

Masterplanning Proof of Evidence

Project Ref.:	The Lanes / Pickering Farm Site, Flag Lane, Penwortham REF CD10.64
Location:	Penwortham, South Ribble
Issued By:	Adam Thornton
Revision.:	Final
Date:	26/07/2022

1. I, Adam Thornton, am a Founding Director of 5plus Architects. I am a member of the RIBA, a Lecturer at London Metropolitan University and an External Examiner of Professional Practice at both The University of Nottingham and London Metropolitan University.
2. I studied at The University of Nottingham, where Architecture is read as part of the Faculty of Social Sciences. This meant that we studied alongside planners, geographers and urban designers and gave a good grounding in the principles of masterplanning. I qualified as an Architect in 1999.
3. In my professional career I have worked at several architectural practices with a masterplanning specialism including Broadway Malyan and HKR Architects before founding 5plus Architects. I have developed numerous masterplans for a variety of clients. The largest mixed used scheme was at Wirral Waters for Peel Holdings. In several instances, the masterplans have now been developed / built out and have become places with characteristics very close to the original masterplan such as in Coppenhall, North Preston.
4. 5plus Architects are an award-winning Architectural practice. 5plus is accredited to ISO9001 to ensure quality is achieved consistently across all projects.
5. I have led the masterplanning and design development of a wider site including the appeal sites since my initial appointment in April 2009. As demonstrated later in this proof, I have been part of each design stage of the scheme from then until the present day. I have visited the site periodically for over a decade, have been present at all public consultation events, except one, and have met with numerous residents both within and adjacent to the masterplan site.
6. During all stages of the Masterplan development, I worked in conjunction with Xanthe Quayle, a Landscape Architect originally from Camlin Lonsdale Landscape Architects, now at Xanthe Quayle Landscape Architects (XQLA). Xanthe Quayle is a member of the 'Places Matter' Design Review Panel. She has been on the Design Review Panel for 'Places Matter' since 2009, and is currently appointed as a Design Council Expert, Deputy Chair of the HS2 Independent Design Review Panel, on the High Street Task Force and a Professional Review Group Member and Special Projects external reviewer at The University of Sheffield.

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Definitions

7. For the avoidance of confusion, the following definitions will be used:
8. Masterplan Site – This is the red line contained with Policy C1 of the South Ribble Local Plan. The image below includes the allocated land (Site EE referred to in Policy C1) and the safeguarded land.



Figure 01 – The Masterplan Site Red Line

9. Appeal Sites A and B – These are wholly contained within the Masterplan Site



Figure 02 – The Appeal Sites Red Line

10. Design Code - The element of design guidance that is used to prescribe the components of the development through both fixed and flexible elements. This can be found within Chapters 8 and 9 in the submitted Design and Access Statement.

Scope of Evidence

11. This Proof of Evidence concerns Appeal Refs APP/F2360/W/22/3295498 & 3295502, lodged in respect of two applications for outline planning permission refused by South Ribble Borough Council in November 2021 (South Ribble Borough Council Planning References 07/2021/00886/ORM and 07/2021/00887/ORM).
12. The purpose of this proof is:
 - 1.1. to explain how the Masterplan and Design Code for the Appeal proposals has been prepared, what the Masterplan consists of (in the way of documents) and what these documents articulate in the way of development proposals and development principles;
 - 1.2. to address the masterplanning issues that arise from the reasons for refusal (RFR), the main issues drafted by the Inspector and other points made in the Council's Statement of Case, its Committee Report from November 2021, and its email to PINS of 1 July 2022
13. It will be demonstrated through a process of clear analysis and conceptual development that the proposals put forward within the submitted Masterplan (**CD1.16**) and Design Code (**CD1.17**) associated with the two applications constitute a wholly appropriate and sustainable design response to policy and guidance and for the site.

Timeline

14. The following timeline is provided to assist navigation of the development of the Masterplan and Design Codes

- Safeguarding of Appeal Site for residential. D8 South Ribble Local Plan - Feb 2000
- SHLAA – Confirmed suitable, available, and achievable for residential development – Sept 2010
- Development Statement for Pickerings Farm – March 2011
- DPD Examination in Public - March 2013
- Local Plan Adoption and Pickerings Farm allocated – Policy C1 - 2015
- Visioning Process Commenced – June 2018
- Public Consultation events – July 2018
- Landowner Consultation events – August 2018
 - South Ribble Planning Committee endorse Masterplan for formal consultation (**CD7.8 & 9**) – 7 Nov 2019
- Draft Masterplan and Design Code Public Consultation – December 2019 to March 2020
- Submission of Masterplan, Design Codes & Outline Application (**CD7.10 & 11**) – dated August 2020
- Masterplan Refusal – 17 September 2020
- Submission of Masterplan (**CD1.16**), Design Codes (**CD1.17**) & Outline Planning Applications – August 2021
- Applications Refusal – November 2021

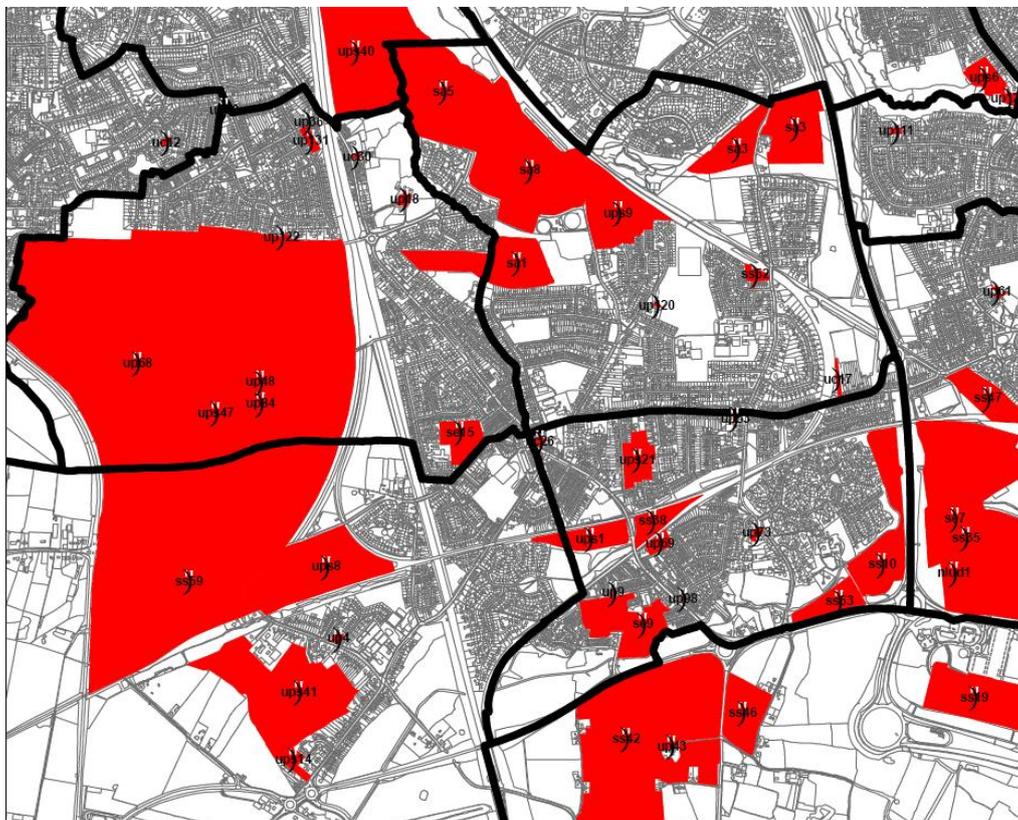
A co-ordinated comparison of document submissions can be found on the South Ribble Borough Council website as link below:

[Masterplan - The Lanes, Penwortham - South Ribble Borough Council](#)

Relevant Background

Initial Land Identification prior to our appointment

15. The site was initially included in the South Ribble Local Plan in Feb 2000 as an area to be safeguarded for future residential development in Policy D8, it was likely to be required to meet the longer-term development needs of the Borough.
16. A larger site, including the Appeal Sites, was identified in the Central Lancashire Strategic Housing Land Availability Assessment September 2010 (SHLAA). The site, identified as FW3, was confirmed in the SHLAA as being suitable, available, and achievable for residential development.



