourhood Plan would be put on hold until the completion of the consultation period on the Draft Warrington Local Plan. In November 2019 it was resolved that the Neighbourhood Plan would be put on hold until the adoption of the Warrington Local Plan.

In April 2022 the Warrington Local Plan was submitted for examination. The Inspectors' report on the examination of the Warrington Local Plan was issued on 23 October 2023 and the Plan was adopted on 4 December 2023.

Figure 1 – Designated Neighbourhood Plan Area



2.4 Restarting Work on Preparing the Plan

In December 2022 the Parish Council decided that with the submission of the Warrington Local Plan for examination its Neighbourhood Plan Working Group should re-commence work with immediate effect.

A meeting between the Neighbourhood Plan Working Group and Planning Officers of WBC was held in November 2023 to discuss restarting work on the Neighbourhood Plan.

In December 2023, a consultant was appointed to undertake a review of the implications for a Neighbourhood Plan of national and local planning policy particularly in the light of the recently adopted Warrington Local Plan.

A public meeting attended by over 180 local residents was held on 17 January 2024 (see figure 2) to discuss restarting work on the preparation of a Neighbourhood Plan and a further virtual meeting for those unable to attend the in-person event was held on 22 January 2024. This was advertised via a leaflet distributed to all households within the Grappenhall and Thelwall Parish shown at figure 3. The results of the 2018 Parish questionnaire were shared with attendees.

Following these meetings a Steering Group comprising members of Grappenhall and Thelwall Parish Council and a group of local residents was formed. It is this Steering Group that has taken forward the Grappenhall and Thelwall Neighbourhood Plan.

A Scoping Session was held with the Steering Group in April 2024, led by ONH Planning Consultants.

Figure 2 – Parish Council post on Social Media re: Neighbourhood Plan re-launch January 2024



Figure 3 – Notice of Public Meeting held on 17 January 2024

Grappenhall and Thelwall Neighbourhood Plan
Can You Help?



Warrington's Local Plan has been adopted so our area will change

Grappenhall and Thelwall Parish Council is hosting an information event on

Wednesday 17th January at 6.30pm

Grappenhall Youth & Community Centre
Bellhouse Lane. WA4 2SG

No need to book just turn up

Warrington Borough Council's Local Plan has now been adopted. This sets out plans to develop the town for the next 15 years.

This means the Parish will have more new homes, Grappenhall Heys will further expand and Thelwall Heys will be built upon too.

In Grappenhall and Thelwall that means not only new housing but new roads and potentially new services.

Are you interested in helping to decide important things like the types of housing built, how energy efficient and environmentally friendly they are?

Do you want to have a say about leisure facilities and essential services like shops, GP surgeries as well as how much open space there is for local people to enjoy?

These issues are part of a Neighbourhood Plan

What is a Neighbourhood Plan?

Communities have the right to produce a Neighbourhood Plan, which allows them to have a say in the future planning of their community.

A Plan has to be in conformity with national planning policy and Warrington's Local Plan but having a plan means we can help to shape the appropriateness of future development in Grappenhall and Thelwall.

Once in place the Neighbourhood Plan, along with the Warrington Local Plan, will be used by the planners at Warrington Town Hall to determine future planning applications in the Parish.

Producing a Neighbourhood Plan involves the whole community, and at the end of the process it will be independently examined.

You will be able to vote in a referendum as to whether the Plan should be approved.

What will the Information Event tell you?

- **What the Local Plan says**
  Michael Bell Planning Policy Manager and David Acton Senior Planning Policy Officer at Warrington Borough Council will talk about the newly adopted Local Plan, what a Neighbourhood Plan is and how the two are linked.
- **How Neighbourhood Plans are developed & what they can and can't include**
- **What local people said was important to them in 2018**. (The Neighbourhood Plan was then paused to wait for the Local Plan to be completed).
- **How you can get involved** and how to have your say about future development in the Parish

Please don't be shy the Parish needs your help

Neighbourhood Plans are led by local people and supported by the Parish Council.

Do you have organisational or communication skills? Do you enjoy writing or can you bring relevant experience and local knowledge.

There will be a chance to ask questions on the day but we will have some too. Here are a few things for you to think about before the meeting.

Which of the following do you consider the most important issues for Grappenhall and Thelwall?

Design of new developments, Community Facilities, Types of housing, Recreation facilities, Protecting the environment, Access to the countryside, Sustainable Transport, Jobs

Do you have any thoughts or ideas about

- How Grappenhall and Thelwall should look in the future?
- Whether we should protect and enhance the countryside?

The Parish Council is planning to run an on-line meeting too so if you can't make the 17th January there will be a chance to join in on the 22nd January at 7.30pm. The link for this will be on our website, Facebook page and notice boards.

GRAPPENHALL AND THELWALL PARISH COUNCIL

Section 3 – Local Engagement

3.1 Step One - Defining the Neighbourhood Plan Vision and Themes

Initial Engagement Sessions - Summer 2024

Three engagement sessions took place in 2024 to establish the views of local people, with the purpose of developing a Neighbourhood Vision and selecting the key themes that the Neighbourhood Plan should focus on.

The Parish Council had a stand at three popular local events which are well attended by local residents of varying ages:

- Thelwall Rose Queen – 11 June 2024
- Grappenhall Walking Day – 22 June 2024
- Grappenhall Heys Walled Garden Autumn Fair – 28 September 2024

The stand was staffed by volunteers from the Neighbourhood Plan Steering Group who asked local residents to answer three questions. The three questions were:

- What do you like about Grappenhall and Thelwall?
- What do you not like about Grappenhall and Thelwall?
- As Grappenhall and Thelwall grows, what will be important to you and your family?

Responses were collated on post-it notes which were then stuck on the stands for others to see.

Figure 4 – Photo of the stand at the Thelwall Rose Queen event



The results are appended at **Appendix 3**. A summary of some of the key points is, however, set out below:

1. What do you like about Grappenhall and Thelwall?

This initial engagement told us that **Our Residents**:

- Are drawn to the Parish's strong sense of community and value its community facilities including churches, pubs, schools and local clubs.

- Enjoy the Parish's semi-rural feel, the open green spaces and surrounding countryside, local walking routes including along the Bridgewater Canal and Trans Pennine Trail and appreciate the wildlife, trees, hedgerows that thrive in the Parish.

- Value the area's history and heritage including the conservation areas, villages, Bridgewater Canal, Trans Pennine Trail and the Walled Garden at Grappenhall Heys.

- Enjoy the Parish's accessible location with easy access to motorways (the M56, M6 and M62), making it a perfect location for those who need to commute to nearby Cities.

Figure 5 – Word Cloud of 'What do you like about Grappenhall & Thelwall?'



2. What do you not like about Grappenhall and Thelwall?

This initial engagement told us that **Our Residents**:

- Believe that the Parish has challenges relating to traffic, including day to day congestion around pinch points, speeding, and a lack of cycle infrastructure, but also the gridlock that local people experience if there are issues on the motorways (M6, M56, M62).

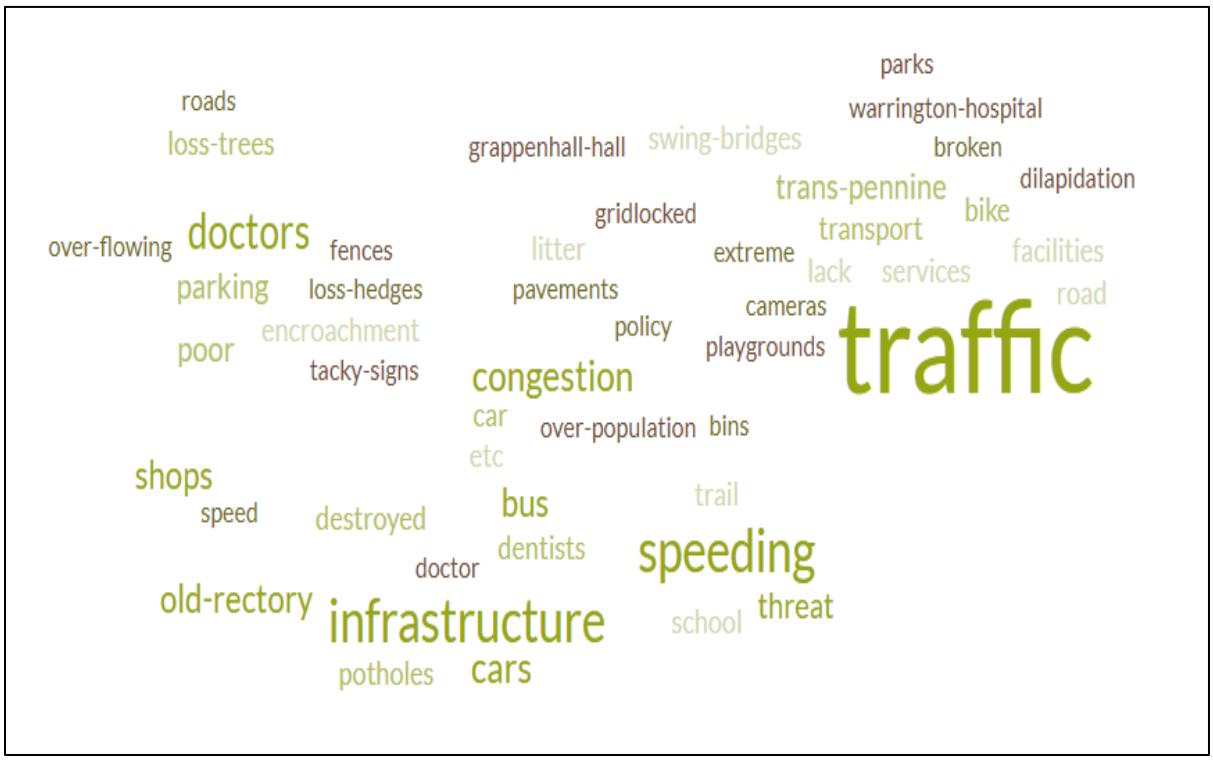
- Identified a need to invest in and tidy up some specific areas of the Parish's local commercial centres as well as bringing dilapidated buildings such as the Former Rectory and Grappenhall Hall sites back into use in a sensitive way.

- Feel that the area Parish has been allowed to grow without sufficient compensatory investment in local infrastructure and services. Local people are concerned about difficulty accessing health services in particular including doctors and dentists as well as the capacity of local sports clubs and Warrington hospital.

- Are concerned about maintenance of some of the Parish's key assets such as the Trans Pennine Trail and the Bridgewater canal tow path.

- Feel the encroachment and destruction of our countryside and nature.

Figure 6 – Word Cloud of 'What don't you like about Grappenhall & Thelwall?'



3. As Grappenhall and Thelwall grows, what will be important to you and your family?

This initial engagement told us that **Our Residents**:

- Identified a need to keep a village feel, protect our open green spaces, keep the sense of community, preserve our heritage assets and for future designs to reflect the local character.

- Recognise that it is important to plan for and deliver infrastructure. This includes investing in health, schools, shops, sport, indoor leisure facilities, youth hubs and play areas, as well as appropriate road, public transport and active travel

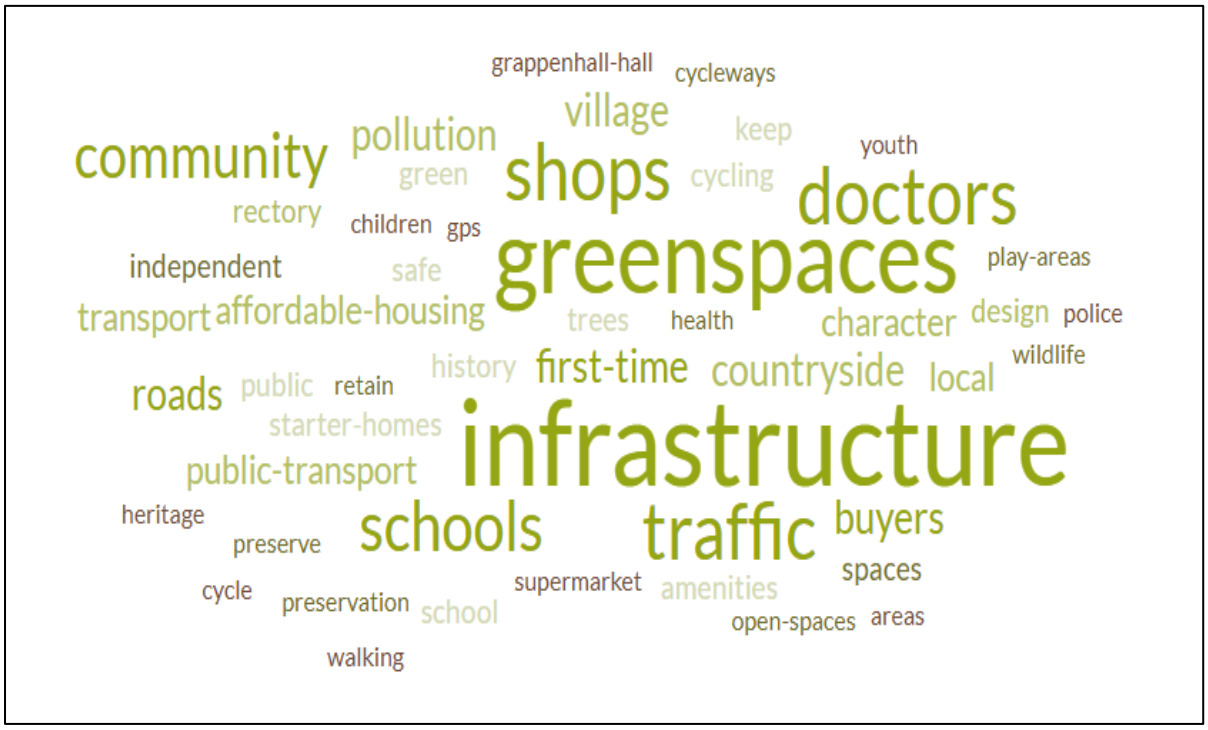
infrastructure. It is recognised that some of this may need to be provided outside of the Parish.

- Worry about congestion in the local area and the impact that this will have on air quality and safety.

- Recognise that there is a need for safe areas for walking, scooting and cycling to be integrated into our communities, including new crossings over the Bridgewater Canal

- Identified a need for any new homes to be accessible to everyone – starter homes for first time buyers, up-sizers, down-sizers and homes for older people, with affordability being a key consideration.

Figure 7 – Word Cloud of 'As Grappenhall and Thelwall grows, what will be important to you and your family?'



Having listened to local people, a Neighbourhood Plan Vision and five key themes were developed by the Steering Group as shown in figure 8:

Figure 8 – Neighbourhood Plan Vision and Key Themes

Grappenhall and Thelwall Neighbourhood Plan Vision

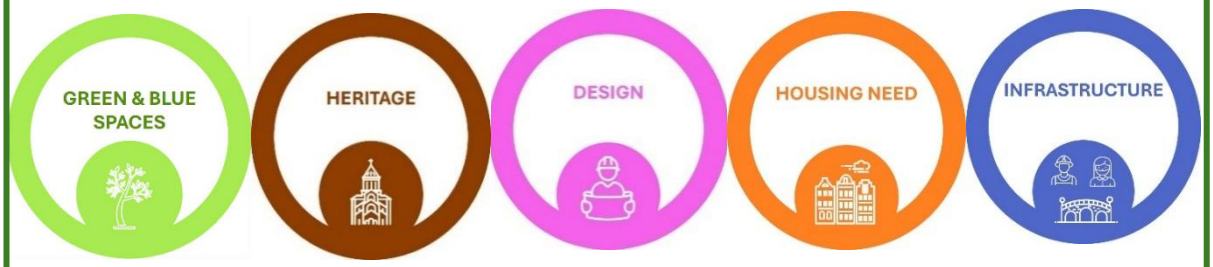
Our area will develop in such a way as to provide well-designed housing and infrastructure that meets the needs of the local community and reflects the green setting of the Parish.

Development will maintain and enhance our network of green spaces incorporating trees, hedges, water bodies and wildlife corridors. The development of an integrated system of walking, cycling and public transport will be a priority.

Development will respect and enhance the area's local identity, history and heritage including the sensitive restoration and reuse of vacant or underused buildings and sites.

New housing will comprise a mix of housing type and tenure, build on the area's current sense of community and civic pride and facilitate investment in local infrastructure in terms of transport improvements, community, play, health and educational facilities.

Grappenhall and Thelwall Neighbourhood Plan Themes



Theme 1 Green and Blue Spaces: Protecting, maintaining and enhancing our network of green and blue spaces; identifying our most important green spaces and adding an extra layer of protection by designating them as Local Green Spaces; and strengthening the green belt boundary.

Theme 2 Heritage: Ensuring that new development preserves and enhances the area's heritage, being especially mindful of the Parish's listed buildings, locally listed assets and the three designated conservation areas.

Theme 3 Design: Setting out a series of design principles for all new development, from infill proposals and conversions to large-scale housing developments, to ensure that it contributes positively to the existing character and architectural heritage of the area.

Theme 4 Housing Need: Ensuring that new homes meet the needs of local people.

Theme 5 Infrastructure: Protecting the Parish's existing community facilities and ensuring that, as our area grows, the need for additional infrastructure is addressed and ensuring that footpaths and cycling routes are protected, connected and enhanced.

Engagement Sessions - Summer 2025

The Vision and the five key themes were tested at two engagement events as follows:

- Thelwall Rose Queen – 21 June 2025
- Grappenhall Walking Day – 21 June 2025

There was a Parish Council stand at each event, hosted by representatives of the Neighbourhood Plan Steering Group.

Those visiting the Parish Council stands were given stickers – green, amber and red and were encouraged to place a sticker next to the themes to show if they supported them or not.

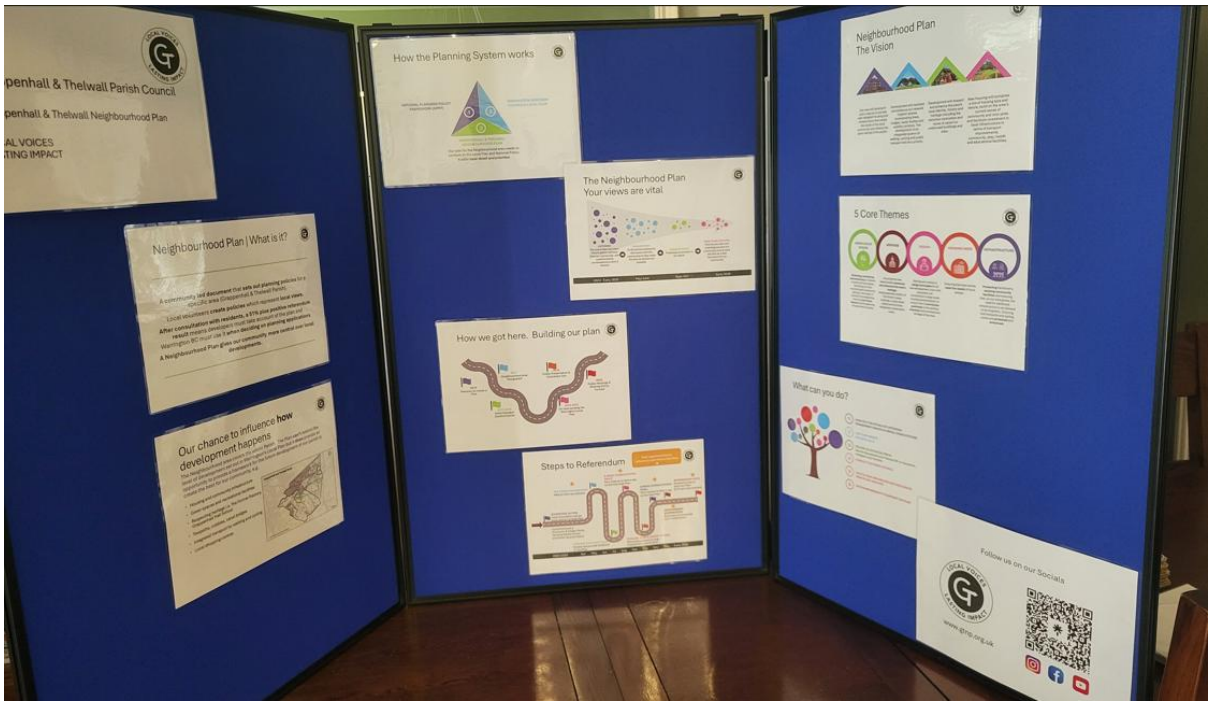
Figure 9 – Photos from the Summer 2025 Engagement Events



The majority of stickers placed across the two events were green (56 in total). There were two amber stickers placed against the design category. There was one red sticker placed against the housing need category. This reflects the fact that there is still some resistance locally for any new housing in the Parish, especially given the track-record for delivering infrastructure alongside this in recent years. By and large, however, the conversations that took place with local people at these events were positive and local people were very grateful for the efforts by the Steering Group in producing a Neighbourhood Plan for the parish.

Overall, it was clear that there was widespread support for the Vision and the themes and so they were adopted by the Steering Group for the Neighbourhood Plan. The Neighbourhood Plan policies were developed around them.

Figure 10 – Engagement Boards from Summer 2025 events





3.2 Step Two – Collating and Sharing the Evidence Base

It has been important to ensure that the Neighbourhood Plan is evidence-based and so reflecting on the Vision and the key themes, the following reports were commissioned or completed by the Steering Group:

Grappenhall and Thelwall Character and Design Study

A grant was obtained from Locality's Neighbourhood Planning Programme to enable the Parish Council to commission an external design consultant ONH Planning for Good to carry out a Character and Design Study for the Parish.

The report was completed in March 2025.

Figure 11 – Front Cover of Grappenhall and Thelwall Character and Design Study



The purpose of the report was to provide an appraisal of the area to assist the Steering Group with writing policies in the Neighbourhood Plan that encourage and enable high standards of design, both within the established villages and at the two major development sites in Parish.

It identifies key design principles that should shape future planning proposals across the Neighbourhood Plan area and to provide more specific design cues for the two sites that adjoin the urban area (within the SEWUE allocation) at Grappenhall Heys and at Thelwall Heys.

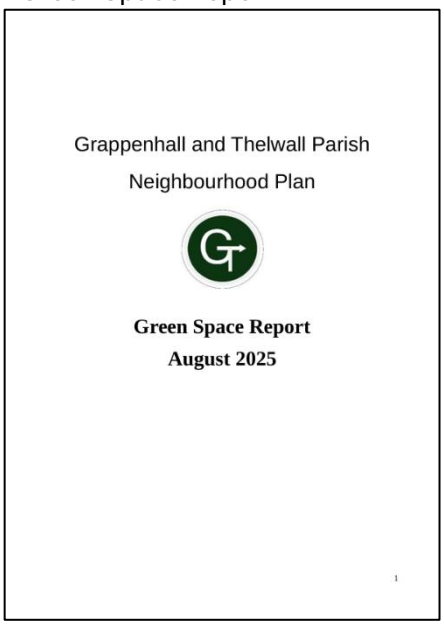
The report has been shared on the Grappenhall and Thelwall Parish Council website since its completion and sits as a background evidence-based document for the Neighbourhood Plan. There is also a link to this website from the GTNP website. A hard copy was also printed out and brought to all formal consultation events where members of the public could review alongside the draft Neighbourhood Plan. See section 4 of this report.

Green Space Report

A Green Space audit was completed by Steering Group volunteers with a report being completed in August 2025. This report covered themes including: the Green Belt; Ecology; Accessible Green Space; Provision for Children and Young People; Allotments and Community Orchard; Green Infrastructure; and Proposed Local Green Space.

The report has been shared on the Grappenhall and Thelwall Parish Council website since its completion and sits as a background evidence-based document for the Neighbourhood Plan. There is also a link to this website from the GTNP website. A hard copy was also printed out and brought to all formal consultation events where members of the public could review alongside the draft Neighbourhood Plan. See section 4 of this report.

Figure 12 – Front Cover of Green Space Report



Grappenhall and Thelwall Housing Needs Assessment

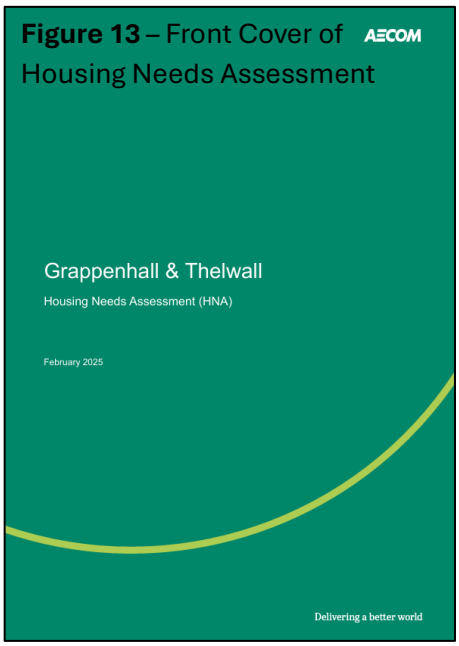
Under Locality's Neighbourhood Planning Programme, it was possible to commission external consultant, AECOM, to provide an independent assessment of Housing Needs for the Parish.

This considered three specific topics:

- Affordability and Affordable Housing - to understand the scale of Affordable Housing provision and the mix of different tenures and products provided through new housing development.
- Type and Size - to understand what form new housing should take in terms of type and size. This requires evidence of what local people need.
- Specialist Housing for Older People - to understand if it is appropriate to include policies relating to specialist housing for older persons.

This report also took into consideration the findings of the Parish's Local Housing Needs Survey.

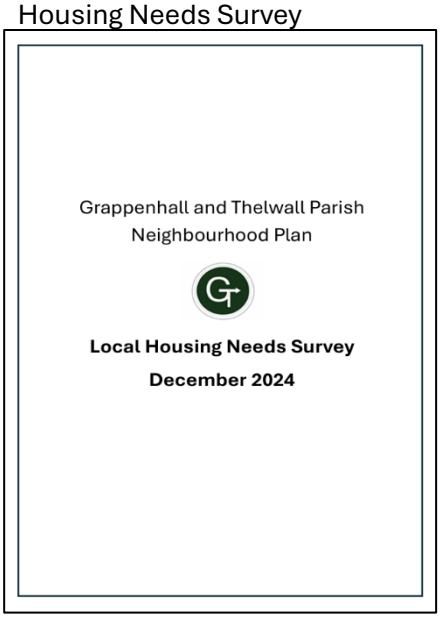
Figure 13 – Front Cover of Housing Needs Assessment



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Local Housing Needs Survey

Figure 14 – Front Cover of Local Housing Needs Survey



The Neighbourhood Plan Steering Group elected to undertake a Local Housing Needs Survey for the Parish.

It was important for the Parish to undertake its own housing needs survey because it provides up-to-date, Parish-specific evidence directly from local residents, which complements the more strategic, data-led Aecom Housing Needs Assessment. The local survey captures nuances that consultant studies cannot fully reflect, such as residents' intentions, local connections and preferences, and helps ensure the Neighbourhood Plan is genuinely community-led. Using both sources together strengthens the robustness of the evidence base and provides a clearer justification for locally distinctive housing policies within the scope of the Neighbourhood Plan.

To inform the Local Housing Needs Survey, a questionnaire was distributed to all 4024 households in the Parish and was also made available to complete online.

The survey was well publicised using social media as well as through posters on Parish/community noticeboards.

A series of drop off points were positioned at key locations across the Parish for the return of paper surveys and a collection service was also put in place for anyone who could not access the drop off points. A copy of the questionnaire can be found at **Appendix 4**.

The survey was launched online on 25 November 2024, with paper copies reaching addresses across the Parish within the next couple of days. The official closing date for the survey was 8 December 2024, albeit residents were able to complete the survey online for an extra day.

Overall there were 680 responses. There were three spoiled or blank responses and six responses were completed by people living outside of the Parish, leaving 671 responses (17%). The responses completed by people living outside of the Parish were discounted from the overall analysis although all responses were reviewed in relation to questions 22 and 23 with relevant information included, where it was appropriate to do so. These questions relate to needs of those looking to move into the Parish.

The report has been shared on the Grappenhall and Thelwall Parish Council website since its completion and sits as a background evidence-based document for the Neighbourhood Plan. There is also a link to this website from the GTNP website. A hard copy was also printed out and brought to all formal consultation events where members of the public could review alongside the draft Neighbourhood Plan. See section 4 of this report.

3.3 Step Three – Raising Awareness of the Neighbourhood Plan

A successful Neighbourhood Plan relies on widespread awareness and understanding among local residents and stakeholders. Recognising this, the Steering Group has prioritised proactive communication and outreach throughout the plan-making process. By employing a range of strategies, from face-to-face events and public meetings to digital platforms and social media, the Steering Group has worked diligently to ensure that every member of the community is informed, engaged, and empowered to participate.

This section outlines the various methods used to publicise the Neighbourhood Plan, foster dialogue, and encourage feedback, ultimately helping the Steering Group to shape a plan that reflects the aspirations and needs of local residents.

Community Events

Grappenhall and Thelwall is fortunate to be a community-focused parish and this has given the Steering Group access to a number of community events that it has been able to piggy-back onto to raise awareness of the Neighbourhood Plan.

Since work on the Neighbourhood Plan re-commenced in January 2024, the Steering Group has hosted a stand at eight community events. These include:

- Thelwall Rose Queen – 11 June 2024
- Grappenhall Walking Day – 22 June 2024
- Grappenhall Heys Walled Garden Autumn Fair – 28 September 2024
- Thelwall Rose Queen – 21 June 2025
- Grappenhall Walking Day – 21 June 2025
- 1100 Thelwall Festival – 12 October 2025
- All Saints Christmas Fair – 29 November 2025
- St Wilfrid's Christmas Fayre – 6 December 2025

Figure 15 – Photos from the 1100 Thelwall Festival



These popular events have worked particularly well as they have given the Steering Group access to several ready-made audiences, with local people of various ages and backgrounds attending the events.

Websites

The Grappenhall and Thelwall Parish Council website is the host website for all formal Neighbourhood Plan matters including minutes and agendas of Steering Group meetings and all published documents including the evidence base reports outlined at section 3.2:

https://grappenhallandthelwallpc.org.uk/planning-and-environment/neighbourhood-plan

Figure 16 – Extracts from Grappenhall and Thelwall Parish Council Website



Published Documents

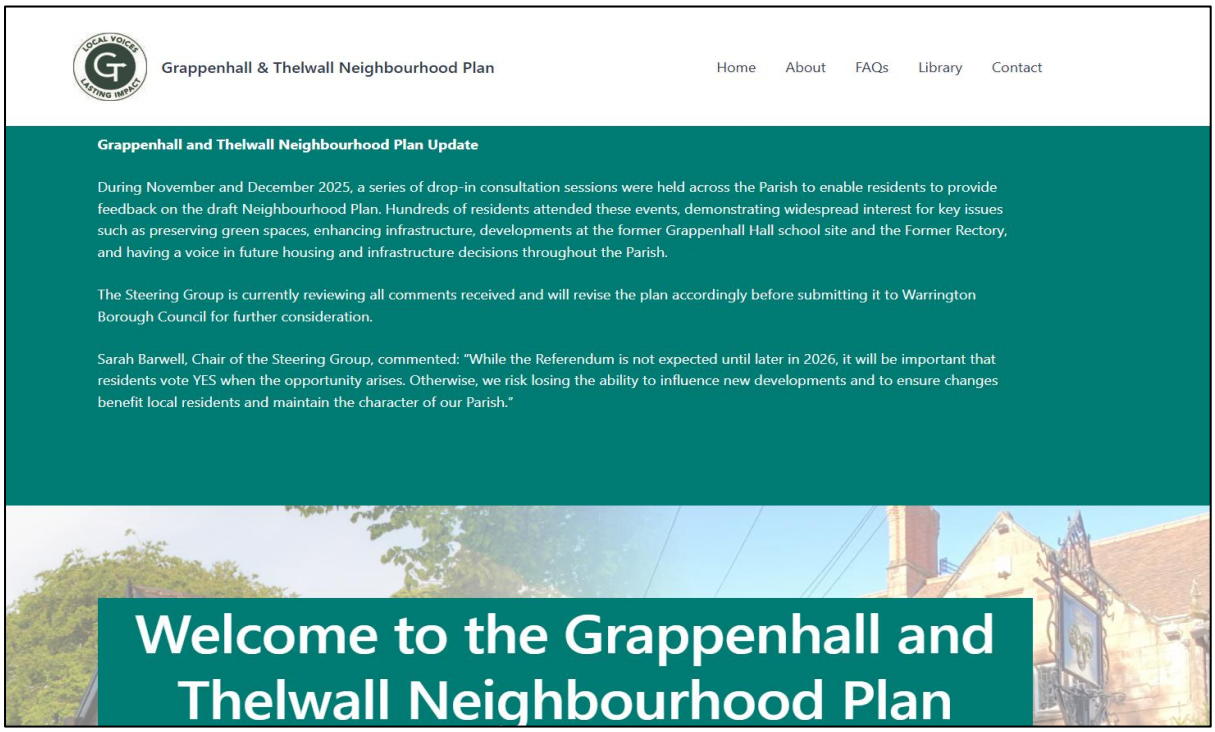
Document Title
Neighbourhood Plan Habitats Regulations Assessment Final Screening Determination
Neighbourhood Plan Strategic Environmental Assessment Final Screening Determination
Pre Submission draft Neighbourhood Plan
Neighbourhood Plan – Strategic Environmental Assessment Initial Screening Statement
Neighbourhood Plan – Habitats Regulation Assessment – Initial Screening Statement
Green Space Report
Neighbourhood Plan Themes
Grappenhall and Thelwall HNA Final V2
Housing Needs Survey Report
Grappenhall and Thelwall Character and Design Study
Vision for Grappenhall and Thelwall Neighbourhood Plan
Terms of Reference

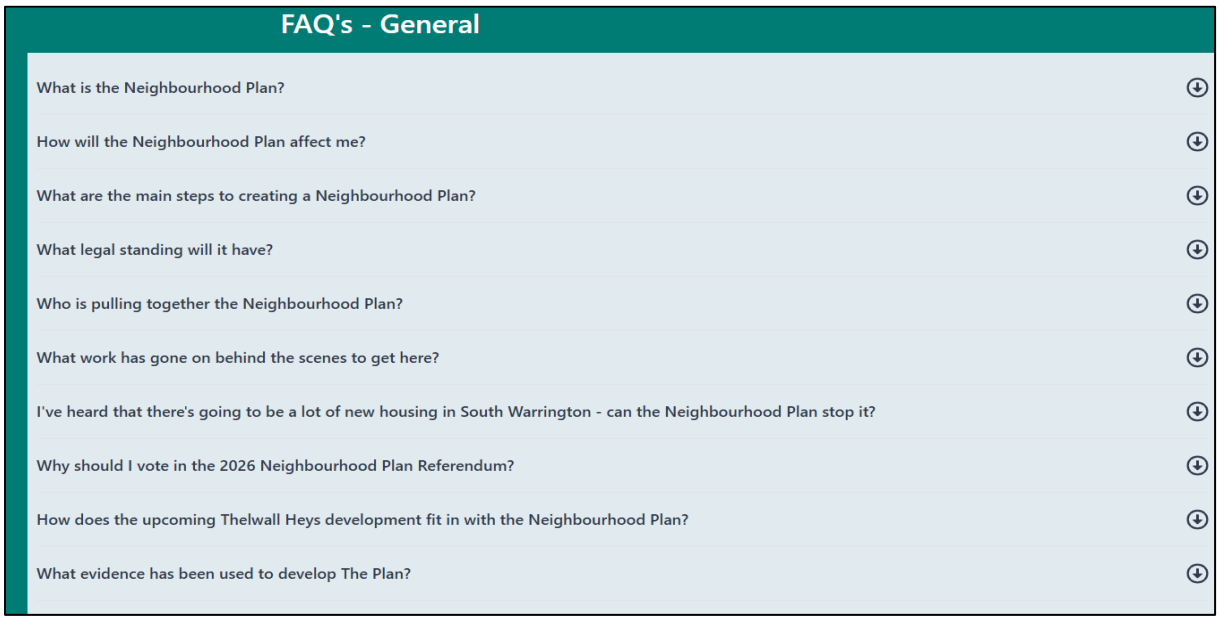
However, in order to make the Neighbourhood Plan more accessible to everyone, a Neighbourhood Plan specific website https://gtnp.org.uk/ was commissioned by the Steering Group in June 2025.

This website provides the lay-person with more information around what a Neighbourhood Plan is, the Vision and Themes and FAQ's. It was also used to host the formal Regulation 14 consultation exercise detailed in section 4 of this report.

Links on this website take the user back to the Parish Council website where the 'minutes and agendas' and 'published documents' are located.

