Supporting Documentation
Thelwall All Saints – Car park

Note to parish

This bundle includes all the supporting documentation to your faculty application as required under Rule 5.5 of the Faculty Jurisdiction (Amendment) Rules 2019.

List of documentation

_____

Caroline Hilton, DAC Secretary 5 September 2022

We petition the Court for a faculty to authorise the following-

Please describe the works or other proposals for which a faculty is sought in the way recommended by the Diocesan Advisory Committee in its Notification of Advice.

SCHEDULE OF WORKS OR PROPOSALS

Resurfacing and marking of the Church Car Park.

Copies of the Standard Information Form and any drawings, plans, specifications, photographs or other documents showing the proposals must be provided with this petition.

Statement of Needs

Section 1. General information

Grappenhall and Thelwall Parish Ward has a population of 9,700 and 4,248 dwellings. It is a least deprived area, The demographic split of ages is 0 to 24 (28%), 25 to 64 (52%), 65+ (20%. The population of Thelwall parish is approximately 3,500 and 2,000 dwellings. The parish has a higher proportion of elderly people.

The number of members on the church electoral roll has steadily increased. In 2020 the total is 241 with 178 living in the parish and 63 outside. In 2015 over 7,600 people attended 177 services and the average number of attendees per service was 56. Before the pandemic, average attendance for Sunday services was 47 and for weddings, funerals and baptisms 62. In a typical week, in normal times, the church provides 4 services, is open on Saturday mornings for visitors and is used by 10 community groups of all age ranges. We estimate over 1,000 people from the church and community groups used the church in 2019. In addition the church receives visitors who use the nearby Pennine trail for walking or cycling.

Annual receipts on ordinary funds in 2020 for church and parish hall activities were £212,569 and payments were £250,277. Of this £57,481 was the diocesan parish contribution. Overall, including receipts and payments on restricted funds there was a deficit of £37,708. Year end balances for the church and parish hall were £90,035 comprising bank and investments.

We plan to make grant applications to fund the Car Park project, making up the remainder using donations received towards the project.

Over the past few years the following projects have been completed on the church within the required budget

- Roof work including re-routing of the major valley gutter
- Interior Re-ordering, including re-lighting and re-carpeting throughout
- Re-roofing of the Lych Gate
- Conservation of the Exterior Stonework
- Renovation and Conservation of the Chancel Arch Mural
- Repair and Renovation to the Stained Glass Windows
- Replacement of the marble Chancel Steps
- Refurbishment of the Parish Hall car park, and resurfacing using tarmac

Section 2. The need

The Church Car Park is in a poor state of repair. It is heavily used not only by churchgoers and visitors to the graveyard, but also by the community for dropping off and picking up schoolchildren from Thelwall Junior School which is next door to the church.

This results in overcrowding on a daily basis during drop off and pick up periods, and heavy usage particularly in the middle of the car park where the cars turn around.
The surface of the car park is loose gravel and is often in need of maintenance and repair which is normally carried out by refilling. These refilled holes are then further scrubbed out by the traffic.

The grassy bank on the north side of the car park which has two mature trees growing in it, is pressing on the original ancient boundary wall of the churchyard, causing it to bow and bend. This grassy bank was formed when the car park was originally constructed and is thought to contain the original earth car park surface. While one of the trees is in reasonable condition the other has grown to a twisted profile, and is now threatening the wall.
It is not thought that it would be possible to remove one tree without affecting the other.

A recent project completed in 2020 successfully enlarged and resurfaced the Parish Hall car park making it a much better amenity for the use of the Parish. It is proposed to adopt the same construction methods, and probably the same contractors, for the Church Car Park project.

Section 3. The proposals (in priority order)

1. Removal of two trees in the Church Car Park, and scraping back the bank containing the tree roots.
2. Scraping back and removing the surface of the car park to give a firm foundation
3. Finishing with Tarmac
4. Softening the edges of the new car park using planting, and two replacement trees.
5. Lining out two disabled car parking spaces at the size given by Warrington Borough Council, the rest to remain unmarked. In this way we expect to designate 17 car parking spaces according to the plans submitted.

Section 4. Timing/justification

The car park surface is deteriorating markedly and will continue to do so with time.
Other pressing projects on the church have been completed, and the improved state of the Parish Hall car park shows what can be achieved in the area.

The car park could be simply re-surfaced keeping the existing area, including the existing trees and grassy bank. However this would not make the most efficient use of the area, and would still not address the future problems for the churchyard boundary wall.

The removed trees would be replaced with new appropriate specimens within the car park area. Options of other new trees could be considered within the wider church boundaries, although there are many mature trees already some under tree preservation order.
If required to do so, additional trees could be added at the nearby Gigg Lane park, which is owned by the church and in which was recently planted an oak to celebrate the Queens Jubilee.

We recognise the Church of England's commitment to net zero emissions by 2020. At this point an electric vehicle charging point has not been included in the design as the number of electric vehicles being left in the car park for any period is currently very small. Although the church car park is near the Transpennine Trail walking and cycling route, a bike shed is also not included within the current plans as this would take up valuable room within what is a fairly small car park, and there is currently no call for such a facility from the church congregation. A bike shed was made available at the nearby Parish Hall Car Park.

Section 5. Options considered

Options for the car park resurfacing have been assessed ranging from do nothing, do minimum and do something more substantial using relevant time, cost and quality criteria. Clearly each option must consider the environmental impacts because the church is in a conservation area.

In 2020 we adopted the same approach to the resurfacing of the Parish Hall car park which is much larger and also in a conservation area. The more substantial option was selected and planning approval obtained which included removal of two large trees and replanting replacements. This was essential to avoid tree roots damaging the tarmac surface. There were no objections.

We carried out a survey of residents and hall users in 2019/20. The supportive comments received confirmed the following impacts/outcomes:

- Safer access for all users, particularly children, older people and those with limited mobility;
- Opportunities to reduce social isolation and increase participation in community activities;
- Reduced risk of injuries to people and damage to vehicles;
- Enhance the amenity value of the site and its facilities.

Our preferred option is to optimize the car park site to provide a firm substructure with a tarmac surface, which is more durable, cost effective and expected to last 20 years.

June 2021 Author(s) M. Horne & M. Brewer

Statement of Significance

Section 1: Brief history and description of the church building, contents, churchyard and setting

All Saints Church is located on the main road through the village at Thelwall New Road/All Saints Drive,Thelwall, WA4 2SX surrounded by residential houses. Website: http://allsaints.org.uk/. It is an Anglican church in the Diocese of Chester, in the Deanery of Great Budworth. It is located in the small, historic village of Thelwall, Cheshire, in the local authority area of Warrington Borough Council. With a population of approximately 3,500 it is the only church in Thelwall and a key part of Thelwall's heritage. The historic village centre is bounded to the north by the Manchester Ship Canal. On the south and west by 20th century housing developments, and to the east and further south by large tracts of agricultural land. Much of contemporary village life centres around the Victorian church, which was built on the site of a much earlier church. The church has a parish hall, a modern single storey building on land adjoining the grounds of Chaigeley School.

It is a Neo-Gothic grade II listed building (list entry number 1139326) within a conservation area. The church was originally built using typical red Cheshire sandstone with general waling being rock cut with ashlar dressings. It has steeply pitched grey slate roofs, narrow lancet stained glass windows and a bellcote.

It was built in 1843 for the 300 people of Thelwall. It replaced a chapel thought to be built by Thomas Brooke around 1600 and demolished in the 1840s because it was too small (80 people).

A chancel was added in 1857 and a north aisle, vestry and west porch added in 1890 by William Owen to meet the needs of a rising population.

The patron William Nicholson, Lord of the Manor laid the foundation stone in May 1843. The architect was James Mountford Allen. Henry Stanton paid for the erection of the north aisle, new baptistery, font and vestry. The church was decorated by Shrigley and Hunt, contemporaries of William Morris and Co. and better known for their stained glass work. In 1872 James Nichloson gave a mortuary under the churchyard. In 1907 the wooden lychgate was gifted by John and Ellen Naylor. It was built by Woods of Hartford and designed by W and S Owens. The roof was renovated in 2014.

In 2001 a toilet suitable for disabled people, baby changing facilities, and a kitchen facility were installed. In 2012 a permanent access ramp for the building was built for disabled people, and a new boiler fitted. Also guttering for rainwater was replaced and the roof repaired in 2014 to prevent water ingress and fabric damage. In 2015 a reordering project was successfully completed. The project has provided a warm and welcoming environment and more space for existing and new community groups to meet on a regular basis. In 2020 major improvements were made to the external building fabric and internal feature.

Both the interior and exterior of the church building communicate a consistent theological message: namely, that this community's worship of God is to be conducted in a place of beauty, one which celebrates human creativity and craftsmanship.

Section 2: Significant artistic, architectural and historical features

The most significant features are:
a) The wooden triptych carved by Eric Gill. The framework was designed by F.C. Eden and made by Helfer Bros. It commemorates the foundation of Thelwall by Edward the Elder in 923
b) The stained glass windows depicting religious images and stories (mostly Shrigley and Hunt).
c) Mural painting above the chancel arch depicting Christ in Glory (artist unknown).
d) Mural painting in the baptistry area of St Christopher circa 1891and restored in 1994.
e) Oak pews
f) Painted reredos behind the altar (restored in 1994)
g) Wooden memorial screen at the rear of church designed by W & S Owens.
h) Minton tiles in the chancel.

The oldest gravestone in the churchyard is 1674. There is a vault containing four generations of the Pickering family.