Walton Le Dale, Tardy Gate, Lostock Hall, Charnock and Middleforth

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Figure 03 – Extract from South Ribble SHLAA Map

Initial Appointment leading to site allocation in Local Plan 2015

17. On 14 April 2009, I was employed by Taylor Wimpey to undertake 'Masterplanning and Architectural Services' for a site extending to approximately 61 hectares of developable land as indicated in Figure 1. As above at the time of appointment, the land was designated as 'Safeguarded' and was included in the Council's SHLAA.
18. The brief was to develop an initial masterplan and Development Statement setting out how the Masterplan Site could become a residentially led, mixed used development. The Development Statement was required to be suitable for submission to the Council to inform the preparation of its next Local Plan.
19. The Masterplan Site comprised 90 hectares of land. It is generally flat and predominantly in agricultural use although also contains several homes and businesses. The site is situated immediately to the south of the existing residential area of Kingsfold. To the west of the site is Penwortham Way (A582), which is a major highway connecting the site with Preston, Leyland and the M6 motorway. To the south is Chain House Lane / Coote Lane, which is flanked with commercial businesses and residential properties, and to the east is the West Coast railway line. Beyond the railway line is the Tardy Gate / Lockstock Hall residential area.
20. A suitably full description of the sites and the surrounding area is including in the Appellant's Statement of Case (Section 2) and an agreed summary description is included within the Main Statement of Common Ground (MSoCG) (**CD10.4**, Section 2).
21. The Masterplan Site contains several adopted roads, a good Public Right of Way infrastructure and several existing homes and businesses.
22. The masterplanning process assessed both the opportunities and constraints of the site prior to developing the vision and the design principles for the scheme.
23. The constraints analysis was informed by several technical studies including the following:
 - i. Archaeological Technical Appraisal
 - ii. Flood Risk Assessment
 - iii. Ground Conditions Report
 - iv. Ecological Appraisal
 - v. Tree and Hedgerow Survey
 - vi. Landscape Appraisal
 - vii. Air Quality Report
 - viii. Utilities Report
 - ix. Drainage and Sewage Report
 - x. Highways
 - xi. Transport Strategy

24. The masterplan was developed over the course of a two-year period; inputs to the masterplan were collated from various relevant consultants. Xanthe Quayle was jointly appointed and ensured a balanced approach between development and landscape was considered from the outset. Arup undertook a number of technical assessments to ensure the site was suitable and the development deliverable.
25. The key aspects of the Vision for the masterplan were:
- i. a well-connected residential led mixed use development
 - ii. a highly permeable, pedestrian-friendly, and distinct community.
 - iii. a sustainable mix of dwellings and facilities focused on a number of integrated and overlooked, high quality open spaces for the existing and proposed community to use.
 - iv. for the delivery of essential local infrastructure in a phased and managed approach.
 - v. for the site to become an asset for the local people and the Borough of South Ribble making the proposed facilities and open spaces available for all the public to enjoy.
26. The creation of a Sustainable Community [Concept Sketch 03 below] was considered critical to the design development ‘

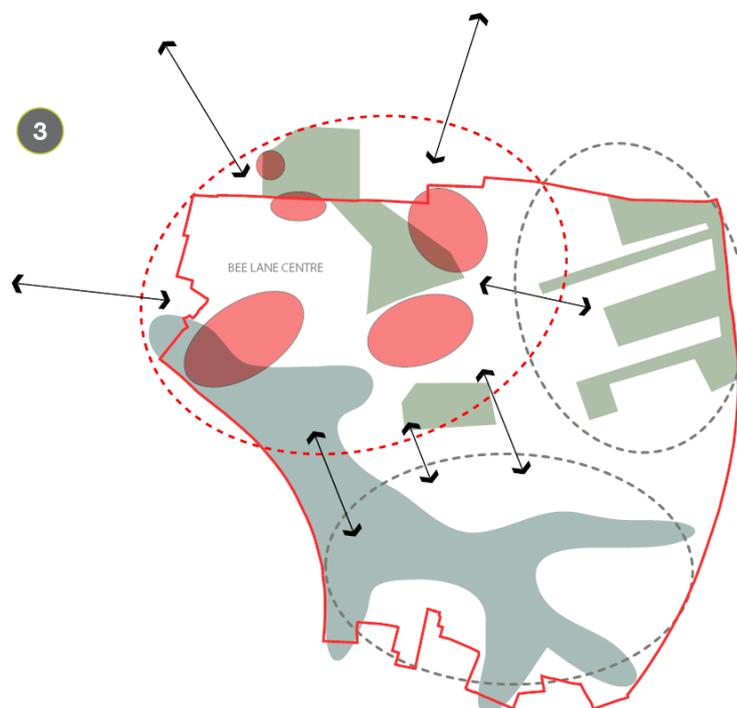


Figure 04 – Concept Sketch 03 from the Development Statement

30. The Land Ownership plans showed that the masterplan area was not in the complete ownership of Taylor Wimpey and Homes England, and that third party land would be required to enable the delivery of a fully comprehensive development. At the time Homes England were known as the Homes and Communities Agency.
31. A Development Statement was produced in March 2011. An illustrative masterplan was included as part of this Development Statement. This was a joint document on behalf of both Taylor Wimpey and the Homes and Communities Agency (HCA), now known as Homes England; This was submitted to the Council as part of the representations made supporting the allocation of the land for development through the local plan-making process.
32. Figure 3 shows the Masterplan as submitted in the Development Statement in 2011.