Figure 17 – Extracts from the Grappenhall and Thelwall Neighbourhood Plan Website



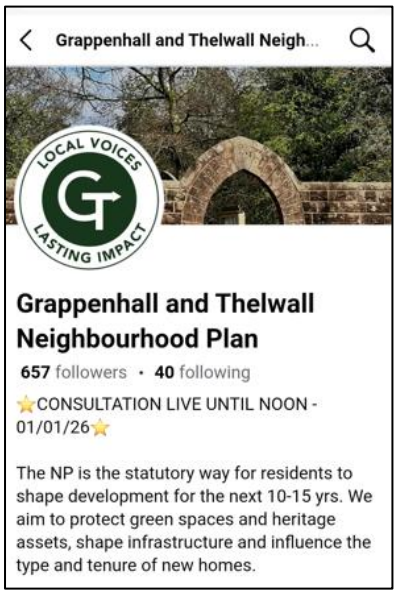


Social Media

The Steering Group has used social media to raise awareness of the Neighbourhood Plan and any up-coming engagement events.

The Neighbourhood Plan has its own facebook page with 657 followers. It also has an Instagram account @grappenhallandthelwallnp. The Steering Group regularly posts on these sites and also shares its posts onto other local social media groups including sites such as 'Love Grappenhall' with 7.5k followers and 'Grappenhall and Thelwall Life' with 10.6k followers.

Figure 18 – Neighbourhood Plan Facebook and Instagram sites





Social media has helped us to communicate our messages widely and the Steering Group has had good interactions with its posts. Some examples below:

Figure 19 – Neighbourhood Plan Videos

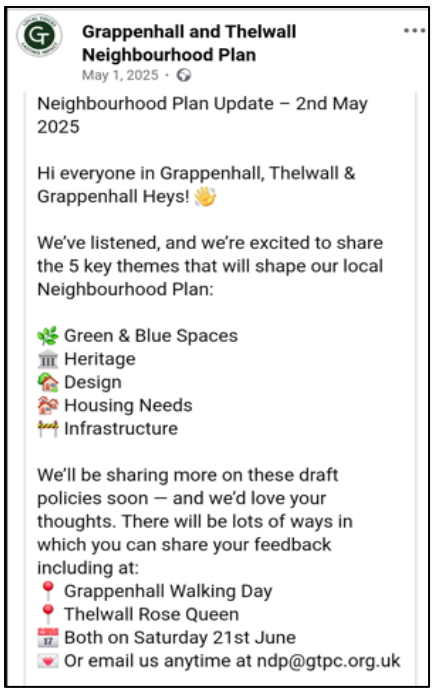


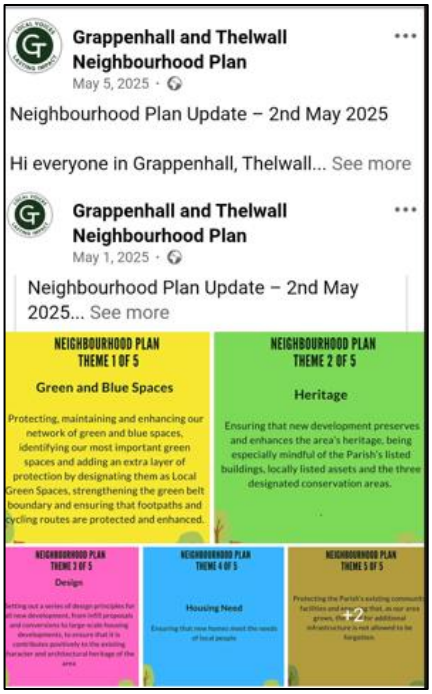




The Steering Group took guidance from a local volunteer from Lymm High School sixth form about how to reach the younger audience using Instagram. Following on from this advice, the Steering Group appointed a local PR company, MAD, to produce a series of short snappy videos delivered by local people, which explained why the Neighbourhood Plan is important and the process in an accessible way.

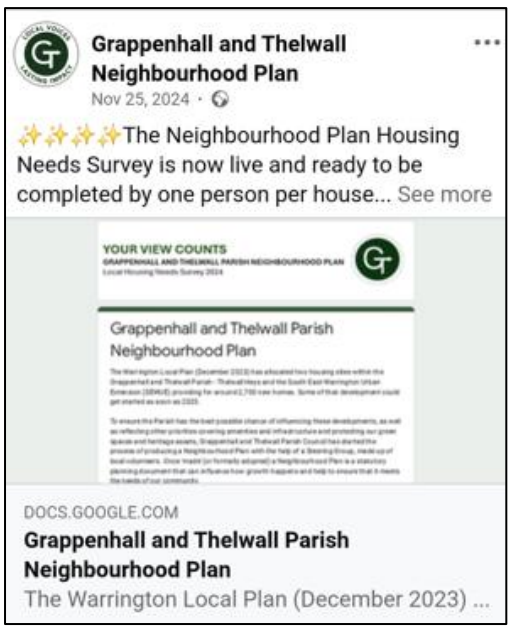
Figure 20 – Example social media posts adversting Neighbourhood Plan themes



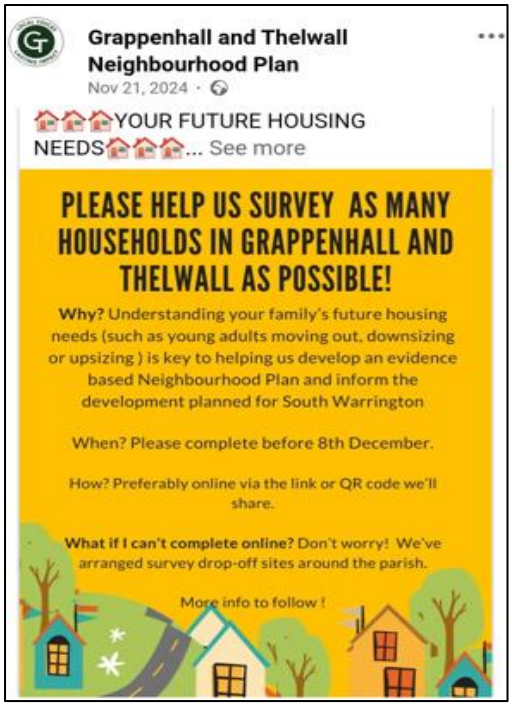


The Steering Group used social media to communicate the key themes for the Neighbourhood Plan.

Figure 21 – Example social media posts advertising the Housing Needs Survey









The Steering Group used social media to advertise the consultation on the Housing Needs Survey.

Figure 22 – Example social media posts advertising events



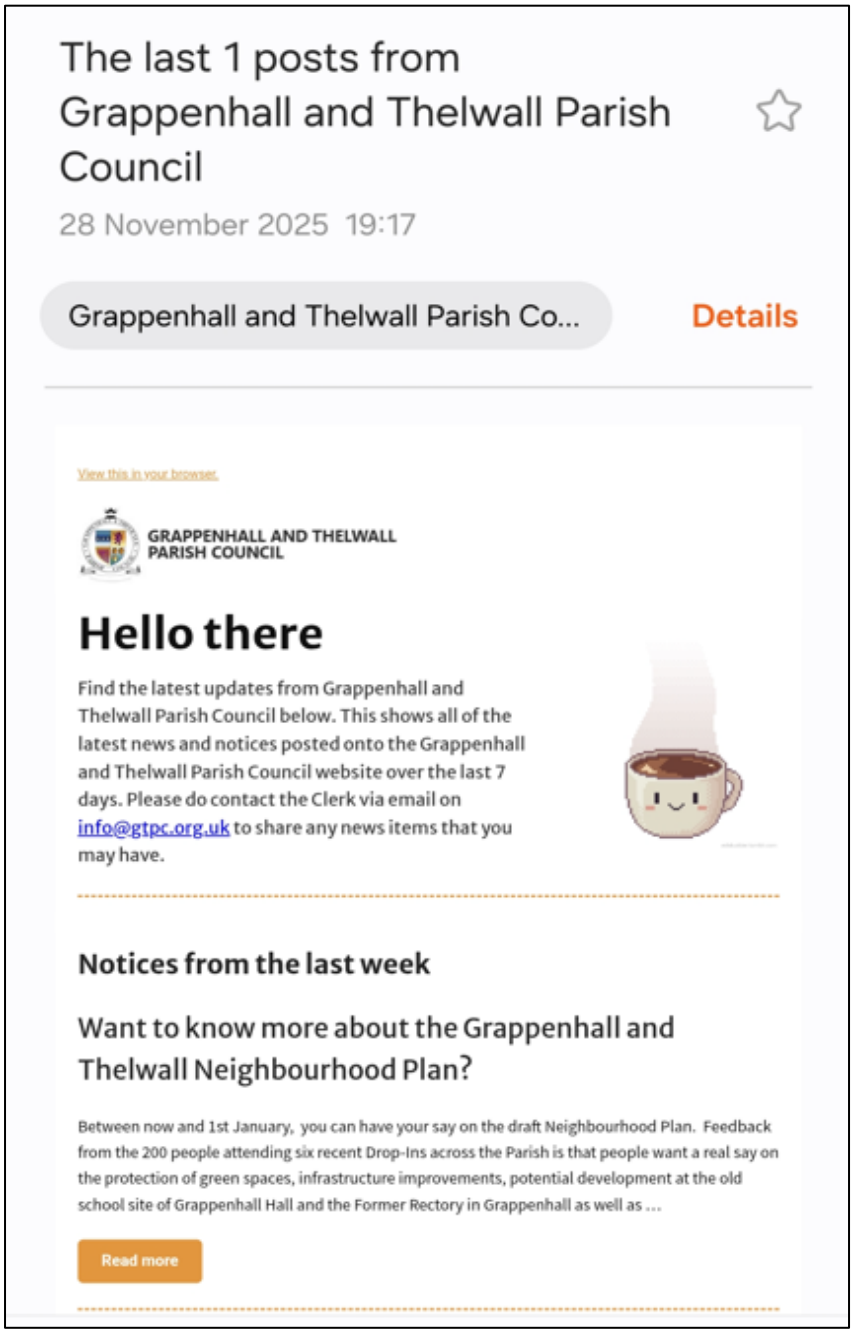


The Steering Group used social media to advertise local engagement and consultation events to help reach large audiences.

Newsletters, Resident Groups and Community Group Visits

The Steering Group has utilised local newsletters to communicate messages about the Neighbourhood Plan including the Parish Council's mailing list and the All Saints Thelwall Parish newsletter. Members of the Steering Group have been able to help communicate news about the Neighbourhood Plan such as upcoming events via local resident group emailing list, facebook groups and Whatsapp chats, as relevant e.g. the Grappenhall Heys Residents' Group and the Weaste Lane Area Residents' Association. The Chair of the Steering Group presented to the Grappenhall History Society about the Neighbourhood Plan. She also attended a Thelwall History Society meeting, where she gave out leaflets.

Figure 23 – Example Parish Council Newsletter distributed by email



Consultation Fatigue

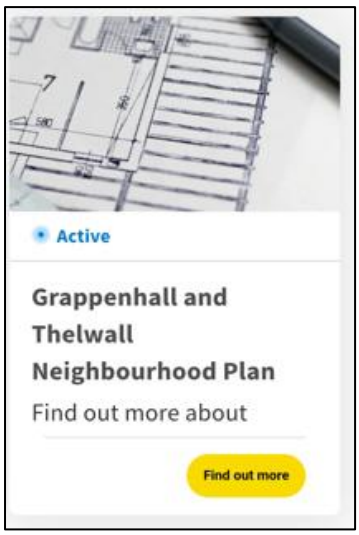
Finally, it should be noted that considerable efforts have been taken to avoid confusion locally given the sheer scale of consultation events that have taken place in the Parish over the last 12-18 months. This includes consultation events in relation to the Redrow planning application for residential development at Grappenhall Heys, the Castle Green planning application for residential development at Thelwall Heys, consultation events by Homes England in relation to the SEWUE's Development Framework and consultation by Homes England on the Appleton Cross Local Centre.

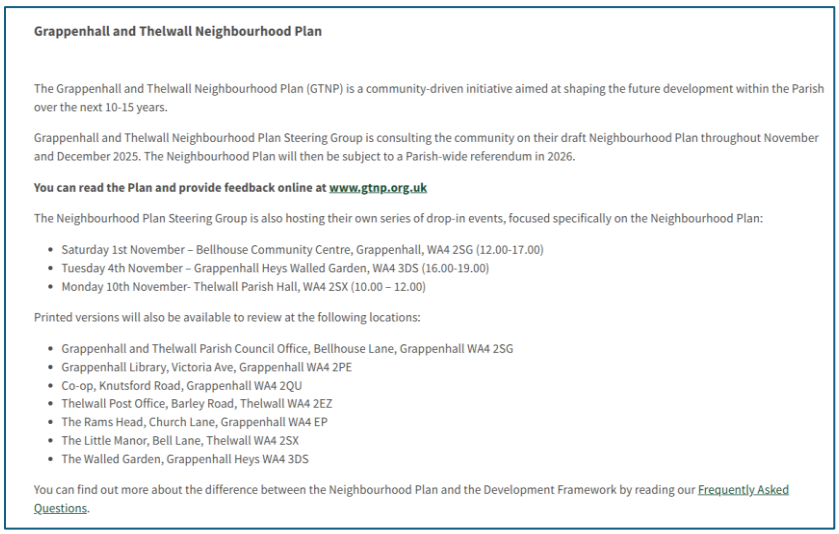
It has been a challenge for everyone to avoid consultation and engagement fatigue, but also to ensure that local people understand the difference between the consultation events and what they mean for local people.

The main area of clarification has related to the difference between the Homes England SEWUE Development Framework and the Grappenhall and Thelwall Neighbourhood Plan, what the areas cover and the status of each document i.e the Neighbourhood Plan being part of the adopted Development Plan for the area once made, opposed to the SEWUE Development Framework, which will only be a material consideration when determining planning applications. Effort has been made to try and communicate the differences to local people through the Neighbourhood Plan's social media and website.

The Steering Group has also worked closely with Homes England to ensure that messaging can be as clear as possible. Homes England allowed the Steering Group to have a stand at the initial engagement event launching its Development Framework and there is information on its 'commonplace website' about the Grappenhall and Thelwall Neighbourhood Plan. https://southeastwarrington.commonplace.is/. Likewise the Steering Group has shared information about forthcoming Homes England's engagement events at its own events and on its own platforms.

Figure 24 – Extracts from Homes England's commonplace website





Grappenhall and Thelwall Neighbourhood Plan

The Grappenhall and Thelwall Neighbourhood Plan (GTNP) is a community-driven initiative aimed at shaping the future development within the Parish over the next 10-15 years.

Grappenhall and Thelwall Neighbourhood Plan Steering Group is consulting the community on their draft Neighbourhood Plan throughout November and December 2025. The Neighbourhood Plan will then be subject to a Parish-wide referendum in 2026.

You can read the Plan and provide feedback online at www.gtnp.org.uk

The Neighbourhood Plan Steering Group is also hosting their own series of drop-in events, focused specifically on the Neighbourhood Plan:

- Saturday 1st November – Bellhouse Community Centre, Grappenhall, WA4 2SG (12.00-17.00)
- Tuesday 4th November – Grappenhall Heys Walled Garden, WA4 3DS (16.00-19.00)
- Monday 10th November- Thelwall Parish Hall, WA4 2SX (10.00 – 12.00)

Printed versions will also be available to review at the following locations:

- Grappenhall and Thelwall Parish Council Office, Bellhouse Lane, Grappenhall WA4 2SG
- Grappenhall Library, Victoria Ave, Grappenhall WA4 2PE
- Co-op, Knutsford Road, Grappenhall WA4 2QU
- Thelwall Post Office, Barley Road, Thelwall WA4 2EZ
- The Rams Head, Church Lane, Grappenhall WA4 EP
- The Little Manor, Bell Lane, Thelwall WA4 2SX
- The Walled Garden, Grappenhall Heys WA4 3DS

You can find out more about the difference between the Neighbourhood Plan and the Development Framework by reading our Frequently Asked Questions.

Section 4 – Statutory Consultation

4.1 Statutory Requirements under Regulation 14

Based on the requirements set out in the Neighbourhood Planning (General) Regulations 2012, Regulation 14 specifies that the statutory period for consultation on a draft neighbourhood plan must be not less than six weeks.

During this period, the qualifying body is required to publicise the draft plan, invite representations from those who live, work, or carry on business in the neighbourhood area, and consult statutory consultees as defined in the regulations.

This ensures that all interested parties have a fair opportunity to comment on the proposals before the plan is submitted for independent examination.

4.2 Screening Determinations

Before commencing the statutory consultation, the Parish Council sought screening determinations from WBC, as the local planning authority, to assess whether the Neighbourhood Plan needs to be accompanied by a Strategic Environmental Assessment (SEA) and/ or a Habitats Regulation Assessment (HRA). The outcomes of these screening determinations are outlined below. Copies of both Screening Determinations are provided on the Parish Council's website.

Strategic Environmental Assessment

A SEA is required for all Neighbourhood Plans which may result in likely significant environmental effects. Any Neighbourhood Plan must be accompanied by either a statement of reasons as to why SEA was not required, or an environmental report as part of the SEA process.

The results of WBC's initial SEA screening assessment for the Neighbourhood Plan confirmed that the Neighbourhood Plan is unlikely to have significant environmental effects. However, before a final SEA decision was reached, a 5-week consultation period was undertaken with the Environment Agency, Natural England and Historic England. This consultation period, between 05 September and 13 October 2025, gave these statutory consultees an opportunity to comment on WBC's initial screening determination conclusion.

WBC reviewed their screening conclusions in light of any recommendations made by the three statutory consultees [consultation responses were received from the Environment Agency and Natural England, no response was received from Historic England], and consulted with the Parish Council, before confirming its final SEA conclusion. The final screening confirmed that the initial conclusions reached by WBC were still relevant and that the Neighbourhood Plan is unlikely to have significant environmental effects over and above those already assessed through the Local Plan SEA, and therefore SEA is not required for the Neighbourhood Plan.

Habitats Regulation Assessment

The requirement for a HRA is set out within Regulation 63 the Conservation of Habitats and Species Regulations 2017 (as amended) and Articles 6(3) and 6(4) of the Habitats Directive. Legislation requires an Appropriate Assessment of any plan or project to be undertaken to assess if it is likely to have significant adverse effects upon the integrity of internationally designated sites of nature conservation importance, now known as the national site network (formerly known as Natura 2000 sites).

Following an initial Screening Determination Statement, WBC concluded that it is not necessary to carry out a full HRA on the Grappenhall and Thelwall Neighbourhood Plan. However, WBC also needed to review the screening conclusions reached in the light of any recommendations made by the statutory consultee, and consult with the Parish Council, before confirming its final HRA conclusion.

Following a 5-week consultation period between 05 September 2025 and 13 October 2025, Natural England confirmed that the Neighbourhood Plan can be screened out from further stages of assessment because significant effects are unlikely to occur, either alone or in combination. WBC's initial screening opinion was therefore upheld and a Habitats Regulation Assessment is not required for the Neighbourhood Plan.

4.3 Grappenhall and Thelwall Neighbourhod Plan Consultation

Notification of Publication of the Regulation 14 Neighbourhood Plan

The Parish Council sent a letter to a range of statutory and non-statutory consultees notifying them of the publication of the Regulation 14 consultation period.

A copy of the letter is provided at **Appendix 5**.

The list of consultees is provided at **Appendix 6**.

Consultation Events

Regulation 14 consultation on the draft Grappenhall and Thelwall Neighbourhood Plan took place from 1 November 2025 to 12 noon on 1 January 2026. This was advertised via a leaflet which was distributed to all addresses within the Parish, as provided at **Appendix 7**.

The draft plan and feedback form (via google forms) were available electronically on the Grappenhall and Thelwall neighbourhood Plan website at **www.gtnp.org.uk**.

Printed versions of the draft Plan along with a paper consultation form (See **Appendix 8**) were made available for people to review and comment on at various locations across the Parish as follows.:

- Grappenhall and Thelwall Parish Council Office, Bellhouse Lane, Grappenhall WA4 2SG
- Grappenhall Library, Victoria Ave, Grappenhall, WA4 2PE
- Co-op, Knutsford Road, Grappenhall, WA4 2QU

- Thelwall Post Office, Barley Road, Thelwall, WA4 2EZ
- The Rams Head, Church Lane, Grappenhall, WA4 EP
- The Little Manor, Bell Lane, Thelwall, WA4 2SX
- The Walled Garden, Grappenhall Heys, WA4 3DS

A ballot box was also available at each location for local residents to post their comments securely.

Figure 25 – Extract from the Online Regulation 14 Pre-Submission Consultation Form



Three formal consultation events took place on the following dates:

- Saturday, 1 November 2025 - Bellhouse Community Centre, Grappenhall, WA4 2SG (12.00-17.00)
- Tuesday, 4 November 2025 - Grappenhall Heys Walled Garden, WA4 3DS (16.00-19.00)
- Monday, 10 November 2025 - Thelwall Parish Hall, WA4 2SX (10.00-12.00)

Figure 26 – Social Media post advertising Regulation 14 consultation events



These events were supplemented by two smaller pop-up events at:

- All Saints Christmas Fair – 29 November 2025
- St Wilfrid's Christmas Fayre – 6 December 2025

Each event was hosted by representatives of the Steering Group who were on hand to answer questions about the Neighbourhood Plan. Over 200 local residents came along to speak with the team.

Figure 27 – Photos from the Regulation 14 Consultation Events











Copies of the following documents were available at all consultation events:

- Bound copies of the Pre Submission Draft Neighbourhood Plan
- Printed and enlarged copies of the main plans included in the Neighbourhood Plan
- Neighbourhood Plan Strategic Environmental Assessment Initial Screening Statement
- Neighbourhood Plan Strategic Environmental Assessment Final Screening Determination
- Habitats Regulation Assessment Initial Screening Statement
- Neighbourhood Plan Habitats Regulations Assessment Final Screening Determination
- The Green Space Report
- The Grappenhall and Thelwall Housing Needs Assessment
- The Housing Needs Survey Report
- The Grappenhall and Thelwall Character and Design Study
- Hard copies of consultation forms (although local residents were encouraged to submit their reponses online)
- A ballot box for hard copies of responses to be posted securely

4.4 Consultation Responses Received

All comments received by the end of the consultation period have been considered and, where appropriate, the Plan has been amended in response to the representations received. A table of all of the responses received during the Regulation 14 consultation period, along with a summary of the changes made are provided at **Appendix 9.**

These are listed by specific policy, as follows:

Policy	**Page**
GBS1 Green and Blue Infrastructure Network	75
GBS2 Green Belt Boundary Strengthening	89
GBS3 Local Green Space	94
HG1 Grappenhall Hall	103
HG2 Former Grappenhall Rectory	110
HG3 Sites and Buildings of Local Historic Value	115
HG4 Protecting Heritage Transport Routes in Grappenhall	119
D1 General Residential Design Principles	124
D2 SEWUE Broad Lane Area: Design Strategy	132
D3 SEWUE Stockton Lane Area: Design Strategy	140
D4 Thelwall Heys: Design Strategy	148
D5 Sustainable Residential Development and Carbon Reduction	149
D6 Re-use of agricultural buildings	157
D7 Commercial Areas	159
H1 New Development to meet Local Housing Need	162
INF1 Footpaths and Cycle Paths	167
INF2 Protecting, improving and providing facilities for health, education, sports and recreation and other community uses	174
Other comments	183

The table shows the number of representations made on the draft Neighbourhood Plan by policy number and whether they were in support, were objecting or commenting. It should be noted that in some cases, representations were counted as both supporting and commenting.

The changes made column shows where a representation resulted in or related to an amendment to one of the policies of the plan.

Figure 28 - Table of Representations on the Neighbourhood Plan:

Policy Number	Support	Comment	Objection	Changes made
GBS1	21	19	1	7
GBS2	17	11		1
GBS3	17	17		7
HG1	16	16		1
HG2	22	7		1
HG3	25	4		
HG4	17	12		2
D1	12	21		15
D2	17	14	1	3
D3	15	18	4	
D4	21	14		1
D5	19	13		2
D6	23	5	1	
D7	17	12		
H1	22	13		
INF1	22	11	3	4
INF2	20	14		1
Other Comments	10	37		5
TOTALS	**333**	**258**	**10**	**50**

The following section summarises the main representations received by policy.

<u>Policy GBS1 Green and Blue Infrastructure</u>

Include reference to wheeling and horseriding.

Include reference to future stewardship of identified areas.

Concern from Warrington Borough Council and Homes England that this policy, along with policy GBS3, could undermine or delay delivery of local plan strategic allocations.

Query from Warrington Borough council and others whether references to Biodiversity Net Gain within the plan were contrary to national policy and local plan policy.

Suggestion from a landowner that there were historic artefacts off Broad Lane that need to be considered.

Policy GBS 2 Green Belt Boundary Strengthening

Suggestions that aspects of the Reasoned Justification to the policy could be included in the policy and that reference should be made to the form of improvements and to the management and maintenance of the Green Belt.

Policy GBS3 Local Green Space

Morris Brook Park, Jubilee Park and the Trans Pennine Trail should be included in the policy.

Reference should be made to the form of improvements and to the management and maintenance of the sites.

Concern from Warrington Borough Council and Homes England that this policy, along with policy GBS1 could undermine or delay delivery of local plan strategic allocations.

Policy HG1 Grappenhall Hall School

Suggestions that the site needed to provide parking for the nearby primary school, that secondary access should be provided from Broad Lane and that the policy needed to refer to maintenance of the proposed open space on the site.

Concern expressed over access to the site over the cobbles of Church Lane.

Policy HG2 Former Grappenhall Rectory

Detailed comments from Warrington Council regarding specific aspects of the policy wording.

Policy HG3 Sites and Buildings of Local Historic Value

Suggestion that Thelwall Heys and Chaigeley School be included under this policy.

Policy HG4 Protecting Heritage Transport Routes in Grappenhall

Suggestion that the policy should reaffirm the transport hierarchy, giving priority to walking, wheeling and cycling.

Minor wording change suggested by Warrington Council.

Suggestion that the policy was not feasible if access is required to Broad Lane and Stockton Lane.

Policy D1 General Residential Design Principles

Concerns expressed that the materials specified were too prescriptive, didn't allow for innovative design and flexibility and could result in pastiche development. Other concerns expressed stating didn't want modern innovative design.

Suggestion from Warrington Borough Council and Homes England that reference to semi-detached and detached housing conflicts with the requirements of Policy H1.

Suggestion from Homes England that design guidance should await the production of such detail in the Development Framework.

Some residents expressed wish for more bungalows

Policy D2 South East Warrington Urban Extension Broad Lane Area: Design Strategy

Need to upgrade and maintain existing footpaths.

Design requirements over-prescriptive.

Suggestion that a strategy is required to deal with traffic on Broad Lane.

Concerns expressed from Warrington Borough Council and Homes England regarding production of design guidance in advance of the Development Framework. Suggestion that the proposed new footpath route should not be shown but instead indicated by an arrow showing its general direction.

Policy D3 South East Warrington Urban Extension Stockton Lane Area: Design Strategy

Suggestion that the policy should make provision for a footbridge over the Bridgewater Canal and for a 2-way vehicular crossing to upgrade Lumb Brook aqueduct.

Query regarding reference to a landmark building on the site.

Suggestion that opportunities for smaller terraced properties should be considered.

Concerns expressed from Warrington Borough Council and Homes England regarding production of design guidance in advance of the Development Framework Also that as drafted it is overly prescriptive and does not consider the relationship of the site to the rest of the South East Warrington Urban Extension.

Policy D4 Thelwall Heys Design Strategy

Suggestion that more cycleways needed, that the design requirements were too prescriptive and that the policy should refer to improvements to the Trans Pennine Trail.

Concerns expressed regarding vehicular access to the site.

Policy D5 Sustainable Residential Development and Carbon Reduction

Warrington Borough Council expressed caution over the policy as it was similar to one that was rejected as part of the local plan process. Suggestion that it is necessary to test the requirements through a viability assessment.

Policy D6 Re-use of Agricultural Buildings

Suggestion from Warrington Borough Council that the policy repeats national policy also queried the 50-metre limit on extensions.

Policy D7 Commercial Areas

Queries raised over how such improvements would be financed and implemented.

Policy H1 New Development to Meet Local Housing Need

More references to elderly provision sought.

Policy INF1 Footpaths and Cycle Paths

Suggestions that the policy should make more reference to provision for the elderly and disabled as well as for wheeling and horseriding.

Concern expressed by Warrington Council and Homes England over the provision of footpaths on third party land. Suggestion that the proposed new footpath route should not be shown but instead only the general direction should be indicated.

Policy INF2 Protecting, Improving and Providing Facilities for Health, Education and Sport

Suggestions that co-location of facilities should be favoured and that provision for the disabled should be referenced.

4.5 Amendments to the Neighbourhood Plan

The following main amendments were made to the draft neighbourhood plan arising from comments and responses to the consultation on the draft plan. Other minor changes, not referred to here, are to correct typos or other errors in the plan.

The key changes are listed on a policy-by-policy basis.

Policy GBS1

Reference was included in the policy to increasing the **diversity** of ecological networks.

Reference was now included to allowing development in such areas as an exception **where enabling infrastructure is required to support delivery of local plan strategic allocations** and that in such cases **compensatory improvements will be made to the environmental quality and accessibility of the green infrastructure network.**

It was clarified that biodiversity mitigation and compensation will be provided **preferably** within the neighbourhood area.

Reference is now made to provision for **wheeling** and to the need for the future maintenance of planted areas.

Policy GBS3

Morris Brook Park, Diamond Park and Jubilee Park were added to the list of Local Green Spaces.

Reference was now included to allowing development in such areas as an exception **where enabling infrastructure is required to support delivery of local plan strategic allocations** and that in such cases **compensatory improvements will be made to the environmental quality and accessibility of the green infrastructure network.**

Policy HG1

Various minor amendments were made to the wording of the policy to clarify its meaning and to make explicit the aims of the policy.

Policy HG2

Various minor amendments were made to the wording of the policy to clarify its meaning and to make explicit the aims of the policy.

Policy HG4

Minor wording change at the request of Warrington Council.

Policy D1

Fairly major rewording of the policy to avoid over-prescription and allow flexibility, to remove references to character areas and to make reference to allowing contemporary design. Also removed the restriction on house types to allow for more smaller, higher density house types in line with the requirements in Policy H1.

Policy D2

Some minor rewording to clarify the meaning of the policy.

The rerouting of the off-site footpath proposed with this site to provide a shorter and more cost-effective route. Despite objections to the precise route of such a path being shown, it was resolved to continue to identify the route of the path which is a link in the Mersey Valley long-distance footpath, provides a safe, off-road link in the path and will provide certainty over the route of an important linkage.

It was also considered important that the design requirements were related to nearby settlements rather than to the other parts of the South East Warrington Urban Extension, from which this site is relatively remote.

Policy D3

Minor rewording of the design requirements to clarify meaning and to reduce over-prescription.

Otherwise, it was also considered important that the design requirements were related to nearby settlements rather than to the other parts of the South East Warrington Urban Extension, from which this site is relatively remote.

Policy D5

The policy was reworded to ensure that it is aligned with the broader objectives of reducing carbon emissions, fostering resilient communities, and meeting national and local climate targets and is therefore not enforcing a contradiction of national policy.

INF1

The policy has been amended to include reference to **wheeling and horseriding, where appropriate.**

The rerouting of the off-site footpath proposed between Grappenhall Wood and Broad Lane housing site to provide a shorter and more cost-effective route. Despite objections to the precise route of such a path being shown, it was resolved to continue to identify the route of the path which is a link in the Mersey Valley long-distance footpath, provides a safe, off-road link in the path and will provide certainty over the route of an important linkage.

4.6 Next Steps

The resulting amended draft Plan will now be submitted to the local planning authority (Warrington Borough Council), which will put it out for a second round of public consultation. At this stage, comments should only be submitted as to whether the Plan meets the ‘basic conditions’ listed above.

Any comments made at this stage will be passed directly to an Independent Examiner appointed by Warrington Borough Council in conjunction with Grappenhall and Thelwall Parish Council (the neighbourhood planning body). The Examiner will provide an assessment as to whether it meets the ‘basic conditions’ and whether it needs any modifications to enable it to do so. The Examiner will also provide a recommendation on whether the Plan should proceed to a public referendum.

Warrington Borough Council will arrange for the referendum to take place. All people on the electoral register for the Parish will be entitled to vote in the referendum.

It is necessary to gain more than a 50% ‘Yes’ vote of those voting in the referendum for the Plan to be ‘made’ and brought into force.

APPENDICES

Appendix Number	Title
Appendix 1	Application to Designate as Neighbourhood Area
Appendix 2	Results of 2018 Parish Questionnaire (as presented to public meeting January 2024)
Appendix 3	Results from Engagement Exercise (Summer 2024)
Appendix 4	Local Housing Needs Survey 2024
Appendix 5	Neighbourhood Plan (Regulation 14) Consultation Letter
Appendix 6	List of Statutory and Non-Statutory Consultees
Appendix 7	Neighbourhood Plan (Regulation 14) Consultation Leaflet
Appendix 8	Regulation 14 Consultation Form
Appendix 9	Table of consultation responses received

APPENDIX 1 – APPLICATION TO DESIGNATE AS NEIGHBOURHOOD AREA

GRAPPENHALL AND THELWALL PARISH COUNCIL
Council Office, Community Centre, Bellhouse Lane, Grappenhall, Warrington WA4 2SG
Janet Richards MA Responsible Financial officer
Tel/Fax 01925 264918 (Tuesday & Thursday 12.00 - 5.30 pm) 01925 269916 (Home)
janet@grappenhallandthelwallpc.org.uk

17th November 2016

Joanne McGrath
Principal Planning Policy & Strategy Officer
Warrington Borough Council
New Town House
Buttermarket Street
Warrington
Cheshire
WA1 2NH

Dear Joanne

Re: Designation of Grappenhall and Thelwall as a Neighbourhood Area

Grappenhall and Thelwall Parish Council would like to seek permission (as a qualifying body) to Warrington Borough Council, to designate the whole of the parish of Grappenhall & Thelwall, as a Neighbourhood Area, to enable the Parish Council to produce a Neighbourhood Plan. It is considered that the whole parish is appropriate to be designated as the neighbourhood area – as it has clear boundaries and is generally recognised as an existing entity for policy making purposes.

A number of volunteers have come forward to assist in the production of a Neighbourhood Plan from both Grappenhall and Thelwall villages, and there is much support for covering the whole of the parish, as opposed to a part of the parish. It is intended that a Steering Group will be formed, which will consist of 8-10 individuals – roughly half will be Parish Councillors and the other half will be members of the public. We also have a number of individuals who have offered to assist in the process, but won't necessarily be part of the Steering Group.

We have already met with Kirkewlls – who will oversee the whole process and assist in the plan production.

I have attached a plan of the proposed Neighbourhood Area – showing the Grappenhall and Thelwall parish boundary.

Yours sincerely

Janet A Richards
Responsible Financial Officer
On behalf of Grappenhall & Thelwall Parish Council

APPENDIX 2 – RESULTS OF PARISH QUESTIONNAIRE 2018 (AS PRESENTED TO PUBLIC MEETING JAN 2024)





What People Said They Like

- Countryside/Wildlife/Semi Rural Living
- Green and Open Spaces
- Community Spirit
- Being Close to Warrington Town Centre
- Good Schools
- Bridgewater Canal and Trans Pennine Trail
- Peace and Quiet
- The Walled Garden and Cricket Club

What People Said They Dislike

- Traffic, Congestion, Speeding
- Derelict Properties
- Poor Bus Service
- Poor Air Quality
- Lack of Shops
- Lack of Safe Walking & Cycling Routes
- Poor Parking
- Litter
- State of Swing Bridges

We asked People for their Views on the Types of Housing G&T needs in the future?

1690 people commented.

They said:-

- Semi-detached = 16%
- Bungalows = 14%
- Starter Homes = 14%
- Detached = 14%
- Retirement Homes = 13%
- Terraced Mews = 9%
- Apartments = 5%
- Social Housing = 4%
- Other = 13%

We asked People what Services and Facilities should be Protected and Enhanced?

808 people commented.

They said:-

- Local Shops
- Schools
- Doctors
- Post Office
- Local Parks
- The Walled Garden
- Footpaths and the Trans Pennine Trail
- The Library
- Public Transport
- Churches
- Pubs

We asked People how they Typically Travel to their Place of Work, for shopping or for other Services? (Pre-pandemic)

1058 people commented.

They said:-

- Car = 61%
- Foot = 20%
- Bus = 10%
- Cycle = 4%
- Other = 6%

We asked People whether they thought more employment or business premises should be created in the Parish? (Pre-pandemic)

846 people commented.

They said:-

- No = 72%
- Yes = 28%.