Notable contents listed on the church inventory are:

a) Lectern given by William Bleckly in 1891
b) Pulpit is the original from the time of building the church.
c) Altar and sedilla donated in 1916 in memory of Mrs J. B. Stanton
d) Patens donated in 1876 by James and Elisabeth Nicholson
e) Bishop's chair said to be of great age and possibly once stood in a monastery donated by Major and Mrs. Gardner
f) Churchwardens stave dated 1757
g) Paten dated 1783 from the ancient chapel

Reference material

1. No Mean City A local History of Thelwall in Cheshire by Michael Taylor
2. All Saints Parish Church Thelwall 1843 -1993 compiled by Mrs Jean Sheppard
3. 2012 and 2017 Quinquennial Inspection reports by the church architect Tony Barton
4. Church property register 2016

5. Pevsner's The Buildings of England: Cheshire on Thelwall 1971
6. Survey and report by Ecclesia Ltd of the stained glass windows July 2015.
7. Preliminary inspection report and photographs by Hirst Conservation of the mural painting July 2015
8. Budget quotation by Hayles & Howe of the chancel steps repairs December 2014.
9. Budget quotation by N. Andrews Stonemasons Ltd November 2016

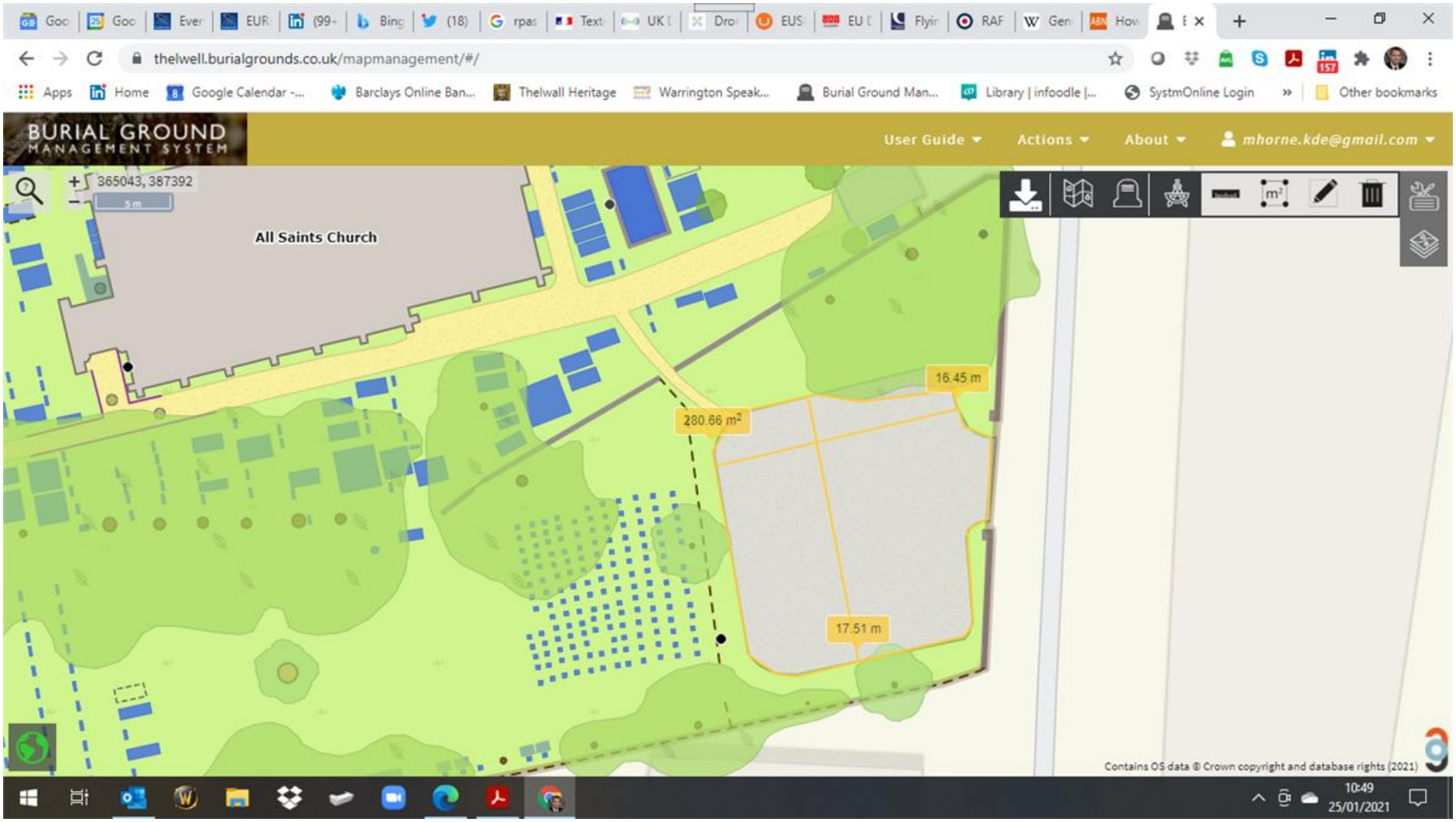
Appendices

Selection of photographs and plans of the church (Appendix 1)

Section 3: Assessment of the impact of the proposed works

When considering re-surfacing and marking out the car park we looked at removing some trees and the mound on which they stood, but having taken advice from a tree surgeon it was agreed that these trees were not a danger at the present time and therefore we decided not to remove them or the mound. Carrying out these works would have little or no impact on either the Church or Churchyard but would be of benefit to both church users and the local community. Summarised below are responses from users:

Improved safety for older and disabled people who struggle with mobility
More user friendly
Dedicated spaces
More even surface
No potholes, puddles and stones to trip over and damage feet
Safer for school children
Avoids damage to vehicles
Should ease parking congestion on roads
Good news will benefit a lot of people


thelwell.burialgrounds.co.uk/mapmanagement/#/
BURIAL GROUND
MANAGEMENT SYSTEM
User Guide
Actions
About
mhorne.kde@gmail.com
365043, 387392
All Saints Church
16.45 m
280.66 m²
17.51 m
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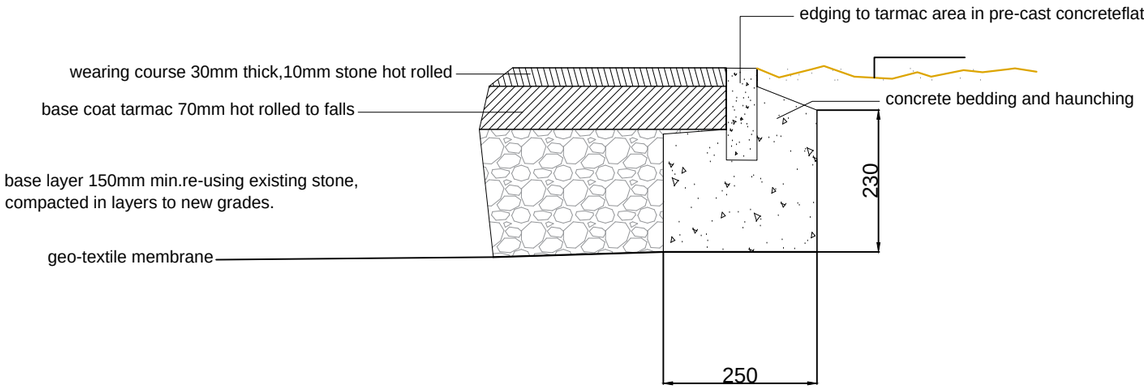
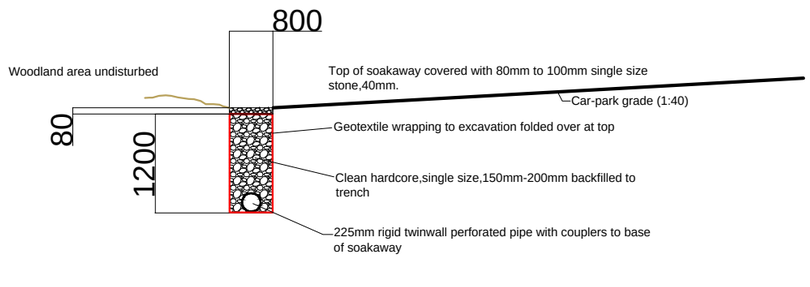
10:49
25/01/2021



TARMAC CONSTRUCTION SECTION nts



SOAKAWAY DETAIL nts

A1

CALCULATION OF SOAKAWAY:
Required volume=Area*(50/3000)=m3
Car-park area=1700m2*(50/3000)=28m3
SOAKAWAY VOLUME=40m3

NO-DIG METHOD STATEMENT

Prior to site construction protective fencing shall be erected as shown on drawing 1710-03
to ensure that the existing root areas will be undisturbed and free from excess compaction

Work in line with Arboricultural Practice Note 1 "Driveways Close To Trees"

Construction of the surface shall take place in dry weather between May and October when the ground is driest and least prone to compaction.

1:1 Ground vegetation shall be treated with a glyphosate herbicide.

1:2 Remove dead organic material from the surface together with large objects,stones,etc.

1:3 Any stumps should be ground out rather than excavated to avoid root disturbance.

1:4 Uneven grades may be levelled up using type 4/20mm clean stone laid in to formation level.(Ensure that this work accords with intended finished grades)
.

1:5 Lay Geosynthetics Ltd "Treetex" geo-textile membrane across the construction area.

1:6 Lay the Geosynthetics Ltd "Cellweb"100mm across the prepared surfaces using steel j pins to fix in position cutting as required.

1:7 Support the Geoweb at edges using 75mm by 50mm tanalised pegs driven straight and firm to support a tanalised edging board 75mm by 38mm.

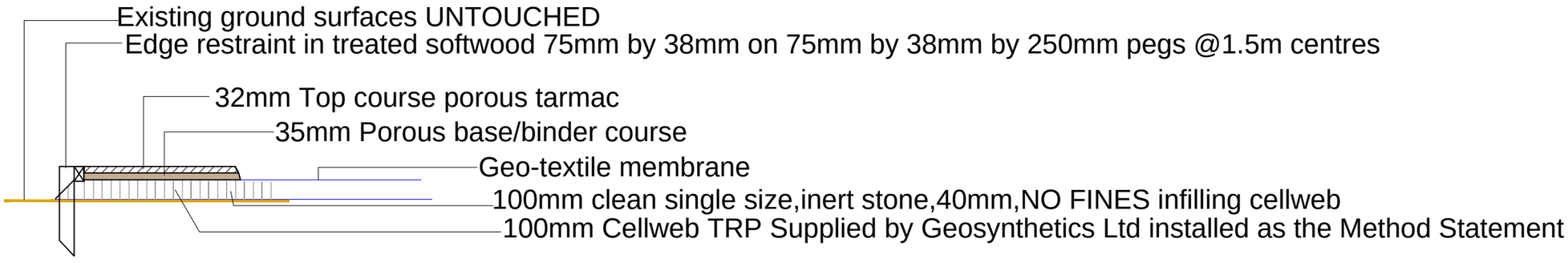
1:8 Using hand shovels carefully place 100mm of Type 20/40mm clean angular stone(BS7533-13:2009)into the cellular confinement working over areas already filled.

1:9 Lightly compact the base by hand only, to ensure binding with the geogrid.

1:10 Lay a second layer of "Treetex"geotextile to the full area of construction and use 150mm steel pins to hold in position.

1:11 The final surface shall be "Porous Asphalt" laid according to manufacturers requirements and may be machine compacted at this stage.

1:12 Ensure any construction activity does not impinge on existing tree root zones.



NO-DIG CONSTRUCTION -SECTION nts

Appendix v. CONSTRUCTION DETAIL/NO-DIG METHOD STATEMENT

Warrington Office
38 Padgate Lane
Padgate
Warrington
WA1 3RU
Tel: 01925 491011
Fax: 01925 490902

Lancaster Office
2nd Floor, Gordon Manley Building
Lancaster Environment Centre
Lancaster University
Lancaster
LA1 4YQ
Tel: 01524 510475

PEAK ASSOCIATES
ENVIRONMENTAL CONSULTANTS LTD

Flood Risk Assessment for the Thelwall Parish Hall Carpark.

Minnie Makin BSc (Hons)

QA Author – Mike Matthews MSc, BSc(Hons), CIWEM

QA Number – 18050

Contents

1.0 Description of the Proposed Development

The site is located on Bell Lane in the scenic village of Thelwall. The proposed development is to make improvements to the parish hall car park which was built in 1976. The exact location for the car park can be found using the ordnance survey grid reference SJ65277 87548. The address for the parish hall is Bell Lane, Thelwall, Warrington WA4 2SX. This can be seen on the location plan in the plan section of the report.