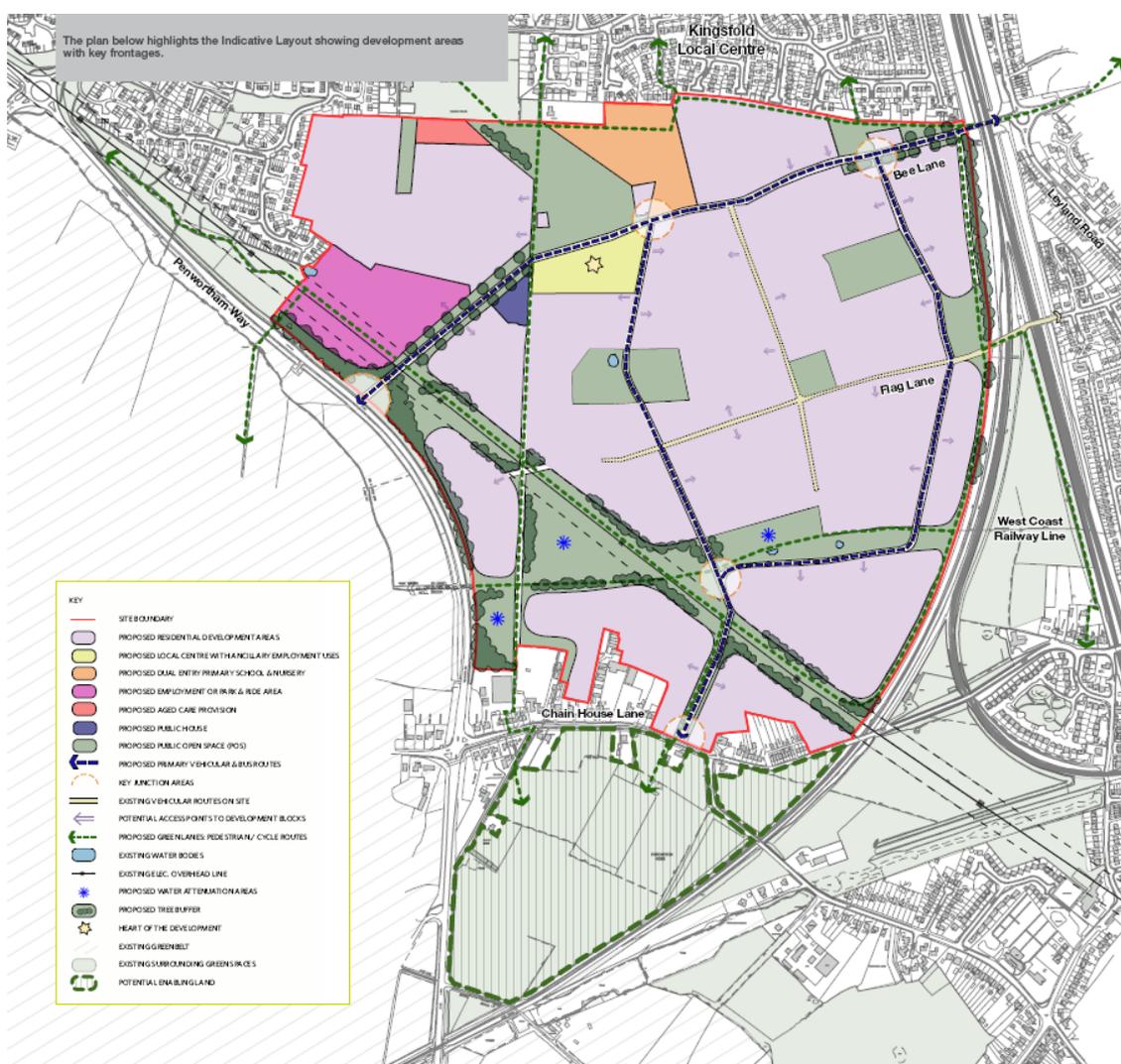


Figure 07 – The Masterplan submitted in the Development Statement March 2011

33. This Masterplan provided illustrative proposals for the wider site including the Appeal Sites, the remainder of the land allocated for development under Policy C1 of the Local Plan and the land stretching down to Coote Lane (this southern parcel ultimately being safeguarded for development beyond the plan period). It demonstrated clear use and extension of the public footpath network, the use and extension of Bee Lane to provide the East / West road connection referred to as the 'Bee Lane boulevard link road'. A circular bus route was also indicated. The proposed land uses were a mix of residential, education, employment and aged care provision with a local centre positioned at the crossroads of Bee Lane and Moss Lane. Additionally, several locations were shown for the attenuation of water.
34. The Development Statement concluded that there were no technical, physical or environmental factors that would prevent the development of the site.
35. The location of both the Local Centre, and Two Form Entry Primary School are shown on this initial masterplan and remain in almost identical locations in the masterplan for the Appeal Proposals. This masterplan in 2011 was made available to assist the Council in concluding that the site was suitable for inclusion in its then emerging Local Plan as a major housing allocation.
36. This version of the Masterplan was referred to during Local Plan EiP Hearing Sessions in 2013. When the Plan was adopted, it allocated for housing development the Pickerings Farm site (including the Appeal sites) and safeguarded two parcels of land to the north and south of Coote Lane (see extract from Local Plan Policies Map below).

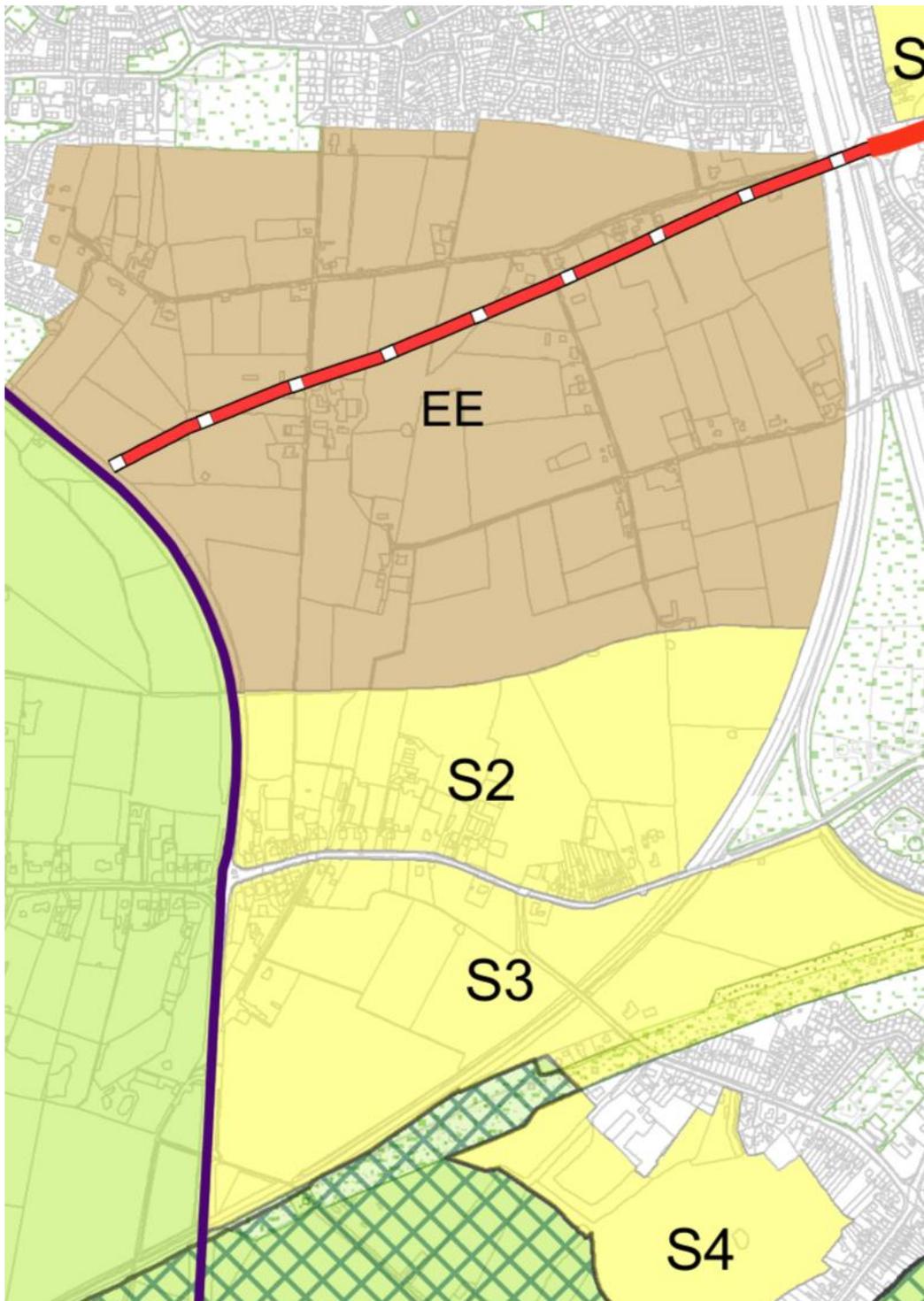


Figure 08 - Extract from Policies Map

Preparing the Masterplan and Design Code

37. In February 2018, I was re-approached jointly by Taylor Wimpey and Homes England to revisit the proposals for the Site and produce a Masterplan, Design and Access Statement and Design Code to accompany an outline planning application.