People were then asked where any new business/employment premises should be located

- Reuse or refurbishment of existing buildings = 56%
- Other (brownfield sites) = 14%
- Newbuild = 7%
- Answered no to 1st Question = 23%


We asked People What Change or Improvement would make a difference to their Quality of Life?
610 people commented.
They said:-
• Improve GP Services
• Provide More Recreation and Leisure Facilities
• Provide Facilities for Teenagers
• Improve Shops
• Provide Allotments and plant more Wildflowers and Trees
• Better Public Transport with Smaller Busses
• Protect Rural Setting
• Manage Traffic, stop Speeding and Congestion
• Provide safe walking and cycling routes especially to schools
• Protect Rural Settings around the villages
• Refurbish Derelict Buildings
• Have Parks and Open Spaces for Children
• Improve the Right of Way Network.

APPENDIX 3 – RESULTS FROM ENGAGEMENT EXERCISE (SUMMER 2024)

What do you like about Grappenhall & Thelwall?

1. Village feel and feels part of the countryside.
2. Nice churches. Safe. Bridgewater canal. Village feel.
3. The countryside and beauty that's all around us. Community and friendliness.
4. Plenty of open green space to walk in and take in nature. Make sure housing doesn't crowd it out.
5. Still feels like a village. Good church and parish centre. Good music concerts.
6. Community spirit, friendly, caring, supporting, feels like a village (but may lose that)
7. Tranquil village life. Lovely countryside. Open space. History and heritage.
8. Just moved here. All the people are very friendly.
9. Everyone is nice. Weather.
10. Semi-rural. Historic buildings. The people. Green spaces. Village pubs and centres.
11. Convenient for Warrington. Convenient for Motorways. Still a village feel.
12. Greenery. People and community. Clubs and activities.
13. Trees, hedges, gardens. Open space. Walks in rural areas very near.
14. Commutable to City and access to hospitals etc but in countryside within a minute for cycling.
15. Green spaces to walk around. Bridgewater canal.
16. Love the village feel, the cobbles. Community and people.
17. People. Community feel. Village feel.
18. Village feel.
19. Community spirit. Close community. Historical. It's a family-based village.
20. Quiet and countryfied. I always feel safe here.
21. Community feel.
22. Community feel.
23. Community/ village feel. Cobbles. Oldy-worldy heritage.
24. Small community church is nice. Good Parish Council.
25. Thriving farming business!
26. The community and the volunteers
27. Community Spirit and Green Spaces
28. Mixture of housing types and rural feel, green spaces, canal and nice walks, village identities, sense of community
29. The semi-rural feel of being near green spaces
30. Cobbles, canal walks, green spaces, community feel, clubs, societies and sports, friendliness of community and being able to live here as family grows
31. Rural nature of Grappenhall and Thelwall being on the edge of the Green Belt.
32. Grappenhall woods is a gem and should be extended
33. Green spaces and rurality of the area
34. Green spaces, canals and Trans Pennine Trail
35. Its rural green location
36. Pubs
37. Stockton Lane is a wonderful walk. Please keep as a no through road with hedgerows on both sides.
38. Rural, Community.
39. Character – still a village community. Lovely walks and open fields.
40. Community. Beautiful villages.

41. Lots of opportunities for **walking** especially along **canals**. **Pubs** all in walking distance of home.
42. Near **countryside** on foot
43. **Community** spirit
44. **Community** and people, **church, schools**
45. **Trans Pennine Trail** (if surfaced). **Village** feel and separation
46. **Mature trees** and **hedgerows**, **green space**, **conservation areas**
47. The **community** and the friendliness of the neighbourhood
48. **Community** spirit and feel of Thelwall. **Village** feel.
49. **Rural**, **friendly** places
50. **Community** spirit. **Local pubs and clubs** (British Legion)
51. It's beauty, **open spaces**, sense of **community**, lovely **walks**.
52. The **green space**
53. **Community**, **village** feel, well kept.
54. **Village** feel of Thelwall, **green spaces**, **local people**, **Little Manor (pub)**
55. **Wildlife** and **open spaces**
56. **Village** feel. Well connected. **Conservation areas**
57. **Rural area**. Lovely walks and a chance to appreciate **nature**. Protect **green spaces** for mental health!
58. The perfect balance of access to **green spaces** and **countryside** yet also on the doorstep of all facilities in Warrington and **Stockton Heath**
59. Easy access to **countryside**. Easy **access to walks**. **Wildlife**. **Green spaces**.
60. Lovely place to visit **independent shops in Stockton Heath**
61. **Green space**, **semi-rural**, fresh air
62. Beautiful walks and **green space**
63. **Green space**, **history**
64. Lovely **schools** and **green spaces**. Low population density
65. **Green areas/ space**, **friendly people**, **semi-rural** location, **local history**
66. Have moved here recently and love the **surrounding walks** and convenience of many **buses** into town and **Stockton Heath**
67. Nice space to visit/ **walk**
68. Beautiful spaces, **lovely walks**, **friendly people**, good shops/ amenities
69. I like the **community** – 40 years of residence.
70. **Countryside walks**
71. The **walled garden** is a great amenity and needs to be **preserved**
72. Lots of **green space** for **walks/ runs**
73. **Countryside**, **amenities**, **people**, **restaurants**
74. **Semi-rural**, **green spaces** and **walks**
75. **Walled garden** – improve its use to maximise income for maintaining gardens etc.

What do you not like about Grappenhall & Thelwall?

1. **Threat to our open space**
2. **Potholes** on St Anne's Avenue
3. **Broken pavements and roads**
4. **Hedges over-grown**
5. **Cars outside schools** and **speeding**
6. That **nature will be destroyed**. **Not being able to take children on bike rides over canal with extra cars**.
7. **Keep our countryside** as it is so no more houses. **Keep village feel**.
8. **Bins over-flowing**. **Speeding** down Thelwall New Road.
9. The **old Rectory** is a disgrace. **Traffic**.
10. More attention needed to **potholes and over-grown hedges**.
11. Middlehurst Road **speeding** a **traffic back logs**.
12. **Traffic on Cliff Lane**. Limit Bellhouse Lane Junction. **Traffic speeding.** As a cyclist need to enforce **traffic policy** – **have speed cameras**.
13. **Transport by bus poor**. **Traffic can be extreme at times**. **No doctors surgery in Grappenhall**.
14. Change in over-population. **Destroying nature**, beauty. **Not enough play areas**.
15. **Lack of doctors' facilities. Warrington hospital too small and not enough parking**.
16. **Cars speeding**. **Dilapidation** in village centre with **Grappenhall Hall school** and **Old Rectory**.
17. **Threat to our Green Belt**.
18. Developers over-building small plots without **infrastructure, parks, doctors**.
19. **Plastic/ tacky signs on shops and fences**. **Speeding**.
20. **If Thelwall Viaduct has a problem Grappenhall becomes gridlocked**. This will only be worse with new houses.
21. **Cutting down trees**. Not enough **playgrounds (primary and pre)**.
22. **We're a cut through when problems on M6/M56**.
23. One bus an hour not good for old folk.
24. **Not enough doctor surgeries, schools, dentists, small A&E**.
25. **Trees being cut down** and gardens paved over to accommodate more **cars**. **Too much car-based travel**. **Threat to green belt** of big logistic developments. The new builds are not sustainable – they should be.
26. **Traffic! The Old Rectory**. Could do with **more local services**. **No cycleways/ places to walk.**
27. **Speeding** and **traffic**.
28. Do not want Hill Top Road becoming **a rat run for traffic** from new homes commuting over Ship Canal.
29. **Road infrastructure if motorway goes down**. **Bridges over Manchester Ship Canal**. No trams, links, bike lanes.
30. **Only one bus per hour**.
31. **The state of the Old Rectory**.
32. **Rubbish sometimes left behind. School congestion.**
33. **Traffic**.
34. Footpaths narrow in village. **Plants growing over paths.**
35. The **traffic** in busy periods is very bad, delays when problems on **motorway** systems has major effect
36. Uncertainty over the future plan for **infrastructure** to **support community**

37. Increase of **traffic** and pollution. New Grappenhall is very busy already.
38. **Traffic, highway issues**, **increasing housing numbers**, lack of **infrastructure**
39. Lack of **access to amenities** e.g. hospitals, isolated by Manchester Ship Canal, dependency on car culture
40. **Traffic** and lack of **infrastructure** e.g. doctors' surgeries.
41. **The monotony of large detached executive homes at Grappenhall Heys – not enough semi-detached, mews, starter homes and apartments for first time buyers and to retain school leavers/ returning graduates in the area**.
42. **Traffic** through roads
43. **Lack of shops**
44. **Traffic**
45. Trans Pennine Trail is neglected. Not enough buses.
46. **Removing green belt** for housing
47. **Services e.g. shops, doctors** etc. Could be a **better community offer**
48. Working and younger people too busy to help **community**
49. **Who is responsible for (1) the Trans Pennine Way including the old railway line through Thelwall. Why is it in such a bad state compared to the Lymm section? (2) Narrow canal towpath? It is a disgrace, a complete mud patch (3) the footpaths through Thelwall? They are also a disgrace.**
50. **Lack of facilities**
51. Large cars parking across footpaths blocking them – real **accessibility** issues, **traffic**
52. **Isn't overly self-sufficient**. Would love more **farm shops, greengrocers** etc.
53. Happy as it is.
54. **Lack of sports facilities and secondary school**
55. **Lacks infrastructure**
56. Mosquitos!
57. Encroachment by Warrington, **traffic, speeding.**
58. **Trans Pennine Way** needs to be more accessible – mud. Canal path the same. Needs more benches to sit on along the canal between Thelwall and Lymm. Also only benches in Elizabeth Park are around children's play area. Need somewhere for dog walkers to sit down, preferably overlooking the Little Manor.
59. **Traffic** when M6 closed.
60. The **Trans Pennine Trail resurfacing** hasn't been completed properly.
61. The clinic (Springfield Rd) should also have an associated **doctors' surgery**.
62. **Infrastructure** poor - services (doctors, dentists etc)
63. Need to sort out the derelict building that was a shop (Thelwall).
64. **Traffic, congestion**, **litter**
65. Loss of green spaces. Long term plans to lose more and more green belt. **Lack of infrastructure**. **Traffic** chaos at times. **Lack of facilities**. We need a hub!
66. Connections to **local infrastructure** on foot/ bike
67. Poor **public transport**, inadequate **road network**.
68. **Litter by the Big Blue chip shop**. **Traffic congestion** by Tesco.
69. **Traffic/ congestion**, lack of parking.
70. General **traffic congestion** especially at school times.
71. The parking along Witherwin Avenue and **traffic**, **speeding**. Irresponsible drivers in the wider area.
72. **Poor state of the swing bridges**
73. **Traffic** (lorries) on Knutsford Road. **State of bridges!**

As Grappenhall and Thelwall grows, what will be important to you and your family?

1. Preservation of **ecology (treelines, hedgelines, preserve hedgerows, buildings 15 meters back**). Keeping in keeping with area, **architectural design to reflect area**, not just lowest cost.
2. Don't ruin **village**, **amount of open spaces and green fields**.
3. Must keep the **green spaces** and love the **rural** feeling
4. **Infrastructure to support the expansion**.
5. **Make room for wildlife**
6. **Affordable housing for first time buyers**. **Infrastructure e.g roads, schools, doctors**
7. Better traffic management. **More play areas.**
8. No houses. **Encourage alternative forms of transport apart from cars.**
9. Need to retain **green spaces**.
10. **Rectory to be refurbished.**
11. **Keep community spirit** and safe environment
12. **Small shops not big supermarkets**
13. Better traffic flow. **Better designed new housing**. **Enhance existing historic buildings**.
14. Keep it **historical landmarks and beauty**.
15. **Important – cycleways north-south**. I like access to **countryside** and **hospital, cinema, restaurants** of Warrington.
16. **More health facilities.** Schools – Ofsted outstanding. **Free childcare**.
17. Keep the **village feel, Conservation Areas, countryside**.
18. The old rectory turn into a **nursery/ day care centre**. The old school into a **high school**. Shared car parking for both schools. Win-win
19. **Community spirit and feeling safe. A continues sense of community**.
20. Roads, houses, **everything kept as it is**. Grappenhall Boys School not converted in a retirement home.
21. Like **village** feel and **want more cycling opportunities**
22. The new people are welcomed. The new houses are well integrated into the **rural** surroundings and are carbon neutral. **Walking, cycling and public transport are integrated**.
23. Safe areas, **supermarket and infrastructure**. Protection of **green belt,** air quality - especially if Six56 goes ahead. **Lymm/ Bridgewater over-subscribed -also need more primary schools.**
24. **Rectory refurbished**.
25. Keeping some **countryside** close by. Continue the **friendly feel** of the place.
26. **More wildlife**. Like the school.
27. Keeping plenty of **safe areas for children to walk, scoot, cycle etc**.
28. **Traffic**.
29. More **community infrastructure**.
30. Builders need to uplift their social value. **Better amenities.**
31. Grappenhall Hall School made tidy. **No houses.**
32. **Village atmosphere**
33. **Rectory to be done up**.
34. **Green spaces** to be considered as necessary.
35. Improve **traffic infrastructure.**
36. Make the old school opposite St Wilfrid's a **country park**.
37. **Affordable housing for first time buyers**, maintain our **green spaces**, **suitable infrastructure e.g. roads, schools, GPs, shops**.

38. More opportunity for **active travel**, retain **green spaces**.
39. By-pass to reduce **traffic** to Warrington centre
40. **Infrastructure** needs to be considered not just left until the end of numerous developments
41. **More housing for next generation**
42. Better **public transport**, **more terraces, smaller starter homes**, **character and a sense of place** in new developments.
43. Retention of the **heritage** buildings and history of both Grappenhall and Thelwall
44. Better **public transport**, **traffic** no worse, **retention of 'look and feel', keep sense of identities**, **keep village feel,** mixture of **housing types**, **affordable, small and large**.
45. Homes for everyone! (mix of **house types** and **tenures** especially **starter homes/ other intermediate tenures** to allow our children to get on the housing ladder)
46. **Better Public Transport** and **health care services**
47. It needs to have a **youth centre**
48. Future development needs to have **everything to serve the community it creates**, flow of **traffic** and pollution a concern. Need to invest in **public transport**.
49. More opportunities for young children to engage with the **community**
50. **Homes for all**
51. Preservation of **mature trees** and **green space**. Improvements to **walking and cycling facilities**. **Local amenities**.
52. **More shops**
53. **Affordable housing**
54. Grappenhall Village **restricted access during school hours**. **Rectory (Grappenhall Village)** restored.
55. **Places to kick a ball around not just playgrounds**
56. Housing with character. **Not 3-storey, some bungalows**. **Need school and doctors**. More **trees**.
57. **Green space**, **more GPs**, **bus service** along Stockport Road
58. **Maintain unique character of the area**
59. **Infrastructure better – schools, police, doctors**. **Better footpaths**
60. Make sure **extra doctors, dentist, schools**. **Buildings to be kept in keeping with current properties**
61. **Doctors, schools**
62. **Better infrastructure**, **footpath maintenance**, drainage better
63. **Cafes, coffee shops**
64. Retain **green spaces**, access to **countryside** beyond. More **doctors, small supermarket**
65. Loss of **green space**, **infrastructure (doctors, schools),** keep **green space**
66. Better access to **healthcare** and **public transport**
67. A **family friendly café and deli**
68. **Good road infrastructure** to cope with increased **traffic**. Good future planning to accommodate growth in **traffic**.
69. Don't want **uniformity – need mixed styles, bricks**, enough **affordable housing for first time buyers,** continued access to **countryside** essential, **more retirement homes** to **free up existing family homes**
70. **Traffic**, pollution, **doctors and school places**, **green space** needs to be retained as does access to the **countryside**. Needs more **trees planting**. **Space to walk dogs not just play areas**.
71. Amount of **traffic** on Knutsford Road when new Thelwall houses built.

72. Please keep our **greenbelt!** We want **green spaces** to be protected. We don't want land and **super-powered cars**. We don't want pollution!
73. **Green spaces**, **SEND School, new crossing over canal, medical hub**
74. More **doctors surgeries, policing**, **traffic wardens, local shops**. Ease **traffic congestion** in Stockton Heath. **Repair pot holes**. Need a bank. Too many houses and not enough **roads, schools** etc – no **infrastructure**.
75. Suitable **housing for older people to downsize** (right size) without leaving the area.
76. Connectivity of **paths and cycleways** with the wider area of Stockton Heath and Appleton.
77. Access to **doctors'** appointments and **medical facilities**
78. The **infrastructure** should grow with the population increases
79. **Green spaces**, **footpaths and walks**
80. Access to **schools, GP and NHS services. Infrastructure**.
81. Retaining **green spaces**.
82. **Green spaces**. **Local amenities (shops, GPs** etc). **Transport – more cars.**
83. Developments are planned **with space** and not squeezed in.
84. **Shops, infrastructure**, **Roads**
85. **GP surgeries**. Maintenance of access to **green spaces**. **Independent businesses for the local economy and not just chains**.
86. More **police, shops**. Keep **green fields**. **Repair Roads**. **More money spent on cleaning up the area**. **Cheaper houses for first time buyers**
87. **More spaces/ places for young people (more shops)**
88. **Local independent facilities (shops, cafes)**
89. **Cycle lanes** (school runs), **play areas for all ages**, **transport (buses)** 7 days a week.
90. **Road infrastructure** is vital to enable movement and clean air. **Homes for first time buyers**.
91. Minimal air pollution, **green space, local independent shops/ businesses**, **community** ethos (locals)
92. **Infrastructure** that works for local people.
93. **Maintain character** and **nature**. Preserve the feel. No shops. Treat **historical** areas special.

APPENDIX 4 – LOCAL HOUSING NEEDS SURVEY 2024

YOUR VIEW COUNTS

Grappenhall and Thelwall Parish Neighbourhood Plan

Local Housing Needs Survey 2024

The Warrington Local Plan (December 2023) has allocated two housing sites within the Grappenhall and Thelwall Parish - Thelwall Heys and the South East Warrington Urban Extension (SEWUE) providing for around 2,700 new homes. Some of that development could get started as soon as 2025.

To ensure the Parish has the best possible chance of influencing these developments, as well as reflecting other priorities covering amenities and infrastructure and protecting our green spaces and heritage assets, Grappenhall and Thelwall Parish Council has started the process of producing a Neighbourhood Plan with the help of a Steering Group, made up of local volunteers. Once 'made' (or formally adopted) a Neighbourhood Plan is a statutory planning document that can influence how growth happens and help to ensure that it meets the needs of our community.

To help create our Neighbourhood Plan we want to ensure that any future development considers the needs of local people first - whether they're first-time buyers, down-sizers or people looking for larger, specialist or affordable accommodation.

To inform this work we need to understand the current and future housing needs of our community and we would be grateful if **ONE PERSON PER HOUSEHOLD** could take 5/10 minutes to complete the attached survey by **SUNDAY 8th DECEMBER**.

Completing survey online (ideally):
https://bit.ly/GTNPsurvey or by scanning this QR code

Completing survey manually.
If you're unable to respond electronically then please drop the completed survey at one of our collection points:

- Grappenhall and Thelwall Parish Council Office, Bellhouse Lane, Grappenhall WA4 2SG
- Co-op, Knutsford Road, Grappenhall WA4 2QU
- Thelwall Post Office, Barley Road, Thelwall WA4 2EZ
- The Rams Head, Church Lane, Grappenhall WA4 3EP
- The Little Manor, Bell Lane, Thelwall WA4 2SX
- The Walled Garden post box, Astor Drive gates, Grappenhall Heys WA4 3DS

Or contact the Parish Council Office on **01925 264918** and someone will arrange to collect.

No personal data is being requested and data given will only be used for the purpose stated. Anonymised comments and reasons may be included in the evidence reports for the Neighbourhood Plan.

SECTION ONE - YOUR DETAILS

1. Is your household? (tick one)

- Single person (under age of 65) ☐
- Single person (aged 65+) ☐
- Couple (under age of 65) ☐
- Couple (at least one person aged 65+) ☐
- Family with children aged under 18 (either single parent or couple) ☐
- Family with grown up children living at home (either single parent or couple) ☐
- Other ☐ (please specify)

2. Where do you live? (tick one)

- Thelwall ☐
- Grappenhall ☐
- Grappenhall Heys ☐
- Other ☐ (please specify)

3. How long have you lived here? (tick one)

- less than 2 years ☐
- 2-5 years ☐
- 5-10 years ☐
- 10+ years ☐

4. Why did you choose to live here?

5. Where did you live before you moved here? Please provide the first four digits of your postcode for your previous address (eg WA5 3) or leave blank if always lived here ☐☐☐☐

6. Is your home? (tick one)

- Owned (with or without a mortgage) ☐
- Rented from a private landlord ☐
- Rented from the Council or Housing Association ☐
- Shared ownership (part buy, part rent) ☐
- Other (please tick and specify)

7. Is it? (tick one)

- Detached house ☐
- Semi-detached house ☐
- Terraced house ☐
- Bungalow ☐
- Flat/Apartment ☐
- Other ☐ (please specify)

8. How many bedrooms? (please tick)

1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+ ☐

SECTION TWO - YOUR NEEDS

9. Do you or any member of your household want or need to move from your current home? (tick one)

- Yes, need to move immediately ☐
- Yes, possibly in the next 2 years ☐
- Yes, possibly in the next 2-5 years ☐
- Yes, possibly in the next 10-15 years ☐
- No, and unlikely in the next 10-15 years ☐ **If answered no, please go to question 21**

10. Who might move? (tick one)

- Whole household ☐
- Single person moving out ☐
- Other ☐ (please say who)

11. Why would you or your household member like to move? (please tick all options that apply)

- Current house too big - need to downsize ☐
- Current house too small - need to upsize ☐
- Need cheaper accommodation ☐
- Need to live independently ☐
- First time buyer ☐
- Adult child moving out ☐
- For other reasons ☐ (please specify)
- Marriage/to live together ☐
- Divorce/separation ☐
- Want to buy (from renting) ☐
- To be closer to work ☐
- To be closer to family ☐
- Health or mobility reasons ☐

12. What type of home would you or your household member need or want? (please tick all options that apply)

- Buy a house (owned with or without a mortgage) ☐
- Rent a house from a private landlord ☐
- Buy/ Rent a low-cost home ownership product (e.g. shared ownership, discounted market homes, First Homes and rent-to-buy) ☐
- Affordable or social rent (rented from the Council or a Housing Association) ☐

Please see **Homelessness and housing advice service warrington.gov.uk** for definitions of affordable housing products.

13. How many bedrooms? (please tick)

1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+ ☐

14. What kind of home is needed or wanted? (please tick all options that apply)

- Detached house ☐
- Semi-detached house ☐
- Terraced house ☐
- Bungalow ☐
- Flat/Apartment ☐
- Other ☐ (please specify)

15. If you or your household member are looking to buy a home which bracket of property price are you/they currently able to afford?

- Under £100,000 ☐ • £100,001 to £200,000 ☐ • £200,001 to £350,000 ☐
- £350,001 to £500,000 ☐ • £500,001 to £750,000 ☐ • £750,001 to £1,000,000 ☐
- £1,000,001 or over ☐ • Not looking to buy ☐

16. If you or your household member are looking to rent a home which bracket of monthly rent are you/they able to afford?

- £400 to £550 ☐ • £551 to £700 ☐ • £701 to £850 ☐ • £851 to £1000 ☐
- £1,001 to £1,250 ☐ • Over £1,251 ☐ • Not looking to rent ☐

17. Where are you or your household member planning to move?

- Stay within the Grappenhall and Thelwall Parish ☐ • Stay within South Warrington ☐
- Move elsewhere within the Warrington Borough ☐ • Move elsewhere but within the UK ☐
- Move overseas ☐ • Other ☐ (please specify if known)

18. Are you interested in a self-build/custom-build house?

- Yes ☐ • No ☐

19. Are you or a household member looking to move into specialist accommodation?

- Yes ☐ **(please go to question 20)** • No ☐ **(please go to question 21)**

20. What type of specialist accommodation is needed? (please tick all options that apply)

- Private retirement housing (e.g. age restricted or sheltered housing) ☐
- 'Affordable' retirement housing (as above but provided at social or affordable rents or as a shared ownership product) ☐
- Assisted living (also known as extra care) ☐
- Care home (residential or nursing) ☐
- Dementia friendly accommodation ☐
- Adapted/specialist/supported accommodation for children or young people ☐
- Adapted/specialist/supported accommodation for working age adults e.g. those with learning difficulties or physical disabilities ☐
- Other ☐ (please specify)

21. Are you aware of any other households or individuals who live outside the Grappenhall and Thelwall Parish and wish to move to the area?

If no, then go straight to final question 25

If yes, where do they live now? Please give the first four digits of their post code if known (eg WA5 3) or specify area ☐☐☐☐

22. Please give us as much information such as age, family status, their connection with the Parish, the type of house they want to buy/rent, number of bedrooms, how much they can afford to pay, and any other relevant information.

23. Why would they like to move here? (please tick all options that apply)

- Current house too big - need to downsize ☐
- Current house too small - need to upsize ☐
- Need cheaper accommodation ☐
- Need to live independently ☐
- First time buyer ☐
- Other ☐ (please specify)
- Marriage/ to live together ☐
- Divorce/separation ☐
- Want to buy (from renting) ☐
- To be closer to work ☐
- To be closer to family ☐

24. Have they experienced any barriers in trying to move to the Grappenhall and Thelwall Parish? (please tick all options that apply)

- Can't find housing of right size ☐
- Can't afford the housing that is available to buy ☐
- Can't afford the housing that is available for rent ☐
- Lack of supply of homes to buy ☐
- Lack of supply of homes to rent ☐
- Lack of supply of specialist housing ☐
- Other ☐ (please specify)

SECTION THREE - ANY OTHER COMMENTS?

25. Please use the space below to give any additional information regarding your household's housing needs now or in the next 10 years that may not have been covered in the survey.

If you want to receive regular emails about the progress of the Neighbourhood Plan and other parish matters from the Parish Council then please provide your email address below:

Email address:

THANK YOU

We will be seeking your views on other priorities covering amenities and infrastructure and protecting our green spaces and heritage assets in the coming months.

For further information follow the progress of the Neighbourhood Plan on Facebook or the Parish Council website at: **www.grappenhallandthelwallpc.org.uk**

APPENDIX 5 – NEIGHBOURHOOD PLAN (REGULATION 14) CONSULTATION LETTER

Grappenhall and Thelwall Neighbourhood Plan

Pre-submission Consultation (Regulation 14)

Grappenhall and Thelwall Parish Council, as the qualifying body, with the help of the local community has prepared a pre- submission draft Neighbourhood Plan for Grappenhall and Thelwall Parish (the draft Plan) for the period 2025-2038/39.

The draft Plan sets out a vision for the future of Grappenhall and Thelwall Parish along with a series of planning policies which will be used to determine planning proposals locally.

The policies, which reflect local priorities within the Neighbourhood Area, will ensure that as Grappenhall and Thelwall Parish grows, it does so in a way that protects the things that make it special, while planning for a sustainable and inclusive future.

Grappenhall and Thelwall Parish Council is now inviting comments on the draft Plan. All responses received will be considered by the Neighbourhood Plan Steering Group and the Parish Council to produce a revised version of the Plan which will then be submitted to the local planning authority (Warrington Borough Council) for examination by an independent examiner.

The consultation will run from **1 November 2025** to **1 January 2026.**

The draft Plan and copies of the response form can be accessed:

- by electronic download at https://gtnp.org.uk/
- the wider evidence base and supporting documents can also be viewed and downloaded from these sources.
- in hard copy at the following deposit locations:
    - Grappenhall and Thelwall Parish Council Office, Bellhouse Lane, Grappenhall WA4 2SG
    - Grappenhall Community Library, Victoria Avenue, Grappenhall WA4 2PE
    - Co-op, Knutsford Road, Grappenhall WA4 2QU
    - Thelwall Post Office, Barley Road, Thelwall WA4 2EZ
    - The Rams Head, Church Lane, Grappenhall WA4 3EP
    - The Little Manor, Bell Lane, Thelwall WA4 2SX
    - The Walled Garden, Astor Drive, Grappenhall Heys WA4 3DS
- at the following drop-in sessions:
    - 12.00 - 17.00 at The Olde Barn, GYCA, Bellhouse Lane, Grappenhall WA4 2SG on Saturday 1 November 2025

- 16.00 -19.00 at The Walled Garden, Astor Drive, Grappenhall Heys WA4 3DS on Tuesday 4 November 2025
- 10.00 – 12.00 at Thelwall Parish Hall, Thelwall, Warrington WA4 2SX on Monday 10 November 2025

Comments on the draft Plan can be made preferably by:

- completing the online response form
- completing a paper response form and submitting it in the ballot box at the deposit locations detailed above.

Alternatively, you may submit your written comments in any form by email to: ndp@gtpc.org.uk or by post to Grappenhall and Thelwall Parish Council Office, Bellhouse Lane, Grappenhall WA4 2SG.

All comments must include **name, postal address** and **if relevant, the organisation** you are representing.

All comments must be received by **noon** on **1 January 2026.** No comments will be accepted after this time.

APPENDIX 6 – LIST OF STATUTORY AND NON-STATUTORY CONSULTEES

Letter sent by email to:

Organisation	Consultee Type
Historic England	Statutory
Historic England	Statutory
CPRE	Organisation
Cheshire Brine Board	Statutory
Cheshire Wildlife Trust	Organisation
Inland Waterways Association	Organisation
United Utilities	Statutory
Warrington Borough Council	Local Authority
Appleton Parish Council	Parish Council
Stockton Heath Parish Council	Parish Council
Lymm Parish Council	Parish Council
Stretton Parish Council	Parish Council
Winwick Parish Council	Parish Council
Croft Parish Council	Parish Council
Burtonwood & Westbrook PC	Parish Council
Culcheth & Glazebury PC	Parish Council
Great Sankey PC	Parish Council
Hatton Parish Council	Parish Council
Penketh Parish Council	Parish Council
Poulton-with-Fearnhead PC	Parish Council
Rixton-with-Glazebrook PC	Parish Council
Walton Parish Council	Parish Council
Woolston Parish Council	Parish Council
Birchwood Town Council	Town Council
CPRE	Organisation
Marine Management Organisation	Statutory
Cheshire West & Chester Council	LPA
High Legh Parish Council	Parish Council
Little Bollington	Parish Council
Ashton by Budworth	Parish Council
Carrington	Parish Council
Dunham Massey	Parish Council
Partington	Parish Council
Warburton	Parish Council
Antrobus	Parish Council
Dutton	Parish Council
Great Budworth	Parish Council
Whitley	Parish Council

Bold	Parish Council
Moore	Parish Council
Sandymoor	Parish Council
Daresbury	Parish Council
The Environment Agency	Statutory
Natural England	Statutory
National Highways	Statutory
Homes England	Statutory
Civil Aviation Authority	Statutory
Manchester Airport Group	Statutory
Liverpool John Lennon Airport	Statutory
Home Builders Federation	Organisation
UK Oil & Gas	Statutory
Cheshire Gardens Trust	Organisation
National Grid	Statutory
Cheshire Constabulary	Statutory
Cheshire Fire & Rescue Service	Statutory
Cheshire Police & Crime Commissioner	Statutory
Cheshire Constabulary	Statutory
Warrington Chamber of Commerce	Organisation
Trans Pennine Trail	Organisation
Warrington Climate Emergency Commission	Organisation
Mineral Products Association	Organisation
National Farmers Union	Organisation
Halton Council	LPA
St Helens Council	LPA
Cheshire East Council	LPA
Wigan Council	LPA
Trafford Council	LPA
Salford Council	LPA
Manchester City Council	LPA
TFGM	RPB
GMCA Spatial Planning	RPB
GMCA Minerals & Waste Unit	RPB
LCRCA	RPB
Electricity North West	Statutory
Office of Rail and Road	Statutory
Network Rail Infrastructure Ltd	Statutory
Local Nature Partnership	Statutory
Enterprise Cheshire & Warrington	Statutory
Scottish Power	Statutory
Health & Safety Executive	Statutory

NHS Cheshire and Merseyside	Statutory
NHS	Statutory
Warrington & Halton NHS Trust	Statutory
National Gas	Statutory
Cadent Gas	Statutory
Homes England	Statutory
Canal & River Trust	Organisation
Cheshire Brine Board	Statutory
Cheshire Wildlife Trust	Statutory
Department for Education	Statutory
Historic England	Statutory
National Highways	Statutory
Natural England	Statutory
NHS	Statutory
Sport England	Statutory
Warrington Voluntary Action	Organisation
Cheshire Police	Statutory
Woodland Trust	Organisation
Mining Remediation Authority	Statutory
Environment Agency	Statutory
Warrington Chamber of Commerce	Organisation
St Wilfrids Primary School	Non-Statutory
Grappenhall Heys Primary School	Non-Statutory
Bradshaw Primary School	Non-Statutory
Thelwall Infant School	Non-Statutory
Thelwall Junior School	Non-Statutory
Lymm High School	Non-Statutory
Boteler High School	Non-Statutory
Bridgewater High School	Non-Statutory
Grappenhall Preschool	Non-Statutory
Grappenhall Nest in the Woods	Non-Statutory
Thelwall Community Nursery	Non-Statutory
Holyrood Day Nursery	Non-Statutory
St Wilfrid's Church	Non-Statutory
Grappenhall Independent Methodists	Non-Statutory
All Saints Church	Non-Statutory
Grappenhall Village Lawn Tennis Club	Non-Statutory
Grappenhall Cricket Club	Non-Statutory
Grappenhall Ex Servicemen's Club	Non-Statutory
Grappenhall and Thelwall Royal British Legion	Non-Statutory
Grappenhall WI	Non-Statutory
Marlfield WI	Non-Statutory

Grappenhall Youth and Community Association	Non-Statutory
Thelwall History Society	Non-Statutory
Grappenhall Heys Residents Association	Non-Statutory
The Parr Arms	Non-Statutory
The Little Manor	Non-Statutory
Old Rectory Nursing Home	Non-Statutory
Grappenhall Manor Care Home	Non-Statutory
Victoria House Care Home	Non-Statutory
Heathfield Residential Home	Non-Statutory
Grappenhall Library	Non-Statutory
Grappenhall Dental Practice	Non-Statutory
Bridgewater Community Healthcare NHS Trust	Non-Statutory
The Land Trust	Non-Statutory
SUSTRANS	Non-Statutory
Bridgewater Canal Company	Non-Statutory
Peel	Non-Statutory
Castle Green Homes	Non-Statutory
Savills	Non-Statutory
Warrington Ramblers	Non-Statutory
Warrington U3A	Non-Statutory
Peel Ports	Non-Statutory
Warrington Worldwide	Non-Statutory
Warrington Guardian	Non-Statutory
Cheshire Times	Non-Statutory
25 Warrington Scouts	Non-Statutory
Grappenhall Rainbows	Non-Statutory
Grappenhall Guides	Non-Statutory
Thelwall Scouts	Non-Statutory
Thelwall Guides	Non-Statutory
Grappenhall Football Club	Non-Statutory
Warrington Rugby Union	Non-Statutory
Grappenhall History Society	Non-Statutory
Redrow	Non-Statutory
Redrow and Davis Wilson Homes	Non-Statutory
Residents on Parish Council mailing list (individual names not provided due to GDPR)	Non-Statutory
Local landowners (individual names not provided due to GDPR)	Non-Statutory

Letter hand delivered to:

- The Rams Head, Grappenhall
- The Pickering Arms, Thelwall
- The Coop, Knutsford Road, Grappenhall
- Tesco, Knutsford Road, Grappenhall
- Andrew James Hairdressers, Knutsford Road, Grappenhall
- Bon-Bon, Knutsford Road, Grappenhall
- Golden City, Knutsford Road, Grappenhall
- Hamido, Knutsford Road, Grappenhall
- Maple Veterinary Services, Knutsford Road, Grappenhall
- Big Blue Fish and Chips, Knutsford Road, Grappenhall
- H2O Hairdressers, Knutsford Road, Grappenhall
- Hughes Chemist, Knutsford Road, Grappenhall
- Inches, Barley Road, Thelwall
- Little House of Beauty, Lindi Avenue, Grappenhall
- Walker Begley, Knutsford Road, Grappenhall
- Choy Hing, Knutsford Road, Grappenhall
- One Stop Shop/Today's Extra, Thelwall New Road
- Cheshire Pizza, Bradshaw Lane, Grappenhall
- Thelwall Post Office, Barley Road, Thelwall

Letter posted to:

- Cheshire Day Nursery, Thelwall New Road, Warrington WA4 2LY
- Ferry Link Club, Thelwall Parish Hall, Bell Lane, Thelwall
- Summerville Care Home, Summerville Gardens and Hill Top Road, Warrington WA4 2EF
- Oulton Court, Knutsford Road, Grappenhall, Warrington WA4 2NT
- Owner, Massey Hall, Half Acre Lane, Thelwall, Warrington
- Redrow, Daresbury, WA4 4GE
- Calore Homes Ltd, 77 School Lane, Didsbury, Manchester M20 6WN

APPENDIX 7 – NEIGHBOURHOOD PLAN (REGULATION 14) CONSULTATION LEAFLET



Have your say using our online questionnaire!