Based on the flood map data provided by the Environment Agency (EA) as included in Appendix 1 it can be seen that the site is located within a Flood Zone 2. The topography of the surrounding area is unusual in that the location of the carpark is surrounded by flood zone 3.

The EA have supplied flood map data for the Thelwall Brook, Statham Pools Brook and finally the Manchester Ship Canal. A major flooding event that occurred on 26/12/2015 which heavily affects the flood risk to the site. This was partly due to Storm Desmond and the status of the sluice gates at Latchford Locks. This will be discussed further in section 2.0.

2.0 Sources of flooding

Sub Regional (County level) flooding scenarios have been investigated and information categorising the risk of flooding and the hazards posed to the area have been summarised in the Warrington Borough SFRA Volume II – Strategic Flood Risk Assessment (SFRA) Technical Report published in September 2011 (Reference 1). In conjunction with this the s19.(1) flood investigation report (Reference 2) has also been used as a part of our investigation this is due to the sites close proximity to the Manchester ship canal and the surrounding areas which were heavily effected by the major flooding event of 2015.

Based on the Environment Agency's (EA) flood maps (See Appendix 1) the site is located within Flood Zone 2. More detail on the Flood Zone classification will be covered in Section 3 below.

The SFRA supplied by Warrington Borough Council is classed as both a level 1 and 2 report. A level 2 report would usually include areas within the locality that have already had the sequential test applied as part of the report process. Although the method of how to carry out the sequential test has been covered in Volume I (Reference 3) unfortunately there is no maps or further details on these areas.

The SFRA also shows areas which are benefitting from flood defences. Although the area in which the facility resides is not covered by one of these defences as the defences have been focused on Warrington town centre.

Surface water flooding has been investigated as a part of the SFRA. This includes surface water runoff (pluvial flooding), sewer flooding and flooding from groundwater. This type of flooding occurs within the Warrington borough where heavy rainfall has occurred. The EA surface water map found in Appendix 1 shows that the area where the car park resides is at very low risk from surface water flooding.

The SFRA examines flooding caused by foul sewers. Warrington's sewerage infrastructure has a small risk of localised flooding to areas of Penketh and Great Sankey due to infrastructure dating back to Victorian times. The SFRA highlights areas of Warrington that are classed as a Critical Drainage Area (CDA). Thelwall is not stated to be one of these areas as seen in Figure 4-9 of the Warrington borough SFRA (Reference 1). It is therefore our understanding that Thelwall is not at risk from sewer flooding.

The area of Thelwall is not discussed within the SFRA to be at risk from groundwater flooding. It focuses on areas surrounding the River Mersey, River Glaze and Sankey Brook where groundwater would most likely discharge to.

The SFRA covers flooding associated with the Manchester ship canal, this has been derived using a modelling scenario that assumes the Latchford locks sluice gates are closed. Section 7.5 of the flood investigation report describes the sluice gates encountered engineering issues during the major flood event of 2015, resulting in flood water overtopping the locks. (Figures 11 and 12 of reference 2)

Both the SFRA and flood investigation report discuss the Thelwall Brook. It is classified as a main river running in a north westerly direction reaching a siphon under the Manchester ship canal and discharging into the River Mersey. It is believed that the operation of this siphon is maintained by the Manchester ship canal company.

3.0 Confirmation of existing Flood Risk

As a result of the analysis in section 2 this FRA report has therefore focused on the risk of Fluvial and reservoir flooding associated with the Manchester ship canal and Thelwall Brook. The site is situated in a flood zone 2. This is classified as a having annual probability of river flooding between 1% and 0.1%.

The dominant river through the area of Warrington is the River Mersey. We are not concerned with flooding directly associated with the Mersey, The Manchester Ship Canal at Thelwall is operated by Peel Ports as a navigable water way. It is however formed by the straightening of the River Irwell in Salford until Irlam Locks. After Irlam Locks the River Mersey also flows into the canal but it's flow then splits at 'Bollin Point' where the River Mersey splits and flows to Warrington via Woolston with the Manchester Ship Canal then flowing to Eastham via Latchford and Runcorn. Flood flows and levels in the canal are therefore subject to computer modelling exercise and is dependant on rainfall and the status of the sluices at Irlam, Latchford locks and to a lesser extent the weir level at Woolston.

The Manchester Ship Canal is a man-made watercourse built in 1894. It is a 58km long starting at the Mersey estuary and has an important role in regulating the fluvial hydraulics of the catchment. The canal has a number of inflows from rivers such as the Mersey, Irwell, Weaver, Medlock and Bollin. It also drains a number of watercourses such as the Sow Brook, Lumb Brook and the River Glaze. The Manchester Ship Canal is operated and maintained by Peel Ports group.

As previously discussed, there was a major flood event in 2015 which heavily effected the area of Thelwall. Referring to the investigation report it was confirmed by Peel Ports that there was an engineering issue at No1 sluice at Latchford locks. Correspondence from Peel Ports on the 17th of December 2015 stated that they had fitted dams into No1 sluice. This was to some extent at the request of other agencies re-falling levels in the canal. The water levels had recovered but the sluice

was still inoperable, and the sluice gates capacity was then reduced by a third. This dysfunction of the sluice gate combined with the heavy rainfall lead to the catastrophic flooding to the Thelwall area on the 26th of December. Sluices are of cause a key part of allowing or restricting flows and needs to be serviced to be used properly. Although a number of reasons are listed in the investigative report such as the heavy rainfall, spring tide and the damage (and boarding off of) the sluice gate which caused the flooding, we believe it is self-evident that the issue with the sluice gate significantly impacted this scenario.

4.0 Accounting for flooding within the proposed development

There is a AOD bench mark on Bell lane at 11m AOD which appears to be at the entrance point to the car park. (Appendix 1). Information supplied by the client explains that one datum point was taken as 0m on Bell lane. Two other points were taken in comparison to this point, one at the western area of the 0.75m (therefore 11.75m AOD) and another where the ground slopes downwards to a soakaway at 0.59m (11.095m AOD).

It can be seen on the flood map provided by the EA that the site resides in a Flood Zone 2 with the nearest node on the Thelwall Brook being node 7. The following scenarios have been modelled at this node; 1:100 year level (8.03m AOD) and the 1:1000 year level (8.08m AOD). Using the benchmark AOD this would make the two points 11.75m AOD and 11.59 AOD. Comparing these values against the flood map data this would place the site an 3.5m above the modelled data for the Thelwall Brook. The risk is therefore from the small Brook.

The EA have modelled two scenarios in which the canal may flood, the first is representative of single gate failure on every set of sluice structures. The output from these scenarios are as follows: 1:100 year level (11.53m AOD), the 1:100 year level + climate change (12.18m AOD), the 1:1000 year level (13.77m AOD).

The second scenario is that all sluice gates are fully functional. The output from these scenarios are as follows: 1:100 year level (11.55m AOD), the 1:100 year level + climate change (12.25m AOD), the 1:1000 year level (13.76m AOD). This places the site above the 1:100 year level for both sets of modelled data for the canal. The model therefore predicted the flooding that occurred when the sluice failed at Latchford fairly accurately.

Due to the nature of the proposed development being used for a carpark the Technical guidance to the national planning policy framework (Reference 4) classifies this as a less vulnerable use of the land and therefore meets the sequential test.

As stated previously in the above analysis there is a marginal risk of flooding and therefore the following recommendations for the proposed development have been made:

- Level of carpark to be no lower than what already exists.
- Use of EA flood warnings to alert client when there is potential for flooding at the site and surroundings.
- Use of signs in the carpark to alert the public that there is a risk of flooding on the site.
- As the Parish Council seek the full recommendations of Warrington Borough Council report 'Economic Regeneration Growth & Environment S19. (1) Flood Investigation Report' to be implemented in full.

5.0 Conclusions

The official flood map categorises this site as being located within Flood Zone 2 which has a risk of fluvial flooding. Land in this classification has between the 1:100 and 1:1000 year probability of flooding (1%-0.1%). As stated previously due to the classification of the use of the land being less vulnerable it meets the sequential test.

This report has heavily discussed the flooding that occurred on the 26th of December 2015. Although the investigative report states that it was a number of factors that led to the canal breaching its banks at three locations; including Thelwall. It is clear that one sluice at Latchford locks was not functional, allowing this allowed water levels from the River Mersey to be drawn down and consequently trapping the water in the area of Thelwall and Lymm.

As discussed earlier two scenarios have been modelled, firstly if there is a malfunction in the operation of a sluice gate and secondly if the canal infrastructure is fully functioning. Benchmark points at 11.75m AOD and 11.59m AOD this meets this 1:100 year level for both sets off data which meets the pre-application advice given by the EA.

As stated in section 4.0, the following recommendations for the proposed development have been made:

- Level of carpark to be no lower than what already exists.
- Use of EA flood warnings to alert client when there is potential for flooding at the site and surroundings.
- Use of signs in the carpark to alert the public that there is a risk of flooding on the site.
- As the Parish Council seek the full recommendations of Warrington Borough Council report 'Economic Regeneration Growth & Environment S19. (1) Flood Investigation Report' to be implemented in full.