The Brief

38. The vision for the site had been clearly set out in the original Development Statement from 2011 as noted above. However, as part of the due diligence process for this appointment the original vision and assumptions were re-examined. These were all found to still be valid and so the key design considerations were confirmed at that stage as:
- i. Relationship with and links to the existing residential areas to the north and east
 - ii. The integration of existing homes and businesses located off The Lanes
 - iii. The creation of a sustainable community
 - iv. Retention of existing roads [Lanes]
 - v. Maintaining and enhancing existing Public Rights of Way
 - vi. Provision of Green Infrastructure
 - vii. Incorporation of existing trees
 - viii. Incorporation of existing hedgerows and watercourses
 - ix. Respecting the context provided by the Green Belt to the west
 - x. Relationship with and access onto Penwortham Way
 - xi. Relationship with the West Coast Mainline
 - xii. Creation of safe points of access to existing highways
 - xiii. Relationship to overhead electricity lines
 - xiv. Relationship to underground gas mains
 - xv. Design and Form compatible with the built environment of the surrounding areas.
39. As part of this review, in conjunction with the Planning Consultant I examined relevant local and national guidance as follows:
- i. SRBC Local Plan Policy
 - ii. NPPF
 - iii. National Design Guide
 - iv. Building for Healthy Life
 - v. SRBCS Design Guide
 - vi. Penwortham Town Neighbourhood Development Plan
40. Where needed, the Clients commissioned a review and update of previous technical reports to assist with clearly defining the technical constraints.

Summer 2018 – Visioning Process

41. Although a lot of the design and technical considerations were still valid for the Masterplan Site, it was agreed that the key variable was the local community. No engagement had been undertaken since 2011 by the Client Team.
42. The agreed approach was to start with a Visioning Exercise involving the local community. The principle was to start with a blank piece of paper, the Local Plan allocation for residential development, and the opinions of local residents and businesses both within the Masterplan Site and adjacent to it.
43. The Visioning consultation ran for a period of five weeks between Tuesday, 26th June and Friday, 20th July 2018 and included two Public Exhibitions held on Tuesday, 10th July and Friday, 13th July 2018. A series of focus meetings with residents and landowners, Officers and Members at SRBC and LCC and other stakeholders including Penwortham Town Council also took place during the consultation exercise. A website was also created and has been kept live and updated since the launch of the consultation. A summary of the activities undertaken during this visioning consultation is provided below:
 - i. An initial meeting with Councillor Cliff Hughes, the Cabinet Member for Strategic Planning, Housing and Economic Growth, took place on Tuesday, 19th June to provide a briefing on the Masterplan process and vision consultation exercise ahead of the launch of the consultation;
 - ii. Residents living within the site's boundaries were advised of the consultation ahead of the launch via a written letter and door knocking exercise on Monday, 25th June;
 - iii. Leaflets advertising the visioning consultation were distributed to approximately 6,500 residents and business on Tuesday, 26th June;
 - iv. Key political stakeholders, including SRBC Ward Members, Cabinet Members, MP and Penwortham Town Council were informed of the consultation via letters on Tuesday, 26th June;
 - v. A press release was issued and published in the Lancashire Evening Post and on Blog Preston on Tuesday, 26th June advising of the launch of the consultation. SRBC also published news of the consultation on its website;
 - vi. A project website detailing information about the consultation, alongside ways to provide feedback as part of the visioning exercise, was launched by Taylor Wimpey and Homes England and advertised within the consultation leaflet, letters to stakeholders, press release and on social media channels;
 - vii. A dedicated Facebook page was established detailing information about the consultation, including links to the project website. Facebook adverts were also launched to those living within 3km of the site, resulting in over 25,000 views.
 - viii. Two public exhibitions were held on Tuesday, 10th July and Friday 13th July at Kingsfold Methodist Church and Leyland Market respectively, providing an opportunity for local people to view and comment on the draft Masterplan vision, as well as speak to members of the development team that were on hand;

- ix. A game of 'MasterCraft' was launched on social media, with 10 pieces of a giant puzzle hidden around the community and a further 10 pieces deposited into local schools. The aim of the game was for the community to return all 20 pieces to complete the puzzle during the exhibition scheduled in Penwortham;
 - x. A Community Information Line, 0844 556 3002 and dedicated email address, visionforpickeringsfarm@lexcomm.co.uk, was established to deal with any enquiries relating to the scheme and to meet requests for further information.
44. The early consultation and engagement helped the Design Team to understand better the local needs for the Masterplan Site; the following concerns and opportunities were noted as a result of this process:
- i. Residents were asked to detail the community services they would like to see delivered on site, with a school the most popular response; 22 people indicated they would like to see this included.
 - ii. Respondents also indicated that cycling routes and walking routes should be established, alongside a local park and opportunities to support wildlife.
 - iii. Respondents also detailed their ambitions to see solar panels, opportunities for renewable energy and car charging points on site.
 - iv. Allotments were further cited as a desirable asset for the new community.
 - v. With regards to transport and access, respondents indicated a desire to see the local bus service connect to the site to provide public transport facilities for the new residents.
 - vi. The need for the Cross Borough Link Road extension was also referenced by respondents, who suggested that this road should be accessed from Penwortham Way.
 - vii. Regarding the types of homes that will be delivered, 11 respondents stated that the homes delivered should be high quality.
 - viii. The delivery of housing which includes office space and homes suitable for the elderly, was also raised by respondents.
 - ix. Respondents were also asked about the types of jobs that should be created on site, with the majority – 21 individuals – indicating a desire to see new shops
45. Having gained very useful insight into the complexity and history of the site from the Local Community, the Design Team were keen to update the initial Masterplan from 2011 taking account of the outputs from this exercise.
46. As the masterplan emerged, it was subject to regular internal design reviews within 5plus architects with amendments made to reflect the feedback received.
47. Additionally, to ensure the integration of Landscape appropriate proposals, Xanthe Qualye, was appointed as a sub-consultant to 5plus Architects. Xanthe was also appointed originally to the scheme in 2009 at the inception; both myself and Xanthe have been personally involved in the scheme from the initial appointment and have undertaken a number of workshops together to ensure joined up thinking between landscape and

urban design. This collaboration between architect and landscape architect from the beginning has ensured a rich masterplan proposal.