Scan Here

What happens in Grappenhall and Thelwall shouldn't just be decided for us — it should be shaped by us.

Our Neighbourhood Plan is a chance for local people to set out what matters most and to guide how our Parish develops in the future.

Once approved, this Plan will become local planning policy. That means Warrington Borough Council must take it into account when making decisions about planning applications. In other words, it gives us – local residents – a stronger voice in how development takes place.

We can't stop new housing at Thelwall Heys or the South East Warrington Urban Extension, as those sites are already approved in the Warrington Local Plan. But we can influence how change happens, making sure it works for local people and respects the character of our Parish.

Most importantly, the Neighbourhood Plan will set out what matters most to us, protecting the things we value, while planning for a thriving, sustainable, and inclusive future.

The draft Neighbourhood Plan is available to view for public consultation at: https://gtnp.org.uk until noon on 1st January 2026

Printed copies are also available, for in person viewing and feedback, at the following locations:

- Grappenhall and Thelwall Parish Council Office, Bellhouse Lane, Grappenhall WA4 2SG
- Grappenhall Library, Victoria Ave, Grappenhall WA4 2PE
- Co-op, Knutsford Road, Grappenhall WA4 2QU
- Thelwall Post Office, Barley Road, Thelwall WA4 2EZ
- The Rams Head, Church Lane, Grappenhall WA4 3EP
- The Little Manor, Bell Lane, Thelwall WA4 2SX
- The Walled Garden, Astor Drive, Grappenhall Heys WA4 3DS

We would like to encourage comments and feedback using the online form as this makes it easier for volunteers to process your views.

Come and speak to us

Our consultation on the draft Neighbourhood Plan will take place between now and the end of the year. This is your opportunity to say what matters to you, your family and community.

You can talk to us about the Plan on:

Saturday 1st November:
Olde Barn,
Grappenhall Community Centre, Bellhouse Lane
(12.00-17.00)

Tuesday 4th November:
The Walled Garden,
Grappenhall Heys
(16.00-19.00)

Monday 10th November:
Thelwall Parish Hall,
(10.00-12.00)

The Neighbourhood Plan Vision

We have listened to local people and following an engagement exercise in 2024, the following Vision for the Grappenhall and Thelwall Neighbourhood Plan was developed to represent our Parish's aspirations.

Our area will develop in such a way as to provide well-designed housing and infrastructure that meets the needs of the local community and reflects the green setting of the Parish.

Development will maintain and enhance our network of green and blue spaces incorporating trees, hedges, water bodies and wildlife corridors. The development of an integrated system of walking, cycling and public transport will be a priority.

Development will respect and enhance the area's local identity, history and heritage including the sensitive restoration and reuse of vacant or underused buildings and sites.

New housing will comprise a mix of housing type and tenure, build on the area's current sense of community and civic pride and facilitate investment in local infrastructure in terms of transport improvements, community, play, health and educational facilities.

The Neighbourhood Plan policies focus on the following five themes to deliver on this vision:

Green & Blue Spaces:

Protecting, maintaining and enhancing our network of green and blue spaces; identifying our most important green spaces and adding an extra layer of protection by designating them as Local Green Spaces; and strengthening the green belt boundary.

Heritage:

Ensuring that new development preserves and enhances the area's heritage, being especially mindful of the Parish's listed buildings, locally listed assets and the three designated conservation areas.

Design:

Setting out a series of design principles for all new development, from infill proposals and conversions to large-scale housing developments, to ensure that it contributes positively to the existing character and architectural heritage of the area.

Housing Need:

Ensuring that new homes meet the needs of local people.

Infrastructure:

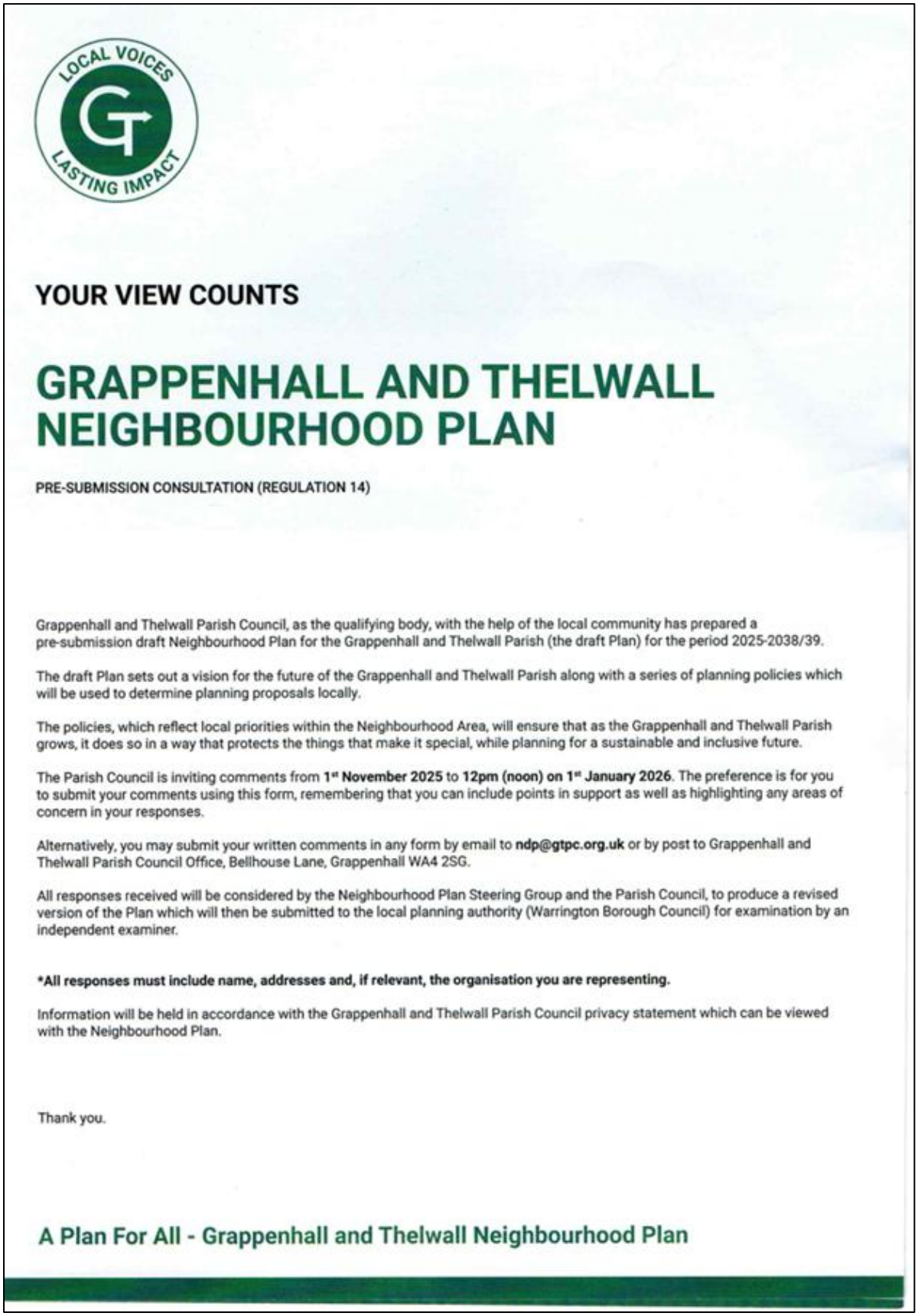
Protecting the Parish's existing community facilities and ensuring that, as our area grows, the need for additional infrastructure is addressed and ensuring that footpaths and cycling routes are protected, connected and enhanced.





Have your say using our online questionnaire: https://gtnp.org.uk

APPENDIX 8 - REGULATION 14 CONSULTATION FORM



YOUR VIEW COUNTS

GRAPPENHALL AND THELWALL NEIGHBOURHOOD PLAN

PRE-SUBMISSION CONSULTATION (REGULATION 14)

Grappenhall and Thelwall Parish Council, as the qualifying body, with the help of the local community has prepared a pre-submission draft Neighbourhood Plan for the Grappenhall and Thelwall Parish (the draft Plan) for the period 2025-2038/39.

The draft Plan sets out a vision for the future of the Grappenhall and Thelwall Parish along with a series of planning policies which will be used to determine planning proposals locally.

The policies, which reflect local priorities within the Neighbourhood Area, will ensure that as the Grappenhall and Thelwall Parish grows, it does so in a way that protects the things that make it special, while planning for a sustainable and inclusive future.

The Parish Council is inviting comments from **1st November 2025** to **12pm (noon) on 1st January 2026**. The preference is for you to submit your comments using this form, remembering that you can include points in support as well as highlighting any areas of concern in your responses.

Alternatively, you may submit your written comments in any form by email to **ndp@gtpc.org.uk** or by post to Grappenhall and Thelwall Parish Council Office, Bellhouse Lane, Grappenhall WA4 2SG.

All responses received will be considered by the Neighbourhood Plan Steering Group and the Parish Council, to produce a revised version of the Plan which will then be submitted to the local planning authority (Warrington Borough Council) for examination by an independent examiner.

***All responses must include name, addresses and, if relevant, the organisation you are representing.**

Information will be held in accordance with the Grappenhall and Thelwall Parish Council privacy statement which can be viewed with the Neighbourhood Plan.

Thank you.

A Plan For All - Grappenhall and Thelwall Neighbourhood Plan

A Plan For All - Grappenhall and Thelwall Neighbourhood Plan

Your Details

Your Name *

Your email address *

Your Postal Address *

Organisation Details (if relevant)

The organisation you are representing

Organisation registered address.

Return and submit your comments by 12pm (noon) on 1st January 2026

Comments

Please refer to the draft Neighbourhood Plan at www.gtnp.org.uk and submit your comments against the relevant policy below:

Policy GBS1 Green and Blue Infrastructure Network

Policy GBS2 Green Belt Boundary Strengthening

Policy GBS3 Local Green Space

Policy HG1 Grappenhall Hall

Policy HG2 Former Grappenhall Rectory

Policy HG3 Sites and Buildings of Local Historic Value

Policy HG4 Protecting Heritage Transport Routes in Grappenhall

Return and submit your comments by 12pm (noon) on 1st January 2026

Policy D1 General Residential Design Principles

Policy D2 South East Warrington Urban Extension - Broad Lane Area: Design Strategy

Policy D3 South East Warrington Urban Extension - Stockton Lane Area: Design Strategy

Policy D4 Thelwall Heys: Design Strategy

Policy D5 Sustainable Residential Development and Carbon Reduction

Policy D6 Re-use of agricultural buildings

Policy D7 Commercial Areas

Policy H1 New development to meet local housing need

Return and submit your comments by 12pm (noon) on 1st January 2026

Policy INF1 Footpaths and Cycle Paths

Policy INF2 Protecting, improving and providing facilities for health, education, sports & recreation and other community uses

Additional comments (These do not need to relate to a specific draft policy)

Join the mailing list

Finally, we would like to add your email address to the Grappenhall & Thelwall Parish Council mailing list, so that we can keep you up to date on the Neighbourhood Plan and other local news.

Please let us know if you are happy to be added to this list by responding below:

☐ **Yes, please add my email address to the Grappenhall and Thelwall Parish Council mailing list**

☐ **No, please do not add my email address to the Grappenhall and Thelwall Parish Council mailing list**

Return and submit your comments by 12pm (noon) on 1st January 2026

APPENDIX 9 – TABLE OF CONSULTATION RESPONSES RECEIVED

POLICY GBS1		**Green and Blue Infrastructure Network**	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Support	I like the idea of the new area's not having access to the Stanly Lunt Bridge or Grappenhall village bridge as these were not built for heavy use by motor vehicles but for use by horse and cart	Noted/Support welcomed
3	Support	Agree	Noted/Support welcomed
4	Support	Support	Noted/Support welcomed
5	Support	Support and very important	Noted/Support welcomed
6	Comment	Protect all identified green and blue spaces and connect them with protected cycling and walking routes, improving the physical and mental health of local people	Noted.
8	Comment	The intent is good, how can it be manipulated by the developer what is not clear how many houses/acre is being built search has shown that it is about 6.8 /acre for Thelwall Hays and 7.6 for Grappenhall Hays	Noted. Density requirements set in Warrington Local Plan

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
9	Comment	I would like to see more trees planted within the greenbelt areas to maintain its quality and to compensate for the greenbelt land lost due to the builds. Would like to see native hedges planted for wildlife. I would like to see better infrastructure of paths and cycle paths so that this green area can be accessed. Can these remaining green areas be protected from future builds.	Noted. Policy seeks protection of green and blue infrastructure, makes provision for improvement of existing footpaths/cycleways and enhancing existing woodlands/hedgerows/open spaces.
11	Comment	Support protecting and improving woodlands, hedgerows, open spaces, sports facilities, and water bodies. Require minimum public open space standards per new dwelling to ensure usable, meaningful green space. Promote a connected green/blue infrastructure network linking woodlands, hedgerows, water bodies, canals, paths, and open spaces for biodiversity and access. Require at least 10% on-site Biodiversity Net Gain, with restored habitats publicly accessible where ecologically appropriate. Secure long-term habitat management and maintenance via legal agreement (e.g., S106) to ensure spaces remain high-quality and accessible.	Noted. Warrington Local Plan sets open space standards
13	Support	Support all the recommendations in the plan	Noted. Support welcomed
14	Support	Support all the recommendations in the plan	Noted. Support welcomed
15	Support	Strongly agree	Noted. Support welcomed

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
16	Support	Strongly agree	Noted. Support welcomed
17	Support	Agree with proposals	Noted. Support welcomed
21	Support	Agree with approach	Noted. Support welcomed
22	Comment	Yes, roads important if building houses	Policy relates to green and blue infrastructure network
24	Support in principle – suggested amendments	Support principle of the policy I do believe that the policy requires a more detailed map to accompany it - a zoomed in version of figure 5 (maybe appended) - so that the extent of the protected network is fully understood and undisputed. I fully support the requirement under policy GBS1 to protect our green and blue network. I also fully support the requirement for development proposals to increase connectivity and opportunities for walking, cycling throughout the neighbourhood area and ensuring linkages to nearby facilities. The active travel route from Grappenhall Village, across Board Lane and through to the Walled Garden is a route used by many linking communities at Grappenhall Heys to key facilities in Grappenhall village such as the two public houses, church, village hall, community centre and sports facilities at Grappenhall Sports Club and should be protected.	Noted. Map amended. Policy amended to reflect need to include compensatory measures

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		In the context of the recent engagement by Homes England in respect of the SEWUE Master Plan, I also believe that the policy should be reviewed to ensure that where green (or blue infrastructure) could be lost to accommodate their plans, that satisfactory compensatory measures are required by this policy. This would be in the context of lost designated Local Green Spaces (policy GBS3) and disruption to the key active travel route described above.	
25	Comment	This the most important aspect especially when it comes to those birds and animals that visit our property during the year. What provision is to be made for ground nesting birds such as the pheasants	Noted. Protection of wildlife covered elsewhere
26	Comment – suggested amendments	I didn't find any specific reference to connectivity for disabled people in this plan. Our family home is on Weaste Lane. If I am going to Grappenhall Church with my disabled son (wheelchair user and tricyclist) from Weaste Lane we have to go under the Bridgewater canal at Cliff Lane then over the same canal just before Grappenhall Village. The path on the Bellhouse Lane side is so steep it is at the limits of my physical strength to push him up and the safest way to come back down is to check for traffic at the top of the bridge then use the road rather than the path as it is less steep. Needless to say we usually go by car which is less environmentally friendly and involves no exercise. Given that there is going to be a new development off Broad Lane with new paths constructed, is there any chance of putting in a path that connects Weaste Lane with the Knutsford Road (either	Noted. Additional footpath between Knutsford Road and Broad Lane beyond scope of Neighbourhood Plan. Policy INF1 amended to address connectivity for disabled people

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		via the walk over the fields or Cinder Lane) and a second path which connects the Knutsford Road with Broad Lane? This would provide a lovely circular path for locals from Grappenhall and Thelwall whilst avoiding the canal for those using wheelchairs, tricycles or scooters and providing a fairly flat link between Thelwall, Grappenhall Village and Grappenhall Walled Garden.	
27	Comment – suggested amendments	I support the proposal for green and blue spaces though ideally I would strengthen this section to require similar scale and nature Green and blue spaces to be replicated through the additional areas of future development, proportionate to the existing provision (if that is possible within the legislation).	Noted. Warrington Local Plan requires provision of green and blue spaces within new development sites
28	Comment	Creating linkages to existing transport networks is supported. However, the impact of new residential development on the existing footpath network and adjacent green infrastructure must be taken into consideration. Increases in footfall result in erosion of surfaces and damage to adjacent soft landscapes e.g. Appleton Dingle where development has impacted upon this long established off road route through the woodland. Therefore, the upgrading of existing routes will be necessary in order for these to function as part of a wider transport network with linkages to residential developments and to achieve a consistent standard of off road surfacing. The starting point for biodiversity mitigation should be onsite provision within development. Grappenhall and Thelwall has high value wildlife networks and corridors. These habitats should not be considered as the first option to mitigate housing growth. Off-site	Noted. Provision for this already included in this policy

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		biodiversity and public open space mitigation is commonly used as a vehicle for increasing housing densities within development. Existing habitats within development footprints should be safeguarded and improved as a first priority, together with additional onsite mitigation measures, supported with the necessary dowry for future management. Land drainage solutions are of high priority in order to mitigate the impact of new development on the green and blue infrastructure, noting that SuDs systems such as swales and attenuation ditches are not to be classified as usable Public Open Space. They are part of the wider development drainage infrastructure and should be appropriately funded and managed. Sports infrastructure such as pavilions must comply with current Sport England standards and include adequate off road car parking to accommodate the scale of community use. The majority of participants in sport (home & away) travel by car. A recurring theme is that future maintenance, repair and renewal are essential. Designs and materials must be future proof and be backed up with adequate funding and management arrangements. Planned future stewardship of green and blue infrastructure must include evidence of succession planning to achieve long term standards of maintenance, repair and renewal.	
33	Support	Most important	Noted. Support welcomed
34	Support	I agree with the general statement. The green spaces are small and not continuous so additional "green corridors" (an established principle in conservation) should be specified to link the areas. This will provide much better wildlife support.	Noted. Support welcomed

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
35	Support	I strongly support these comments	Noted. Support welcomed
36	Comment	Fig 6 shows Green Belt Boundary. Strengthening to the West of the combined parishes. Thelwall's eastern boundary should be identified and protected particularly in light of proposed development of Thelwall Grange.	Noted. This comment relates to pre-existing greenbelt boundary, rather than a new one, as such there is no mechanism to strengthen it.
39	Support	Supported	Noted. Support welcomed.
40	Comment	Protection, maintenance and enhancement must be a priority. Green/Blue spaces stimulate wildlife and in the long term are good for mental well being. Fields are just as important as parks.	Noted
41	Support/Comment	I agree with strengthen connectivity and bus services as bus stops have been reduced along Thelwall, Stockport Road. We need to encourage walking and cycling to reduce the amount of traffic on the roads. Cycling routes need to be more connected for safer travelling. Adequate road drainage is important and also land drainage to prevent flooding, with the extra houses been built.	Noted. Support welcomed. Drainage matters covered by Local Plan policy.
42	Support/Comment	Agree with GBS1 - need to encourage walking and cycling to reduce the amount of traffic on the roads. Cycle routes need to be more connected for safer travelling. Bus services need to be more connected, as bus stops on Stockport Road have been taken out of service. Adequate road drainage is important and land drainage to prevent flooding, with the extra houses being built.	Noted. Support welcomed. Drainage matters covered by Local Plan policy.

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
43	Support	I support this section particularly the requirement to protect and enhance existing woodlands, hedgerows, water bodies and the diversity of wildlife environment	Noted. Support welcomed
44	Support/Comment	I fully support this section of the draft Neighbourhood Plan especially designating areas as Local Green Spaces which would enhance the existing wildlife environments, the woodlands and the hedgerows which act as wildlife corridors. However, these areas should not be allowed to revert to nothing more than sterile mown grassland.	Noted. Support welcomed. Ongoing maintenance of various Green Spaces will be dependant on the nature of those spaces (e.g. Parrs Wood and Elizabeth Park) and who is responsible for their management.
45	Support/Comment	The Council supports the underlying principles of GBS1 in protecting, maintaining and enhancing Grappenhall and Thelwall's green and blue infrastructure network. Further, the Council supports the principle of securing walking and cycling improvements throughout the neighbourhood area You will be aware that Homes England are currently preparing a development framework for the SEWUE. This is a requirement of Local Plan Policy MD 2 and will provide an overall master plan for the allocation and a comprehensive infrastructure delivery strategy, supported by a detailed technical evidence base. The emerging development framework has been subject to three rounds of public consultation. The work being undertaken in the preparation of the development framework has demonstrated there will be a need for new highway infrastructure to pass through specific areas of the green and blue infrastructure network as defined in Figure 5. The Council notes that whilst the policy seeks to prevent development on the areas identified as green and blue infrastructure, there is an exception made for infrastructure that would be considered	Noted. Policy amended to reflect comment.

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		appropriate to the particular type of infrastructure such as a 'pavilion in a park'. The Council considers this exception needs to be broadened to include infrastructure that is critical to the delivery of the strategic allocations in the local plan. Without this exception there is a concern that the policy could undermine or delay the delivery of the Local Plan strategic alterations within the Neighbourhood Plan area. The fourth paragraph should therefore be amended with the addition of the text highlighted in bold below : Built development on the areas identified as green and blue infrastructure will not be allowed except where it is appropriate to the particular type of infrastructure such as a pavilion in a park or where enabling infrastructure is required to support the delivery of local planned strategic allocations. With regard to biodiversity net gain/ecological compensation measures, the Council agrees that where they cannot be provided on a development site they should be provided adjacent or close to the development site. The proposed policy requirement to restrict the location of these measures to the neighbourhood area is however contrary to local plan and National Policy and may compromise delivery of mitigation measures for the Local Plan Strategic Allocation Sites. For example, the SEWUE extends beyond the neighbourhood plant area and the policy as written could restrict the opportunity to provide the most appropriate and comprehensive ecological solution to any required offsite biodiversity net gains measures. The words ' and within the neighbourhood area' should therefore be removed from paragraph 5 to ensure the NP policy aligns with the Council's local plan policy and the national planning policy framework (NPPF).	

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
46	Object/Comment	The indicative Inclusive Framework Plan published by Homes England in the latest round of engagement shows the proposed Broad Heys neighbourhood being accessed via two new vehicle routes from the West via Grappenhall Heys (the consented Redrow development) and from the north via the proposed Stockton Heys neighbourhood. This access strategy for Broad Heys would mean taking a vehicle route capable of accommodating a bus as well as active travel connections and utilities corridors through limited corridors across Grappenhall Heys Plantation and an area adjacent to Parrs Wood respectively. The intention is to minimise the impacts on landscape and ecological assets, limit tree and hedgerow removal, carefully manage interaction with existing walking and cycling routes, and otherwise seek to ensure that the impacts of new infrastructure are managed and mitigated appropriately. Both Grappenhall Heys Plantation and Parrs Wood are proposed in draft Policy GBS1 (Figure 5 of the draft NDP) as Green Infrastructure and by draft Policy GBS 3 (Figure 7 of the draft NDP as Local Green Space both of which seek to ensure the protection maintenance and enhancement of these spaces. Draft Policy GBS 3 seeks to ensure Local Green Spaces have National Green Belt policy applied (as per the provisions of paragraph 108 of the National Planning Policy Framework 2024). Draft policy GBS1 also seeks to ensure the proposed protection and enhancement of existing woodlands, hedgerows, open spaces, sports facilities and water bodies shown on figure 5. Draft policy GBS1 also explicitly states that built development on areas identified as green infrastructure will not be allowed except where it is appropriate to the particular type of infrastructure such as a pavilion in a park. As worded the	Noted. Policy amended to address objection/ comment

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		draft policies proposing status as Green Infrastructure and Local Green Space would prohibit built development within the green infrastructure corridors according to National Green Belt policy, local transport infrastructure would need to demonstrate a requirement for being located within Green Belt/Local Green Space taken in combination with draft policy HD4, which seeks to ensure that vehicular connections to Broad Lane are minimised access into the South East Warrington Broad Heys neighbourhood would need to be justified as being required in Local Green Space This could prohibit Homes England and/ or a future developer ensuring appropriate access arrangements for the site as a whole and for individual parcels as required by policy MD2 of Warrington's Local Plan This means that there is a potential conflict between the draft neighbourhood plan and the adopted Local Plan which should be addressed. Homes England suggests that the draft policies GBS1 and GBS3 are amended to either a) remove all land proposed as Green Infrastructure and Local Green Space designations within the South East Warrington Boundary, including Grappenhall Heys Plantation and Parrswood; or b) allow for exceptions to the policies to facilitate essential enabling infrastructure to be located within designated Green Infrastructure/Local Green Spaces where they facilitate development within the South East Warrington allocation. Homes England's strong preference from the suggestions above is option a) we consider it would be more appropriate to designate Green Infrastructure and Local Green Space as part of future development plans once the substantial green infrastructure that will come forward as part of South East Warrington has been consented and established. This will include new extensive tracks	

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		of publicly accessible open space within the allocation boundary. Should the draft policies be retained, we consider that it will be essential to adopt option b) and remove the need to demonstrate a requirement for such infrastructure within the designated Local Green Space at planning application stage and amend the wording of GBS to facilitate delivery of enabling infrastructure within Green Infrastructure areas this would ensure that the NDP is planning positively for the delivery of the South East Warrington strategy site in accordance with the adopted local plan.	
47	Comment	All the land at Carr House Farm is included within Figure 5- map showing existing green and blue infrastructure. Policy GBS1 (page 23). There are two areas of Willow bed accessed from tracks by the side of the cottages on Hall Lane, off Broad Lane. The larger of the two has two bodies of water shown, one a pond and the other a well. That well once supplied all fresh water to Grappenhall Village and it is still flowing. The water ran into a man made reservoir in this Willow bed (still existing but not shown and now dry) from where the water was pumped by use of a windmill (no longer there) up to a reservoir now demolished and where housing now is at Grappenhall Heys. From there the water gravity fed the village of Grappenhall. In this Green and Blue space are woodland , two bodies of water, historical artefacts and previously unidentified heritage. Policy GBS1 states 'Development proposals must protect and enhance the existing green and blue infrastructure network shown at Figure 5 and provide new infrastructure where required'	Noted - following meeting with landowners and their agent, proposed footpath route shown in policies INF1 and D2 amended

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
48	Comment – suggested amendments	WWCT and TPT agree with the policy position of supporting active travel by improving walking and cycling links, and agree with the stated rationale and expected benefits behind this policy. As noted above, this commitment should include wheeling, and horse riding where appropriate.	Noted. Policy INF1 amended to reflect comment.
49	Comment	We are keen to ensure that BNG is delivered in the most appropriate locations and without restricting the potential future expansion and operation of key operational infrastructure which is often very geographically restricted and critical to meeting future growth and environmental drivers. We request that your policy includes sufficient flexibility to allow for off-site provision. This is particularly in respect of existing and new infrastructure sites. On-site provision may not be the most appropriate long-term solution for the delivery of BNG when investing in key infrastructure such as water and wastewater assets. BNG should be resilient to future pressures from further development. It is critical that land at and around our key infrastructure sites is not sterilised to ensure that we are able to flexibly and most appropriately respond to future growth and environmental drivers. Please note that biodiversity mitigation / enhancement should not be located directly over water and wastewater assets or where excavation onto the asset would require removal of the biodiversity.	Noted – detailed matters for implementation of BNG
54	Support	I agree with the Plan priorities - to protect and improve existing woodlands and water bodies and safeguard them from future development. These are important features of Grappenhall as a village, both for people and wildlife. We have a number of ancient	Noted. Support welcomed.

POLICY GBS1		Green and Blue Infrastructure Network	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		ponds which should be preserved, and some very old woodlands which are an important feature and provide important and essential habitats for our wildlife. These should be preserved at all costs and not disturbed by housing. Grappenhall Heys Walled Garden is an Award-winning example of planning and also preserving local history relevant to the area. It also provides a beautiful and very popular area with accessible ponds and interesting fish etc. It is used very regularly by runners, cyclists and dog-walkers and other walkers who appreciate, and benefit from, the opportunity to keep fit. Such areas should be provided, maintained and extended, wherever possible, I agree. They also provide an important sanctuary for enjoying nature, which should be preserved at all costs- it's a priority for people's health, and attention should be drawn to this.	

POLICY GBS2		Green Belt Boundary Strengthening	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Support	most important for people , wildlife and air quality. We need to keep our villages and not have a sprawl that covers all of our villages and merges as one	Noted
3	Support	We need to keep as much green belt as we can and agree with the strengthening proposals	Noted. Support welcomed.
4	Support	Support	Noted. Support welcomed.
5	Support	Support and v important	Noted. Support welcomed.
6	Comment	Strengthen all green belt boundaries as much as possible	Noted. Policy only applies to new green belt boundaries
8	Comment	The idea of using existing natural boundaries is good, but the can be these be strengthened to resist the migration green belt in future by planting trees etc. Overall it is a bit cynical to talk about this when it can be that easily changed in the future	Noted. National Green Belt policy applies
9	Comment	Can new trees and native hedgerows on the boundaries and in the parks for the future.	Noted. Comments are matter for implementation
11		Given the recent change in Green Belt designation for large development sites (e.g. off Stockton Lane / Broad Lane), I support the need for recognisable and defensible boundaries. But I ask that the Plan ensures those boundaries are defined using permanent, natural or landscape/ ecological features (such as mature hedgerows, tree-lines, watercourses / canals / woodland edges, or topographical features), not arbitrary or easily changed lines. This helps the	Noted. Comments are matter for implementation

POLICY GBS2		Green Belt Boundary Strengthening	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		historic boundary to function in the long term preserving a green buffer between new housing and older village core / countryside, protecting landscape character, and safeguarding existing natural and ecological assets. Where the new boundary abuts planned housing allocations, I request that the Plan requires a buffer zone of sufficient width (e.g. structural planting, woodland or semi-natural vegetation, green corridor, open space) between built housing and the boundary to reduce boundary effects (noise, light, disturbance), protect ecological integrity, and preserve the setting of existing greenbelt / rural landscape.	
13	Support	support all the recommendations in the plan	Noted. Support welcomed.
14	Support	Support all recommendations in the plan	Noted. Support welcomed.
15	Support	strongly agree	Noted. Support welcomed.
16	Support	Strongly agree	Noted. Support welcomed.
17	Support	Agree with proposals.	Noted. Support welcomed
20	Support	I agree this is very important.	Noted. Support welcomed
21	Support	Agree with approach. We should not be nibbling away at the green belt - it is there for a reason	Noted. Support welcomed.
22	Support	Yes protect the green belt very important	Noted. Support welcomed.
24	Support	Fully support the principle of Policy GBS2. Should the policy go further to outline our expectations in this regard? The reasoned justification mentioned methods such as enhanced tree and hedgerow planting, but I believe this would be more effective if included within the policy itself. As written, the form of the permanent boundary could be open to interpretation.	Noted. Support welcomed. Other aspects are matters for implementation

POLICY GBS2		Green Belt Boundary Strengthening	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
25	Comment	Green belt boundaries must be strengthened at all costs to prevent future degradation. Provision must be made for adequate ongoing funding to maintain these boundaries.	Noted.
27	Support	I would strongly support this proposal	Noted. Support welcomed.
28	Comment	Established hedgerows, mature trees and woodlands are valuable wildlife assets which also provide high amenity value. They add character and heritage value to the wider area and are key elements of the existing biodiversity network. These features must be retained and managed appropriately. An important design consideration is that residential boundaries must be offset away from mature tree plantings / hedgerows etc. to avoid future conflicts i.e. shading / encroachment over garden boundaries which often result in the loss of valuable tree stock. Additional plantings of trees and woodlands must be balanced against the capacity to manage these plantings through to maturity. There are examples across the town, and UK of tree planting initiatives which have failed due to insufficient maintenance funding to sustain plantings in a residential setting. Designs must be future proof and be backed up with adequate funding and management arrangements. Planned future stewardship of green and blue infrastructure must include evidence of succession planning to achieve long term standards of maintenance, repair and renewal.	Noted . Comments are matter for implementation. Reasoned justification for policy GBS1 to be expanded to cover suggestions regarding maintenance, repair and renewal
32	Comment	Retain the area at Stockton Lane between the eastern boundary of Grappenhall Sports looking towards the cricket club and bounded by the Bridgewater canal as a green space conservation area. This area is an area of beautiful scenic countryside, highly visible from the main road (Chester Road) and Church Lane. Building on this particular area would impact upon	Noted. The area is already partly greenbelt and the remainder is within the SEWUE allocation in the Warrington Local Plan.

POLICY GBS2		Green Belt Boundary Strengthening	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		the characteristics of Grappenhall as a village; it is enjoyed by the community as an area for walking and running and is important for wellbeing and mental health, as well as being of high ecological value. It is featured as photos of the countryside and canal views within the Grappenhall and Thelwall Neighbourhood plan draft document. To destroy this particular area would be criminal and once built upon would be lost forever.	
33	Support	Definitely required to define future development	Noted. Support welcomed.
34	Support	I agree	Noted. Support welcomed
36	Comment	Fig 7 Designated Green Spaces Should the 'green arteries' of the Bridgewater Canal and the Trans Pennine Trail be included here. With proposed development of Thelwall Heys, Pickering's Bridge and the bridge over the TPT need some buffer protection.	Noted. Comment relates to policy GBS3
40	Comment	As above but also keep areas in a Green Belt status to protect them from future building. There are some lovely walking routes in the area. Hedgerow boundaries are an eco habitat for wildlife.	Noted.
41	Comment	I am surprised to see Figure 6 Green Belt (new boundary). As 'Beaucliffe', 'Welkyn', 'Gaza', and 'Gidlow' (Stockport Road properties) were previously Green Belt land. Surely with the new boundary there should be 'strengthening' along the edge of the Trans Pennine Trail which backs onto our properties. Trees and hedges are extremely important to the wildlife and prevents flooding, plus encroachment prevention/protection.	Noted. The area referred to was a consequential amendment to the greenbelt as a result of the Thelwall Heys allocation in the Warrington Local Plan.
42		Beaucliffe', 'Welkyn', 'Gaza', and 'Gidlow' on Stockport Road were previously Green Belt land so was surprised it is not showing on Figure 6. Feel strongly	Noted. The area referred to was a consequential amendment to the

POLICY GBS2		Green Belt Boundary Strengthening	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		that Green protective boundary should also at least be along the edge of the Trans Pennine Trail. Trees, hedgerows are extremely important to protect wildlife, encroachment, plus helps prevent flooding.	greenbelt as a result of the Thelwall Heys allocation in the Warrington Local Plan.
43		I support the newly designated Green Belt boundary policy. In view of previous developments in this area, the plan must remain sacrosanct.	Noted. Support welcomed.
44	Comment	The newly designated Green Belt boundary must be maintained. It is vital in view of previous losses and should remain inviolable. Grappenhall was once part of Runcorn Rural district and as such was predominantly (as the name suggests) a very rural area. I have no wish to see continuation of urban sprawl. Continued agricultural use for food production in the face of climate change is vital.	Noted.
47	Comment	It is clear from Figure 6 - map showing proposed new Green Belt boundary policy GBS2 (page 26) that there is already a substantial breach in the new greenbelt boundary between the Dungeon Wood and the Long Wood to the south of the Grappenhall Hayes development This presumably is to allow for a new road, at some point, from the Grappenhall Heys development towards the roundabout at the top of Broad Lane in order to ease vehicular congestion.	Noted. The area referred to is pre-existing greenbelt boundary

POLICY GBS3		Local Green Spaces	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Support	Again, this needs to be the life blood of the community, easy to walk to without the need to bring cars into the area	Noted
3	Support	Agree	Noted. Support welcomed.
4	Support	Support	Noted. Support welcomed.
5	Support	Support and v important	Noted. Support welcomed.
6	Comment	All local green spaces should be clearly defined and protected	Noted
8	Comment	The stream area and field by the Bellhouse club/ community centre (Morris Brook Park) should be in this, as should the upgrading of TransPennine trail as part of the plan and are existing biodiversity routes. Also, the long-term provision for maintenance of all the named areas which is sadly lacking at the moment.	Noted. Morris Brook Park to be added in view of its importance for visual amenity, proximity to local community and biodiversity
9	Comment	I would like lots of footpaths and cycle paths with lots of green space. Easily accessible from both Thelwall and Grappenhall. I would like lots of large native trees planted.	Noted. Policy INF1 covers this
11	Support	Policy appropriately restricts development in Green Belt and Countryside to protect openness and prevent coalescence. Encourages reuse of existing buildings and infill within settlements where consistent with rural character. Requires development to respect scale, massing, and materials of surrounding area; protects heritage, landscape, and ecological features.	Noted. Support welcomed

POLICY GBS3		Local Green Spaces	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		Promotes retention of hedgerows, trees, ponds, and watercourses; encourages on-site Biodiversity Net Gain. SuDS and sensitive surface water management should be integrated to prevent flooding and protect hydrology. Public access, footpaths, and green corridors should be maintained or enhanced where appropriate. Implementation strengthened by clear monitoring, long-term management obligations, and enforceable conditions or S106 agreements.	
13	Support	Support all the recommendations in the plan	Noted. Support welcomed.
14	Support	Support all recommendations in the plan	Noted. Support welcomed.
15	Support	Strongly agree	Noted. Support welcomed.
16	Comment	I think that we should keep as much green space as possible for future generations. Cutting back only weakens future arguments and helps developers	Noted
17	Support	Agree with proposals.	Noted. Support welcomed
20	Support	Local green space should be protected and retained.	Noted. Support welcomed.
21	Support	Agree. Existing and future residents enjoy living in the area because of its green spaces.	Noted. Support welcomed.