6.0 References

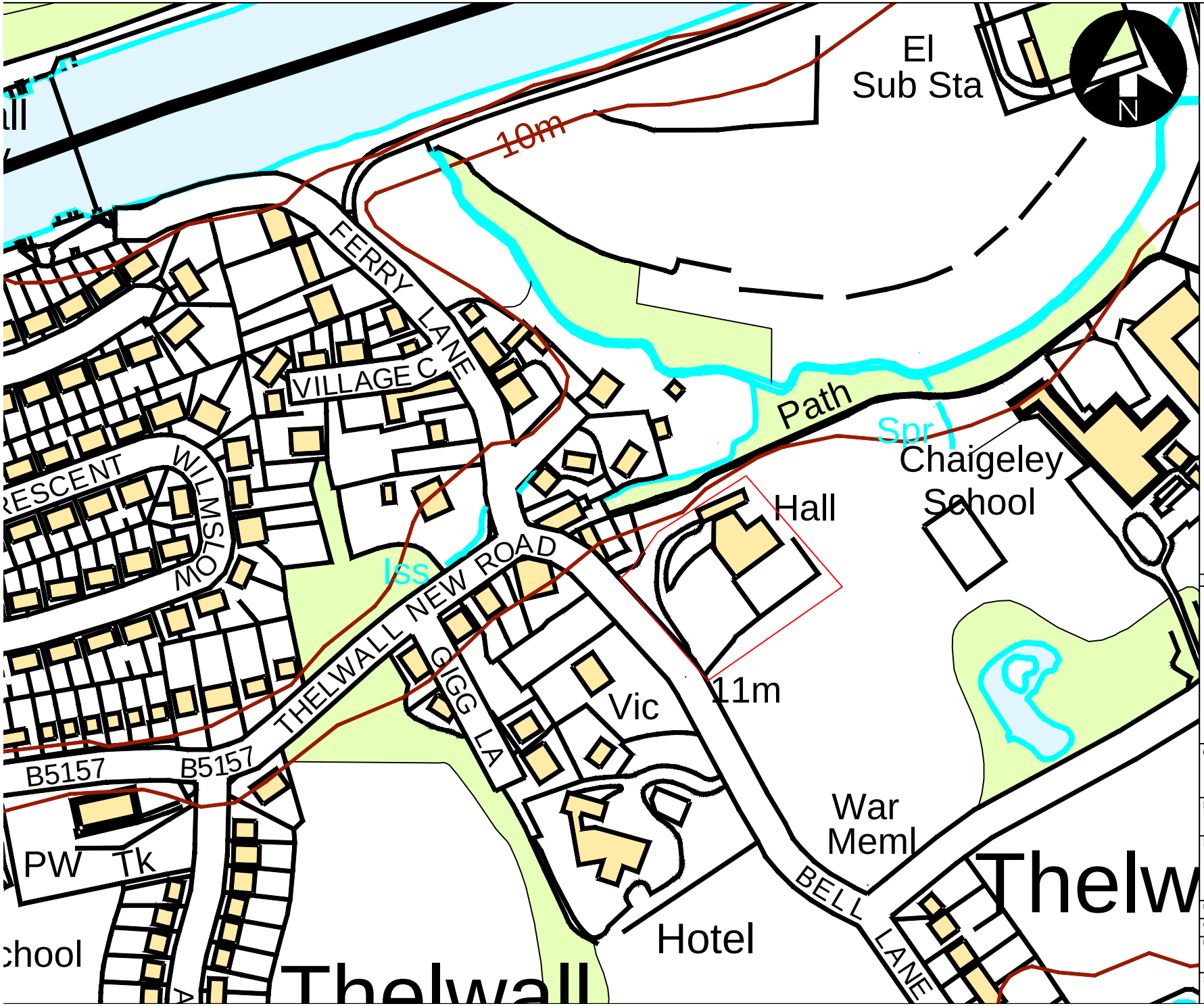
1. Warrington Borough SFRA Volume II – SFRA Technical Report, published in September 2011

2. Economic Regeneration Growth & Environment S19. (1) Flood Investigation Report.

3.Warrington Borough SFRA Volume I – SFRA Technical Report, published in September 2011

4. Technical Guidance to the National Planning Policy Framework. Department for Communities and Local Government. March 2012.

Location Plan



NOTES

1. DO NOT SCALE.
2. This drawing is to be read in conjunction with all other relevant drawings.
3. All boundaries are approximate.

KEY

DESCRIPTION	REV	DATE	CHK

PEAK ASSOCIATES
ENVIRONMENTAL CONSULTANTS LTD

CLIENT: Thelwall Parish Council

PLAN NO.: PLAN 1

PLAN TITLE: Location of Thelwall Parish Hall

DRAWN	MBLM	PROJECT ENGINEER	MM
CHECKED		APPROVED	
DATE	16/11/18	SCALE	??? @ A4

DRAWING NUMBER: 80901

REVISION: 1

Appendix 1: Flood Map Data

Flood risk assessments: Climate change allowances

Application of the allowances and local considerations

Greater Manchester, Merseyside & Cheshire

1) The climate change allowances

The National Planning Practice Guidance refers planners, developers and advisors to the Environment Agency guidance on considering climate change in Flood Risk Assessments (FRAs). This guidance was updated in February 2016 and is available on Gov.uk and should be read in conjunction with this document. The guidance can be used for planning applications, local plans, neighbourhood plans and other projects. It provides climate change allowances for peak river flow, peak rainfall, sea level rise, wind speed and wave height. The guidance provides a range of allowances to assess fluvial flooding, rather than a single national allowance. It advises on what allowances to use for assessment based on vulnerability classification, flood zone and development lifetime.

2) Assessment of climate change impacts on fluvial flooding

Table A below indicates the level of technical assessment of climate change impacts on fluvial flooding appropriate for new developments depending on their scale and location. This should be used as **a guide only**. Ultimately, the agreed approach should be based on expert local knowledge of flood risk conditions, local sensitivities and other influences. **For these reasons we recommend that applicants and / or their consultants should contact the Environment Agency at the pre-planning application stage to confirm the assessment approach, on a case by case basis**. **Table A** defines three possible approaches to account for flood risk impacts due to climate change, in new development proposals:

- **Basic:** Developer can add an allowance to the 'design flood' (i.e. 1% annual probability) peak levels to account for potential climate change impacts. The allowance should be derived and agreed locally by Environment Agency teams.
- **Intermediate:** Developer can use existing modelled flood and flow data to construct a stage-discharge rating curve, which can be used to interpolate a flood level based on the required peak flow allowance to apply to the 'design flood' flow.
- **Detailed:** Perform detailed hydraulic modelling, through either re-running Environment Agency hydraulic models (if available) or construction of a new model by the developer.

Table A – Indicative guide to assessment approach

VULNERABILITY CLASSIFICATION	FLOOD ZONE	DEVELOPMENT TYPE		
		MINOR	SMALL-MAJOR	LARGE-MAJOR
ESSENTIAL INFRASTRUCTURE	Zone 2	Detailed		
	Zone 3a	Detailed		
	Zone 3b	Detailed		
HIGHLY VULNERABLE	Zone 2	Intermediate/ Basic	Intermediate/ Basic	Detailed
	Zone 3a	Not appropriate development		
	Zone 3b	Not appropriate development		
MORE VULNERABLE	Zone 2	Basic	Basic	Intermediate/ Basic
	Zone 3a	Basic	Detailed	Detailed
	Zone 3b	Not appropriate development		
LESS VULNERABLE	Zone 2	Basic	Basic	Intermediate/ Basic
	Zone 3a	Basic	Basic	Detailed
	Zone 3b	Not appropriate development		
WATER COMPATIBLE	Zone 2	None		
	Zone 3a	Intermediate/ Basic		
	Zone 3b	Detailed		

NOTES:

- Minor: 1-9 dwellings/ less than 0.5 ha | Office / light industrial under 1ha | General industrial under 1 ha | Retail under 1 ha | Gypsy/traveller site between 0 and 9 pitches
- Small-Major: 10 to 30 dwellings | Office / light industrial 1ha to 5ha | General industrial 1ha to 5ha | Retail over 1ha to 5ha | Gypsy/traveller site over 10 to 30 pitches
- Large-Major: 30+ dwellings | Office / light industrial 5ha+ | General industrial 5ha+ | Retail 5ha+ | Gypsy/traveller site over 30+ pitches | any other development that creates a non residential building or development over 1000 sq m.

The assessment approach should be agreed with the Environment Agency as part of pre-planning application discussions to avoid abortive work.

3) Specific local considerations

Where the Environment Agency and the applicant and / or their consultant has agreed that a '**basic**´ level of assessment is appropriate the figures in Table B below can be used as a precautionary allowance for potential climate change impacts on peak 'design' (i.e. 1% annual probability) fluvial flood level rather than undertaking detailed modelling.

Table B – Local precautionary allowances for potential climate change impacts

Watercourse	Central	Higher Central	Upper
All	0.15m	0.24m	0.48m

Use of these allowances will only be accepted after discussion with the Environment Agency.

4) Fluvial food risk mitigation

Read the guidance on Gov.uk to find out which allowances to use to **assess** the impact of climate change on flood risk.

For planning consultations where we are a statutory consultee and our Flood risk standing advice **does not** apply we use the following benchmarks to inform flood risk **mitigation** for different vulnerability classifications. **These are a guide only**. **We strongly recommend you contact us at the pre-planning application stage to confirm this on a case by case basis. Please note you may be charged for this advice.** For planning consultations where we are not a statutory consultee or our Flood risk Standing advice applies we recommend local planning authorities and developers use these benchmarks but we do not expect to be consulted.

- For development classed as '**Essential Infrastructure**' our benchmark for flood risk mitigation is for it to be designed to the '**upper end**' climate change allowance for the epoch that most closely represents the lifetime of the development, including decommissioning.

- For **highly vulnerable** in flood zone 2, the '**higher central'** climate change allowance is our minimum benchmark for flood risk mitigation. In sensitive locations it may be necessary to use the **upper end** allowance.

- For **more vulnerable developments** in flood zone 2, the '**central**' climate change allowance is our minimum benchmark for flood risk mitigation, and in flood zone 3 the '**higher central**' climate change allowance is our minimum benchmark for flood risk

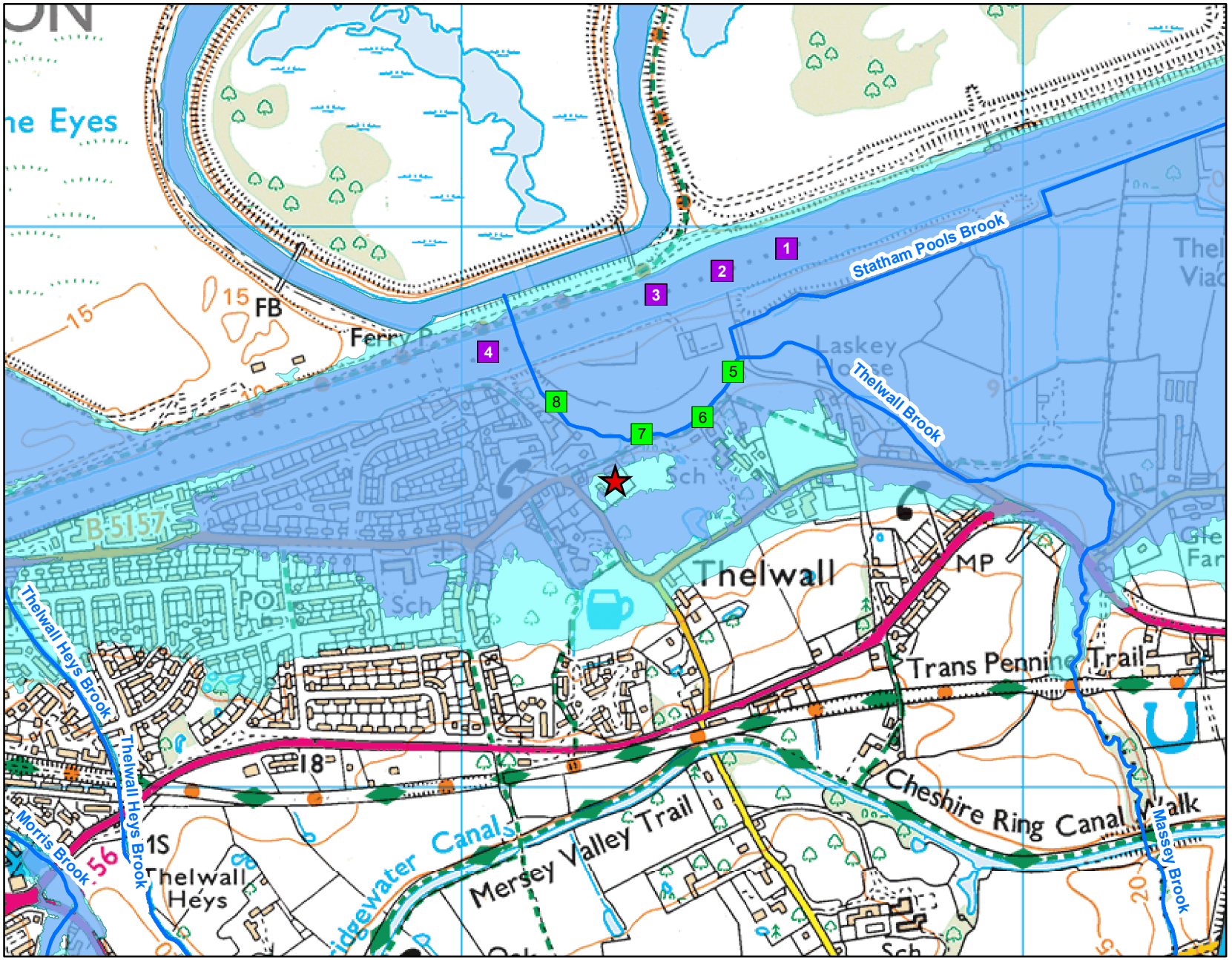
mitigation. In sensitive locations it may be necessary to use the **higher central** (in flood zone 2) and the **upper end** allowance (in flood zone 3).