48. An updated draft Masterplan was developed as shown below:

Illustrative Masterplan Fig. 0.1

1. Primary school – Located equidistant between the new community and Kingsfold
2. Allotments – Two locations for allotments for both new and existing residents
3. Entrance Gateway – A new route from Pinworham Way direct to the heart of the new community.
4. Multi-functional Community Centre – located near to the most densely developed new residential areas.
5. Local facilities – Location for a selection of local facilities to complement the community
6. Commercial frontage – with good visibility from Pinworham Way
7. Sustainable Urban Drainage – Location of pond features to assist in releasing rainwater into the existing drainage system in a controlled way
8. Apartments. Potentiality for the Elderly, taller buildings located in the lower areas of the site
9. Pedestrian and vehicular link to the north. A green buffer adjacent some of the existing businesses.

- A. Bee Lane
B. Lord's Lane
C. No Lane
D. Moss Lane
E. Flag Lane

Key

- | | |
|---|--|
|  Masterplan |  Primary Road Network |
|  Internal Greenspace |  Secondary Road Network |
|  New Formal Amenity Space |  Residential |
|  Existing Lanes |  Apartment |
|  Public Rights of Way |  Non-residential |
|  Existing Hedgerows to be Retained | |

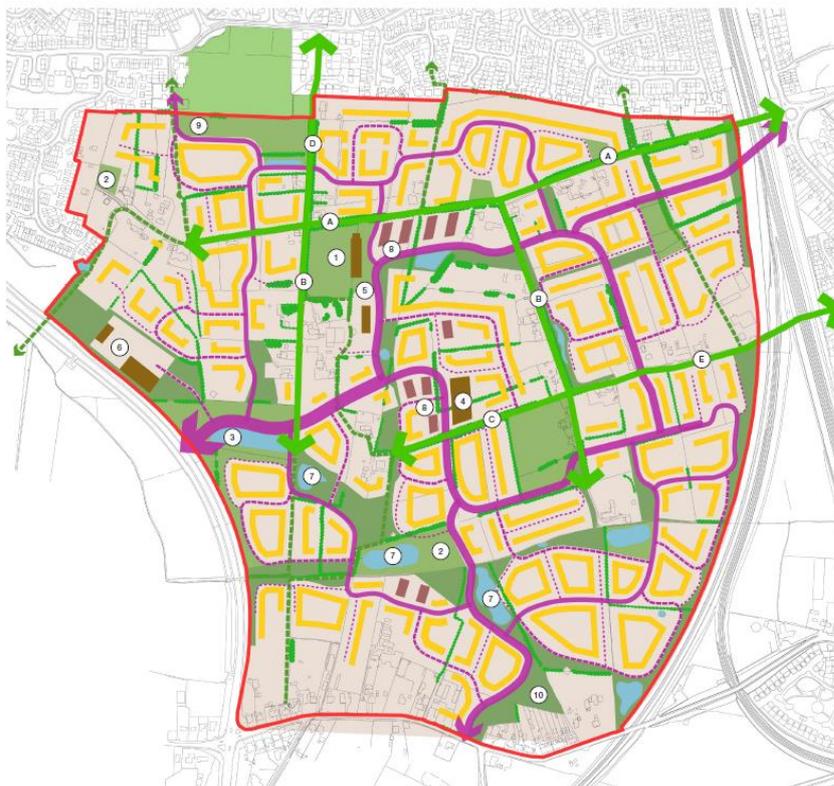


Figure 09 – Initial developed Draft Masterplan

49. The key development from the 2011 Masterplan was the separation of development traffic from the existing lanes. Instead of using the lanes for access to new homes, a separate highway network was introduced. This allowed for the character of the lanes to be retained as much as possible. In the revised proposals these would be used as sustainable movement corridors. This was also in line with the C1 Policy Map which depicted the line of a spine road that did not utilise the existing adopted road network.
50. The draft Masterplan included a mix of uses, including a school, community centre, elderly care and other non-residential depicted in brown in the diagram above. The draft masterplan was submitted to South Ribble Borough Council for consideration in March 2019.
51. South Ribble Borough Council were keen to ensure this draft Masterplan was subject to a period of formal consultation before they considered it. Their Planning Committee endorsed the draft Masterplan for consultation on Wednesday 7 November 2019.

Design Development

52. The Draft Masterplan was widely discussed with the Council and at no point did they communicate that they disagreed with the clearly set out Vision for the site.
53. In response to the feedback provided at a meeting with SRBC on 24 Jan 2019, the team presented a revised masterplan which addressed the following issues:
- i. The Cross Borough link road was to be a continuous road; it no longer required traffic to stop at the two T junctions originally introduced to assist with traffic calming.
 - ii. A potential future proofed area for a Rail Halt was considered.
 - iii. There should be no vehicular through route to Chain House Lane / Coote Lane to the south.
 - iv. The school and community centre should be moved north, closer to Kingsfold and the existing community.
 - v. Various other amendments in consultation with Landowners and residents.
54. Over the course of the next 9 months, the Design Team continued to review, discuss, and develop the Draft Masterplan, culminating in the submission of the Masterplan Document in December 2019 (**CD7.8**). The key design developments are included in pages 20 to 22 of that document.

As a result of the consultation process, a number of revisions and developments have been included; these take into account both public opinion and the further technical work undertaken since the start of the process. The main changes are summarised on the next three pages.

Insert A: Cross Borough Link Road
The highway network has been improved in consultation with SRBC and LOC. The main through route has been straightened and become less tortuous to allow a better connection from west to east. The progressive development of this route can be seen in the diagram below.

Detailed tree surveys have identified the quality of the various trees across the site. The CBLR route has also been adapted to assist in retaining Category A trees where possible, and subject to site levels.

The adjacent diagram shows the new direct route superimposed on the previously consulted upon Draft Masterplan from September 2019.



Final Route of CBLR overlaid on draft Masterplan September 2019
Fig. 4.1

Figure 10 – Extract from Masterplan Document CD7.8 P20

Amendments to Draft Masterplan Submitted September 2018

Insert B: Removal of commercial frontage
In the draft Masterplan a space along the frontage of Penwortham Way was reserved for future commercial development. This area has now been removed from the scheme. This area will now be used for SUDS and Swales as shown on the Masterplan.

Insert C: School Location
The school in the Draft Masterplan was shown in a similar position but as a single form entry school on a smaller site.

The final location on the Masterplan is in the same location but larger and capable of accommodating a two form primary school. It is well positioned between the new Local Centre and the existing green spaces in Kingfisher. It is well located on both the CBLR and adjacent to the Quiet Lanes and public footpaths to encourage active lifestyles.

Insert C: Distribution of Apartments
In the draft Masterplan, a small number of large apartment clusters were shown. The draft did not allow for a phased release of apartments. The Masterplan now seeks to distribute a larger number of smaller apartment blocks across the whole site, allowing a smaller number of apartments to come forwards as part of each phase of development. The school has expanded onto the site previously occupied by the apartment blocks.

Insert D: Access from Penwortham Way
The final location of the main western access has been carefully considered from a technical and ecological point of view. The entrance to the development off Penwortham Way has been moved approximately 50m as a result of this. This allows the natural hedge features to dominate the vista approaching the new development and reduce the impact of the pylons at the entrance and on the approach to the development.

Insert E: No through road to Chain House Lane
In order to reduce traffic onto Chain House Lane, the vehicle links between the allocated and safeguarded land off Chain House Lane have been replaced by pedestrian and cycle routes. This will result in a smaller number of dwellings (up to 250 dwellings) being accessed off Chain House Lane once this part of the site is developed.