POLICY GBS3		Local Green Spaces	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
22	Comment	We need so many green spaces important for our well-being, we need to keep the village as it was as far as possible.	Noted
24	Comment/ Support	Fully support the principle of Policy GBS3. Are we content that all of the important Local Green Spaces, that meet the relevant criteria, have been identified and are as wide as they can/ should be? Should these spaces also include all of the Parishes local parks for instance? e.g. Euclid (Jubilee) Park, the park by the stream by Grappenhall Pre School/ GYCA (Bellhouse Park?) In the context of the recent engagement by Homes England in respect of the SEWUE Master Plan, I also believe that the policy should be reviewed to ensure that where designated Local Green Spaces could be lost to accommodate their plans, that satisfactory compensatory provision is required by this policy.	Noted. Support welcomed. Policy to be amended to include Morris Brook Park, Jubilee Park (as well as Diamond Park) in view of their importance for visual amenity, proximity to local community and biodiversity. Policy GBS1 amended to reflect need to include compensatory measures
25		Green spaces are a vital asset for the health and mental welfare of an increasingly stressed society.	Noted. Support welcomed
27	Support	I would support this proposal	Noted. Support welcomed
28	Comment	Add Morris Brook Park to the list of specific sites. The impact of new residential development on existing Local Green Space must be taken into consideration. These assets should not be considered as the first option to mitigate housing growth. Off-site public open space mitigation is commonly used as a vehicle for increasing housing densities within development. Existing land within development of amenity value should be safeguarded and improved as a first priority and supported with the necessary dowry for future management.	Noted. Morris Brook Park, Jubilee Park and Diamond Park to be added in view of their importance for visual amenity, proximity to local community and biodiversity.

POLICY GBS3		Local Green Spaces	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		The Neighbourhood Plan area benefits from a number of high-quality children's play areas, managed by Parish and Borough Councils. These facilities provide good play value to local communities and feature robust materials. Annual maintenance and inspection regimes are in place to ensure that these facilities remain safe and fit for purpose. The poor design and construction of children's equipped play areas has recently been highlighted at Appleton Thorn and Appleton Cross. All new children's equipped play areas must comply with the Warrington Borough Council Planning Obligations SPD (not the design guide SPD). Appendix 1 details the design and materials principles to be followed in order to ensure that provision is of high play value, sustainable and safe. Supplementary planning documents - Planning obligations - July 2024 https://www.warrington.gov.uk/sites/default/files/2024-07/Supplementary planning documents - Planning obligations - July 2024.pdf Future maintenance, inspection, repair and renewal are essential. Designs and materials must be future proof and be backed up with adequate funding to achieve this. Planned future stewardship by third parties / agents must include evidence of succession planning to achieve long term standards of maintenance for the lifetime of the development.	Warrington Local Plan sets requirements for new green spaces. Other aspects are matters for implementation. Reasoned justification for policy INF1 expanded to cover suggestions re maintenance, repair and renewal.
32	Comment	Retain the area at Stockton Lane between the eastern boundary of Grappenhall Sports looking towards the cricket club and bounded by the Bridgewater canal as a green space conservation area. This area is an area of beautiful scenic countryside, highly visible from the main road (Chester Road) and Church Lane. Building on this particular area would impact upon the characteristics of Grappenhall as a village; it is enjoyed by the community as an area for walking and running and is important for wellbeing and mental health, as well as being of high ecological value. It is featured as photos of the countryside and canal views within the Grappenhall and Thelwall	Noted. The area is already partly Greenbelt and the remainder is within the SEWUE allocation in the Warrington Local Plan, which the Neighbourhood Plan is unable to amend.

POLICY GBS3		Local Green Spaces	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		Neighbourhood plan draft document. To destroy this particular area would be criminal and once built upon would be lost forever.	
33	Comment	Makes the location a place you want to live, healthy environment	Noted.
34	Support	I agree	Noted. Support welcomed
35	Comment	Thelwall has more green space than areas listed - what about Chaigeley field where the Parish Hall is situated.	Noted. However, this site does not meet the criteria of a Local Green space as defined in the National Planning Policy Framework
36	Comment	See GBS2	Noted. However this site does not meet the criteria of a Local Green space as defined in the National Policy Planning Framework
38	Comment	I think the green space wants to be just natural, like a field, as it was before, just with extra trees and some planting of wildflowers and bulbs, maintained by the Council.	Noted
40	Comment	As both above. Wildlife is struggling. Don't make it more difficult for our local birds, mammals, insects etc.	Noted
41	Support	I totally agree with protected Green spaces as outlined in GBS3, so future generations can also benefit from these spaces, to improve health and well-being. This will also protect local wildlife, benefiting from these areas.	Noted. Support welcomed
42	Support	Totally agree with GBS3, we need to protect green spaces for future generations to benefit and improves health and wellbeing. Protecting wildlife that benefit from these areas.	Noted. Support welcomed.
43	Comment	Grappenhall & Thelwall are in danger of becoming a grass monoculture so their areas of biodiversity must be enhanced and maintained as distinct from parkland and recreational areas eg sports facilities.	Noted.

POLICY GBS3		Local Green Spaces	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
44	Comment	Green spaces are of paramount importance in order to nurture both mental and physical health in the face of increased pollution and climate change. However, simply providing parkland is not sufficient - some areas should be used to develop diversity of experience and involvement eg wildflower meadows and small community orchards.	Noted. Local Green Spaces comprise variety of green spaces.
45	Comment	The council supports the principle of the Neighbourhood Plan allocating areas of Local Green Space. Whilst the local Plan requires provision of extensive areas of open space within all of its strategic allocations, the Council is concerned that it is premature to allocate areas of local space within the allocations until such time as the development proposals for the allocations are fully understood. The Emergent SEWUE Development Framework has demonstrated a need for enabling and mitigating infrastructure to be delivered through areas identified as Local Green Space in Figure 7. The allocation of these areas as Local Green Space could undermine or delay the delivery of the SEWUE. The Council's preference would be that Local Green Space is not allocated in the Neighbourhood plan within any of the local plan allocations until such a time as the development proposals for the allocations are confirmed. The Council notes that the supporting text recognises that the NPPF includes examples of development which would not be considered inappropriate in an area of Local Green Space and the Council accepts that this could apply to enabling infrastructure for the local plan strategic allocations. The Council does not however consider this reference provides the level of certainty required for Local Plan strategic allocation sites. As such, if these Local Green Space designations are to remain in the Neighbourhood Plan, Policy GBS 3 needs to be explicit that enabling infrastructure for local plan strategic allocation sites falls under the exception set out in paragraph 154 of the NPPF and does not constitute inappropriate development. In the event these Local Green Space designations remain, the following wording should therefore be added at the	Noted. Policy amended to reflect comment.

POLICY GBS3		Local Green Spaces	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		end of the second paragraph of the supporting text to clarify the operation of policy GBS 3 : 'For clarity enabling infrastructure for sites allocated in the Local plan fall under the exceptions set out at paragraph 154 of the NPPF'.	
46	Comment	The indicative Inclusive Framework Plan published by Homes England in the latest round of engagement shows the proposed Broad Heys neighbourhood being accessed via two new vehicle routes from the West via Grappenhall Heys (the consented Redrow development) and from the north via the proposed Stockton Heys neighbourhood. This access strategy for Broad Heys would mean taking a vehicle route capable of accommodating a bus as well as active travel connections and utilities corridors through limited corridors across Grappenhall Heys Plantation and an area adjacent to Parrs Wood respectively. The intention is to minimise the impacts on landscape and ecological assets, limit tree and hedgerow removal, carefully manage interaction with existing walking and cycling routes, and otherwise seek to ensure that the impacts of new infrastructure are managed and mitigated appropriately. Both Grappenhall Heys Plantation and Parrs Wood are proposed in draft Policy GBS1 (Figure 5 of the draft NDP) as Green Infrastructure and by draft Policy GBS 3 (Figure 7 of the draft NDP as Local Green Space both of which seek to ensure the protection maintenance and enhancement of these spaces. Draft Policy GBS 3 seeks to ensure Local Green Spaces have National Green Belt policy applied (as per the provisions of paragraph 108 of the National Planning Policy Framework 2024). Draft policy GBS1 also seeks to ensure the proposed protection and enhancement of existing woodlands, hedgerows, open spaces, sports facilities and water bodies shown on figure 5. Draft policy GBS1 also explicitly states that built development on areas identified as green infrastructure will not be allowed except where it is appropriate to the particular type of infrastructure such as a pavilion in a park. As worded the draft policies proposing status as Green Infrastructure and Local Green Space would prohibit built development within	Noted. Policy amended to reflect comment.

POLICY GBS3		Local Green Spaces	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		the green infrastructure corridors according to National Green Belt policy, local transport infrastructure would need to demonstrate a requirement for being located within Green Belt/Local Green Space taken in combination with draft policy HD4, which seeks to ensure that vehicular connections to Broad Lane are minimised access into the South East Warrington Broad Heys neighbourhood would need to be justified as being required in Local Green Space This could prohibit Homes England and/ or a future developer ensuring appropriate access arrangements for the site as a whole and for individual parcels as required by policy MD2 of Warrington's Local Plan This means that there is a potential conflict between the draft neighbourhood plan and the adopted Local Plan which should be addressed. Homes England suggests that the draft policies GBS1 and GBS3 are amended to either a) remove all land proposed as Green Infrastructure and Local Green Space designations within the South East Warrington Boundary, including Grappenhall Heys Plantation and Parrswood; or b) allow for exceptions to the policies to facilitate essential enabling infrastructure to be located within designated Green Infrastructure/Local Green Spaces where they facilitate development within the South East Warrington allocation. Homes England's strong preference from the suggestions above is option a) we consider it would be more appropriate to designate Green Infrastructure and Local Green Space as part of future development plans once the substantial green infrastructure that will come forward as part of South East Warrington has been consented and established. This will include new extensive tracks of publicly accessible open space within the allocation boundary. Should the draft policies be retained, we consider that it will be essential to adopt option b) and remove the need to demonstrate a requirement for such infrastructure within the designated Local Green Space at planning application stage and amend the wording of GBS to facilitate delivery of enabling infrastructure within Green Infrastructure areas this would ensure that the NDP is planning	

POLICY GBS3		Local Green Spaces	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		positively for the delivery of the South East Warrington strategy site in accordance with the adopted local plan.	

POLICY HG1		**Grappenhall Hall**	
Ref No:	Support /Object /Comment	Comments Received	GTNP Steering Group's Consideration
2	Comment	Must be conserved as both an historic building and the grounds, this is the heart of Grappenhall Village and must remain so without new buildings taking the green, open space away	Noted
3	Support	Absolutely agree with the suggested plan	Noted. Support welcomed.
4	Comment	Supportive, not sure how "Should redevelopment of the hall..... comply with clause 1" is relevant, possibly needs to be clearer	Noted.
5	Comment	Support potential to be a mini hub linking to the old village?	Noted.
6	Support	Agree with policy	Noted. Support welcomed
8	Support	Overall I really like the intention, it was bequeathed for educational use to the county we must find a long term use for the main hall which gives it a sustainable future once repaired and pays for itself, could it form the basis for the new secondary school, if so it would need access from Broad lane to keep impact of traffic in the village. Also parking for the primary school would be useful at the area adjacent to the entrance to reduce congestion at school picking up and dropping of times	Noted. Support welcomed. Policy identifies potential for future educational use. Any future planning application would address future access. Any provision for additional parking within village centre would conflict with other criteria of policies HG1 and HG4
9	Support	I think it is very important to keep the heritage of Grappenhall Hall. It would be nice to be able to access this green space next to the hall and keep it as a park for the public. I think it would be a good idea to keep	Noted. Support welcomed

POLICY HG1		Grappenhall Hall	
Ref No:	Support /Object /Comment	Comments Received	GTNP Steering Group's Consideration
		the wall and the trees surrounding the hall as it is important in maintaining the heritage of Grappenhall.	
11	Comment	Define subordinate buildings with measurable limits (height, footprint, volume) and require Heritage Impact Assessment. Tighten redevelopment route: independent viability review with public assessment if pursued. Protect mature trees, hedgerows, grassland, and historic drainage; require a 10% on-site Biodiversity Net Gain and 30-year Habitat Management Plan. Mandatory Landscape and Ecological Management Plan to secure long-term ecological health. Integrate SuDS to manage runoff and safeguard root protection areas. Secure historic footpaths and new links in perpetuity; apply active travel standards for safe, inclusive access. Require long-term stewardship via S106 or equivalent to maintain heritage, ecology, and rural character. Redevelopment, if justified, must maintain scale, key views, comply with Conservation/Green Belt policies, and follow heritage-led design. Promotes retention of hedgerows, trees, ponds, and watercourses; encourages on-site Biodiversity Net Gain. SuDS and sensitive surface water management should be integrated to	Noted. Comments are all matters for any future planning application

POLICY HG1		Grappenhall Hall	
Ref No:	Support /Object /Comment	Comments Received	GTNP Steering Group's Consideration
		prevent flooding and protect hydrology. Public access, footpaths, and green corridors should be maintained or enhanced where appropriate. Implementation strengthened by clear monitoring, long-term management obligations, and enforceable conditions or S106 agreements.	
13	Support	Support all the recommendations in the plan	Noted. Support welcomed.
14	Support	Support all recommendations in the plan	Noted. Support welcomed.
15	Support	Strongly agree	Noted. Support welcomed.
16	Comment	Agree. Suggest an additional parking area for St Wilfrid's school for teachers and a pick up/ drop off area for the children. Paid for by the developers.	Noted. Any provision for additional parking and pick up/drop off points within village centre would conflict with other criteria of policies HG1 and HG4
17	Support	Agree with proposals.	Noted. Support welcomed
20	Support	The park area should be retained in the grounds.	Noted. Support welcomed.
21	Support	Agree. Redevelopment of the site on the lines of those proposed would be welcomed and the situation cannot continue as it is.	Noted. Support welcomed.
22	Comment	It needs carefully thinking about, so it is in keeping with the village	Noted
24	Comment/Support	Fully support the principle of Policy HG1. I do believe that there should be a requirement for a secondary access off Broad Lane, especially to accommodate construction traffic to direct	Noted. Support welcomed. Other comments are matters for any future planning application

POLICY HG1		Grappenhall Hall	
Ref No:	Support /Object /Comment	Comments Received	GTNP Steering Group's Consideration
		this away from the cobbled Church Lane and humped bridges on Church Lane.	
25	Comment	This is highly valuable historic building that should be developed as a community recreational and welfare asset with and emphasis on the elderly.	Noted - options for various uses identified within the policy
27	Support	I would support this proposal	Noted – Support welcomed
28	Comment	Include retention of mature trees within the footprint together with the establishment of new feature trees as part of succession planning. Existing high value tree stock should be subject to Tree Preservation Orders should these fall outside of the conservation area designation. Clarification is needed on the future use of the greenspace within the grounds i.e. will this take the form of a new area of public parkland similar to the approach taken at the Winwick Park development in the North West of the town. If this is to be the case; how will future maintenance / stewardship be funded? Appendix 1 details the design and materials principles to be followed in order to ensure that provision is of high play value, sustainable and safe. Supplementary planning documents - Planning obligations - July 2024 https://www.warrington.gov.uk/sites/default/files/2024-07/Supplementary planning documents - Planning obligations - July 2024.pdf Future maintenance, inspection, repair and renewal are essential. Designs and materials must be future proof and be backed up with adequate funding to achieve this. Planned future stewardship by third parties / agents must include evidence of succession planning to achieve long term standards of maintenance for the lifetime of the development.	Noted. Site is within the Conservation area therefore additional TPO's not required. Future stewardship of parkland is an implementation issue

POLICY HG1		Grappenhall Hall	
Ref No:	Support /Object /Comment	Comments Received	GTNP Steering Group's Consideration
33	Comment	Agree with preserving historical nature but not to the exclusion of required affordable housing and country park allocation	Noted
34	Support	I agree	Noted. Support welcomed
39	Support	I entirely agree with the stated Policy proposals. Definitely desirable but achievable is doubtful. The park proposal would be a positive asset to the village as long as it doesn't increase traffic.	Noted. Support welcomed
40	Comment	As I see it, an ideal location for development except for access. Our small roads struggle to cope now and the cobbles in Grappenhall suffer.	Noted
41	Support	Agree with HG1	Noted. Support welcomed
42	Support	Agree with HG1	Noted. Support welcomed
43	Comment	Grappenhall Parkland must remain an open space without building development encroachment. Facilities for allotments could be created to enable local people to be able to have healthy activities and produce some of their own food at a time when farmland is disappearing.	Noted.
44	Comment	The historic and architectural integrity of Grappenhall Hall must be maintained and the parkland become an open access area for the community. It location makes it ideal for development of an environmental education facility and allotments. Part of the hall could be used as an exhibition area depicting the history of the Parish (see Additional Comments) How much of the landscape attributed to Mawson survives?	Noted.
45	Comment	The Council notes the policy in the first instance is seeking to secure the restoration of the Hall building. The policy however recognises there may be viability issues given the condition of the hall and the wider constraints of the site. It is recommended that the wording in policy point one is amended to reflect this position and acknowledge that whilst the strong preference is for restoration of the whole building there	Noted. Policy amended to address comments

POLICY HG1		Grappenhall Hall	
Ref No:	Support /Object /Comment	Comments Received	GTNP Steering Group's Consideration
		is a potential for redevelopment. It is considered that policy point 3 is over prescriptive and could limit options for a viable high-quality design solution that could enable the restoration of the Hall building. The Council therefore considers that the policy point 3 should be reworded to provide greater flexibility and the words not detached forms should be deleted. It is recommended that point 2 and point 4 are merged as they both are specific to the scenario of the Hall being refurbished. It could then be clarified that this point could be disregarded in the scenario that the Hall was to be demolished. It is considered that point 7 should be less specific given there are multiple building lines. Amending the policy to refer to the requirement for an area of accessible open space at the front of the site would give more flexibility.	
47	Comment	There would be a very large amount of demolition earthworks and building required for any development which would need large amounts of machinery, materials and workforce both being brought to and from the former Grappenhall Hall School for a prolonged. If any such development is to proceed to protect the heritage sensitive route of Church Lane Grappenhall then an alternative demolition and construction access would be required. A temporary access from Broad Lane somewhere between Hall Lane and Grappenhall wood has been suggested which would protect Broad Lane between Hall Lane and Church Lane. We are aware that on completion of a temporary access to Grappenhall Hall School there would also be possible alternative uses of the land for example as a country park, cycle paths, allotments or other recreational purposes which would benefit the local community. The terms for this would need to be negotiated presumably with the landowner of the school, currently Warrington Borough Council or a developer of the Grappenhall Hall School and indeed preliminary	Noted. Comments are mainly matters for implementation

POLICY HG1		Grappenhall Hall	
Ref No:	Support /Object /Comment	Comments Received	GTNP Steering Group's Consideration
		discussion about a temporary access has already taken place with Warrington Borough Council.	
54	Comment	I agree with the Plan priorities - re ensuring that any new development preserves and enhances the area's heritage. This particular priority is of great importance in my eyes and those of many many people in the locality. Like most neighbourhoods, Grappenhall is a mix of young and old, and some have lived here with their families for decades, but most would mention the heritage, character and quaintness of the village as a factor in moving here, and features that should be preserved. Particular features such as the cobbles and the beautiful ancient church should be preserved in their entirety, and it is critical that any changes or improvement s to existing historic buildings are minimal and must be sympathetic with the character of the village. In particular, any essential improvements to the now dilapidated Rectory and also Grappenhall Hall, both of which have an important local heritage which must be preserved. I agree with the Plan's priorities for this, and also for the ongoing need to protect our canal bridges and cobbles street from excessive vehicular traffic caused by new developments in particular.	Noted

POLICY HG2		Former Grappenhall Rectory	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Comment	again the most noticeable area of the village centre , this building needs to be brought back to its beautiful era , it over the years has upset the local people of Grappenhall and needs to be restored to grandeur	Noted
3	Support	Agree with this wholeheartedly and I feel any redevelopment will need to be monitored carefully. It is such a wonderful building and needs to be protected so what has happened, cannot happen again.	Noted. Support welcomed.
4	Comment	Support	Noted. Support welcomed
5	Support	Support this has been an eye sore for too long	Noted. Support welcomed
6	Support	Agree with policy	Noted. Support welcomed
8	Support	Happy with the intent to reinstate it entirely, and with the level of minimal extension. The original stable blocks were demolished and could be reinstated if that helps with its longer term purpose, but the important thing is to give it a sustainable future.	Noted. Support welcomed.
9	Support	Agree with refurbishing, looks very bad in the village at the moment. When refurbishing the Rectory it needs to be in keeping with the church and village.	Noted. Support welcomed
11	Comment	Support restoration of the Former Rectory with heritage-led, community-aligned outcomes. Require Heritage Impact Assessment and clear, measurable standards for materials, detailing, and subordinate form, scale, and height. Protect open eastern garden, mature boundary trees, and hedgerows; require Arboricultural Impact Assessment and Landscape & Ecological Management	Noted. Support welcomed. All other matters either addressed within the Policy or are relevant matters for any planning application.

POLICY HG2		Former Grappenhall Rectory	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		Plan. Integrate sensitive, heritage-compatible SuDS; prevent runoff increase and hard surfacing within root protection areas. Enabling development only as last resort: independent, publicly reviewed viability assessment; strict limits on floorspace, height, massing, siting, and materials; must deliver net heritage benefit. Require long-term stewardship plan for gardens, walls, trees, historic views, and semi-rural character.	
13	Support	support all the recommendations in the plan	Noted. Support welcomed.
14	Support	Support all recommendations in the plan	Noted. Support welcomed.
15	Support	strongly agree, left to disrepair for too long	Noted. Support welcomed.
16	Support	Strongly agree. properly re developed would enhance the appearance of the village for posterity	Noted . Support welcomed
17	Support	Agree with proposals.	Noted. Support welcomed
20	Support	It is great to hear that the Rectory is being bought and made good.	Noted. Support welcomed.
21	Support	Agree that any proposals to bring the building back into use, whilst very welcome, should be sympathetic to the area.	Noted. Support welcomed.
22	Support	Yes it is about time it it is renovated	Noted. Support welcomed
24		Fully support the principle of Policy HG2. This is an important listed building in Grappenhall Village and one that local people desperately want to see restored and brought back into use. It is	Noted. Support welcomed.Clause 4 of the policy refers to the wall

POLICY HG2		Former Grappenhall Rectory	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		important that the policy also references the brick boundary wall to Church Lane. I strongly believe that this should be fully restored alongside the main building as it is important to the listed building's setting and the look and feel of the village itself.	
25	Comment	It is a relief that this asset is under offer to a buyer reportedly proposing to restore this asset to its former glory. THIS MUST HAPPEN	Noted
27	Support	I would support this proposal	Noted. Support welcomed
28	Comment	Any enabling development of the Rectory grounds must complement the heritage setting within the conservation area and should not impact upon the character of the village and visual amenity when approaching from the canal bridge and Canalside. Include retention of mature trees within the footprint together with the establishment of new feature trees as part of succession planning.	Noted
33	Support	Agree with preserving important building	Noted. Support welcomed
34	Support	I agree	Noted. Support welcomed
39	Support	Again I agree with the proposals but care must be taken not to make them too onerous for any buyer.	Noted. Support welcomed
40	Comment	Sadly, an eyesore and has been for a while. Again, access onto/out of narrow roads a problem, traffic congestion etc. Would make a lovely venue for a hotel.	Noted
41	Support	Agree with HG2	Noted. Support welcomed
42	Support	Agree with HG2	Noted. Support welcomed
43	Support	I fully support the major proposals for Grappenhall Rectory but would suggest that Tree Preservation Orders are placed on the trees before any decisions are made concerning other buildings here.	Noted. Support welcomed - TPOs not required as in conservation area

POLICY HG2		Former Grappenhall Rectory	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
44	Support	I fully support the proposals for the Rectory. What has happened since it went into private ownership is a disgrace and should not have been allowed to occur. Local Councillors did their best but to no avail.	Noted. Support welcomed
45	Comment	Points 1-4 make assumptions about the level of development that would be brought forward at anyone time. It may be the case that repair/refurbish may relate to specific elements of the existing building rather than comprehensive redevelopment. Rather than saying what the each proposal 'must do', it is advised that this is reworded to state 'should have regard to'. This will allow smaller scale, but useful interventions to occur and for feasibility to be taken into account. The Council is concerned that the 50% limit of the floor space of the rectory building referenced in paragraph 4 could constrain the viability of enabling development. There may be potential for a larger footprint that remains well screened and subordinate to the Rectory, subject to high quality design. The Council considers that the policy should be amended to include an exception to the 50% limit where a development proposal is able to demonstrate high quality design and compliance with the other criteria within the policy. redevelopment. It is considered that policy point 3 is over prescriptive and could limit options for a viable high-quality design solution that could enable the restoration of the Hall building. The Council therefore considers that the policy point 3 should be reworded to provide greater flexibility and the words not detached forms should be deleted. It is recommended that point 2 and point 4 are merged as they both are specific to the scenario of the Hall being refurbished. It could then be clarified that this point could be disregarded in the scenario that the Hall was to be demolished. It is considered that point 7 should be less specific given there are multiple building lines. Amending the policy to refer to the requirement for an area of accessible open space at the front of the site would give more flexibility .	Noted. Policy reviewed and amended to reflect comment.
54	Support	I agree with the Plan priorities - re ensuring that any new development preserves and enhances the area's heritage. This particular priority is of great	Noted. Support welcomed

POLICY HG2		Former Grappenhall Rectory	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		importance in my eyes and those of many many people in the locality. Like most neighbourhoods, Grappenhall is a a mix of young and old, and some have lived here with their families for decades, but most would mention the heritage, character and quaintness of the village as a factor in moving here, and features that should be preserved. Particular features such as the cobbles and the beautiful ancient church should be preserved in their entirety, and it is critical that any changes or improvement s to existing historic buildings are minimal and must be sympathetic with	

POLICY HG3		Sites and Buildings of Local Historic Value	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Support	in a conservation area such as the village and out- lying bridges , these assets give the area its character, this makes people want to view these and explore the tow paths and village	Noted. Support welcomed
3	Support	Agree	Noted. Support welcomed.
4	Support	Support	Noted. Support welcomed
5	Support	Support	Noted. Support welcomed
5	Support	Agree with policy	Noted. Support welcomed
8	Support	Totally agree with the vison although for Thelwall Massey Hall is under private ownership, and how does this policy get implemented in this situation does te owner have to consult on any planned changes. Also how do Thelwall Hayes hall and garden get treated surely this should be covered in the overall the plan and Chaigley school; as the plan is about the strategic value of develop these sort of properties and ensuring their future viability	Noted. Support welcomed. - Thelwall Heys Hall and Chaigley School are designated heritage assets already. Once Neighbourhood Plan is made then any changes to Massey Hall Gardens would be dealt with under Local Plan policy DC2 and the National Planning Policy Framework.
9	Support	I agree that these sites are irreplaceable resource and should be conserved. It would be nice if the village could benefit from enjoying these places more. .	Noted. Support welcomed
11	Comment	Support restoration of the Former Rectory with heritage led, community-aligned outcomes.	Noted

POLICY HG3		Sites and Buildings of Local Historic Value	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		Require Heritage Impact Assessment and heritage-led design for Massey Hall Park and Grappenhall Hall. Protect historic landscape features: specimen trees, boundary woodlands, drive alignments, and parkland structures. Safeguard mature trees, hedgerows, water features, and deliver on-site Biodiversity Net Gain via a mandatory LEMP. Prevent harm to key views, vistas, and historic layout legibility; control height, massing, and suburbanisation. Specify unacceptable development: large, detached forms, suburban estate layouts, car-dominated design; ensure replacement structures are subordinate and use heritage-appropriate materials. Integrate landscape-led SuDS; protect root zones and historic drainage to avoid runoff and hydrological disruption. Secure public benefit and long-term stewardship via management plan or S106.	
13	Support	support all the recommendations in the plan	Noted. Support welcomed
14	Support	support all the recommendations in the plan	Noted. Support welcomed.
15	Support	Strongly agree	Noted. Support welcomed.
16	Support	strongly agree. If development is needed there are many other areas to be investigated. We should always remember the infrastructure needed for these developments	Noted. Support welcomed.
17	Support	Agree with proposal	Noted. Support welcomed

POLICY HG3		Sites and Buildings of Local Historic Value	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
20	Support	These should be protected and looked after	Noted support welcomed
21	Support	Agree	Noted. Support welcomed.
22	Support	Must be preserved very important	Noted. Support welcomed.
24	Support	Fully support the principle of Policy HG3. It is important that historical sites and buildings within the Parish are protected.	Noted. Support welcomed
25	Comment	These must continue to be protected. Where these are business assets any change of use must protect their historical merit	Noted
27	Support	I would support this proposal	Noted. Support welcomed
33	Support	This will maintain the feeling of Grappenhall and Thelwall	Noted. Support welcomed
34	Support	I agree	Noted. Support welcomed
35	Comment	Not enough is made of Kemp's work at Massey Hall - some of his trees have fallen because of old age but the tree lines are preserved.	Noted
39	Support	As HG2	Noted. Support welcomed
40	Comment	To preserve wherever possible and maintain long term.	Noted
41	Support	It is important to protect historical, architecture and landscape from circa 1874. Also to remember the social and economic history of the area and prominent people such as peter Rylands and Edward Kemp; so that future generations benefit from this Green Belt site.	Noted. Support welcomed
42	Support	Agree with HG3 - protecting historical architecture, landscapes are important so future generations can lern of the economic and social history of the Green Belt sites.	Noted. Support welcomed.
43	Support	I fully support the justification for the policy of protecting non-designated heritage assets and feel this should also apply to other similar sites as well.	Noted. Support welcomed

POLICY HG3		Sites and Buildings of Local Historic Value	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
44	Support	I fully support the policy of protecting non-designated heritage assets. The area has a rich heritage which has not always been taken into account by planners and developers (or indeed property owners).	Noted. Support welcomed
54	Support	I agree with the Plan priorities - re ensuring that any new development preserves and enhances the area's heritage. This particular priority is of great importance in my eyes and those of many many people in the locality. Like most neighbourhoods, Grappenhall is a mix of young and old, and some have lived here with their families for decades, but most would mention the heritage, character and quaintness of the village as a factor in moving here, and features that should be preserved. Particular features such as the cobbles and the beautiful ancient church should be preserved in their entirety, and it is critical that any changes or improvement s to existing historic buildings are minimal and must be sympathetic with	Noted. Support welcomed

POLICY HG4		Protecting Heritage Transport Routes in Grappenhall	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Support	a must, the village cobbles need protecting from traffic. The 4 by 4s , coaches and other heavy vehicles cause too much damage to the paved areas. There needs to be signs ' for access only' so that the amenities are available to patrons but not through traffic	Noted. Support welcomed. -whilst not a matter for the Neighbourhood Plan will raise with the Parish Council
3	Support	Increased traffic to Broad Lane would be a disaster as the lane is dangerous enough. The proposals make good sense and aim to negate as many issues as possible.	Noted. Support welcomed.
4	Support	Supportive but I would suggest that in addition any work being done under HG1, HG2 are linked to HG4 in that contractors will be required to reinstate the full length of Church Lane as a cobble road as part of any permission.	Noted. Support welcomed. - Other matters are for implementation
5	Support	Agree	Noted. Support welcomed
6	Support	Agree with policy in general but also include protected cycling and walking ways within the heritage transport routes	Noted. Support welcomed. Policy refers to vehicular traffic related to new development
8	Comment	The intent is right, but I can't see how there will not be uptick in traffic in Grappenhall village, unless vehicular access to Broad lane and Stockton lane is prevented from the new developments of those names. Pedestrian and cycle routes would be ok. Also how do Thelwall Hayes hall and garden get treated surely this should be covered in the overall the plan and Chaigley school;, as the plan is about the strategic value of develop these sorts of properties and ensuring their future viability	Noted.