- For **water compatible** or **less vulnerable** development (e.g. commercial), the '**central**' climate change allowance for the epoch that most closely represents the lifetime of the development is our minimum benchmark for flood risk mitigation. In sensitive locations it may be necessary to use the **higher central** (particularly in flood zone 3) to inform built in resilience.

There may be circumstances where local evidence supports the use of other data or allowances. Where you think this is the case we may want to check this data and how you propose to use it.

END.

Detailed Flood Map centred on Bell Lane, Warrington. WA4 2SU. Created on 29/10/2018 [GMMC104236AB]



Environment Agency

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Legend

- Site Location
- MSC Model Measurements
- Thelwall Brook Model Measurements
- Main River
- Flood Zone 3
- Flood Zone 2

Contact Us: National Customer Contact Centre, PO Box 544, Rotherham, S60 1BY. Tel: 08708 506 506 (Mon-Fri 8-6). Email: enquiries@environment-agency.gov.uk

					Model run is representative of a single gate failure on every set of sluice structures. Maximum gate opening height is set to 2.4m.									Model run is representative of present conditions and all gates are operational as per the agreed automated protocol. Maximum gate opening height is set to 2.4m. This run is the same as used in the flood map products.								
Map Reference	Model Node Reference	Easting	Northing	Data	50 % AEP (1 in 2 year)	20 % AEP (1 in 5 year)	4 % AEP (1 in 25 year)	2 % AEP (1 in 50 year)	1.33 % AEP (1 in 75 year)	1 % AEP (1 in 100 year)	1 % AEP (1 in 100 year) + Climate Change*	0.5 % AEP (1 in 200 year)	0.1 % AEP (1 in 1000 year)	50 % AEP (1 in 2 year)	20 % AEP (1 in 5 year)	4 % AEP (1 in 25 year)	2 % AEP (1 in 50 year)	1.33 % AEP (1 in 75 year)	1 % AEP (1 in 100 year)	1 % AEP (1 in 100 year) + Climate Change*	0.5 % AEP (1 in 200 year)	0.1 % AEP (1 in 1000 year)
1	ea013_Model_MSCC04_180	365582	387961	Modelled Water Level (m aodN)	9.41	10.05	10.90	11.23	11.43	11.56	12.20	11.85	13.78	9.41	10.06	10.89	11.25	11.44	11.58	12.26	11.89	13.77
				Modelled Flow (cumecs)	375.04	424.95	528.15	578.94	606.76	631.91	752.52	695.00	1087.67	374.82	425.53	525.45	581.56	609.51	636.38	760.23	703.43	1084.13
2	ea013_Model_MSCC04_181	365467	387920	Modelled Water Level (m aodN)	9.40	10.04	10.90	11.23	11.42	11.55	12.19	11.84	13.78	9.40	10.06	10.89	11.24	11.44	11.57	12.26	11.88	13.77
				Modelled Flow (cumecs)	374.53	424.74	527.89	578.56	606.52	631.63	751.37	694.67	1087.01	374.39	425.41	525.12	581.20	609.25	636.08	758.33	703.10	1083.54
3	ea013_Model_MSCC04_182	365349	387878	Modelled Water Level (m aodN)	9.41	10.05	10.91	11.24	11.43	11.56	12.20	11.85	13.78	9.41	10.06	10.90	11.25	11.45	11.58	12.26	11.89	13.77
				Modelled Flow (cumecs)	373.74	424.40	527.47	578.03	606.18	631.25	751.12	694.22	1086.22	373.69	425.22	524.73	580.67	608.92	635.64	757.87	702.65	1082.75
4	ea013_Model_MSCC04_183	365050	387776	Modelled Water Level (m aodN)	9.38	10.02	10.88	11.21	11.41	11.53	12.18	11.83	13.77	9.38	10.04	10.87	11.22	11.42	11.55	12.25	11.86	13.76
				Modelled Flow (cumecs)	372.24	423.63	526.18	576.79	605.39	630.27	748.58	693.17	1084.19	372.20	424.78	524.14	579.28	608.07	634.40	753.06	701.54	1080.69

Model data taken from the Manchester Ship Canal 3G Open 4G Open Mode Wheel 2010 Study and Manchester Ship Canal 3G Open 2010 Study

*Climate Change Scenario - For this study, we only hold climate change measurements based on the previous climate change guidance (20% increase in flow). The new climate change guidance is available at https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances. The location of the site and the type (vulnerability) of development determine the climate change allowances to consider in any flood risk assessment.For further guidance on climate change within the GMMC area please see the attachment 'Flood risk assessments: Climate change allowances'. Particularly section 3, table B which shows the Local precautionary allowances for potential climate change impacts.

Notes:

For the Manchester Ship Canal Models, we provide the following two scenarios:

1. Model run is representative of present conditions and all gates are operational as per the agreed automated protocol. Maximum gate opening height is set to 2.4m. This run is the same as used in the flood map products.

2. Model run is representative of a single gate failure on every set of sluice structures. Maximum gate opening height is set to 2.4m.

					Undefended	
Map Reference	Model Node Reference	Easting	Northing	Data	1 % AEP (1 in 100 year)	0.1 % AEP (1 in 1000 year)
5	ea013_Model_THEL01_00014	365486	387741	Modelled Water Level (m aodN)	8.03	8.08
				Modelled Flow (cumecs)	0.46	0.73
6	ea013_Model_THEL01_00015	365432	387660	Modelled Water Level (m aodN)	8.03	8.08
				Modelled Flow (cumecs)	0.46	0.72
7	ea013_Model_THEL01_00016	365324	387630	Modelled Water Level (m aodN)	8.03	8.08
				Modelled Flow (cumecs)	0.45	0.70
8	ea013_Model_THEL01_00018	365171	387687	Modelled Water Level (m aodN)	8.03	8.08
				Modelled Flow (cumecs)	0.44	0.68

Model data taken from the Thelwall Brook 2007 Study

Notes:

Climate Change Scenario - We do not hold climate change measurements at this location. For further guidance on climate change within the GMMC area please see the attachment 'Flood risk assessments: Climate change allowances'. Particularly section 3, table B which shows the Local precautionary allowances for potential climate change impacts.

AEP - Annual Exceedence Probability

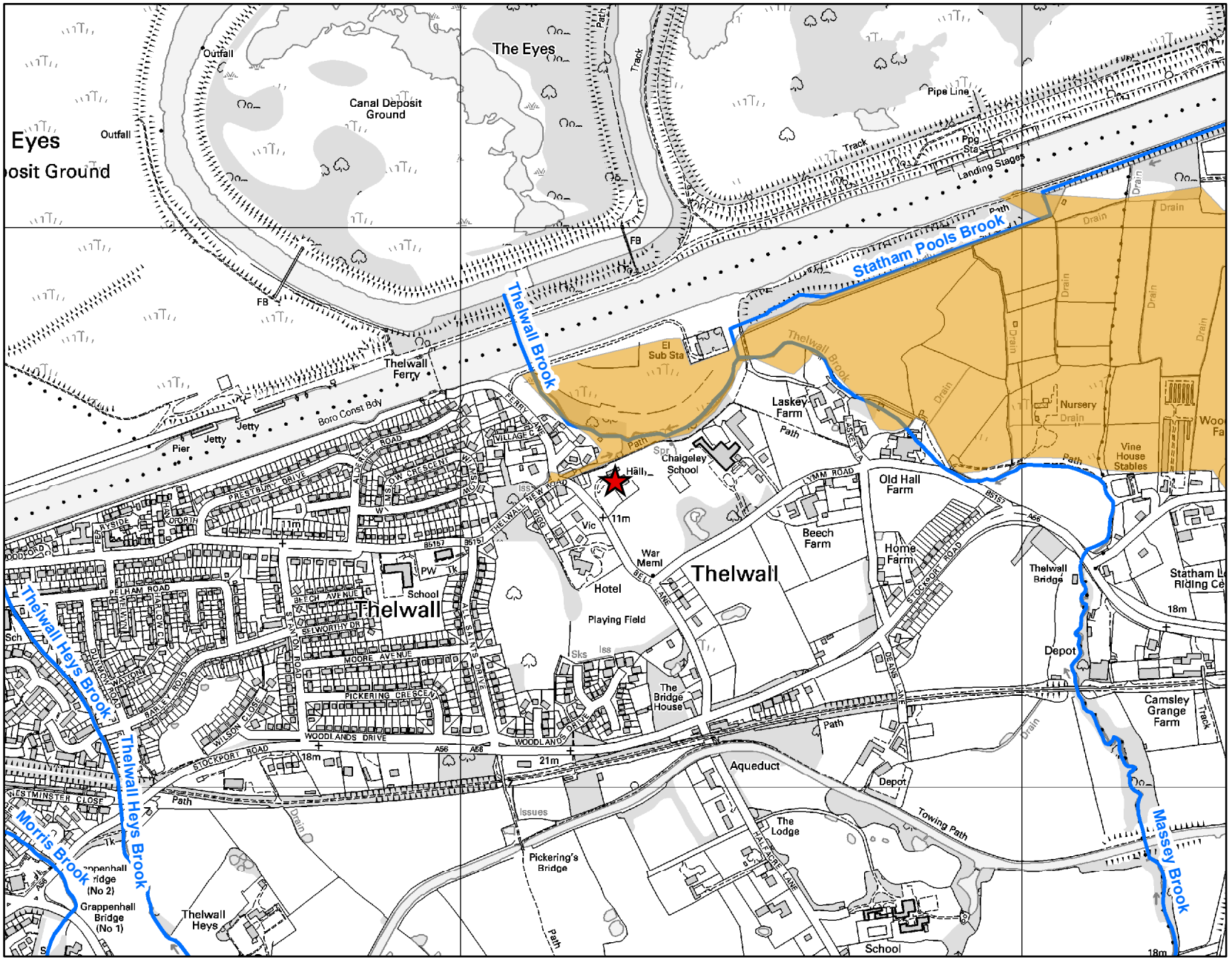
m aodN - metres above ordnance datum Newlyn

cumecs - cubic metres per second

Recorded Flood Outlines

Flood Event Code	Name	Start Date	End Date	Source of Flooding	Cause of Flooding
4079737	Thelwall	26/12/2015	26/12/2015	Ordinary Watercourse	Channel capacity exceeded (no raised defences)