Elements of Masterplan overlaid on draft Masterplan September 2018
Fig. 4.2

Figure 11 – Extract from Masterplan Document CD7.8 P21

Amendments to Draft Masterplan Submitted September 2018

Surface Water Drainage
As part of the technical studies, and through discussions at the public consultation events, careful consideration of the surface water drainage has led to a solution of swales to be implemented across the site. A number of catchment areas have been determined, and the quantity and location of these have been integrated into the Masterplan. This has led to the changes in Insert F and G.

Insert F: Surface Water Storage
The area to the north of the development has been reviewed, and development has been removed from a wider area to allow a dedicated area for surface water storage. As a result the likelihood of instances of surface water flooding will be addressed.

Insert G: Removal of development to the frontage onto Penwortham Way
The area directly to the east of Penwortham Way and to the South of the new entrance has been reviewed. Development has been removed from this area, and Sustainable Drainage systems (SUDS) introduced. SUDS have also been introduced in a number of other areas.

Insert H: Location of Local Centre and the Village Green
The commercial units for the Local Centre have moved onto the CBLR to give maximum commercial visibility. Clear visibility back to Penwortham Way has been included.

A clear strong walking route has been provided to the central green space; the central green space is located off a primary road.

The proposed Village Green space to the south of the Lane was not well connected to the proposed Local Centre. As the character of the Local Centre has developed and the detail of the local facilities to be provided has evolved, the green space has moved further to the north west. This will allow for better walking connections between the green space and the heart of the development.

Insert J: Straightening of the CBLR
This area shows further straightening of the link road to ensure a clear flow across the Masterplan.



Elements of Masterplan overlaid on draft Masterplan September 2018
Fig. 4.3

Figure 12 – Extract from Masterplan Document CD7.8 P22

55. Further to this formal consultation from December 2019 to March 2020, the Design Team and Local Authority engaged in several meetings to review feedback and continue to update the masterplan considering the comments that had been received. This feedback was from both statutory consultees and the general public.
56. A total of 150 individuals provided direct feedback to this round of consultation, either via email, letter or by filling out a feedback form available on the project website or at one of the exhibitions.
- i. Of the 150 respondents, 69 suggested that they did recognise a need for new homes in South Ribble, whilst a further 66 suggested they did not.
 - ii. With regards to the need for new homes in the area, starter homes and affordable homes were identified the most frequently, with 49 individuals each referencing the need for these properties locally;
 - iii. A majority of respondents supported the delivery of a new primary school;
 - iv. Respondents identified a need for new health facility and food shops;
 - v. The response to the proposed transport strategy and access points was mixed, with traffic the most frequently raised concern; and
 - vi. Support for the site's sustainable features, including walkways, cycle routes, bridleways and green spaces.
57. A second version of the Masterplan incorporating comments was submitted in August 2020. **(CD7.10)**

The Development of the Design Code

58. In parallel with the Masterplan Document, the team also developed the Design Code for the site as required by Policy C1. **(CD7.9)**
59. Design Codes are utilised as an element of design guidance that is used to prescribe the components of a development through both fixed and flexible elements. They are developed to ensure the delivery of high-quality places with the integration of 'good' urban design principles and in doing so illustrate a clear 'vision' for a scheme.
60. The Design Code has been divided as follows:
- i. Site Wide Design Principles
 - ii. Character Area Design Principles
61. Some themes, including the review of surrounding and internal architectural and landscape character areas follow on from the original Development Statement. For example, the character to the north of the site relating to Bee Lanes and Kingsfold, the East being more urban with less context, and the south and west edges being more in keeping with the rural Green Belt proximity were all identified in the original Development Statement.
62. The first version of the Design Code that was issued to SRBC was co-ordinated and submitted in November 2019 **(CD7.9)** alongside the Masterplan of the same date. The Design Code was available for consultation in the same way that the Masterplan document was available.
63. This document was also endorsed alongside the draft Masterplan for formal public consultation on Wednesday 7 November 2019.
64. SRBC provided some comments on the Design Codes in May 2020. The main themes of these comments were as follows:
- i. Variation in density of character areas – in response references to varying density were removed.
 - ii. Examples of 4 storey development required – in response height was reduced, and references to 4 storey development removed.
 - iii. Definition of Bee Lane East and Bee Lane West – in response these character areas were merged.
 - iv. Definition of POS under Pylons and for School site – in response these areas were separately identified.
 - v. The Design Code should set maximum heights – the Parameter Plan was included as part of the Masterplan
 - vi. Road widths of minimum 21m - in response this was incorporated.
65. A second version of the Design Code incorporating comments was submitted in August 2020. **(CD7.11)**

Refusal of 2020 Masterplan and Design Code

66. The Masterplan (**CD7.10**) and Design Code (**CD7.11**) were rejected by South Ribble Borough Council on 17 September 2020. The key reasons for reject are listed below:

- i. outstanding matters to be addressed in the Local Highway Authority response;
- ii. Network Rail are still to address the use of the Bee Lane and Flag Lane railway bridges;
- iii. Highways England are still to address issues of the impact on the Strategic Road Network;
- iv. Members were not satisfied with the wide spread of 3 and 4 storey buildings shown on the Building Heights Parameters Plan;
- v. developers to provide certainty with regard to deliverability especially with regard to key infrastructure such as highways, sustainable access, education, community facilities, sports provision and affordable housing;
- vi. increase the amount of Green infrastructure and Public Open Space which respects the rural character of the area and protects the high quality elements such as the Orchard including firm commitment for the retention of Orchard site;
- vii. firm commitment to retain all existing hedgerows and trees of A and B category;
- viii. ecology surveys of whole of Masterplan site, regardless of ownership and including Safeguarded Land; and
- ix. further consideration of proposal to discharge surface water to Mill Brook.

67. I note that the only 'design' matters referred to above were building heights, the quantity of public space being provided, the retention of the orchards and the retention of hedgerows and trees. Each of these were addressed in the Design Codes submitted as part of the Design and Access Statement for the two Appeal sites.

- i. Building Heights – The refused Design Codes showed height up to 4 Storeys. The two appeal sites being considered now show a maximum height of 3 storey with this reducing to 2.5 storey within proximity of existing development. This is shown on drawing 05745_MP_00_1002-102 (**CD1.4**). This has been tested in the Environmental Statement within the LVIA and is considered acceptable.
- ii. Public Open Space - The quantity of public space is clearly defined in the appeal site Masterplan document. On page 28 of the Masterplan Document (**CD1.16**), the amount of POS required by policy is calculated as 10.77h. The amount provided by the Masterplan is demonstrated as 22.23h. The Masterplan therefore provides twice as much POS as required by policy.
- iii. Retention of the Orchards – Two areas of the Masterplan are designated as Orchard. These have now both been retained in the Masterplan.

- iv. Retention of Hedgerows and Trees – TEP undertook a Tree and Hedgerow survey across both Appeal Sites. The Appeal Sites demonstrate very clearly where tree removal is required. The only Category A tree removals are proposed to the edge of the Penwortham Way; this is essential to implement Policy C1 with a highway connection onto Penwortham Way. Within the masterplan several category B trees are identified for removal, with commentary on why these are needed, and suitable mitigation proposed.