POLICY HG4		Protecting Heritage Transport Routes in Grappenhall	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
9	Support	New developments need better transport access and it is important to avoid increasing traffic through Grappenhall village and the two historic bridges. I enjoy that Grappenhall village is quiet and I think increased traffic will be a big concern for the village. It is very important that we protect these heritage transport routes and new alternatives for traffic need to be considered to avoid any damage to these areas and maintain a village feel.	Noted. Support welcomed
13	Comment	Clear, Non-Negotiable Limits -No increase in traffic over humpback bridges or cobbled section by St Wilfrid's. Transport Assessments must model all heritage-sensitive routes (Church Lane, Witherwin Ave, canal bridges). Access and Routing -Mandatory Primary Access Strategy directing traffic to suitable roads (A50, A56). -Internal layouts and TROs to prevent rat-running through village core. Cobbles Protection -Condition Survey of cobbles and adjacent fabric pre-development. -Specify allowed vehicle types/weights; require developer-funded protection and monitoring. Construction Traffic -Construction Traffic Management Plan (CTMP) with prohibited routes, timing limits, and vehicle restrictions. -No construction traffic on humpback bridges or cobbled roads except emergencies. Environmental and Safety Impacts -Assess vibration on historic structures, air quality, and pedestrian/cyclist safety.	Noted. Comments either addressed by policy or are relevant matters for any planning application

POLICY HG4		Protecting Heritage Transport Routes in Grappenhall	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		-Narrow, steep bridges unsuitable for increased flows. Developer Contributions and Long-Term Protection -Mandatory contributions where development impacts wider network. -Fund active travel, pedestrian safety, heritage conservation, and signage/physical measures.	
13	Support	support all the recommendations in the plan	Noted. Support welcomed
14	Support	support all the recommendations in the plan	Noted. Support welcomed
15	Support	Strongly agree	Noted. Support welcomed.
16	Comment	Many of our roads around Grappenhall and Thelwall are as so many other roads in Warrington quite often congested at certain times or used as rat runs at other times. It is paramount that this problem of traffic is resolved before ANY development is passed	Noted
20	Comment	Bus services should be protected and improved.	Noted. However, not a matter for Neighbourhood Plan
21	Support	Agree	Noted. Support welcomed.
22	Support	YES definitely	Noted. Support welcomed
24	Comment/ Support	Fully support the principle of Policy HG4, which limits the amount of new vehicular access to Broad Lane to minimise new journeys. I am also happy that this policy does not fully restrict new access. However, also concerned that in seeking to protect the heritage transport routes in Grappenhall, Homes England could potentially try to use this policy to justify the disruption of the well-used and essential active travel route from Grappenhall Village to the walled garden at Grappenhall Heys. In terms of the transport	Support welcomed. Policy INF1 amended to refer to compensation

POLICY HG4		Protecting Heritage Transport Routes in Grappenhall	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		hierarchy priority should be given to walking, wheeling and cycling over journeys by car. Policy HG4, when read in conjunction with policies GBS1 and INF1 would not, however, support that argument	
25	Comment	The cobbled road in Grappenhall village should be made a pedestrian only thoroughfare except for access.	Noted - not a matter for the Neighbourhood Plan
27	Support	I would support this proposal I strongly support this proposal especially in view of the use of routes when congestion grows due to motorway issues - so perhaps this could also be considered	Noted – Support welcomed
33	Comment	Make sure that village centre is preserved, surrounded by increased housing. Will help village pubs to be successful	Noted
34	Comment	Protection needs to be balance with accessibility. The paths could do with upgrading to meet support people with mobility issues.	Noted.
39	Comment	See also my additional comments	Need to maintain access to properties in the village. Any traffic management scheme is a matter for WBC
40	Comment	To preserve wherever possible and maintain longterm.	Noted.
41	Support	Agree with HG4	Noted. Support welcomed.
42	Support	Agree with HG4	Noted. Support welcomed
43	Support	I support the proposed protection of heritage transport routes in Grappenhall and Thelwall but the integrity of Grappenhall Village must be protected.	Noted. Support welcomed
44	Support	Heritage transport routes are an integral part of both Grappenhall and Thelwall and must be protected.	Noted. Support welcomed
45	Comment	WBC Highways Development Control Offices will seek compliance with this policy through the planning application process for new developments. The Council is aware of the highway constraints within the area and would seek to minimise any impacts on historic structures. The Council would recommend the	Noted. Amendment made to the policy to address comment

POLICY HG4		Protecting Heritage Transport Routes in Grappenhall	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		policy wording is changed from 'avoid increasing vehicle movements' to 'minimise opportunities for increasing vehicle movements' given the Council cannot commit to vehicle movements being totally avoided.	
46	Comment	Homes England and its consultants have been liaising with WBC regarding the access strategy to support the Development Framework's comprehensive spatial masterplan. Todate, WBC Highways officers have expressed a preference that vehicle access into the Broad Heys neighbourhood is not taken via Broad Lane. This aligns with the aims of the draft policy HG4 which seeks to minimise vehicle access onto Broad Lane and route vehicular traffic away from heritage features such as Stanney Lunt bridge and Grappenhall Bridge and away from the centre of historic Grappenhall Village and associated Conservation Area. Therefore the indicative Inclusive Framework Plan published by Homes England in the latest round of engagement shows the proposed Broad Heys neighbourhood being accessed via two new vehicle routes from the West via Grappenhall Heys (the consented Redrow development) and from the north via the proposed Stockton Heys neighbourhood. This access strategy for Broad Heys would mean taking a vehicle route capable of accommodating a bus as well as active travel connections and utilities corridors through limited corridors across Grappenhall Heys Plantation and an area adjacent to Parrs Wood respectively. The intention is to minimise the impacts on landscape and ecological assets, limit tree and hedgerow removal, carefully manage interaction with existing walking and cycling routes, and otherwise seek to ensure that the impacts of new infrastructure are managed and mitigated appropriately.	Noted. Homes England latest draft development framework does not allow for access onto Broad Lane or Stockton Lane

POLICY D1		General Residential Design Principles	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Comment	Not many little boxes, something of character in-keeping with the area not modern box design	Noted
3	Support	Love it!	Noted. Support welcomed.
4	Support	Support	Noted. Support welcomed. -
5	Support	Agree	Noted. Support welcomed.
6	Support	Agree with policy	Noted. Support welcomed.
8	Comment	Overall, the ethos/style is good, but there should be a restriction of the number of houses/acre to say 7/acre max, to enable some sort of environmental corridor in all areas. I like the idea of having a range of housing sizes to create a balanced community, with neighbour support to the elderly that may move into the area The important thing to remember is that today's society often works from home as a norm most of the week. All housing requires a separate office space as a norm, in which office equipment can be set up permanently, with proper seating and workstation provision.	Noted. Housing density is set out in Warrington Local Plan
9	Comment	It would be nice if there was a mix of different house designs rather than all the same type of houses on the estate. I do not feel that the black and white render will fit in with the Cheshire vibes. I think brick fits in with the local area far more. I feel that some of the existing houses in Grappenhall are dark and	Noted

POLICY D1		General Residential Design Principles	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		depressing looking stone and that it does not fit in with the area. I feel that like coloured sandstone and red brick will look more appealing and fit in better in the area. I do not agree with the black or white Cheshire railings. I think wooden fences would look far more in keeping with the area and less dominating. More natural feel.	
10	Comment	See my comments on car spaces in section INF1	Noted. Accept need for disabled parking provision but needs to be consistent with national and local policy. Other comments are matters for any planning application
11	Comment	Require Heritage/Design Statement demonstrating context-sensitive use of architectural features (hood moulds, bay windows, porches, dentils) and relation to Character Areas. Clarify appropriate materials with objective standards; submit material samples and colour boards. Encourage subtle modern interpretations. Ensure street hierarchy, plot pattern, and building layout integrate with local context; use design codes/masterplans for larger sites. Retain trees, hedgerows, and integrate green infrastructure; require LEMP and on-site Biodiversity Net Gain. Apply SuDS, minimise hardstanding, and use materials compatible with local character to manage surface water.	Noted. Policy reviewed and amended.

POLICY D1		General Residential Design Principles	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		Promote safe pedestrian/cycle links, communal spaces, and small-scale social infrastructure within residential layouts. Secure implementation through planning conditions, design codes, and visualisations to ensure enforceability.	
13	Support	Support all the recommendations in the plan	Noted. Support welcomed
14	Support	Support all the recommendations in the plan	Noted. Support welcomed
15	Support	Agree	Noted. Support welcomed
16	Support	Strongly agree	Noted. Support welcomed
17	Support	Agree with proposal. Property types must be dictated by local demand/authority rather than by the developers Priority must include provision of bungalows/smaller properties to enable existing residents to downsize locally and remain in the area.	Noted. Support welcomed. Policy wording to be reviewed
18	Comment	There is reference to different household types but think particular reference needs making to the aging population and sufficient properties need to be suitable for an older age, in particular lower emphasis on 3 storey properties for example. Although there is a push for walking/cycling forms of transport, there needs to be an obligation on developers to provide sufficient space for cars as part of each property boundary.	Noted. See Policy H1
20	Comment	Creating attractive and distinctive houses benefits us all. The urban development principles are worth considering. Mixed use developments seem to work very well.	Noted.
21	Support	Strongly agree. Another Urban Splash development type, with building designs in complete contrast to the existing area, cannot be allowed to be passed again.	Noted. Support welcomed. Policy wording amended
22	Comment	In keeping with the character of the village	Noted

POLICY D1		General Residential Design Principles	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
24	Comment	I do struggle to follow how Policy D1 will be used in practice. I agree that a general design principles policy should be included in the plan, but it maybe needs a little more refinement to ensure that it is fully useable. It also needs to relate specifically to the character areas, ensuring that any new development takes its cues from local design characteristics, rather than the generalisations that the policy includes. I don't think that there should be a blanket policy that insists on a black and white colour palette for render, painted brick and timber work. Some of the nicer properties around the Victoria Road/ Balmoral conservation area have green timber and cream render and look fantastic. I think this particular requirement would be unenforceable as there isn't any way to restrict a property changing colours. These are not estate houses. I also do not believe that all properties within the Parish should have sandstone feature in the design palette. The character areas identified shows the variations is styles across the Parish and this requirements would not fit everywhere.	Noted. Policy wording amended
25	Comment	Whilst the historic heritage might be reflected in building design, this should not be a restriction. There is a grand opportunity for novel and forward-thinking design concepts to reflect current and future environmental challenges. Try offering young architects the opportunity to design buildings and community areas. The current architectural designs are frankly TIRED AND BORING. There is very little consideration of the known and substantial demographic trend and that is the growing old age profile.	Noted. Policy wording amended.
27	Support	I would support these principles	Noted. Support welcomed
33	Comment	Maintain feeling of community	Noted

POLICY D1		General Residential Design Principles	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
34	Comment	I think the design rules are too prescriptive. There seems little scope for good modern design to be used. Existing streets are not uniform in design apart from the new builds. I agree with adding low carbon infrastructure.	Noted. Policy wording amended
38	Comment	Design for houses should incorporate plenty of space, both around the houses and areas within the development, semi-mature trees. Houses to be all different, some traditional as the existing, some more modern, An up-market development.	Noted. Policy wording amended
39	Comment	Referring to 'large scale housing developments', will there be sufficient control over speculative builders to ensure that they contribute 'positively to the existing character and architectural heritage of the area' in respect of good design principles and layouts rather than typical housing developments that they usually churn out? It is important that strict control over their activities is achieved at planning stage.	Noted. Policy wording amended
40	Comment	Appleton Thorn already has an area of large sized family homes. Consider residents wanting to downsize after families have left original homes and older generation needing to downsize or move into bungalows. Apartments not the answer.	Noted. Policy wording amended
41	Comment	Thelwall Heys development would benefit from bungalows being built near existing bungalows near this site and houses and other 2 storey buildings being built near existing houses/2 storey properties, so the new development transitions smoothly into the surroundings. However, pepperpotting terraced throughout the site so well integrated.	Noted. Policy wording amended
42	Comment	Thelwall Heys development would benefit from bungalows which should be built being built to existing bungalows adjoining the site. The houses should be no more than 2 storey buildings which is in keeping with the area. Terraced properties should be 'pepperpotted' throughout the site so they are well integrated.	Noted. Policy wording amended
43	Comment	In principle I support the general residential plan but construction of flat roofed buildings eg apartments and other structures of more than two stories	Noted. Policy wording amended

POLICY D1		General Residential Design Principles	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		should be discouraged unless they conform to existing Victorian and Edwardian housing in the area.	
44	Support	I fully support the residential design principles as stated. Any development should reflect local vernacular variation in architecture and not the 'ticky-tacky boxes' seen nationwide. I agree that terraced houses are ideal for first time buyers and older residents wishing to downsize, thus contributing to a mixed community spirit. Height must be considered in any developments. Front gardens (however small) are essential - unrestricted areas of impermeable material should be actively discouraged.	Noted. Support welcomed. Policy amended.
45	Comment	The Council is concerned that the requirements of policy D1 are too specific, too restrictive and will not allow for innovation in design or sufficient flexibility to provide a site specific design response The policy currently reads as a set of very restrictive requirements that support pastiche design. The Council considers the policy should be rewritten to highlight a palette of materials features and typologies and suggest how these may be referenced rather than strictly replicated. The Council has significant concerns regarding the policy points under the 'Building Forms' subheading, The Local Housing Needs Assessment that has been undertaken in support of the Neighbourhood Plan highlights the importance of delivering a range of house sizes, including smaller homes for young people looking to buy their first home or older people looking to downsize. This has informed Neighbourhood Plan policy H 1 which looks to secure a minimum of 30% of new dwellings as one and two bedroom homes. The Local Plan allocation for the SEWUE requires development across the whole of the allocation to be constructed to an average minimum net density of 35 dph this will only be achievable across the SEWUE as a whole if smaller, higher density housing types are delivered in appropriate locations, for example in proximity to local centres. Policy point 1 under the Building Forms subheading requires dwellings to be provided in a detached or semi detached house form . This policy requirement would compromise the delivery of smaller homes, contrary to local plan and is in conflict with the Neighbourhood Plan's own housing mix policy. It would also	Noted. Policy wording amended.

POLICY D1		General Residential Design Principles	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		undermine the delivery of the SEWUE. The Council therefore considers this policy requirement should be deleted. The Council also considers the policy point 2, which would apply to the local plan strategic allocations, should also be deleted. If it was to remain then the word 'occasional' before 'terraces and bungalows' should be deleted.	
46	Comment	The proposed residential development design principles are noted by Homes England. Homes England will be seeking to ensure that new development within Southeast Warrington contributes possibly to the existing character of the area, whilst also recognise that new development should create its own character. it is noted that Draft policy D1 references common features and motifs, to be applied in character areas, a number of which are directly adjacent to the southeast Warrington allocation. It is also noted that the Draft policy explains that their use should not jar or sit uncomfortably with the modern building form. Homes England is generally supportive of the flexibility incorporated in Draft policy D 1. Notwithstanding this however, Homes England intends to prepare a comprehensive design framework for SE Warrington, the structure which will be set out in the development framework, and with design parameters and codes being fixed as part of the planning application determination process. It is considered that development specific design principles are most appropriately dealt with at this stage, with input from scheme designers. It is therefore queried as whether the measures in draft policy D 1, despite the flexibility incorporated, are too prescriptive ahead of this process being completed. Draft Policy D3 focuses on Stockton Lane area within the southeast Warrington site, and sets out a number of design principles, many of which are supported by Homes England within the Emerging Development Framework proposals, and in particular through our focus on a landscape led approach. We consider that clause six of Draft Policy D3 however, with reference to a list of materials and architectural devices, is potentially problematic as it does not reflect the welcome flexibility allowed for in Draft Policy D1. We therefore consider that the same caveats (regarding avoiding pastiche and ensuring appropriate integration with	Noted. Policy wording amended

POLICY D1		General Residential Design Principles	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		modern architecture_) should be allowed for and hence policy D3 should be amended for consistency. Homes England will also like to request an amendment to the Building Forms section of Draft policy D1. In order to comply with Policy MD 2 of the Warrington Local Plan (which requires an average minimum density of 35 dwellings per hectare with SE warrington). To ensure that an appropriate range of housing sizes are provided within the allocation, it is likely that some terraced housing or apartments (which could, for example, contain older person's housing) will be necessary. This type of housing could be accommodated anywhere within the southeast Warrington site and particularly in locations where high density is considered appropriate (for example around new local centres) and which may not necessarily adjoin the site boundary. Homes England therefore considers that additional flexibility needs to be reflected in Draft Policy D1 to allow more than occasional use of building forms other than detached or semi detached homes, where appropriate. This will be necessary to ensure an appropriate housing mix across the allocation. Please see below further commentary on this matter, in relation to Draft policy H1	
54	Comment	I agree with the Plan's awareness of the need to preserve the existing character and architectural heritage of the area and its awareness and appreciation of existing listed buildings and Conservation areas in the Parish Such aspects are generally noted, photographed, remembered and enjoyed by visitors to the area. On that note, I do feel that there could be better signage in terms of raising awareness of them, and their name and purpose etc. Maybe something similar to a local "Blue Plaque" or "Place of Interest" sign which says a bit about its importance and/or heritage, and maybe a more prominent signpost towards Grappenhall Woods (a delightful walk), or about the Bridgewater Canal (eg.by each of the bridges) or a more noticeable sign by the old Bridge Stores on the Canal bank etc. These always generate an interest in passers-by, walkers and cyclists and even new residents etc.	Noted

POLICY D2		SEWUE Broad Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Comment	low level not 3 stories behind trees and hedges so as not to spoil the views of the countryside	Noted
3	Support	Agree with this	Noted. Support welcomed.
4	Support	Support	Noted. Support welcomed.
5	Support	Agree key to not to increase traffic on Broad land nor to allow Hall Lane open to traffic	Noted. Support welcomed
6	Comment	All access roads should have an adjacent protected cycleway, helping to reduce traffic congestion and improve air quality	Noted. Not always possible to provide cycleway adjacent.
7	Comment	So traffic has to travel over a single passage Stanney Lunt hump back bridge how is that going to change to cope with extra traffic	No access to be on to Broad Lane
8	Support	The idea of creating a footpath from Grappenhall wood down to the Cricket ground on the side of the site is good. Broad lane currently is a difficult walk to the Cricket ground to Grappenhall wood, also the connection of the path past the springs area towards Lumb brook road is good. It is important the Hedging along this section There is no clear statement on housing numbers in this area, in the plan, there should be!	Noted. Support welcomed. Route of proposed footpath amended Housing numbers are a matter for Warrington Local Plan

POLICY D2		SEWUE Broad Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
9	Comment	My concern is will the footpaths be wide enough for bikes, dogs and lots of people.	This is a matter for implementation
11	Comment	Policy D2 recognises the importance of frontages, pedestrian connectivity, and streetscape quality, but can be strengthened for biodiversity, community benefit, and heritage protection. Landscape and Visual Integration -Require detailed LVIA with cross-sections and photomontages to demonstrate retention of key views of Parrs Wood. -Woodland buffers to have minimum 15-20m widths; planting plans should support connectivity and BNG objectives. Hedgerow Retention and Green Infrastructure -Retain and supplement Stockton Lane hedgerows with native species. -Secure long-term management via S106 or planning condition. -Integrate hedgerows into green infrastructure; clarify ownership, maintenance, and public access. -Require pre-development ecological surveys to protect species such as bats and nesting birds. Street Layout and Drainage -Require SuDS for surface water management, flood risk reduction, and protection of woodland/hedgerow hydrology. -Support biodiversity with features like wildflower swales or retention ponds. Footpaths and Connectivity -Design footpaths for accessibility with permeable surfaces and minimal disturbance to mature vegetation.	Noted

POLICY D2		SEWUE Broad Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		-Require maintenance plans and connections to wider SEWUE area, including safe crossings and signage. Landmark Building -Ensure scale, design, and materials respect rural edge and Domestic Revival character. -Encourage community/ecological benefits (e.g., biodiversity roof, native planting, or small community space). Architectural Character -Require design codes/pattern books to maintain intended black-and-white palette, distinct eyebrow lintels over windows (found locally), half-timbering, slate/red tile roofs, and generous front gardens. -Enhance detailing for key corner plots and prominent sites. Heritage and Visual Sensitivity -Require heritage impact assessments for rooflines, massing, and view corridors to Grappenhall. -Avoid long, uniform housing rows that would appear incongruous against the rural edge. Monitoring and Implementation -Secure hedgerow, woodland, footpath, and green infrastructure delivery via conditions or S106 agreements. -Require BNG evidence and at least 5 years of post-occupation monitoring. -Ensure clear responsibilities and long-term funding for maintenance.	
13	Support	support all the recommendations in the plan	Noted. Support welcomed

POLICY D2		SEWUE Broad Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
14	Support	support all the recommendations in the plan	Noted. Support welcomed
15	Support	Strongly agree	Noted. Support welcomed
16	Support	Agree	Noted. Support welcomed
17	Support	Agree with proposals	Noted. Support welcomed
22	Comment	Important to keep things as they should be	Noted.
24	Comment	I support the principle of Policy D2 and agree that there should be a design strategy for this discrete development site. I fully support the notion of having a linear development facing onto Broad Lane, sitting behind the hedgerow, as this will be one of the main entrances/ gateways into Grappenhall Village. It would not be appropriate to see the rear of properties in this location. Also fully support the creation of additional footpaths as detailed at point 4. The network of active travel routes from Grappenhall Village to Grappenhall Heys are absolutely essential and will be even more so if Homes England insists on all access to the SEWUE being via Lumbrook Road. There needs to be an enhanced network of accessible walking, wheeling and cycle routes linking residents of the SEWUE to Grappenhall Village and likewise to connect residents of Grappenhall to the open space and woodlands that they currently enjoy for dog walking, family walks and recreational purposes.	Noted. Support welcomed
25	Comment	Any development must restrict the flow of traffic into the existing village area	See policy HG4

POLICY D2		SEWUE Broad Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
27	Support	I support this approach and wonder if similar hedgerows etc could be required in neighbouring areas	Noted. Support welcomed
28	Comment	Clarification required in relation to the future maintenance responsibility and funding for the new footpath/cycleway linkages. Increases in footfall result in erosion of surfaces and damage to adjacent soft landscapes e.g. Appleton Dingle where development has impacted upon this long established off road route through the woodland. Therefore, the upgrading of existing routes will be necessary in order for these to function as part of a wider transport network with linkages to residential developments and to achieve a consistent standard of off road surfacing.	Noted. Policy INF1 to include reference to maintenance etc.
33	Comment	No increased traffic on Broad Lane, new road through Grappenhall Plantation is necessary, but with safety crossing across existing foot and cycle path	Noted.
34	Object/Comment	I think the design rules are too prescriptive. There seems little scope for good modern design to be used. Existing streets are not uniform in design apart from the new builds. I agree with adding low carbon infrastructure.	Noted.
35	Support	Broad Lane: I strongly support new footpaths for reasons of road safety	Noted. Support welcomed.
39	Support	The above should apply to this and other areas.	Noted. Support welcomed.
39	Support	The above should apply to this and other areas.	Noted. Support welcomed.
40	Support	Road network of major concern. M6 junction @ Poplars needs to be improved before any new homes are built.	Noted. M6 junction etc are strategic matters beyond scope of Neighbourhood Plan
41	Support	Agree with D2	Noted. Support welcomed.

POLICY D2		SEWUE Broad Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
42	Support	Agree with D2	Noted. Support welcomed.
43	Support	I support his strategy for Broad Lane but hope that vehicle access to this lane would ensure that traffic is directed up Broad Lane to turn left into Grappenhall Lane and hence to the A50 and M6/M56 junction thus completely avoiding Grappenhall Village and Stanney Lunt.	Noted. Support welcomed. No traffic from site to be allowed onto Broad Lane
44	Comment	A strategy to deal with traffic along Broad Lane is essential. This is already a major problem in terms of speed and volume, especially from vehicles accessing Appleton thorn Industrial Estate. The development of footpaths protected by hedgerows is to be applauded. It is surprising that there have been no fatalities in recent years.	Noted. No traffic from site to be allowed onto Broad Lane
45	Comment	The Council is concerned that the Neighbourhood Plan is seeking to provide detailed design requirements in policy ahead of the preparation of the SEWUE Development Framework. The Development Framework will provide the basis for future detailed design codes for areas within the SEWUE. The policy requirements within D2 are overly restrictive and do not take into account how this area relates to the wider urban extension. The Council considers this policy should be reviewed in the context of the emerging SEWUE Development Framework. The Council has a significant concern regarding policy point 4. This requires the provision of new footpaths by the developer across areas under 3rd party ownership. Although the supporting text clarifies that the routes shown on Figure 14 are indicative the Council considers the policy requirement could delay or compromise the delivery of the SEWUE. The Council supports the principle of provision of new footways throughout the Neighbourhood Plan Area but considers the policy requirement should be rewritten to confirm the key locations outside of the SEWUE allocation that the urban extension should seek to provide connections to the connections shown	It is considered that design on this site should relate to the immediate area rather than to the rest of the SEWUE from which this site is detached and relatively remote. New footpath route proposed with the agreement of the landowner.

POLICY D2		SEWUE Broad Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		on Figure 14 should be amended to show the general directions for connexions rather than showing specific routes. This would provide greater flexibility than the current policy requirement.	
46	Comment	Draft Policy D2 outlines design requirements for the area of the South East Warrington allocation located adjacent to Broad Lane. As noted above this area is identified as Broad Heys in the most recent Homes England Public Engagement. Clause 3 and 4 of draft Policy D2 and Figure 14 of the NDP as well as draft Policy INF 1 and supporting Figure 19, identify specific offsite footpaths to be provided outside of the South East Warrington allocation boundary. The supporting text outlines that these will need to be provided by the developer in negotiation with land owners as Green Belt compensation measures. The words 'should be provided' and 'will be provided' are used respectively in clauses 3 and 4. The Local Plan requires that South East Warrington provides appropriate access arrangements, improved walking and cycling routes, including connections between new and existing residential areas (Policy MD2 Clause 27).We consider that the appropriate alignment of routes between the South East Warrington site and existing footpaths/attractions should be considered within subsequent planning applications, where their relationship to new development layouts can be most appropriately considered. Therefore, designating the precise routes for off site connections within a neighbourhood plan is considered to be inappropriate. Notwithstanding that we consider it is not appropriate to prescribe detailed route alignments in a neighbourhood plan ahead of the planning application process, the South East Warrington sites deliverability including development and supporting infrastructure is key . There is no supporting evidence within the NDP that the routes prescribed are deliverable in fact the sporting text for draft policy D2 anticipates deliverability challenges by stating that developers must negotiate with	It is considered that design on this site should relate to the immediate area rather than to the rest of the SEWUE from which this site is detached and relatively remote. New footpath route proposed with the agreement of the landowner

POLICY D2		SEWUE Broad Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		3rd party land owners to deliver a particular footpath route. The willingness of 3rd party land owners to cooperate is not guaranteed therefore we consider that mandating this as part of the South East Warrington development would create a deliverability challenge for this key allocation and therefore should be removed from the NDP.It is instead appropriate that the development design process, including a planning application stage should consider what on and offsite connections are needed to service the development as per the requirements of national planning policy, this includes any offsite works to make the development acceptable, including Green Belt compensation measures. This will allow for the careful alignment of neighbourhood layouts to facilitate desire lines and connectivity within the surrounding area which may be achieved in a number of acceptable ways yet to be determined. Homes England request that draft Policy D2 be amended to seek to ensure that the South East Warrington Development delivers enhanced connectivity between the allocation and Grappenhall Village in general terms. Reference to the proposed footpaths as shown on an Ordnance Survey based plan (figures 14 and 19) should be removed. Alternatively the language within draft Policy D2 could be amended to encourage the provision of the footpath if possible rather than seeking to restrict development if the identified footpath routes are proven to not be deliverable.	

POLICY D3		SEWUE Stockton Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Comment	again low level with plenty of green areas, trees and hedges for the wildlife seeing as their habitat is being taken away.	Noted
3	Support	Agree	Noted/Support welcomed
4	Support	Support Support in addition should D3 also include road access not being onto Broad Lane. Also under D3 I would suggest the addition of a footbridge over the canal. And finally I would suggest that due to the increased number of walkers from the estate the towpath on the Bridgewater canal is upgraded	Noted. Support welcomed. No access to Broad Lane.
5	Support	Agree - potential for the site of new (2-way) canal crossing	Noted. New canal crossing would be a strategic matter beyond scope of Neighbourhood Plan.
6	Comment	All access roads should have an adjacent protected cycleway, helping to reduce traffic congestion and improve air quality. The current aqueduct carrying the Bridgewater canal over Lumb brook lane needs to be widened to allow two lanes of traffic to flow underneath it at all times to reduce congestion in the area particularly around school pick up times	Noted. Not always feasible to provide cycleway adjacent to all roads. New access under Bridgewater Canal would be a strategic matter and mainly outside neighbourhood area. Therefore, beyond the

POLICY D3		SEWUE Stockton Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
			scope of Neighbourhood Plan.
7	Comment	As above how is all the extra traffic going to cross the Bridgewater canal .Lumb Brook again is single passage	Noted.
8	Comment	It is essential vehicle access and egress from the site is not along Stockton Lane, which would encourage traffic along an already overloaded lane. At peak times when there are events at the sports club, it is difficult to walk along the lane, because of the traffic to the club, and parking in the lane around the club. Walking along the route is popular as it is away from the main road on the south side of the Bridgewater canal. The policy re housing layout and style is good. It is important the gardens do not butt up to the hedge on Stockton lane. Could the sports club traffic be routed through the estate, rather than along the length of Stockton lane. It has to be remembered the Lumbrook end was closed off because of a driver ending up in the canal drowning all inside the car. There is no clear statement on housing numbers in this area, in the plan, there should be!.	Noted. No vehicle access on to Stockton Lane. New development may provide opportunity for sports club access to be provided through this site. Housing numbers not a matter for Neighbourhood Plan.
9	Comment	I believe lots of big front gardens and lots of hedges is very important for the area. I don't believe the white and black palette will fit the area. I think red brick is more traditional Cheshire vibes. I want the area to encourage lots of walking and good footpath networks. I would like any buildings near the canal to not be too close or over dominating to the canal. I walk along the canal to enjoy nature, not to feel like I am in walking along a inner city canal.	Noted.

POLICY D3		SEWUE Stockton Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
11	Comment	Require LVIA with cross-sections/photomontages to show retention of key views; woodland buffers 15-20m with planting plans contributing to BNG. Retain and supplement Stockton Lane hedgerows with native species; secure long-term management and clarify access/ownership; conduct pre-development ecological surveys. Integrate hedgerows into multifunctional green infrastructure. Require SuDS and surface water features (swales, ponds) supporting BNG and protecting woodland/hedgerow hydrology. Design footpaths for accessibility, permeable surfaces, minimal tree/hedgerow impact; include safe crossings, signage, and connections; orient buildings to active frontages. Ensure landmark building respects rural edge, Domestic Revival character, and incorporates ecological/community benefits where possible. Apply design codes/pattern books; enhance detailing on key corners and prominent sites. Require heritage impact assessments for rooflines, massing, and view corridors to protect historic settlement. Secure green infrastructure delivery via S106/conditions/management; monitor for 5+ years; include BNG evidence and long-term maintenance plans.	Noted.
13	Support	Support all the recommendations in the plan	Noted. Support welcomed

POLICY D3		SEWUE Stockton Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
14	Support	Support all the recommendations in the plan	Noted. Support welcomed
15	Support	Agree	Noted. Support welcomed
16	Support	agree. What about traffic accesability to and from stockton lane. Lumb Brook and Broad Lane cannot cope as it is	Noted Support welcomed. No vehicle access to Stockton Lane
17	Support	Agree with proposal	Noted. Support welcomed
20	Comment	Opening Stockton Lane again would improve traffic flow.	Noted but no vehicle access to Stockton Lane
21	Support	Agree	Noted. Support welcomed
22	Comment	Important to keep things as they should be	Noted.
24	Comment	I support the principle of Policy D3 and agree that there should be a design strategy for this discrete development site. I do not agree that the development here should be black and white, built to reflect the Domestic Revival Character Area. I do not believe that this should be included. There is a danger of this being pastiche and actually given that this area is large is size, it would not be inappropriate for it to have its own design style. As the need in the Parish is for smaller properties, I do not think mirroring the Domestic Revivial Area will work. I personally think longer rows of smaller 2-bed terraces/ cottages fronting onto the canal, mirroring what's already on Lumbrook Road would work well/ better, similar to those found on Church Lane close to the hump bridge. This area would lend itself much better to accommodating starter homes.	Noted.
25	Comment	No comment	Noted.

POLICY D3		SEWUE Stockton Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
27	Support	I support this approach	Noted. Support welcomed
28	Comment	An important design consideration is that residential boundaries must be offset away from existing and new tree plantings / hedgerows etc. to avoid future conflicts i.e. shading / encroachment over garden boundaries which all too often result in the loss of valuable tree / habitat stock. Land drainage solutions are of high priority in order to mitigate the impact of new development, noting that SuDs systems such as swales and attenuation ditches are not to be classified as usable Public Open Space. They are part of the drainage infrastructure and should be suitably managed for this key purpose.	Noted.
32	Comment	Retain the area at Stockton Lane between the eastern boundary of Grappenhall Sports looking towards the cricket club and bounded by the Bridgewater canal as a green space conservation area. This area is an area of beautiful scenic countryside, highly visible from the main road (Chester Road) and Church Lane. Building on this particular area would impact upon the characteristics of Grappenhall as a village; it is enjoyed by the community as an area for walking and running and is important for wellbeing and mental health, as well as being of high ecological value. It is featured as photos of the countryside and canal views within the Grappenhall and Thelwall Neighbourhood plan draft document. To destroy this particular area would be criminal and once built upon would be lost forever.	Noted. Some of this area is Green Belt other is part of SEWUE allocation.
33	Comment	Stockton Lane should not have any increase traffic, maintain as no through road	Noted.
34	Objection with some support	I think the design rules are too prescriptive. There seems little scope for good modern design to be used. Existing streets are not uniform in design apart from the new builds. I agree with adding low carbon infrastructure.	Noted.

POLICY D3		SEWUE Stockton Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
38	Comment	Housing along Stockton Lane is an impressive mix of totally different mix larger and smaller houses, making it unique because it also faces farmland. The new houses should try to emulate this, plenty of space around and between houses.	Noted.
40	Comment	Again, road network an issue. Lumbrook Road is at a standstill many times daily.	Noted
41	Support	Agree with D3	Noted. Support welcomed.
42	Support	Agree with D3	Noted. Support welcomed
43	Support /Comment	I support in principle but would like more information about the proposed character of the landmark building. It is essential that all extant and new hedgerows should be planted to provide wildlife access to woodland areas at Grappenhall Heys. One foreseeable problem is increased flooding in this area which is already an issue in the constantly flooded lower fields.	Noted. Support welcomed
44	Support/Comment	In general I support the design strategy for stockton Lane. Hedgerows must be an integral part of the development providing wildlife corridors between the Bridgewater Canal and Grappenhall Heys woods. There is an issue with the drainage of surface water in the fields adjacent to the lane. This can impinge on the ability of the present stream and culvert to carry excess water down to the ship canal. Some of the gardens in Middlehurst Rd, where the stream is open, are already prone to flooding .	Noted. Support welcomed. Policies in Local Plan relate to drainage - not a matter for Neighbourhood Plan.
45	Objection	The Council is concerned that the Neighbourhood Plan is seeking to provide detailed design requirements in policy ahead of the preparation of the SEWUE Development Framework. The Development Framework will provide the basis for future detailed design codes for areas within the SEWUE. The policy requirements within D3 are overly restrictive and do not take into account how this area relates to the wider urban extension. The Council considers this policy should be reviewed in the context of the emerging SEWUE Development Framework.	Noted. It is considered that design on this site should relate to the immediate area rather than to the rest of the SEWUE from which this site is detached and relatively remote.

POLICY D3		SEWUE Stockton Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
46	Object/Comment	See comments under D1 which relate to this policy also.	Noted. It is considered that design on this site should relate to the immediate area rather than to the rest of the SEWUE from which this site is detached and relatively remote.
54	Comment	Finally, but importantly, the location of new housing is paramount - there is considerable concern about the idea of using Stockton Lane for large-scale development due to its location. I appreciate that this is a Council decision but they must be made aware of the level of concern especially about the unsuitability of this location, the extensive loss of farm land, the anticipated traffic chaos and the apparent lack of decent entry and exit points and the loss of what is an extremely popular and much-loved road for walkers, cyclists, Keep Fit enthusiasts, , joggers and dog walkers etc etc. For an example, my elderly, widowed neighbour enjoys the beauty and peace of that lane, which she walks on a daily basis and has done for many years and knows she benefits from the time to think, reflect and relax each day. She says she will feel bereft if this is lost, and may try to move, and she is not the only one. Many people feel similarly about the value of Australia Lane and the peace that it brings them, and its proximity to further open spaces. Whilst a decision has already been made about Stockton Lane, by the Council, I agree with the Plan's intention to try and influence the way in which things are done, to fit in with their own objectives. In particular, the level of traffic will increase dramatically and the current entrance to from Church Lane (at one end) could not cope. Surely an Entrance and Exit from a new route across the current fields will be essential, and orientated towards Grappenhall Lane at the top end, especially bearing in mind	Noted. No vehicle access to be onto Stockton Lane

POLICY D3		SEWUE Stockton Lane Area: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		recent experiences of Canal banks collapsing when taking on more strain? The Bridgewater Canal in and through Grappenhall is a picturesque, popular and much photographed scene which needs to be preserved with care and its stability maintained. In a similar way, the Exit from the current road, which is also one-way at the far end. As the roadway, it needs to be preserved as formerly, the nearby corner was dangerous, even fatal, until its closure a number of years ago. This has been a wise move and has ensured that traffic has since been limited along that lane, which was never designed as a full width carriageway at any stage.	