Recorded Flood Outline Map centred on Bell Lane, Warrington. WA4 2SU. Created on 29/10/2018 [GMMC104236AB]



Environment Agency

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N

Legend

- Site Location
- Main River

Recorded Flood Outlines

Start Date

- 26/12/2015

Contact Us: National Customer Contact Centre, PO Box 544, Rotherham, S60 1BY. Tel: 08708 506 506 (Mon-Fri 8-6). Email: enquiries@environment-agency.gov.uk

Reservoir Flood Map

This text must be read with the extract from the Reservoir Flood Map which we have sent to you

How to use the maps

Reservoir flood maps are available to help you find out if you could be affected by reservoir flooding. Even though reservoir flooding is very unlikely it may be helpful to you to find out if you live or work in an area that could be affected. If you do, you might want to think about what you would do if an emergency did happen.

For more information on what to do if you live or work near a reservoir, including some frequently asked questions, visit our website at http://www.environment-agency.gov.uk/flood.

The maps have been prepared for emergency planning purposes and for this reason they reflect a credible worst case scenario – this means that if a reservoir failure did occur it would most likely be far less severe than the scenario shown in the maps. We've mapped a credible worst case scenario so that emergency planners have all the information they might need to increase public safety.

Reservoir safety

Reservoirs in the UK have an extremely good safety record with no failures resulting in the loss of life since 1925. Reservoirs are more carefully maintained now. This means reservoir flooding is very unlikely to happen.

The Environment Agency is the enforcement authority for the Reservoirs Act 1975 in England. All large reservoirs that we think could endanger human life must be inspected and supervised by reservoir engineers. We ensure that reservoirs are regularly inspected and essential safety work is carried out.

For more information on reservoir safety visit our website at:

https://www.gov.uk/guidance/reservoirs-owner-and-operator-requirements.

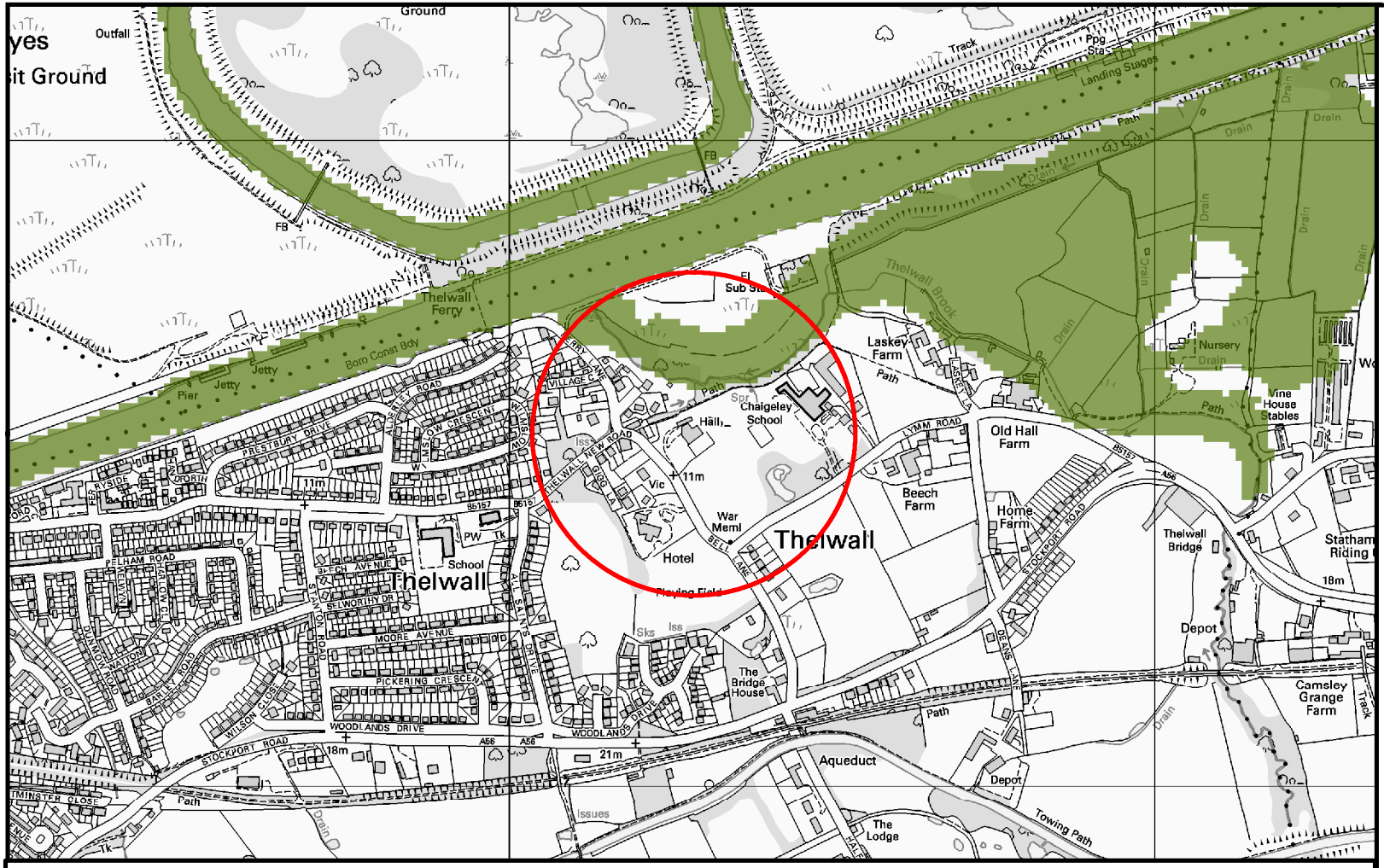
Emergency planning

Lead Local flood authorities are responsible for coordinating emergency plans for reservoir flooding and ensuring communities are well prepared. Lead Local flood authorities work with other members of the Local Resilience Forum (LRF) to develop generic and site-specific emergency plans, depending on local circumstances and priorities.

If you want to find out about local emergency plans you should contact the responsible lead local flood authority as identified on the map.

Reservoir Flood Map

Environment Agency
Asiantaeth yr Amgylchedd



The area within the red circle could be at risk of flooding from the following reservoirs:

Reservoir Name	Reservoir Owner	Location	Local Authority	Environment Agency Office
Sale Ees FSR	Environment Agency	379705, 393313	Trafford	Environment Agency - Greater Manchester, Merseysid

Note - this map provides a general indication of the largest area that might be flooded if a reservoir were to fail and release the water it holds. It is taken from a national assessment and displays a worst case scenario. The map is only intended as a guide and is not a prediction of what will happen.

Important

- This map has been produced for emergency planning purposes and displays a worst case scenario.
- It is not suitable for use at an individual property scale due to the method used.
- This map does not give any information on the likelihood of reservoir flooding or on the depth or speed of floodwaters. It also does not include any smaller reservoirs (which hold less than 25,000 cubic metres of water) or reservoirs commissioned or registered after Spring 2009.
- The information should not be interpreted as stating that the location you are interested in will or won't actually flood, but simply that it is in or not in an area that could be affected by reservoir flooding as shown on the maps.

Maximum extent of flood

1:10,000

Michael Vinsun landscape architecture

40 Ayrshire Way Congleton Cheshire CW12 3TN Tel:01260 280370 michael@michaelvinsun.co.uk

4 May 2021

Design and Access Statement:All Saints Church,Bell Lane,Thelwall,Warrington

The site falls within the site of the local conservation area.On behalf of the Church I am seeking clarification of the intent to modify the small church car-park to provide a maximum space for church users.

The site is presently a stoned out surface surrounded on all sides by fencing and low stone walls with a mounded section currently occupied by 2No.trees one of good quality and one of poor quality.It is intended to remove these trees and the mounding to increase parking from 13No.spaces up to 17No.including 2No.disabled spaces,re-grade the stone and install a soakaway drainage system before surfacing in asphalt thereby making access to the church more convenient for users.

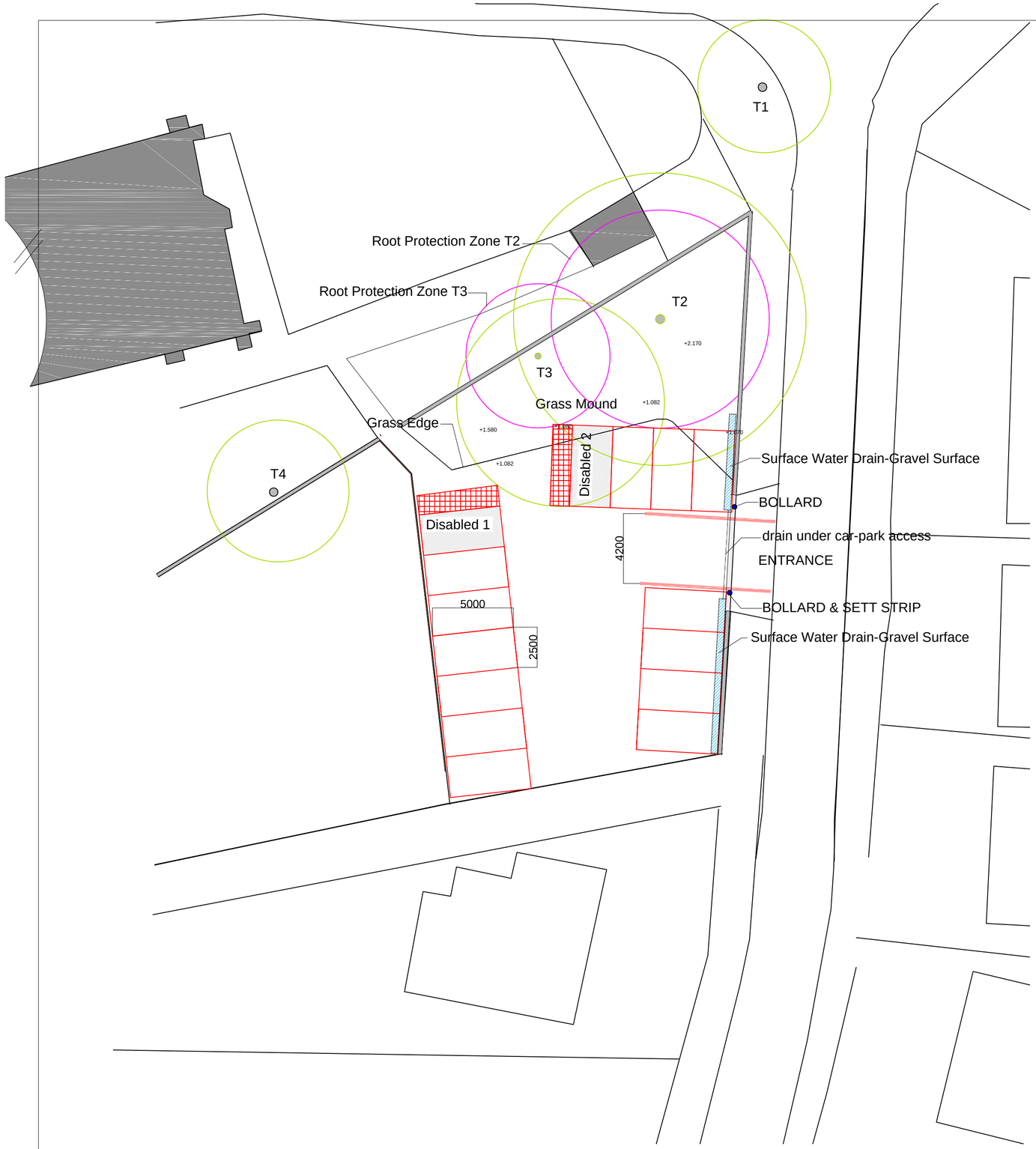
As part of the proposal I am suggesting to the client that trees are replaced with species of suitable stature to those already existing on the church property.