68. In my opinion, all design related matters highlighted in the refusal of the 2020 Masterplan have been addressed in the documents submitted for the Appeal Sites.

The 2021 Masterplan and Design Code

69. The final version of the Masterplan and Design Code were submitted alongside two outline planning applications. The submitted documentation includes the following:

- i. Masterplan Document Dated August 2021 (**CD1.16**)
- ii. Design Code (Chapter 8 and 9 of the Design and Access Statement) Dated August 2021 (**CD1.17**)

The Masterplan sets out a clear vision for the Masterplan Site; SRBC have confirmed in their email of 1 July 2022 that the vision is a good one.

70. The key themes in the Masterplan are shown in the pinwheel below, and précised below:

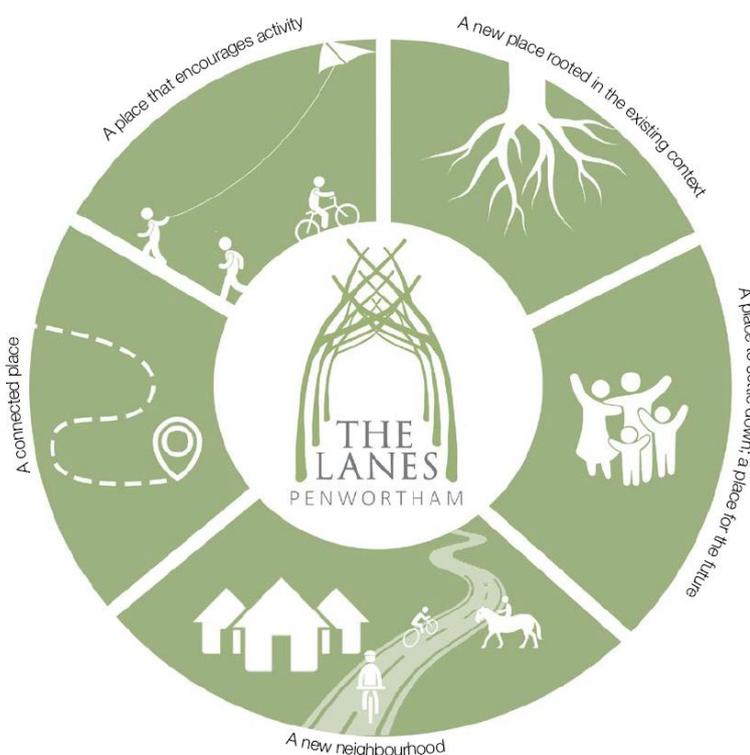


Figure 13 - The Vision Pinwheel for The Lanes development

71. A new place rooted in the existing context: The Masterplan proposes the creation of a new neighbourhood based on the existing urban fabric. The site location and existing lanes provide the perfect opportunity to promote local living, active travel and shared travel. This is further enhanced through the mix of uses that are proposed as part of the development which include residential dwellings, a primary school, public open space and a local centre which will include a range of key local services (including a mobility hub).

The technical site studies, review of landscape, and existing routes and connections across the sites have all been considered in the masterplan. The Masterplan is respectful of the existing Public Rights of Way, and the existing structure of the site. Generally the masterplan works with the existing field patterns and landownership patterns to promote continuity. So many masterplans take an eraser to the site structure; this masterplan does not. It seeks to build a new place built upon the rich tapestry of the existing.

72. A place to settle down, A place for the future: The vision for the site is to provide a new place with all the ingredients needed to create a sustainable community. The residential-led development can include a full range of quality homes, intended as somewhere to settle down and somewhere for the future. The health and well-being of both the existing and new residents is central to the masterplanning and decision-making process. The layout and proposed uses for the site can be future proofed for generations to come. There is an opportunity here to integrate digital and smart technology, thus ensuring that there is suitable space to create opportunities to substitute trips (i.e. can I do it online, can I do it online and have it delivered, can I do it locally).
73. This is a framework for the future upon which future applications can be tested. The sites will be developed gradually over time, with each Reserved Matters application or Detailed application tested against this principle. Has a full range of quality homes been provided to ensure a diversity of occupation, the ability to move from a starter home to a family home and beyond? Have the detailed proposals considered the digital, energy, sustainability and our relationship with technology?
74. A new neighbourhood: Proposals for the new urban fabric take inspiration initially from the Garden Village Principles. Well defined public and private spaces will allow the community to have a sense of identity and character. In addition, a range of new community facilities and services embracing the “20-minute town” and “local living” concepts will also provide vital connection points to thread together the development and bring social cohesion.
75. The location of the neighbourhood facilities is well located at the intersection of the lanes, the public right of ways and sustainable methods of transport. The neighbourhood centre will serve the new community but will be within a short walk for some of the existing residents of Kingsfold too. The diagram on page 11 of the masterplan (**CD1.16**) shows the walking routes to the new centre, with a maximum distance of 750m. At a typical walking speed of 5kpm the new centre would therefore be an approximately ten minute walk for someone with of average walking speed.
76. A well-connected place: The Masterplan gives opportunity to develop a well-connected neighbourhood. Using the existing lanes and footpaths, it is possible to create a range of green spaces providing a wealth of different environments. More formal parkland and informal areas to support an abundance of wildlife can be integrated into the Masterplan. This green infrastructure must be well connected to the surrounding areas.
77. The movement strategy for the Masterplan purposefully prioritises non-car movements to ensure that places are actively connected. The principal of a bus route through the Masterplan has always been indicated, and

as set out in Mr Axon's evidence, further discussion with bus companies shows a desire for this to be implemented.

78. The scheme integrates into its context by protecting the existing lanes network for sustainable connections and retains the numerous existing access points at all public rights of way. Where appropriate and necessary, these walking and cycling routes have been extended. Development traffic is segregated from the lanes as part of the 'Vision and Validate' strategy; the spine road acts as a new artery running diagonally through the site, connecting the majority of the proposed development to Penwortham Way.
79. The scheme knits itself into the established road network and the existing public footpath network. The scheme makes new connections to the north and allows strong new diagonal and circular walking route connections as part of the wider Penwortham circular walking and cycling route.
80. A place that encourages activity: The Masterplan layout is based on Active Design Principles. It needs to be easier to walk, cycle or use public transport to get to where you need to be. The Masterplan puts an emphasis on turning the existing lanes into sustainable pedestrian and cycle friendly routes; the vast majority of new vehicular traffic will be prevented from using the existing lanes. The green spaces and routes will also support the growth of a community to stay fit and active.

The Masterplan has been tested against the 10 principles of Active Design as below:

- i. Activity for all neighbourhoods – The initial spatial principles indicate nodes of activity, open space and play spread throughout the Masterplan as the diagram below. This is further re-enforced with the prescribed locations of LAPS and LEAPs set out on Page 28 of the masterplan (**CD1.16**).



Figure 14 – LEAPS and LAPS shown on Page 28 of the masterplan (CD1.16).

- ii. Walkable communities – This is at the heart of the Vision and Validate approach which emphasises a multimodal approach, and a walking / cycling network to promote non car use. As above the centre is within a 10-minute walk for all residents.
- iii. Connected walking and cycling routes – The Masterplan sets out an internal circular walking route which is located on the existing Penwortham Cycle and Walking route as set out in Policy 7 of the Penwortham Town Neighbourhood Development plan (CD5.6). The spine road through the Masterplan has generous provision for walking and cycling and is well connected to the existing PROWs and the existing Lanes.