POLICY D4		Thelwall Heys: Design Strategy	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Comment	again low level in-keeping with the area not modern and needs to have trees and green spaces	Noted
3	Support	Agree	Noted. Support welcomed
4	Support	Support	Noted. Support welcomed
5	Support	agree	Noted. Support welcomed
6	Support/Comment	Agree with policy but need more joined up protected cycleways	Noted. Support welcomed

POLICY D5		Sustainable Residential Development and Carbon Reduction	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Support	use of carbon free or low level insulating, heating and heat loss reduction materials	Noted. Support welcomed
3	Support	Agree	Noted. Support welcomed
4	Support	Support	Noted. Support welcomed
5	Support	agree	Noted. Support welcomed
6	Comment	More protected Cycling and walking routes needed to encourage active transport, less reliance on motor vehicles and therefore reducing carbon emissions	Noted
8	Support/ Comment	Overall very good strategy although I would prefer to see ground source using bore holes rather than buried surface heat exchanger. Perhaps this should be central bore hole providing a networked distribution of heated water. Re the bullet; ---Adequate space within the dwelling to discourage future extensions that may not meet environmental standards and to encourage compact, efficient living. The important thing to remember is that todays society often works from home as a norm most of the week. All housing require a separate office space as a norm, in which office equipment can be set up permanently, with proper seating and workstation provision. I am not sure that is consistent with "compact living" but would prevent subsequent extensions!!	Noted. Support welcomed. Policy amended.
9	Support	Agree with this.	Noted. Support welcomed

POLICY D5		Sustainable Residential Development and Carbon Reduction	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
10	Comment	Maybe someone should enquire about the less ugly photovoltaic roof tiles like the ones available from Tesla. These look like normal black roof tiles but act like solar roof panels, thus keeping a better look for the area.	Noted
11	Comment	Promote energy-efficient, low-carbon homes exceeding Part L/B standards; encourage smart tech, EV chargers, and renewable energy. Address design for longevity, internal space, climate adaptation, and minimising noise/light/visual impacts. Require clear monitoring/enforcement to secure long-term energy performance. Integrate green infrastructure (street trees, rain gardens, green roofs) as standard. Provide guidance on siting renewable tech in heritage or visually sensitive areas. Encourage community engagement/education to maximise low-carbon living benefits.	Noted
13	Support	support all the recommendations in the plan	Noted. Support welcomed
14	Support	support all the recommendations in the plan	Noted. Support welcomed
15	Support	agree	Noted. Support welcomed
16	Support	agree	Noted. Support welcomed
17	Support	Agree with proposal.	Noted. Support welcomed
20	Comment	Installing heat pumps for the new houses could be the way forward.	Noted
21	Support	Agree	Noted. Support welcomed
22	Comment	Too many cars on the road especially with all the new development	Noted

POLICY D5		Sustainable Residential Development and Carbon Reduction	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
24	Support/ Comment	Happy to support policy D5, but also happy for this policy to not be included. I think Homes England will look to meet these guidelines anyway. Sustainability and carbon reduction policies can sometimes negatively impact on the quality of build and/ or stretch viability meaning lower contributions to s106/ infrastructure requirements.	Noted
25	Support	This is essential. Novel ideas and strategies should be encouraged or even demanded.	Noted. Support welcomed
27	Support	I would strongly support these proposals for all areas, is there any ability to propose increased use of hedgerows, roadside trees and verges through the development areas to further support sustainable and environmentally sensitive developments?	Noted. Support welcomed
28	Comment	Landscape Design: Landscaping measures such as the incorporation of street trees, green roofs and walls and rain gardens to assist in climate adaptation must be sense checked i.e. will these installations be sustainable for the lifetime of the development? Rain Gardens are more costly to maintain than conventional grass verges, or paved / tarmac surface finishes. Adoption by the local authority may be challenging. Design features that are difficult, costly, or risky to repair should be avoided to reduce long-term environmental and economic costs. The Neighbourhood Plan area benefits from a number of high quality children's play areas, managed by Parish and Borough Councils. These facilities provide good play value to local communities and feature robust materials. Annual maintenance and inspection regimes are in place to ensure that these facilities remain safe and fit for purpose. The poor design and construction of children's equipped play areas has recently been highlighted at Appleton Thorn and Appleton Cross. All new children's equipped play areas must comply with the Warrington Borough Council Planning Obligations SPD (not the design guide SPD).	Noted

POLICY D5		Sustainable Residential Development and Carbon Reduction	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		Appendix 1 details the design and materials principles to be followed in order to ensure that provision is of high play value, sustainable and safe. Supplementary planning documents - Planning obligations - July 2024 https://www.warrington.gov.uk/sites/default/files/2024-07/Supplementary planning documents - Planning obligations - July 2024.pdf Future maintenance, inspection, repair and renewal are essential. Designs and materials must be future proof and be backed up with adequate funding to achieve this. Planned future stewardship by third parties / agents must include evidence of succession planning to achieve long term standards of maintenance for the lifetime of the development. Land drainage solutions are of high priority in order to mitigate the impact of new development, and noting that SuDs systems such as swales and attenuation ditches are not to be classified as usable Public Open Space. They are part of the drainage infrastructure and should be suitably managed for this key purpose. An important design consideration is that residential boundaries must be offset away from tree plantings / hedgerows etc. to avoid future conflicts i.e. shading / encroachment over garden boundaries which often result in the loss of valuable tree / habitat stock.	
33	Support	This required for the future of residents and their health	Noted. Support welcomed
34	Comment	I am a great believer in active transport. Unfortunately there are many bad examples in Warrington. E.G. Cyle paths that are so bumpy they are unrideable unless you have a full suspension bike. Cycle paths that don't go anywhere or drop you into traffic at the busiest points. Access points which are hard to get through. If active transport is going to be part of the plan it needs to be done well to encourage its usage, it has to be a long term commitment as use is only likely to ramp up slowly.	Noted

POLICY D5		Sustainable Residential Development and Carbon Reduction	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		The designs need to consult the cyclist and walkers to make them fit for purpose.	
36	Comment	No reference to external spatial planning- the reality is there will be a need for more parking spaces per household more hardstandng resulting in more water run -offs and increased risk of flooding.	Noted.
40	Comment	In today's world people drive. In an 'ideal'world people would walk/cycle but we're not in an 'ideal' society.	Noted
41	Support	Totally agree with policy D5 points 1-5. to meet national targets.	Noted. Support welcomed
43	Support	I support this area	Noted. Support welcomed
44	Support	I fully support the design principles as stated. It is important that all future residential buildings are constructed from sustainable materials and take into account the urgent need for carbon reduction.	Noted. Support welcomed
45	Comment	The Council notes that the policy is looking to require new developments to exceed standards set out in Building Regulations. The Council proposed a similar approach in its Local Plan but this was dismissed by the Inspectors at the Local Plant Examination in Public. They concluded that there was insufficient justification to support the requirement and there was no evidence that additional requirements had been tested through the Local Plan Viability Assessment. The Neighbourhood Plan Steering Group will need to be mindful of these issues in promoting these policy requirements. The Council also has concerns on how elements of the policy would be assessed and enforced, for example buildings being required to be designed for a minimum useful life of 120 years. The policy can advocate support for modern methods of construction but cannot rule out other forms of construction as this would be unreasonable.	Noted. Policy amended.
46	Comment	Draft Policy D5 seeks to reduce carbon emissions and enhance the sustainability of new developments. With reference to clause one of the Draft Policy as currently worded, homes England wish to highlight the NDP's ambition to exceed minimum requirements to reduce carbon emissions	Noted. Policy amended.

POLICY D5		Sustainable Residential Development and Carbon Reduction	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		outlined in part one of the Building Regulations 2023 and Standard Assessment procedure 10 regarding energy performance and carbon emissions reduction, which is sought unless proven not to be feasible or unviable.PPG on climate change (paragraph 009) expects plan makers to adopt nationally described standards, with any local requirements ' based on robust and criminal evidence and pay careful attention to viability'. Further to this, the written ministerial statement issued on the 13th of December 2023 titled ' Planning Local Energy Efficiency standards' reinforces this by stating that planning policies that propose local energy efficient standards that go above current or planned building regulations should be rejected at examination if they do not have a well reasoned and robustly costed rationale. Homes England does not consider that the draft NDP includes a well reasoned and robustly costed rationale , and on this basis, it is requested that the NDP refers to nationally described standards, rather than seeking developers to exceed 2023 building regulations. The final paragraph of Draft NDP Policy D5 states" in implementing all of the above requirements..." which implies that the sustainability considerations listed above are "requirements" of future developers rather than sustainability proposals to consider holistically. Homes England does not support the prescribing of such requirements, in advance of the Future Homes standard being adopted. For example, it is not appropriate for the NDP to prescribe the use of modern methods of construction(MMC), energy efficient kitchen appliances, underfloor heating, or green roofs and walls. It is worth noting that some of these items cannot be secured through the planning process - for example, the specification of kitchen appliances within new homes. Homes England therefore request that draft policy D5 is amended acknowledge the role of building regulations, and to encourage future developers to consider the sustainability measures listed, rather than requiring their implementation.	

POLICY D5		Sustainable Residential Development and Carbon Reduction	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
49	Comment	We recommend that Policy D5 Sustainable Residential Development and Carbon Reduction includes additional text regarding: • sustainable water management; • the role that landscaping can play in the management of surface water; • the incorporation of water efficiency measures in the delivery of new dwellings; and • the need to have regard to existing utilities in the design of a site. All these matters are critical components which contribute to the achievement of sustainable development. Sustainable surface water management helps to control the flows and volumes of surface water that enter the public sewer and therefore this control is an inherent component of reducing flood risk and reducing the likelihood of discharges into the region's watercourses from sewer overflows. It is an essential component of ensuring that development contributes to achieving sustainable development. The landscaping of a site plays an important role in the response to climate change. We request that the landscaping of a site is intrinsically linked to surface water management opportunities and making space for water, which should be undertaken early in the design process. UUW recommends that the Design Note also refers to the requirement for new dwellings to implement water efficiency measures as set out in the draft local plan. The mechanism to secure water efficient development in new housing is via Building Regulations Part G. This includes a tighter standard for water efficiency of 110 litres per person per day (l/p/d) for new residential development which can be implemented through local planning policy where there is a clear need based on evidence. Importantly, wider evidence confirms that this tighter standard can be implemented at minimal cost to the developer. On this basis, our recommended wording is set out below.	Noted. Policy amended..

POLICY D5		Sustainable Residential Development and Carbon Reduction	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		'All development must avoid flood risk from all sources and mitigate increased risk of storms / flooding with sustainable drainage systems. All applications must be supported by a strategy for foul and surface water management which applies the surface water hierarchy. The design of development must incorporate sustainable drainage, which is multi-functional, in accordance with the four pillars of sustainable drainage, in preference to underground piped and tanked storage systems, unless, there is clear evidence why such techniques are not possible. The sustainable drainage must be considered early in the design process and integrated with the landscaping proposals through for example, directing surface water to permeable areas, use of permeable surfacing for driveways and the public realm, tree pits, rain gardens, soakaways, green roofs, and water butts.'	

POLICY D6		Re-use of agricultural buildings	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Support	good idea , as has happened in various buildings already, sympathetically managed	Noted. Support welcomed
3	Support	Agree	Noted. Support welcomed
4	Support	Support	Noted. Support welcomed
5	Support	agree	Noted. Support welcomed
6	Support	Agree with policy	Noted. Support welcomed
8	Support/ Comment	Overall very important consideration and where possible all agricultures structures should be allowed to be developed sympathetically with the immediate environment, and given a sustainable future. Does this mean domestic and commercial use, this is not clear? (What is happening to the new structure that looks like a suedo crook barn, which has been under construction for a year or so just off the field footpath, between Weaste lane and Pickering bridge/ at the back of a Half acre lane property??)	Noted. Support welcomed
9	Support	agree	Noted. Support welcomed
13	Support	support all the recommendations in the plan	Noted. Support welcomed
14	Support	support all the recommendations in the plan	Noted. Support welcomed
15	Support	agree	Noted. Support welcomed
16	Support	Agree strongly	Noted. Support welcomed
17	Support	Agree with the proposal	Noted. Support welcomed

POLICY D6		Re-use of agricultural buildings	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
20	Comment	Some of these could make large dwellings, shops or offices.	Noted
21	Support	Agree	Noted. Support welcomed
22	Support	Sympathetically rnovated	Noted. Support welcomed
24	Support	Fully support policy D6.	Noted. Support welcomed
25	Support	Sensitive repurposing encouraged	Noted. Support welcomed
27	Support	I would support these proposals	Noted. Support welcomed
33	Support	Sensible reuse of buildings and brown land is vital	Noted. Support welcomed
34	Support	I agree	Noted. Support welcomed
40	Support/ Comment	Good idea but aren't they to be used by agriculture?	Noted. Support welcomed. Policy generally only applied to redundant agricultural buildings.
41	Support	Agree with D6 - Reuse of agricultural buildings	Noted. Support welcomed
43	Support/ Comment	In theory I support this section but would hope that within the policy it would be stated that provision is made within the structure of the buildings for nesting swallows, house martins and bats.	Noted. Support welcomed. Nesting is a detailed matter for implementation
44	Support/ Comment	Rather than seeing them decay and fall into ruins I support the re use of agricultural buildings . However, in appearance they must conform with their original purpose (ie no increase in height or inappropriate extensions). In Broad Lane alone five traditional mixed farms have ceased to exist And the farmhouses and support buildings converted into private residences The impact of this has become obvious in the loss of species eg Housemartins, Swallows. In any conversions alternative nesting sites should be integral	Noted. Support welcomed. Nesting is a detailed matter for implementation
45	Objection	The Council considers that this policy repeats national planning policy. The Council also questions the justification of 50 cubic metres cap at point four of the policy	Policy provides an additional level of detail to that set out in national policy rather than repeating it. The 50 cubic metres cap prevents excessive extensions.

POLICY D7		Commercial Areas	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Comment	no more and behind hedges and trees. This causes problems with the lorries and big trucks in the Appleton Thorn area	Noted
3	Support	Agree	Noted. Support welcomed
4	Support	Support	Noted. Support welcomed
5	Support	agree	Noted. Support welcomed
6	Support	Agree with policy	Noted. Support welcomed
8	Support/ Comment	Overall a good vison but how is it to be financed and maintained. Can a levy be put on the business or the area/parish rate to fund this. I am not sure about doing away with shutters as security measures, they could be required for insurances reasons, but could the planning specify what shutters are used.	Noted. Also see Warrington's Design and Construction SPD re. design of shutters
9	Comment	I agree with the three-storey height limit. I enjoy having shops in our communities and I use them regularly.	Noted. Support welcomed
11	Comment	Explicitly encourage sustainable design features for new developments and public realm works (e.g., permeable surfaces, energy-efficient lighting). May include guidance on active use of spaces outside shops to further enhance community interaction.	Noted. Policy D5 refers to. sustainable design. Community interaction already encouraged in policy

POLICY D7		Commercial Areas	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
13	Support	support all the recommendations in the plan	Noted. Support welcomed
14	Support	support all the recommendations in the plan	Noted. Support welcomed
15	Support	Agree	Noted. Support welcomed.
16	Support	Agree	Noted. Support welcomed.
17	Support	Agree with proposal	Noted. Support welcomed.
18	Comment	is there a way to add no parking / yellow lines to Thelwall New Road around the shop area, despite there being a good size car park, lots pull up on the road and this causes additional traffic issues, or they park all over the pavement causing issues for pedestrians, maybe restrict or move the parcel drop off point would help. As well as looking as removing ads, shutters etc, can we mention lighting also, some have lighting that is unnecessary contributing to light pollution in the area, can this be restricted going forward.	Noted whilst not relevant for the Neighbourhood Plan will raise these issues with PC/WBC
20	Comment	Offices and shops are needed for local employment and facilities.	Noted. Policy does not preclude
21	Support	Agree	Noted. Support welcomed
24	Support	Fully support policy D7	Noted. Support welcomed
25	Comment	Retail and community facilities must be provided and included in developers@ design briefs.	Noted. Policy does not preclude
27	Support	I would support these proposals	Noted. Support welcomed
28	Comment	Improvements required for commercial success	Noted
33	Comment	I believe quality of the development should be the main criteria rather than strict design guidelines. Most options would be better than the existing properties.	Noted
38	Comment	Doctors surgeries and health centres and sports centres, shops etc should be agreed in position and designed and built before the houses. Funding to be set aside, because too often afterwards they are left out, leaving insupportable pressure on the existing on Stockton Heath.	Noted. Policy INF2 relates to this matter
40	Comment	Could they cope.	Noted
41	Support	Agree with D7	Noted. Support welcomed

POLICY D7		Commercial Areas	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
42	Support	Agree with D7	Noted. Support welcomed
43	Support/ Comment	Although I support this section, I think it incumbent to include both management and maintenance of the improvements to commercial buildings to ensure they do not degenerate into the unsightly state of many existing properties.	Noted. Policy supports improvements to public realm and indicates that these should include management and maintenance arrangements
44	Support	The current commercial premises contribute little to the overall appearance of the area. More conformity in terms of frontage and being in keeping with the adjacent private residences needs to be encouraged. The planters outside the veterinaris surgery and the hair salon along Knutsford Road have set a good example. Others remain unsightly I fully support any action to improve these buildings	Noted. Support welcomed

POLICY H1		New development to meet local housing need	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Comment	needs to be in-keeping with the old area not the boxes that have already been sprayed onto the area around the Walled Garden. It needs to reflect that the local people moved to this area to be near to green fields and fresh air. Also it is again removing the wild-life habitat	Noted. See Policy D1 on housing design
3	Support	Agree	Noted. Support welcomed
4	Support	Support	Noted. Support welcomed
5	Support	agree	Noted. Support welcomed
6	Comment	Need more protected cycling and walking routes to encourage local people to exercise more and reduce vehicle emissions	Noted but see INF1
8	Support/ Comment	Overall very good, but I think the statement on housing provisions for the elderly needs strengthening, they will need to downsize from current housing in the area, and wish to stay in the area. It is important they have the opportunity to purchase energy efficient homes, for later life	Noted. Support welcomed.
9	Support	I agree with this policy.	Noted. Support welcomed
10		I am very much in favour of providing affordable homes for all ages, not just first time buyers. I feel that preference should be given to households where one or more persons are currently working or living in the area and that those houses should not be available to be then rented out by the new owners(as has happened in the Lymm area). And that those restrictions are held in perpetuity.	Noted. Policy addresses.
11		Conversions must respect original form, style, and materials; extensions/outbuildings controlled to prevent overdevelopment.	Noted. See policy D1

POLICY H1		New development to meet local housing need	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		Mandatory structural surveys ensure safety; landscaping and curtilage controls protect visual amenity. Could encourage eco-friendly measures (insulation, low-carbon energy) where feasible. Clarify adaptive reuse guidance to balance modern living standards with historic/vernacular features.	
13	Support	support all the recommendations in the plan	Noted. Support welcomed
14	Support	support all the recommendations in the plan	Noted. Support welcomed
15	Support	strongly agree , we need smaller dwellings for single people or couples, starter homes for local residents at affordable prices.	Noted. Support welcomed
16	Support	Strongly agree	Noted. Support welcomed.
17	Support	Agree with the Proposal	Noted. Support welcomed.
18	Comment	the fear with requesting 30% 1-2 bedroom is we end up with so many apartments, these are well catered for across Warrington, low level houses are needed of different sizes and tenure types	Noted
20	Comment	Adequate access roads will need to be built for increased traffic.	Noted. Matters to be addressed through Local Plan policies and future planning applications
21	Support	Agree on approach.	Noted. Support welcomed.
22	Support	Should do	Noted. Support welcomed
24	Support	Fully support policy H1. We absolutely need to influence the types of homes being delivered in our Parish to ensure that they are meeting the needs of local people. Smaller homes (market, intermediate and affordable products) are desperately needed. There are very few 1 and 2 bed homes in our Parish. The evidence base fully supports this policy.	Noted. Support welcomed

POLICY H1		New development to meet local housing need	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
25	Comment	As previously commented there very little property development for the growing elderly age demographic. All house should be fitted with solar panels as standard	Noted. Also refer to policy D5
27	Support	I believe the proposals are a fair attempt to quantify local need for property development	Noted. Support welcomed
29	Comment	There is also a need for local supported living accommodation (eg self contained flats with on site support) for adults with additional needs so that they can remain close to family.	Noted and covered in clause 4 of the Policy
32	Comment	The SEWUE current consultation involves a proposed 4,200 dwellings, however this does not take into account developments which have already been completed or under construction in the SEWUE, of approximately 1,000. Prior to the adoption of the plan, it is essential that the figures are revised to reflect the correct figures of dwellings proposed.	Noted. 1,000 dwellings referred to approved pre 2023 Warrington Local Plan. Local Plan identifies a requirement of 2,400 dwellings in the current Local Plan period on the SEWUE with the potential for a further 1,800 thereafter.
33	Support	Affordable housing is definitely required	Noted. Support welcomed
35	Support	Strongly support this	Noted. Support welcomed
40	Comment	Don't overbuild. A good mix of property type is needed.	Noted
41	Support	Agree with H1	Noted. Support welcomed
42	Support	Agree with H1	Noted. Support welcomed
43	Support/ Comment	I support in principle providing the new building density does not give rise to fewer gardens, less green open space and does not impinge on present bio diverse areas.	Noted. Support welcomed
44	Support/ Comment	I agree that new develop should meet the needs of local people. The emphasis should be on good quality housing at affordable prices.	Noted. Support welcomed
45	Support	The Council is supportive of this policy and the Housing Need Assessment (January 2025) evidence base that underpins it. As stated above, policy D1	Noted. Support welcomed

POLICY H1		New development to meet local housing need	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		must be amended to ensure the appropriate housing mix for the Neighbourhood Plan can be delivered	
47	Comment	Homes England notes the purpose of draft policy H1 and is generally supportive of the intentions of the policy.It is noted that there is broad alignment between the percentages of housing sizes listed in the draft policy and those within Warrington Borough Council's latest housing evidence as referenced in the Local Plan. Homes England would like to highlight that subsequent planning application stages will confirm South East Warrington's housing mix proposals including for the areas of the allocation within Grappenhall and Thelwall Parish and Neighbourhood Area. In accordance with both national and local planning policy, such proposals will have regard to up-to-date local housing needs assessments, balanced with other relevant material considerations, such as the requirement to deliver homes in accordance with S outh East Warrington Development Framework Principles and the ability of the market to deliver the housing mix. It is noted that the policy seeks to encourage 1 and 2 bedroom homes which are commonly provided as apartments or terraces and seeks to limit the proportion of 4 bedroom homes commonly provided as semi detached or detached homes. Homes England observes that this approach is in conflict with policy draft Policy D1 which emphasises the preference for detached and semi detached homes with no reference to apartments at all and only limited use of terraced homes in particular circumstances. Please see our commentary on draught policy D1 above which recommends amendments to ensure appropriate flexibility in the use of housing typologies within SE warrington's proposed neighbourhoods, and if accepted, would address this point of internal conflict within the draft NDP .	Noted. Policy D1 amended to address comment.
48	Support	WWCT and TPT agree with the policy position of ensuring that new homes meet the needs of local people, including the need for provision in sustainable and accessible locations.	Noted. Support welcomed

POLICY H1		New development to meet local housing need	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
54	Comment	I agree with the Plan's priority of meeting the needs of future and present residents both in the numbers of houses perceived as needed, but also in the appropriate size, tenure and affordability AND in the appearance (style and brickwork) so that they blend sympathetically with existing properties. Children often grow up here and often want to stay here and later buy a house but cannot afford one in this area. So the Council needs to bear this in mind, and provide a variety of appropriate housing, including some smaller well-designed houses which would suit young buyers, or older-style ones for those wishing to downsize, that they can feel proud of. If we only add upper-class housing, we will not have the variety of age-ranges in residence that we can now boast. Grappenhall is currently characterised by several distinct property types - eg: small cottages, especially seen on Church Lane; and dating back to the 17th and 18th centuries; Georgian villas, also seen in the older part of the village/Church Lane; Old Farm- houses eg: in the more rural parts such as Canal Bank, and on Broad Lane where some have converted barns. There are also some bungalows, but not in a particular area. This is a type of housing which seems to be more in demand in Grappenhall of late, where we have an ageing population present in the village, church etc. For example, I can quote a number of friends who have recently found great difficulty in finding a bungalow remaining in Grappenhall and not wanting to move. away. I know of several others, with the same mindset, who simply cannot find a suitable property in the area, having lived here for all or most of their lives. This is a consideration that should be included in any planning, albeit by the Council.	Noted

POLICY INF1		Footpaths and Cycle Paths	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Comment	footpaths yes but who wants to take a stroll through a housing estate. As far as cycle lanes go these have been a complete waste of money in my view , not being used the cyclist use the footpaths and it causes congestion on the narrowed roads	Noted
3	Support	Agree- essential we retain and where possible create new opportunities for footpaths	Noted. Support welcomed
4	Support	Support	Noted. Support welcomed
5	Support	Agree and very important	Noted. Support welcomed
6	Support/ Comment	Generally agree but all cycle paths should be separated/ protected from road traffic for the safety of users. Also need designated and safe bicycle parking areas where people can safely lock their bikes up whilst using local amenities.	Noted. Issue for implementation
8	Support/ Comment	Overall very good, but there needs to be something on the long term maintenance provision of the paths and where possible they should provide bio diversity paths as well as cycle and pedestrian ways .	Noted. Issue for implementation
9	Support	I would definitely benefit from more footpaths and cycle paths throughout the area. I enjoy accessing green spaces for my mental health and it is important for the sense of community.	Noted. Support welcomed
10	Comment	When considering cycle and footpaths it is also vital to think about less able individuals. I feel that consideration for an aging population should include car access and parking. Car parking at amenities including Greenbelt areas with views and benches should be provided so that people with restricted walking capacity can get to the green spaces. Some people can only walk up to 50 feet (blue badge holders) but would like to be able to sit on a bench in an open	Noted. Issue for implementation. Issues of benches to be raised with PC

POLICY INF1		Footpaths and Cycle Paths	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		space 50 feet from their car. A green space that is only accessible by fit individuals is unfair and discriminates against the disabled. In addition, consideration should be made for car parking spaces at each property as most households these days have at least 2 cars. Housing developments with inadequate parking are a complete menace and not fit for purpose. (take for example the Chaise Meadow development in Lymm which is only 16 years old and has already outgrown its capacity for parking causing danger to pedestrians and nuisances to householders).	
11	Comment	Could consider including clear design standards (lighting, surfacing, signage) to ensure routes are usable year-round and safe for all users. Encouraging connections to wider regional cycle networks could further support sustainable transport goals.	Noted - standards are relevant to implementation stage
12	Comment	Why are only walkers and cyclists mentioned in the plan? The plan should also address access for horses, there is no discussion around any existing bridleways or the development of new bridleways. Links with the TransPennine trail should be considered. With increasing traffic on roads and the risk of accidents, more safe off-road routes are needed for horse riders.	Noted - policy to refer to Bridleways
13	Support	support all the recommendations in the plan	Noted. Support welcomed.
14	Support	support all the recommendations in the plan	Noted. Support welcomed
15	Support	strongly agree	Noted. Support welcomed
16	Support	strongly agree	Noted. Support welcomed
17	Support	Agree with proposal.	Noted. Support welcomed
19	Comment	Any footpaths, existing or new need to be wide enough to be safe and maintained at this width - many are currently in bad condition and overgrown limiting access	Noted -most points relevant to implementation. TPT campaign is not relevant matter for the Neighbourhood Plan

POLICY INF1		Footpaths and Cycle Paths	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		Advance cycle lanes should be considered, especially at busy / dangerous junctions such as the existing A56 /A50 junction in all directions. This is a well used junction by cyclists but can be a challenge to cross safely Opinion of cycling groups and cyclists should shape new cycle lanes. Iâ€™m not sure how effective a short cycle lane section on Broad Lane would be - why not a cycle lane all the way along Broad Lane, which is a well used cycle route The TPT is a valued resource for the area and there is currently a campaign for it to become a national trail. Could this be factored in / referenced in the plans	
20	Support	People need these for exercise and fresh air.	Noted. Support welcomed
21	Support	Agree	Noted. Support welcomed
22	Support	Very important	Noted. Support welcomed
24	Support/ Comment	Support the principle of Policy INF1. Wonder if the policy should go further to protect the existing network of footpaths and cycle paths and to ask for compensatory measures if they are lost as a consequence of development. The active travel route from Grappenhall Village, across Board Lane and through to the Walled Garden is a route used by many linking communities at Grappenhall Heys to key facilities in Grappenhall village such as the two public houses, church, village hall, community centre and sports facilities at Grappenhall Sports Club and should be protected. In the context of the recent engagement by Homes England in respect of the SEWUE Master Plan, I also believe that the policy should be reviewed to ensure that where the existing network of footpaths and cycle paths could be lost to accommodate their plans, that satisfactory compensatory measures are	Policy GBS1 amended to reflect need to include compensatory measures

POLICY INF1		Footpaths and Cycle Paths	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		required by this policy. This would be in the context of disruption to the key active travel route described above.	
25	Support	To be encouraged but with provision for safety and security of users	Noted. Support welcomed
26	Comment	See comments in GBS1	Noted - policy amended
27	Support	I would agree with these proposals	Noted. Support welcomed
33	Support	These are required for health of future generations	Noted. Support welcomed
36	Comment	There is no map showing the location of the footway/cycle way from the Bridgewater Canal to Stockport Road. If this is from Pickering's Bridge to Stockport Road/All Saints' Drive this could create a hazard for walkers and the integrity of the already crumbling listed bridge	Noted. This is an existing PROW. Safety and maintenance are therefore the responsibility of the highway authority.
40	Comment	These need to be maintained to be of use. Poorly lit areas attract the wrong type of people and discourage being used. Become unfit for purpose.	Noted. Issue for implementation
41	Support	Agree fully with footpaths and cycle paths to connect new developments with amenities and encourage people to walk and cycle safely rather than drive clogging up the roads affecting air pollution.	Noted. Support welcomed
42	Support	Totally agree with INF1	Noted. Support welcomed
43	Support	I support this area.	Noted. Support welcomed
44	Support	I support the development of a matrix of safe and attractive walking and cycling routes. Encouraging these modes of travel in order to access schools, medical facilities, shops etc. Can lead to a healthier lifestyle and a greater sense of community in addition to being cheaper the travelling short distances by car.	Noted. Support welcomed
45	Objection	The council is supportive of the creation of attractive walking and cycling routes throughout the Neighbourhood area. The Council will consider the routes listed for inclusion within Warrington's Local Cycling and Walking Infrastructure Plan (LCWIP). Where possible, the Council will seek improvements or contributions from developers to support the Neighbourhood walking and cycling proposals. However, as stated in the response to policy D2 above, the Council has significant concerns about the requirement for developers to provide foot/ cycle	Noted. Having regard to comment from landowner policy amended.

POLICY INF1		Footpaths and Cycle Paths	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		paths extending from the SEWUE onto 3rd party land. The policy should therefore be amended to confirm the key locations outside of the SEWUE allocation that the urban extension should seek to provide connections to. The connections shown on Figure 19 should be amended to show the general direction for connections rather than showing specific routes.	
46	Objection	Draft Policy D2 outlines design requirements for the area of the South East Warrington allocation located adjacent to Broad Lane. As noted above this area is identified as Broad Heys in the most recent Homes England Public Engagement. Clause 3 and 4 of draft Policy D2 and Figure 14 of the NDP as well as draft Policy INF 1 and supporting Figure 19, identify specific offsite footpaths to be provided outside of the South East Warrington allocation boundary. The supporting text outlines that these will need to be provided by the developer in negotiation with land owners as Green Belt compensation measures. The words 'should be provided' and 'will be provided' are used respectively in clauses 3 and 4. The Local Plan requires that South East Warrington provides appropriate access arrangements, improved walking and cycling routes, including connections between new and existing residential areas (Policy MD2 Clause 27). We consider that the appropriate alignment of routes between the South East Warrington site and existing footpaths/attractions should be considered within subsequent planning applications, where their relationship to new development layouts can be most appropriately considered. Therefore, designating the precise routes for off site connections within a neighbourhood plan is considered to be inappropriate. Notwithstanding that we consider it is not appropriate to prescribe detailed route alignments in a neighbourhood plan ahead of the planning application process, the South East Warrington sites deliverability including development and supporting infrastructure is key. There is no supporting evidence within the NDP that the routes prescribed are deliverable in fact the sporting text for draft policy D2 anticipates deliverability challenges by stating that developers must	Noted. Having regard to comment from landowner policy amended.

POLICY INF1		Footpaths and Cycle Paths	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		negotiate with 3rd party land owners to deliver a particular footpath route. The willingness of 3rd party land owners to cooperate is not guaranteed therefore we consider that mandating this as part of the South East Warrington development would create a deliverability challenge for this key allocation and therefore should be removed from the NDP.It is instead appropriate that the development design process, including a planning application stage should consider what on and offsite connections are needed to service the development as per the requirements of national planning policy, this includes any offsite works to make the development acceptable, including Green Belt compensation measures. This will allow for the careful alignment of neighbourhood layouts to facilitate desire lines and connectivity within the surrounding area which may be achieved in a number of acceptable ways yet to be determined. Homes England request that draft Policy D2 be amended to seek to ensure that the South East Warrington Development delivers enhanced connectivity between the allocation and Grappenhall Village in general terms. Reference to the proposed footpaths as shown on an Ordnance Survey based plan (figures 14 and 19) should be removed. Alternatively the language within draft Policy D2 could be amended to encourage the provision of the footpath if possible rather than seeking to restrict development if the identified footpath routes are proven to not be deliverable.	
47	Objection	Figure 14 shows two new proposed paths one from the egress of Grappenhall Wood along the length of Broad Lane up to Hall Lane. The other from the same starting point along the line of a stream which also acts as overflow from the well described in theme one above. This new path then skirts the two Willow beds and then onto the existing path of the Grappenhall Heys plantation The land on which these proposed paths would be built is owned by the Bartholomew family. The responsibility for their development will need to be provided by the developer in negotiation with land owners	Noted. Policy INF1 and D2 amended.

POLICY INF1		Footpaths and Cycle Paths	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
48	Support/ Comment	WWCT and TPT welcome policy INF1, which seeks the integration of new developments into the Neighbourhood, with particular focus on footpaths and cycleways. Suggest that Plan makes explicit reference to standards outlined in LTN1/20 :https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120. In particular see Chapters 4-8 on space requirements and principles for different types of route, and Chapter 14: Integrating cycling with highway improvements and new developments. WWCT and TPT would welcome discussion with the community about linking these proposed routes into the NCN/TPT.	Noted - offer of discussion to be shared with WBC and HE as relevant to implementation

POLICY INF2		Protecting, improving and providing facilities for health, education, sports and recreation and other community use	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
2	Comment	this is needed throughout the south of Warrington as most of the new communities have piggy backed on existing facilities, which causes problems for the local people	Noted
3	Support	This is a real opportunity to create 21st century health facilities that actually put people first and provide the services that people need; the same applies to all aspects of this proposed policy	Noted. Support welcomed
4	Support	Support	Noted. Support welcomed
5	Support	agree and very important. There needs to be a health and wellbeing strategy that looks to future needs and integrates health (NHS) and social care (WBC) in an plan that is NOT a series of unrelated steps and brings health services south of the canals.	Noted. Support welcomed
6	Support	Generally agree but need to do more to encourage more cycling and walking.	Noted. Support welcomed
8	Support	I think it is important the decision is not the developers but the community on what provisions are made and they make suitable contribution to the costs. We have to ensure the provisions are for the good of the communities longer term needs.	Noted. Support welcomed
9	Support	I agree with protecting the facilities in the area. I also agree that it is important to provide adequate spaces for cars to park. I enjoy that Thelwall and Grappenhall are quite spacious and the villages do not feel crammed in. I would like to maintain this feel of openness. I enjoy our parks in Thelwall and use them regularly. I	Noted. Support welcomed

POLICY INF2		Protecting, improving and providing facilities for health, education, sports and recreation and other community use	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		believe very strongly in protecting our current facilities and recreation areas.	
10	Comment	I am fiercely in favour of including a new doctors surgery within such a large increase in housing numbers. This should be a multi disciplinary clinic with general practitioner doctors, nurses, dentists, physiotherapists, audiologists, opticians and other such professionals. Thus not impacting on the already overstretched local facilities. To future proof such a development there will need to be locally accessible health facilities, not centralised.	Noted
12	Comment	The plan should also address access for horse riders; there is no discussion around any existing bridleways or the development of new bridleways. Links with the TransPennine trail should be considered. With increasing traffic on roads and the risk of accidents, more safe off-road routes are needed for horse riders.	Noted - INF1 being amended
13	Support	support all the recommendations in the plan	Noted. Support welcomed
14	Support	support all the recommendations in the plan	Noted. Support welcomed
15	Support	strongly agree	Noted. Support welcomed
16	Support	this is acceptable	Noted. Support welcomed
17	Support/ Comment	Agree with policy, but these facilities must be developed as a priority along with housing rather than as an afterthought. We have no faith in Warrington Council in completing this work if it is done later on the basis of a donation from the developer as inferred.	Noted. Support welcomed
20	Comment	What is needed for all residents is more doctors and dentists surgeries, more shops, more libraries, more sports and leisure facilities some of which should be paid for by the developers. They should all have adequate parking facilities. This would help create	Noted

POLICY INF2		Protecting, improving and providing facilities for health, education, sports and recreation and other community use	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		jobs for local people. More primary and secondary schools need to be built for the growing numbers of children.	
21	Support	Agree with approach.	Noted. Support welcomed
22	Support	Must do	Noted. Support welcomed
24	Support/ Comment	Support the principle of Policy INF2. I wonder if the policy could go further to support the co-location of facilities to create a social hub for the SEWUE area. I do worry that Homes England have divided up the infrastructure and spread it out across the whole patch, I am guessing to help with delivery. However, this will not create a community. It will deliver individual services in discrete locations that residents will need to drive between, with no opportunities for linked trips. It might be difficult to write this into this policy as we only have two sites from the SEWUE within our Parish. However, it is an important consideration if we want to reduce car journeys.	Noted. Support welcomed
25	Comment	South Warrington must provide Health and other community facilities to reflect the growing challenges accessing facilities which favour the communities north of the Ship Canal and the River Mersey	Noted
26	Comment	The disability access for swimming in South Warrington is so poor as to be virtually inaccessible. We have not been swimming for a long time. At Broomfields there is a disability changing room but it is also the designated breast-feeding room and first aid room. On one occasion we queued up outside with another family for about 15 minutes until a lady emerged with her baby. The other disabled boy had by then missed his lesson.	Noted. Much of these details are matters for implementation.