Should this be unacceptable the retention of the existing trees would reduce the available spaces from 17 down to 13.

We have a flood risk assessment available for this site.

I would be pleased if you could inform me of any other items required for a formal planning application and which form I need to use.

Michael Vinsun



SEE ALSO SURVEY DRAWING 2101-3

KEY

T4

Tree Constraints on site to BS 5837:2012 Trees in Relation to Design,Demoli

1:Tree girth measured on site
2:Tree Reference Number
3:Outline of canopy for information only
4:BS 5837 calculation gives a root protection zone outlined

+1.580

Site Levels taken as basic spot heights

TRIAL CAR-PARK LAYOUT

ALL SAINTS CHURCH
BELL LANE THELWALL WARRINGTON

LAYOUT PLAN

1:200 (at A1)

drawing no. 2101/4
03/08/2021

MICHAEL VINSUN
landscape and arboriculture

chartered landscape architects
arboricultural technicians

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Telephone:01260 280370 07967419691
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Chartered Member of the Landscape Institute

Arboricultural Association ...Technician Member...

Thelwall All Saints – Car park resurfacing

Attachments are listed according to the numbering on the supporting documents list

- Attachments in blue are included within the proposals section

Strikethrough text refers to a separate faculty application

Date	Message
20/01/2021 To: Caroline Hilton From: Douglas Black	Caroline, could I ask some advice about resurfacing the car park at church? It's currently stone and potholes. What are the possibilities of laying a proper tarmac surface? It's in a terrible mess and it resembles a swimming pool at the moment! At other listed churches, I've seen the 'stone & jigsaw' solution. But that wouldn't be durable enough in our context because of the constant daily manoeuvring of vehicles - in a small area - at school drop off/pick up times. I'm not sure if the car park is legally part of the churchyard. But it's in a conservation area. Any advice would be appreciated.
22/01/2021 To: Douglas Black From: Caroline Hilton	I'd suggest speaking to your church architect, who I have on file as being Tony Barton (email: tony.barton@insall-architects.co.uk , tel: 01244 350063) for his advice on the possible solutions for the carpark resurfacing, ie whether he agrees tarmac is the way to go or if he has any other suggestions. I've just been on Bing maps aerial view to remind myself of the layout of the church building and its grounds – if the carpark is within the curtilage of the church it will be within faculty jurisdiction. I'm working on the assumption here that it is within the curtilage as it appears to be part of the church grounds (although it is not very clear from the aerial view). I can double check this. If you were to resurface the carpark like-for-like with the same material as existing, this could be carried out under List A, *A7 (2) The repair of paths and other hard surfaced areas, including resurfacing in the same materials and colour.* This would mean you could go ahead with no requirement to apply for diocesan permission. If the preferred solution is tarmac or any other material that is not the same as the original, (assuming the carpark is in the curtilage of the church) the resurfacing would actually need faculty permission. If you plan to resurface the carpark in a different material to the original you will need to obtain permission from the local authority.
22/01/2021 To: Caroline Hilton	Very helpful. It would be good to know if the car park is actually inside or outside the curtilage. How could I find out?

From: Douglas Black	
29/01/2021 To: Douglas Black From: Caroline Hilton	I've had a look at this with the Registrar and the conclusion is that the car park is within the curtilage of the church
25/02/2021 To: Caroline Hilton From: Mike Horne	So we understand that we have to apply for Faculty and also for local authority permission. I would prefer to go through the faculty process first, and I understand that since January 1st the costs for this are covered by the Diocese. Can you confirm? We have taken advice from Tony Barton, but do we need to ask for informal DAC advice first, or go straight to formal faculty? When is the next DAC meeting that this could be considered?
26/02/2021 To: Mike Horne From: Caroline Hilton	That is correct that (for cases lodged since 1 January 2021) the DBF is paying the faculty fees for most cases, and would pay the faculty fee in this case. (For general reference here is the link to the Faculty Fees webpage on the diocesan website that explains and includes a summary of the circumstances where the diocese would not pay the faculty fee: Faculty Fees .) I think that is fine if you want to go straight to submitting a faculty application. The next DAC meeting is on 26 March 2021 with the deadline date for submissions being 12 March. We can pencil you in on the agenda for that meeting if you wish. If you can get details of your proposals to us as soon as you are able, we can start looking at it in the meantime. We would need to be provided with details including: • Photographs and plan of the area for resurfacing • Tony Barton's comments or details provided • Details/specification of the proposed new surface material
01/03/2021 To: Caroline Hilton From: Mike Horne **With attachments**	As requested, here is the data on the proposed car park repairs at All Sains Church, which we will imminently be applying for both Faculty and local authority planning permission for. Project: Resurfacing and marking of Church Car Park It is proposed to repair the surface of the existing All Saints Church car park, which is currently a mixture of tarmac, MOT and filled gravel, and to complete it with a tarmac covering, and concrete retaining fixtures. A grassed bank on the north side of the car park area will be removed to further extend the car park, and to expose the original retaining sandstone wall, which is being obscured and damaged by the mass of the bank, which was built up by scrapings from the build of the car park in the past, and is not part of the historical layout of the church surround. Two mature trees will have to be removed in order to fully remove this bank.

	Parking spaces will be marked out on the tarmac in accordance with the requirements of Warrington Borough Council planning application, which will be made once Faculty has been granted. We have consulted with our architect, Tony Barton of Donald Insall & Associates, who said in a recent email: "There are more attractive toppings than tarmac and you need to consider the edges, markings and perhaps "softening" in the corners with some planting, drainage (and SUDS). Tarmac though is probably the more economic solution so I wouldn't want to commit you to additional expenditure. If you send me what you have already I can give a view on asking for informal advice." I hope that you will consider this at the next DAC meeting on 26th March, and look forward to hearing positive news from you. Once we have a positive indication from DAC then we will make application to the local authority. 4) Photographs of carpark 5) Plan of carpark as existing 6) Tarmac construction details
02/03/2021 To: Mike Horne From: Caroline Hilton	Thank you for sending these details. I confirm the proposals will be considered at the DAC meeting of 26 March 2021. When you create your faculty application on the Online Faculty System we can upload the details you have provided for you.
02/03/2021 To: Mike Horne From: Michael Vinson	Further to our site meeting I have worked out a fee quotation based upon: a. production of a measured drawing with existing tree information to BS5837:2012 and surface/edging construction details-draft for your approval and final details. b. ascertain the optimum layout for car spaces(retaining existing trees). c. ascertain whether planning approval is required/what information is required. d. make a planning application on your behalf, (Planning Fee to be added - around£200). £460.00p Plus VAT @ 20% Additional fee work may or may not be required by the local authority. At Thelwall village hall the additional fees spent were £400, this should be much less for this site but a contingency is prudent. I trust you find this in order and await your further instructions.
02/03/2021 To: Mike Horne, Michael Vinsun	Just need to clear with the church treasurer to create a budget but fine with me. For a. could you indicate spot levels on the drawing and a surface water attenuation sump/grid at the entrance. Also to keep the church architect happy I suggest beyond the concrete edging you

From: Mike Brewer	show an earth strip for planting flowers or grass. Attached is the hall car park flood risk report and a copy of the specification I used for obtaining quotes. Only items 1 to 4 descriptions are relevant but let me know if you think they need amending. Note that the hall was in Flood zone 2 whereas the church is in flood zone 3 the flood risk being from Thelwall Brook Mike H I suggest copying the flood risk map with the faculty application *Flood risk assessment attached as below*
02/03/2021 To: Caroline Hilton From: Mike Horne **With attachment**	We spoke to Michael Vinsun who is a chartered landscape architect and arboricultural technician today, and he took a close look at the car park and advised that we should drop the removal of the grassy bank due to the mature trees which he thought would be difficult to justify to remove. Perhaps we could have advice from DAC either way? 7) Flood Risk Assessment of Peak Associates Environmental Consultants Ltd
03/03/2021 To: Mike Horne From: Caroline Hilton	Thank you for sending these further details. I will add this to the details for DAC consideration.
03/03/2021 To: Julie French From: Caroline Hilton	Further to our chat this morning I have now uploaded the supporting details we have received (Mike Horne's email of 1 March and its attachments) onto your faculty application. I have also progressed the application on the Online Faculty System so that if you go into it now you will see the Petition form, Statement of Needs and Statement of Significance can now be filled in.
16/03/2021 To: Mike Horne From: Katy Purvis	**File note of phone call** I asked Mike if the PCC had made a decision regarding the removal of the grass bank and trees to extend the carpark, and whether any drawings as proposed had been produced, explaining that the committee made need more concrete proposals to advise, including drainage and edging, and provision of disabled parking. Mike said the parish were not willing to commit to this expenditure without some pre-advice from DAC, but would see if it was possible to get a drawing and further detail worked out before the meeting.
06/04/2021 To: Mike Horne From: Katy Purvis	**DAC Advice** With apologies for the delay, Caroline is on leave, and I was off sick last week.