POLICY INF2		Protecting, improving and providing facilities for health, education, sports and recreation and other community use	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		I always wondered whether, in the case of an emergency, staff would burst in to get equipment regardless of our state of undress? Finally, the toilet in this room has been built in what must have been a cupboard and so it is impossible to get the wheelchair anywhere near it. The room is not suitable for wheelchair users. At Lymm there is a ramp outside leading down to reception below ground level, then one has to go back up a set of stairs to get to the pool. If reception was at ground level and the ramp was incorporated within the building, it would be possible to access the pool without the stairs and to use the ramp to get to lower ground facilities. Before Covid we went to Lymm for a swimming lesson every Sunday and had done so for several years. The lift was always breaking down. This was replaced by a chair which could be pulled up the short flight of stairs. It was pulled by one person who had to lean backwards and walk up the stairs backwards while pulling the chair and its occupant I felt it would have been safer to use two people each one with a hand on the chair and a hand on the bannister for the safety of all concerned but I don't thinking the staffing numbers could support this. Also, staff had of course to be trained and having trained staff available was an issue. Our swimming teacher left just before Covid and so, as our visits were less predictable, we were then asked to give three days notice to make sure the right staff were there. In North Warrington Jubilee Park and Bewsey have excellent access and, although I haven't been there personally, the sports centre at Great Sankey is relatively new so I expect it also has	

POLICY INF2		Protecting, improving and providing facilities for health, education, sports and recreation and other community use	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		excellent access. There is no equivalent in South Warrington despite the fact that it probably has a similar proportion of elderly and disabled people. In terms of health, swimming or pool exercises are a great way to keep fit for those who are either disabled or elderly. Given the pressure on medical facilities physical and mental, it has never been more important to keep physically and mentally fit. I would like to go swimming on a regular basis again but I would have to go to North Warrington and I am deterred by the traffic congestion in Warrington, the bottle necks caused by limited crossings of the canal and problems on the motorways diverting traffic through Warrington make it easier at times to go to Altrincham than drive in and out of Warrington.	
27	Support/ Comment	I think these are a reasonable approach to the proposed needs of the area - however there is a challenge in providing adequate leisure/sports facilities with no leisure centre of similar within the development area and only Bridgewater & Lymm within the adjoining areas - is there any ability to look for increased provision such as a leisure centre within a large scale development (I appreciate revenue limitations may mean this isnâ€™t viable even if the infrastructure is funded).	Noted. Support welcomed.
28	Comment	The established outdoor sports pitch facilities within the neighbourhood plan area do not have sufficient spare capacity or growth potential to absorb the increased demand / use generated from major residential development. There is limited potential to increase match equivalent sessions from investing in pitch drainage, maintenance etc. Therefore, the demand for outdoor sport and recreation cannot be met via individual development	Noted. Much of these details are matters for implementation

POLICY INF2		Protecting, improving and providing facilities for health, education, sports and recreation and other community use	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		phases making offsite contributions to improve existing facilities. New provision, to Sport England / NGB standards should be located centrally and be linked to transport networks and new education sites. This provision will require sufficient infrastructure to sustain and grow participation over the life of the development. Sports infrastructure such as pavilions must comply with current Sport England standards and include adequate off road car parking to accommodate the scale of community use. The majority of participants in sport (home & away) travel by car. Outdoor sports pitch provision must include artificial 3G training facilities as participants in sport train more than they play. There is a deficit in 3G pitch provision so this should be a priority within the Plan with potential li9nks to the SEWUE. The future availability and sustainability of grass and artificial sports pitches is directly linked to a fully funded annual maintenance regime. Details are available on Sport England / NGB web sites. Planned future stewardship by third parties / agents must include evidence of succession planning to achieve long term standards of maintenance for the lifetime of the development. Artificial 3G training facilities have a limited usable life for the playing surface. Therefore, a sinking fund must be established in order to finance renewal (estimated at 10 years). Land drainage solutions and appropriate annual maintenance regimes are of high priority in order to establish and maintain good quality sports facilities for year round use. Note that SuDs systems such as swales and attenuation ditches are not to be classified as usable Public Open Space. They are	

POLICY INF2		Protecting, improving and providing facilities for health, education, sports and recreation and other community use	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		part of the drainage infrastructure and should be suitably managed for this key purpose. There is a significant deficit in allotment provision in Warrington. New development will have a negative impact upon this position. Therefore, there should be provision either within the Neighbourhood Plan area or the wider SEWUE together with appropriate annual maintenance and site management regimes. A key point to consider is how these facilities will be managed. The Neighbourhood Plan area benefits from a number of high quality children's play areas, managed by Parish and Borough Councils. These facilities provide good play value to local communities and feature robust materials. Annual maintenance and inspection regimes are in place to ensure that these facilities remain safe and fit for purpose. The poor design and construction of children's equipped play areas has recently been highlighted at Appleton Thorn and Appleton Cross. All new children's equipped play areas must comply with the Warrington Borough Council Planning Obligations SPD (not the design guide SPD). Appendix 1 details the design and materials principles to be followed in order to ensure that provision is of high play value, sustainable and safe. Supplementary planning documents - Planning obligations - July 2024 https://www.warrington.gov.uk/sites/default/files/2024-07/Supplementary planning documents - Planning obligations - July 2024.pdf	

POLICY INF2		Protecting, improving and providing facilities for health, education, sports and recreation and other community use	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		Future maintenance, inspection, repair and renewal are essential. Designs and materials must be future proof and be backed up with adequate funding to achieve this. Planned future stewardship by third parties / agents must include evidence of succession planning to achieve long term standards of maintenance for the lifetime of the development.	
33	Support	Required for future health of new generations	Noted. Support welcomed
34	Support	I Agree	Noted. Support welcomed
36	Comment	There is no mention of the management of waste; we are poorly served in S.Warrington and we needs assurance that the Sandy Lane site will remain open.	Waste management is a strategic matter -not a matter for the neighbourhood plan
40	Comment	I would have thought this needs to be done first. Doctors/Dentist/Hospitals etc are struggling with the volume of patients now. Broomfields Leisure Centre is outdated. Local schools are oversubscribed.	Noted
41	Comment/ Support	The main concern is the ability of the existing GP surgeries to cope with the extra residents in the area being developed. It is difficult enough to receive doctors appointments at the present time. Completely agree with protecting the few community facilities in Thelwall/ Grappenhall.	Noted. Support welcomed
42	Comment	Agree with protecting/improving facilities. Main concern is the ability for current doctors surgeries to cope with the extra residents in these development areas. New manned clinic/surgeries are needed.	Noted. Support welcomed
43	Support	I support this area.	Noted. Support welcomed
44	Support/ Comment	Grappenhall is more fortunate than many places in that it has sports pitches/courts for football, rugby, tennis and bowls but there is no provision for hockey and netball. The current GP surgery and	Noted. Support welcomed

POLICY INF2		Protecting, improving and providing facilities for health, education, sports and recreation and other community use	
Ref No:	**Support /Object /Comment**	**Comments Received**	**GTNP Steering Group's Consideration**
		the clinic will need to expand as the population increases. Many of the proposals in the Neighbourhood Development Plan refer to ways of improving health and community uses and it is important that these aspirations are fulfilled.	
54	Support	I agree with the Plan in being committed to protecting the Parish's existing community facilities such as provision of schools , Healthcare and Community spaces, and appreciates the need to provide a sound infrastructure to support it. An awareness and understanding of this need is vital, so at every stage the long term needs of both local and future residents are considered and not left to chance. As our area grows and develops, the infrastructure will need to be monitored and remodelled as necessary, as the area will change as will the needs of the residents. One other point is that, the Council will need to accept and make provision for more parking bays and areas in Grapppenhall where some roads are regularly blocked by delivery vehicles in areas where they cannot reach their destination. This again needs consideration house as it is becoming a real problem in some parts of Grappenhall.	Noted. Support welcomed

OTHER COMMENTS			
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2	Comment	my concern apart from mentioned, is the amount of traffic already using the Stanly Lunt bridge coming from the Appleton Thorn industrial sites. The heavy vehicles use the bridge as a cut through and then turn sharply into Albert Road before joining Knutsford Road. The 20 mph is ignored as this is now a rat run. I am a release centre for hedgehogs which are endangered and this amount of traffic using the rat run is day and night, something needs to be done perhaps a sign at the top of Broad Lane near to the island to make the road for 'residents use only' not commercial traffic	Not matters for Neighbourhood Plan but rather WBC as highway authority.
3	Support	Thank you for all the hard work that has gone into this- it is much appreciated.	Noted. Support welcomed
4	Support	Support	Noted. Support welcomed.
5	Support	V professional presentation and evidence based	Noted. Support welcomed.
6	Comment	Our local area needs better road infrastructure to reduce congestion and also more protected/ segregated cycling and walking routes to reduce reliance on motor vehicle transport, improve air quality and improve the mental and physical health of local people of all ages, particularly children. A few more local general/ food shops would be an improvement as well.	Policy INF1 seeks to encourage active travel
7	Comment	There are pinch points everywhere in South Warrington, unable to cope with the traffic, Swing bridges 100years old, stanney lunt bridge, Lumb brook bridge all totally unsuitable for 2025 traffic. Hopefully there will be more infrastructure, shops doctors, dentists, leisure centre, there isn't even a petrol station in South Warrington	Noted. Some aspects are strategic matters for WBC therefore not matters for Neighbourhood Plan other aspects covered by policies HG4 and INF2

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8	Comment	What is happening to the new structure that looks like a suedo crook barn, which has been under construction for a year or so just off the field footpath, between Weaste lane and Pickering bridge/ at the back of a Half acre lane property??) My big concern is how you reconcile the additional population and do not increase vehicular traffic in the centre of Grappenhall village. The developments are not for the benefit of the current community but to meet government targets and increase rate revenue for the Warrington Borough. There is concern that the infrastructure was not increased to support Grappenhall Hays and how do we prevent this for the further development. There has to be long term funding in place to support and maintain the community facilities, like paths and cycle networks. Peel holdings do not really maintain the Bridgewater canal paths effectively. When the housing was built on the east end of woodlands drive Thelwall, the developer piled clay up around a protected tree and killed it so he could improve the number of houses being built. How do we make sure this sort of action is not replicated by these developers?	Some aspects are not a matter for Neighbourhood Plan but rather WBC. No access intended to Broad Lane and Stockton Lane from new developments.
9	Comment	Please can the new Thelwall houses be built in line with the heritage of the area. I would like the idea of lots of new trees/keeping hedgerows. I would like the houses to be red brick and in keeping with Cheshire rather than black and white and dominating. It would be nice to have some of the street names to be linked to the history of the area rather than just the standard new build boring names.	Noted. However, there is a full planning application which WBC has resolved to approve on the site.
13	Comment	no	
14	Comment	no	

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15	Comment	our main concern is the road network which is already overloaded and with no new crossing over the Bridge Canal we will be gridlocked. Also the existing roads are narrow and often used as rat runs when motorway is gridlocked. The speed limits are mostly ignored. Lumb brook road is a nightmare at the best times and totally inadequate.	Noted. No access intended to Broad Lane and Stockton Lane from new developments.
16	Comment	Infrastructure of the area is paramount. Roads, shops, surgeries.	Noted
19	Comment	Any new development needs adequate access to litter bins, including recycling options, and for these to be regularly emptied. Parking is a key consideration with no parking areas required to ensure safety for all users and to enable traffic flow at busy times	Noted. Not matters for Neighbourhood Plan.
20	Support	I think your work on this plan is great. Thank you for your hard work.	Noted. Support welcomed
22	Comment	I hate to see the village changed beyond recognition	Noted. Neighbourhood Plan policies aims to prevent this
23	Comment	Re "What makes our parish special?" (p6/7): St Wilfrid's church has a thriving group of bell ringers, covering a wide age range within the group, and all belong to the Chester Diocesan Guild of Church Bell Ringers. Bell ringing in Grappenhall goes back until at least the start of the 18th Century, with five bells cast in 1700 and another in 1718, and possibly before this date. The old ring of bells in active use were replaced with a new ring of ten bells in 2019, and there was a lot of support in the parish when the project was underway, both financially and with help with the installation. Four of the old 1700 bells are still hung in the tower, with one in use as the clock bell, and another as a chiming bell for use by the churchwardens during funerals. We would also like the Grappenhall Bell Ringers to be added to the list of local clubs and societies (p7). PS we are already on the mailing list	Noted. Add Bell Ringers to text on p.7
24	Support	Thanks to the Neighbourhood Plan team for producing this community plan.	Noted. Support welcomed

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25	Comment	This development should be brave and bold and be a credit to the people and communities of Warrington	Noted
27	Support	Thank you for the huge amount of work which has gone into this draft plan - it is a fantastic piece of work and one I am very grateful for your work on!	Noted. Support welcomed
28	Comment	You will note a recurring theme in my comments is that future maintenance, repair and renewal are essential. Designs and materials must be future proof and be backed up with adequate funding and management arrangements. Planned future stewardship of assets and infrastructure must include evidence of succession planning to achieve long term standards of maintenance, repair and renewal.	Noted. Changes made to some policies to address.
30	Support	I believe this is a good plan.	Noted. Support welcomed
31	Support	I believe strongly in the outlines of the plan	Noted. Support welcomed
32	Comment	The SEWUE current consultation involves a proposed 4,200 dwellings, however this does not take into account developments which have already been completed or under construction in the SEWUE, of approximately 1,000. Prior to the adoption of the plan, it is essential that the figures are revised to reflect the correct figures of dwellings proposed, which may prevent the destruction of vast areas of the precious beautiful countryside which is cherished by the Grappenhall community.	See response under Policy H1.
34	Comment	My main concern with the development is the increase in people and traffic without the infrastructure to support them. The dash for electric cars is a false economy, they take up vast amounts of energy and resources and take road space. We need lower density development which consider the environment rather than just numbers. Many of the recent developments a have been shoddily built with very small gardens which will just lead to issues further down the line.	Noted. Densities set by Local Plan.
35	Comment/ Support	Helicopters are coming into general use (Thelwall presently has two - landing on fields and gardens). With a substantial increase in population for G&T, it	Noted albeit helicopter activity outside scope of

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		will probably increase traffic (air) by 2039. Do you need to mention the likely impact of this? Please register me as strongly in favour of the Plan.	Neighbourhood Plan. Support welcomed
36	Comment	The Thelwall Heys development is likely to be affected by the 'Helicopter Nuisance'. We have 2 private charters flying into Boreholm, Stockport Road and the sheep fields behind The Clough. The need for regulation here is going to be important to the rights of residents to minimal disturbance from noise and lighting (flashing blue marker lights in field at night). This plan is (probably slightly) Grappenhall centric has it has most under threat of development but Thelwall's historic value from the Conservation Area to the Victorian expansion on Halfacre, Weaste Lane and Cinder Lane - and to the East must not be forgotten,	Noted. Helicopter use/regulation not a matter for the Neighbourhood Plan.
37	Comment	With all the planned building the number of cars using the local roads will be increased significantly. Serious consideration needs to be given to provide traffic calming measures on Bellhouse Lane and on Broad Lane to slow the traffic down. Both these roads are dangerous now and will only become increasingly so. Measures should also be considered to protect the historic village and in particular the cobbled road.	No access intended to Broad Lane and Stockton Lane from new developments
39	Comment	I am strongly of the opinion that traffic through the village should be stopped. A set of box planters across the main street as used elsewhere in Warrington would prevent large vehicles including the larger cars, destroying the cobbles. This is a never-ending problem as cobbles are not being laid correctly to withstand such traffic. Such action would also protect the bridges at the other end of the village. An alternative would of course be bollards across the road at some suitable point.	Noted but access needed to businesses in Grappenhall. No access intended to Broad Lane and Stockton Lane from new developments. See policy HG4.
40	Comment	I have enclosed photos of flooding problems in area. Despite extensive drainage works in 2025, flooding is still an issue. Weaste Lane has been cut off in the past.	Not a matter for Neighbourhood Plan but rather WBC and utility providers

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41	Comment	Resurfacing of the Trans Pennine Trail in Thelwall and Grappenhall, like Lymm section, would increase all weather use, helping to keep the locals fit and healthy walking and cycling. The surface should also take into account accessibility for mobility (disabled) scooters; so all are inclusive.	Agree. S106 contributions required by Local Plan on Thelwall Heys development should address this.
42	Comment	All weather surfaces are desperately needed to encourage people to walk/cycle along the Trans Pennine Trail and Bridgewater canal - The surfaces should be suitable for disabled scooters too. This will keep the roads less congested and make people healthier.	S106 contributions required by Local Plan on Thelwall Heys development should address this.
43	Comment	In view of the Government's recent announcement on weakening biodiversity considerations in planning developments, I wonder how this will detrimentally affect the Neighbourhood Plan. I do not support this recent announcement and fear that wildlife and nature will not be considered.	Noted. Neighbourhood Plan needs to comply with national planning policy.
44	Comment/ Support	Suggested community uses for Grappenhall Hall: 1. Environmental Education, (especially with the new GCSE in Natural History being introduced) to include pond dipping platform wildflower Meadow etc. 2. Community orchard. 3. Allotments - the country needs to be more sustainable in terms of food production; provide healthy activities for those unable or not wanting to be involved in sport ; development of community spirit. There are currently no allotments available and there is a long waiting list of interested people. 4. Exhibition area in the hall or adjacent buildings Highlighting the long and interesting history of Grappenhall and Thelwall. The two local history groups plus schools and youth groups could be involved. I would be happy to elucidate further on any of the points that I have raised if required. Since I completed my comments re the draft document the Housing Minister has announced exemptions to biodiversity net gain (BNG) for smaller developments which will need to be considered for parts of the Neighbourhood Development Plan. Finally I wish to acknowledge the amount of time and effort that has been put into the draft Neighbourhood Plan by the Steering Group and the Parish Council	Noted. Support welcomed. Suggest raise issues at planning application stage.

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45	Comment	Thank you for the opportunity to comment on the Grappenhall and Thelwall Regulation 14 Neighbourhood Plan, ahead of the Plan's submission to WBC for the Regulation 16 consultation. We would also like to thank you for your constructive engagement with the Council throughout the progression of the Neighbourhood Plan, and we are generally supportive of what the Neighbourhood Plan is seeking to achieve. However, we have concerns that as written some of the Neighbourhood Plan policies are not in general conformity with the Council Strategic Local Plan policies and could undermine the delivery of strategic allocations in the local plan. The two local plan strategic allocations in the Neighbourhood Plan area are MD2 South East Warrington Urban extension (SEWUE) - approximately a third of the allocation is within the Neighbourhood plan area - and MD4 Thelwall Heys the entirety of which is in the Neighbourhood Plan area. Further, a number of policies are considered to be too prescriptlve and restrictive and could inhibit innovation in the design of new buildings and undermine the viability of development. Therefore, the Council's view is that a number of amendments will need to be made to certain policies ahead of the next round of consultation and we set out our position below. I trust the representations above will be taken into account ahead of the submission of the Regulation 16 version of the Neighbourhood Plan. The Council is happy to meet up to discuss the representations and assist in addressing the issues raised	Noted. Amendments made to ensure general conformity with the strategic allocations of the Local Plan and to address other matters.
46	Comment	As a prescribed body and landowner within Grappenhall and Thelwall Neighbourhood Area we would firstly like to thank you for the opportunity to comment on the above consultation. Homes England is also the majority landowner of land that comprises the Southeast Warrington Urban Extension (known as Southeast Warrington or SEWUE), allocated for a minimum of 4,200 homes and supporting infrastructure by Policy MD2 of the Warrington Local Plan 2021/22 -2038/39. A proportion of the South East Warrington site lies within the Grappenhall and Thelwall Parish and Neighbourhood Area. A	Noted

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		plan showing the local parishes and the boundary of the allocation is provided at Annex A. Parts of the South East Warrington allocation are also within the parishes of Stretton and Appleton. Homes England has been working with its consultants and Warrington Borough Council (WBC) to draft a Development Framework required by Policy MD2 to ensure a coordinated approach to new development across the allocation. Provisions of Policy MD2 detailed. Once agreed with WBC anticipated Spring 2026 the Development Framework will be a material consideration in the determination of planning applications across South East Warrington. The Development Framework preparation process has involved three phases of community and stakeholder engagement across 2024 and 2025. Homes England's most recent public engagement upon the draft Development Framework proposals (live from the 3 November -15 December 2025 included draft plans which showed the intention to create six new neighbourhoods within the site. The proposed new neighbourhoods that are of relevance to the Grappenhall and Thelwall Neighbourhood Plan are the Broad Heys and Stockton Heys neighbourhoods in the north and northeast of the allocation. Homes England is grateful for the opportunity to engage with GTNPSG on the draft NDP. Homes England would welcome a discussion with the GTNPSG on the contents of this response ahead of the NDP submission should this be welcomed by the group. Homes England looks forward to continuing to engage with the Neighbourhood Plan preparation process.	
47	Comment	I am making this submission on behalf of Bartholomew family who have owned and farmed the land at Carr House Farm, Broad Lane, Grappenhall for 75 years. The proposed Grappenhall and Thelwall Neighbourhood Plan (Neighbourhood Plan) will have a significant impact on the land owned by the family. The Bartholomew family have read the Neighbourhood Plan in detail and combined with their longstanding knowledge and understanding of Grappenhall both old and new, have requested that I make this submission	Noted. Amendments made in accordance with this submission and subsequent discussions.

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		on their behalf to address some of the problems that have been identified by the Neighbourhood Plan and also providing information of which the Parish council may not be aware or have not considered. I hope the submission will be considered by the Neighbourhood Plan Steering Group and the Parish Council. If you require further information or clarification please do not hesitate to contact me.	
48	Comment	Greater reference should be made to 'wheeling' (use of wheelchairs and mobility aids) wherever walking is permitted/walking routes are developed. While perhaps taken as given and included within a broader concept of 'walking', both organisations believe that 'walking' requires distinct mention, and standards provided accordingly (i.e. a path open to walking should also be accessible for 'wheeling', free from steps, restrictive access controls etc.) No mention of equestrians/horse riding. Multiple bridleways run through the parish, including (but not limited to) the TPT. Equestrian usage of public routes should be acknowledged. No mention of access controls/barriers on existing walking and cycling routes, nor a policy position on access for proposed routes. Plan should make clear that routes should be free from restrictive access controls: only those which comply with the Equalities Act 2010 and Local Transport Note 1/20 (LTN1/20) should remain in place or be proposed for new routes. Existing non-compliant access controls on (red) or adjoining (blue) the TPT/NCN62 are marked on the map below. TPT and Walk Wheel Cycle Trust are committed to removing/redesigning all such barriers on this route. On p.7, reference to TPT could also note that this National Cycle Network route 62. On p.8, reference to Bridgewater Canal: the TPT/NCN crossing over Latchford Locks is currently inaccessible for many users, while the Knutsford Road crossing is unpleasant and not compliant with LTN 1/20 standards for safety. Both Walk Wheel Cycle Trust and TPT would welcome discussion with the community on proposals to improve these crossings and/or rerouting to a more accessible location. On p.12, WWCT	Noted. Comments welcomed and amendments made to include references to 'wheeling' and 'horseriding'. Also to TPT being National Cycle Network route 62. Offer of discussions to improve TPT crossings to be referred to Parish Council.

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		and TPT welcome the inclusion of 'an integrated system of walking, cycling and public transport' as a priority for the Neighbourhood Plan Vision. As noted above, this vision should include wheeling and horse-riding where appropriate.	
49	Comment	Thank you for your consultation seeking the views of United Utilities Water Limited (UUW) as part of the preparation of a Neighbourhood Plan (NP) for Grappenhall and Thelwell. UUW wishes to build a strong partnership with neighbourhood groups to aid sustainable development and growth. From our review of the draft NP, UUW wishes make the following comments. Water and Wastewater Infrastructure Investment associated with our water and wastewater infrastructure is influenced by a number of drivers including the construction of new facilities to take account of new environmental requirements, growth, the need to respond to the carbon challenge, or the need to invest in new updated infrastructure. In our current investment period (2025-30), we are proposing the biggest investment in water and wastewater services across the North West in over 100 years. The total expenditure by UUW for the period 2025-2030 is approximately £13 billion. This includes various enhancements and improvements to infrastructure, resilience, and environmental standards The drivers for investment include the Environment Act 2021, which has set a requirement to progressively reduce storm spills into the environment. Such investment will be constrained by engineering circumstances to determine the most appropriate location for additional storage to reduce spills. This may necessitate investment in constrained locations in our urban and rural environments such as in/on land in protected locations (green belt, local green space and open countryside). Consistent with meeting this obligation, UUW requests that the NP includes support for investment in water and wastewater infrastructure that is ultimately beneficial to the environment,	Noted. Not matters for Neighbourhood Plan.

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		biodiversity and our watercourses so it can be delivered in the most timely and effective manner. On this basis we request that the following wording is included within the NP as policy: Water and wastewater infrastructure investment will be supported where the investment is needed to respond to future growth and environmental needs. Explanatory Text Infrastructure is key to the delivery of sustainable development, economic growth and environmental improvement. The Neighbourhood Plan supports infrastructure investment which facilitates the delivery of wider sustainable development and the meeting of environmental objectives by water and sewerage providers. Water Efficiency We recommend that the local plan includes a policy requirement for new development to be built to the optional water efficiency standard prescribed in Building Regulations. A tighter water efficiency standard in new development has multiple benefits including a reduction in water and energy use, as well as helping to reduce customer bills. Building Regulations includes a requirement for all new dwellings to achieve a water efficiency standard of 125 litres of water per person per day (l/p/d). At the current time, Building Regulations includes a requirement for all new dwellings to achieve a water efficiency standard of 125 litres of water per person per day (l/p/d). In 2015 an 'optional' requirement was introduced which is currently set at 110 l/p/day for new residential development. This can be implemented through local planning policy where there is a clear need based on evidence. We have enclosed evidence to justify this approach. As you will see from the evidence, the	

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		optional standard can be achieved at no additional cost. We therefore recommend this policy includes the following water efficiency requirement: 'All new dwellings must achieve, as a minimum, the optional requirement set through Building Regulations Requirement G2: Water Efficiency or any future updates. All major non-residential development shall incorporate water efficiency measures so that predicted per capita consumption does not exceed the levels set out in the applicable BREEAM 'Excellent' standard.' We note that there are no new allocations for development in the emerging NP. If this were to change, we would request early dialogue so that we can inform the site selection process and ensure any issues that are a concern to us are highlighted to you as early as possible. Our Assets We request that the NP also refers to the need to fully identify, and understand the implications of, any existing utility infrastructure that exists within or near to a site prior to commencing the design process. Such constraints can be material to the site design and deliverability. We therefore recommend the following advisor note for inclusion in the NP: 'The design of proposals must identify and confirm that existing and proposed services can be incorporated into the design with appropriate offset distances from existing and proposed utility services.' It is important to outline the need for our assets to be fully considered in any proposals in the NP Area. UUW will not allow building over or in close proximity to a water main. UUW will not allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline. This will only be reviewed in exceptional circumstances. Site promoters should not assume that our assets can be diverted.	

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		On occasion, an asset protection matter within a site can preclude delivery of a proposed development. It is critical that site promoters / applicants engage with UUW on the detail of their design and the proposed construction works. All UUW assets will need to be afforded due regard in the design process for a site. This should include (amongst other things) careful consideration of landscaping and biodiversity proposals in the vicinity of our assets, any changes in levels on top of our assets, any proposed highways / crossing points over our assets, or the installation of any new services within the easement for our assets. We strongly recommend that the LPA advises future applicants / promoters of the importance of fully understanding site constraints as soon as possible, ideally before any land transaction is negotiated, so that the implications of our assets on development can be fully understood. We ask site promoters to contact UUW to understand any implications using the below details. We have enclosed evidence which justifies our request for the tighter water efficiency standard.	
50	Comment	Thank you for consulting National Highways on the draft Grappenhall and Thelwall Neighbourhood Plan (2025 - 2039). I note that the Parish lies close to the Strategic Road Network (SRN), including the M6, M56 and M62, and acknowledge local concerns about congestion when incidents occur on these routes. However, having reviewed the document, I can confirm that the policies proposed do not directly affect the SRN. The plan focuses on local design principles, heritage protection, green infrastructure, and active travel improvements. While major housing allocations at Thelwall Heys and parts of the South East Warrington Urban Extension are referenced, these sites and their associated transport impacts have already been addressed through the Warrington Local Plan and its	Noted

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		evidence base and will be addressed further when planning applications are submitted. From a National Highways perspective, there is no particular concern around the Neighbourhood Plan policies	
51	Comment	I am writing with some thoughts having read through the Grappenhall related parts of the Plan. Several things that I noted I found to be addressed on later pages. One thought.....the village is very well equipped with hidden car parks: the school, the two pubs, the church, the large room. Planners should study this when designing new. Village/town centres that should not feature large prominent areas of concrete. My main concern with the Plan is the Broad Lane and Stockton Lane housing areas. Neither can be accessed via the hump backed bridges or any part of Stockton Lane. Any such developments must be accessed via a new feeder road from Grappenhall Lane. The existing pinch points of the two hump backed bridges and the through bridge at Lumb Brook, as well as the narrowness of Broad/Stockton Lanes, are all really not suitable for improvement because of their part in the character of the area. Can you imagine the Stanley Lunt flyover or a dual tunnel arrange the at Lumb Brook? In any case, interference with canal embankments is not favoured since recent events. Also, in very wet weather a walk down Stockton Lane shows water drawing down off the fields....remember the recent car park flood at the Sports Club ! The chief problem is the car....and the challenge to the planners is how to design a new green field area that does not look like a car lot, that is NOT concreted over but allows adequate drainage in an area of regular precipitation.	Some aspects are not a matter for Neighbourhood Plan but rather WBC. No access intended to Broad Lane and Stockton Lane from new developments.
52	Comment	Thank you for your consultation on the above document.	Noted

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		We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Canal & River Trust (the Trust) is a statutory consultee in the Development Management process, and as such we welcome the opportunity to input into planning policy related matters to ensure that our waterways are protected safeguarded and enhanced within an appropriate policy framework. The Trust have reviewed the document and based on the information available we have no comment to make. Peel Group are responsible for the Bridgewater Canal and Manchester Ship Canal within the plan area, and we would suggest they are consulted on this Neighbourhood Plan.	
53	Comment	The Car Parking situation in the centre of the village needs addressing with a suitable and sustainable plan to cope with any increased traffic through the village. This is a particular worry for our school, Pub Landlords and our Church community as it is becoming increasingly difficult for people to find space in a morning and evening to park in the village. I am happy to be a part of or consult further with any committee or proposed group which would seek to address this issue.	Noted. Not a matter for Neighbourhood Plan but will refer this to Parish Council
54	Comment/Support	I am writing to send some comments about the GTNP, which both my husband and I have read in detail and discussed it together. As Grappenhall residents for over 50 years, we are naturally both interested AND concerned about any future changes to our local village, and appreciate the work that the planning group has undertaken and documented on our behalf, and also that	Noted. Support welcomed.

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		the views of local residents are actively invited and will be considered in future planning. This is of course essential to the success and efficacy of planning proposed in any area, but especially in one as loved, as historic, and as highly regarded as Grappenhall. I do apologise for this letter being slightly overdue for personal reasons, but trust that you will be able to consider my comments as I know that the number of responses received will be important to you. I have read the Plan carefully and appreciate the thought that has gone into it, and understand the permanence of Council decisions already made but agree that it this is an important opportunity for you to influence the way in which things are done in our neighbourhood, and that seeking our views will be the way forward. With this priority in mind, I include the following comments with reference to the Core themes of the Local Plan. I did intend to deliver this to the Parish Council office today, but discovered that it would be closed, so I am sending it to the mail address given on their website and trusting that it will reach you.	
55	Comment	Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order). Network Rail is also a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. It owns, operates and develops the main rail network. Network Rail aims to protect and enhance the railway infrastructure, therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific	Noted. Not matters for Neighbourhood Plan.

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		land interests will need to be carefully considered. Network Rail – railway specific advice notice to LPAs/Developers Please note that whilst Network Rail (NR) is submitting responses via the planning application process, it should be born in mind by the LPA/developer that the operational railway presents risks/issues that are different/unique to the risks posed by works taking place adjacent to non-railway undertaker land. Works on this site therefore must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The LPA/developer are advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) – the developer is advised that the works must not commence on 1/4 https://outlook.office.com/mail/0/inbox/id/AAkALgAAAAAHYQDEapmEc2byACqAC%2FEWg0A%2BJdPZSfey02aaEaAsA0JwgABsapwtgAA 11/25/25, 11:23 AM Mail - NDP - Outlook site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal. Asset Protection Comments: Developments in the policy area should be notified to Network Rail to ensure that: (a) Access points / rights of way belonging to Network Rail are not impacted by developments within the area. (b) That any proposal does not impact upon the railway infrastructure / Network Rail land e.g. • Drainage works / water features • Encroachment of land or air-space • Excavation	

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		works • Siting of structures/buildings less than 2m from the Network Rail boundary / Party Wall Act issues • Lighting impacting upon train drivers' ability to perceive signals • Landscaping that could impact upon overhead lines or Network Rail boundary treatments • Any piling works • Any scaffolding works • Any public open spaces and proposals where minors and young children may be likely to use a site which could result in trespass upon the railway (which we would remind the council is a criminal offence under s55 British Transport Commission Act 1949) • Any use of crane or plant • Any fencing works • Any demolition works • Any hard standing areas For any proposal adjacent to the railway, Network Rail would request that a developer constructs (at their own expense) a suitable steel palisade trespass proof fence of at least 1.8m in height. All initial proposals and plans should be flagged up to the Network Rail Town Planning at the following address: Email: TownPlanningNWC@networkrail.co.uk Railway Station Consideration should be given in Transport Assessments to the potential for increased footfall at Railway Stations as a result of proposals for residential development / employment areas within the neighbourhood area. Location of the proposal, accessibility and density of the development, trip generation data should be considered in relation to the station. Where proposals are likely to increase footfall and the need for car parking, the council should include developer contributions (either via CIL, S106) to provide funding for enhancements as part of planning decisions. Level Crossings Developments within the neighbourhood area should be accompanied by a TS/TA which includes consideration of the impact of proposals upon any level crossings with 2/4 https://outlook.office.com/mail/0/inbox/id/AAkALgAAAAAHYQDEapmEc2byACqAC%2FEWg0A%2BJdPZSfey02aaEaAsA0JwgABsapwtgAA 11/25/25, 11:23 AM Mail - NDP - Outlook mitigation implemented as required. We would encourage the Council to adopt specific policy wording to ensure that the impact of proposed new development (including cumulative impact) on the	

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		risk at existing level crossings is assessed by the developer(s), and suitable mitigation incorporated within the development proposals and funded by the developer(s). TS/TAs should be undertaken in conjunction with the local highways authority with advice from Network Rail. Contributions will be sought where proposals impact on level crossings to mitigate the impacts of those developments. Where level crossing closure is the only option, the applicant is advised that closure would be via s257 of the T&CPA, and that closure would be required before the occupation of any dwellings. Network Rail – railway specific advice notice to LPAs/Developers Please note that whilst Network Rail (NR) is submitting responses via the planning application process, it should be born in mind by the LPA/developer that the operational railway presents risks/issues that are different/unique to the risks posed by works taking place adjacent to non-railway undertaker land. Works on this site therefore must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The LPA/developer are advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) – the developer is advised that the works must not commence on site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal	

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56	Comment	Thank you for your notification of 1 November 2025 seeking the views of the Coal Authority on the above. The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas. However, the area to which this consultation relates is not located within the defined coalfield. On this basis we have no specific comments to make.	Noted
57	Comment	About National Gas Transmission National Gas Transmission owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use. Proposed sites crossed or in close proximity to National Gas Transmission assets An assessment has been carried out with respect to National Gas Transmission's assets which include high-pressure gas pipelines and other infrastructure. National Gas Transmission has identified that it has no record of such assets within the Neighbourhood Plan area. National Gas Transmission provides information in relation to its assets at the website below. • https://www.nationalgas.com/land-and-assets/network-route-maps Please also see attached information outlining guidance on development close to National Gas Transmission infrastructure. Distribution Networks Information regarding the gas distribution network is available by contacting: plantprotection@cadentgas.com Further Advice	Noted

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		Please remember to consult National Gas Transmission on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets. National Gas Transmission is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets. Gas assets High-Pressure Gas Pipelines form an essential part of the national gas transmission system and National Gas Transmission's approach is always to seek to leave their existing transmission pipelines in situ. Contact should be made with the Health and Safety Executive (HSE) in respect of sites affected by High-Pressure Gas Pipelines. National Gas Transmission have land rights for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Gas Transmission's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement. National Gas Transmission's 'Guidelines when working near National Gas Transmission assets' can be downloaded here: https://www.nationalgas.com/document/82951/download How to contact National Gas Transmission If you require any further information in relation to the above and/or if you would like to check if National Gas Transmission's transmission networks may be affected by a proposed development, please visit the website: https://lsbud.co.uk/ For local planning policy queries, please contact: nationalgas.uk@avisonyoung.com	
58	Comment	Natural England does not have any specific comments on this draft neighbourhood plan.	Noted
59	Comment	St Helens Council have no comments to make at this time.	Noted