	I'm writing to let you know that the DAC considered the proposal for the car park at its meeting of 26 March 2021 and wishes to offer the following informal advice: a) It was broadly supportive of the proposals and acknowledged that a good car park (especially with accessible parking) forms part of the welcome for a church b) However, it was less supportive of the proposed felling of the sycamore trees to enable the expansion of the carpark and would require more justification for this element of the works. This was bearing in mind the Church of England net zero carbon target for 2030 c) The parish would need to check whether there are Tree Preservation Orders on the affected trees d) The parish would need to consult the Local Authority, which may also have an issue with the proposed tree felling for the expansion of a car park (with vehicular transport now being discouraged) e) The parish would need to provide plans showing the layout, parking spaces and drainage details, and submit a faculty application
06/04/2021 To: Katy Purvis From: Mike Horne	I'm going to get some ideas of the additional facility (car parking spaces) offered if we were to want to remove the trees, but it seems likely that this is going to cause more problems than it is worth. The plan is to complete the drawings and the faculty application before the next DAC meeting.
22/05/2021 To: Katy Purvis From: Mike Horne	We now have plans which have been submitted to WBC Planning, and I would like to share with DAC for their further input.
09/06/2021 To: Katy Purvis From: Mike Horne **With attachments**	Here is the additional information asked for by DAC last time, ie some drawings of our proposed car park refurbishment, plus a note from the Landscape Architect, Mr Vinsun, who is the same guy who did a good job on our Parish Hall Car Park. You will see that the plan removes both the existing trees, and plants replacement trees as part of the encouragement to plant "Jubilee Trees" which will be of a type and location to enhance the area. It also removes the earthen bank which would then expose the original sandstone boundary wall to the north of the car park, softening the boundary with planting and new grass, and adding a soakaway to the west side. There are two marked disabled parking slots, labelled 13 and 14, and room for 17 cars total, although it is not proposed to mark the other parking spaces as it is thought that this would make a more adaptable car parking arrangement. There is no other disruption to the area, and the coverage of the car park with tarmac would preserve the usage of the surface for many

	years. The car park is currently used not only for services, but as a parental drop off point for the school next door. We have a current application on this basis with Warrington Borough Council, but have been informed that they will not be able to consider this before the summer – they said it would be at least 6 weeks before we had any guidance from them. Can the DAC approve the plans in principal, and allow us to go forward with Faculty? Do we need to wait for WBC approval, as it is only an improvement to the existing car park and is not a change of use for example? Our next step will be to obtain three quotes for the work, then to complete the funding cycle before starting work in the Autumn. *Supersed plan as proposed* 8) Design and Access Statement of Michael Vinsun dated 4 May 2021
11/06/2021 To: Mike Horne From: Katy Purvis	I've sent this for review now, but I just wanted to remind you that the DAC advice asks for robust justification for the tree removal when you complete the statement of needs
11/06/2021 To: Katy Purvis From: Mike Horne	It's mainly why we are asking for advice Katy. We get better use out of the car park with the trees removed, but wonder whether that is "robust" enough. One of the trees is in a poor state but we don't know if that helps the case.
11/06/2021 To: Mike Horne From: Katy Purvis	I think you will need to probably state that quite strongly, it would be worth writing your statement of needs before the meeting if you can. Otherwise if the committee approve in principle, they probably can't recommend as they have advised that you need strong justification for the tree removal, the proposals in themselves aren't justification, the statement of needs should set out the case explicitly. Please let me know if I can help, I can ring if I could explain it better
14/06/2021 To: Katy Purvis From: Mike Horne **With attachment**	Here is our Statement of Needs which we intend to submit as part of the faculty. Please can you try to include this in the DAC pack? Will this suffice for them do you think? *Draft statement of needs dated June 2021*
15/06/2021 To: Katy Purvis From: Mike Horne	Thanks for sending this so quickly, I will include this in the meeting pack. A lot of this is really good, I think you may need to expand section 4 a little, maybe adding something like "The trees to be removed will be replaced with new appropriate specimens within the car park area."I know you have said that elsewhere, but it is part of the justification, so needs stressing a bit.

	You could also add into section 4 that you recognise the Church of England commitment to net zero by 2030, and say a bit more about how that has informed your proposals. You could probably mention what the parish might do to encourage people not to drive to church or the school. It might also be a good idea to consider an electric vehicle charging point or bike racks, which would fit in with the comment about visitors using the transpennine trail, and you could also consider planting further replacement trees either at the church or elsewhere, locally or otherwise to offset the ones you are losing. I realise none of those things are in your proposals, but I imagine you have discussed some of them. If you considered any of them but rejected them already, it would be helpful if you documented the decision and reasoning in the SoN. Please give me a ring if I can explain that better
15/06/2021 To: Katy Purvis From: Mike Horne **With attachment**	Here is my updated "draft 2" version although I am not sure that it is more helpful to our cause than the Draft 1! We could of course consider planting further trees either in the churchyard or in a nearby park which we also own, but it has to be said that the height of the current trees is giving us concern with leaves on the roof of the church and we have had sever al problems over the past few years with tree branches becoming unstable and dangerous in the wind. We haven't officially spoken about an electric charging point (at PCC for instance) but I think would be in favour if anyone was asking for it – however most users, particularly in the current climate with shortened services, don't stay long enough to derive any benefit. If the DAC put this as one of the pass/fail criteria I could take it to PCC. We also have no-one coming to services on a bike, and I am not sure that is because of the lack of a bike shed, which I think would only take up the very limited amount of space that we have – and which is why we are looking to remove the trees in the first place. I hope that the attached revised document is OK, and at least shows that we are aware of these as possibilities and could consider them if necessary. 2) Statement of needs
15/06/2021 To: Katy Purvis From: Mike Horne	One thing that we have talked about is the provision of solar panels in the "valley" on the church roof, which is nicely south facing and would be invisible from the ground. I suspect that with the net zero target, the DAC would strongly support any initiative like this, and the CofE would make capital available for such an investment which would be well beyond what we could manage alone.
16/06/2021 To: Mike Horne From: Katy Purvis	Thanks Mike, I've updated the meeting pack with both emails and SoN, and we'll let you know what the DAC say

16/06/2021 To: Katy Purvis From: Mike Horne	I think that the "solar panels on churches" discussion is a big one and probably outside the scope right now, but will be / should be something to look at. I know Tony Barton took a look, particularly as we have a convenient south facing roof out of public view!
05/07/2021 To: Mike Horne From: Katy Purvis	**DAC Advice** I am writing to let you know that at its meeting of 25 June 2021, the DAC considered the proposals for the car park improvements, and resolved to offer the following informal advice: a. It was agreeable to the proposed resurfacing b. However, the removal of the trees in order to create parking spaces creates conflict with the Church of England's green responsibilities and therefore needs firm justification c. As the church is in Thelwall Village Conservation Area the parish should check with the local authority as to whether the trees are protected. There may be some resistance as trees may be viewed as an important part of the setting d. It noted that one of the trees is distorted and the parish should seek the advice of an arboriculturalist as that may strengthen the argument for the felling of that tree e. The Committee appreciated the parish wish to create more space in the car park as it understood manoeuvrability can be difficult due to the shape of the carpark. f. It was pleased to note that the parish had advised it would replace the felled trees. It suggested the parish may wish to consider an alternative species to red oak as the leaves were particularly known to block gutters g. It noted that apart from the disabled spaces there are no parking spaces marked out, however it suggested the parish may wish to consider marking out parking bays as it disciplines people to park more economically and considerately h. The Committee suggested that the parish may wish to consider moving the car park entrance slightly northwards (but not too far as it is close to a junction) as a way of creating more spaces whilst saving the trees and keeping the bank
12/04/2022 To: Julie French From: Caroline Hilton	Further to our telephone conversation this morning, just to clarify, the proposals were last considered by the DAC at its meeting of 25 June 2021, and the Committee had offered the following feedback. I understand from our conversation that that the proposal no longer includes the removal of trees. It would be helpful if you could also confirm this. *a. It was agreeable to the proposed resurfacing* *b. However, the removal of the trees in order to create parking spaces creates conflict with the Church of England's green responsibilities and therefore needs firm justification* *c. As the church is in Thelwall Village Conservation Area the parish should check with the local authority as to whether the trees are*

	protected. There may be some resistance as trees may be viewed as an important part of the setting *d. It noted that one of the trees is distorted and the parish should seek the advice of an arboriculturalist as that may strengthen the argument for the felling of that tree* *e. The Committee appreciated the parish wish to create more space in the car park as it understood manoeuvrability can be difficult due to the shape of the carpark.* *f. It was pleased to note that the parish had advised it would replace the felled trees. It suggested the parish may wish to consider an alternative species to red oak as the leaves were particularly known to block gutters* *g. It noted that apart from the disabled spaces there are no parking spaces marked out, however it suggested the parish may wish to consider marking out parking bays as it disciplines people to park more economically and considerately* *h. The Committee suggested that the parish may wish to consider moving the car park entrance slightly northwards (but not too far as it is close to a junction) as a way of creating more spaces whilst saving the trees and keeping the bank* I have added this proposal to the agenda of the forthcoming DAC Standing Committee on 29 April 2022.
21/04/2022 To: Caroline Hilton From: Julie French	Further to our telephone conversation, I would like to clarify that the proposal to remove the trees on the banking is no longer an issue as having had a tree survey carried out we have found that they are safe at the moment. We are proposing to have two disabled parking spaces and are not thinking of moving the car park entrance.
22/04/2022 To: Julie French From: Caroline Hilton	Thank you for this note, we'll include this when we discuss the carpark proposal at the Standing Committee next Friday.
05/05/2022 To: Julie French From: Katy Purvis	**DAC advice** I am writing to let you know that at its meeting of 29 April 2022 the DAC Standing Committee considered the proposals for the carpark and wished to offer the following informal advice a. The Sub-Committee was content with the parish response, however it requested that the parish provide an updated plan of the proposed carpark showing its layout now the trees are to be retained. b. It noted the faculty application had been started on the Online Faculty System and looked forward to receiving the completed application
06/05/2022 To: Katy Purvis	Thank you for the update. I will send you an updated plan when I receive it.

From: Julie French	
18/05/2022 To: Katy Purvis From: Julie French **With attachment**	Please find Base Layout plan as requested 9) Revised Layout Plan, drawing number 2101/4 of Michael Vinsun
23/05/2022 To: Katy Purvis From: Julie French **With attachment**	Please find Statement of significance for uploading 3) Statement of Significance
30/06/2022 To: Julie French From: Caroline Hilton	I am writing to let you know that at its meeting of 24 June 2022 the DAC considered the faculty application and further details you provided regarding proposed works to the church car park and it resolved to recommend the scheme. The Committee also wished to offer the following informal advice: a. There was concern about whether it would be possible to safely manoeuvre in and out of some of the spaces, and that up to three of them may not be usable. It questioned whether the layout of the parking spaces conform with the parking guidelines. It suggested that before marking out the spaces the parish experiment with road cones to ensure the spaces are practically usable and conform with the official guidance b. It may be worth considering whether altering the angle of parking spaces to be vertical or herringbone pattern may be helpful This means I can raise the Notification of Advice which will allow you to proceed with the public notice period. I will send you an email letting you know once I have carried this out and with instructions of what to do next to progress the faculty application. If you have any queries please do let me know.