Masterplan - Vision Five
Fig 24



Figure 15 - Page 13 of the Masterplan Document (CD1.16).

- iv. Co-location of community facilities – The School and Neighbourhood Centre are co-located and also a short walk from the existing Penwortham Town Hall community building and existing sports facilities.
- v. Network of multifunctional open space – A multitude of different formal and informal spaces are presented in the masterplan; these spaces are nodes and in some cases routes and green corridors to ensure a well-connected network.
- vi. High quality streets and spaces – The Design Codes set out qualitative and quantitative aspects for the streets and spaces, including the hierarchy of streets, narrative on the Green Infrastructure and Public Open Spaces. Guidance is included on Healthy Streets and Green / Blue streets, allotments, Children’s play areas and Swales. More detailed guidance on the Architectural and Landscape treatment is given with the character area guidance.
- vii. Appropriate infrastructure – Within the masterplan all appropriate infrastructure for accessibility movement to enable occupants to participate in physical activity is included. There was much

discussion with Sports England regarding on site provision of a 4G pitch within the red line. It was agreed with Sports England that an offsite solution was preferable.

- viii. Active buildings – The Masterplan and Design Codes set the framework for Active Buildings, but the provision of opportunities for activity inside and around buildings will need to be assessed at a Reserved Matters stage. The Masterplan and Design Codes in no way restricts the ability for this to be achieved.
- ix. Management, maintenance, monitoring & evaluation – This will be a detailed consideration at Reserved Matters or by condition with reference to a future management plan.
- x. Activity promotion & local champions – The applicants have a demonstrable track record and guidance is set out in the ‘Community’ section of the Design Codes (**CD1.17**) on page 55. “Through community programmes, the developer could provide opportunities for residents to come together, form connections and start traditions that will live on well into the future of these communities. Community Champions could facilitate events to introduce new homeowners to their neighbours, giving people more information about the local businesses, clubs and services in their area, and offering community space for local residents who want to run and participate in classes from toddler storytelling to evening yoga classes.”

- 81. I am satisfied that the Masterplan and Design Codes meet with the 10 Active Design Principles at the appropriate level of detail that a Masterplan should. The framework set out in the Masterplan does not preclude the future detailed development of any of the sites being brought forward successfully within these principles.
- 82. Having briefly reviewed the vision principles above, some other successful key aspects of the Masterplan and Design Codes should be highlighted.

The Spine Road entrance to the Masterplan from Penwortham Way.

- 83. The location of the entrance has developed from the initial Development Statement and generic C1 Policy location. Various options for the entrance route were considered by the Applicants in late 2018 after the Visioning workshops.
- 84. The three possible locations for a route through the site were reviewed as the diagram below:

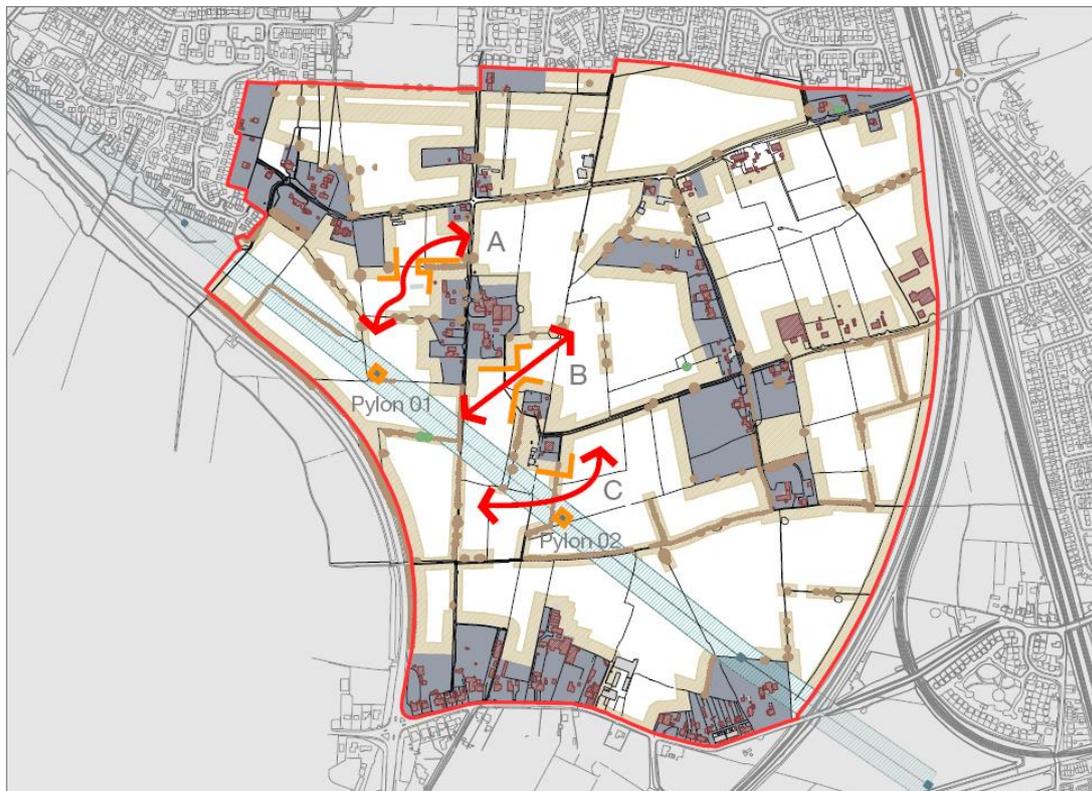


Figure 16 – Potential routes for the Spine Road

85. Route A was too disruptive to existing residents. Route B would set a tight but achievable alignment between existing properties and provided the best alignment to quickly get to the heart of the masterplan and allow a bus route to serve the new local centre. Route C was less direct and in proximity visually to the existing Pylon. (Pylon 2)
86. Having established the preferred route, a more detailed review of hedgerows and trees was undertaken. The hedgerow to the south of Pylon 1 was of mature character and would be a key feature of the new entrance route. The road was therefore aligned to maintain this natural asset. The final diagrammatic route is shown below.



Figure 17 – Final diagrammatic Route of Entrance from Penwortham Way

87. This access point allows for a natural and intuitive connection from Penwortham way to the two nodal anchor points of the Masterplan plan. The first node is created by the pair of gateway sites initially to be used as the sales centres for the early Phases. The second node is the new local centre and facilities adjacent to the school. These two nodes, acting as dumbbells are highlighted on the diagram below.



Figure 18 – Diagram showing the facilities at the heart of the Masterplan taken from the DAS (CD1.17) Page 28

Integration of existing dwellings and premises within the Masterplan and Design Codes

88. The creation of a buffer zone to the existing residential and business properties has been important since the outset. The Masterplan sets out several Development Parameters on Page 33 (**CD1.16**). This indicates a height reduction to 2.5 storey within 28m of an existing property boundary. In addition, the Masterplan states that: "In line with best practice, and with reference to the Central Lancashire Design Guide SPD, new dwellings should be set away from existing. The general principle to follow is that dwellings should have a back-to-back separation of 21m and a back to gable of 13m. This would typically generate back gardens of 10.5m long. In all cases this is achieved."

Design Review of the 2021 Masterplan

90. As with previous design iterations of the Masterplan, the scheme was put forward for internal Design Reviews at 5plus Architects and underwent Peer Reviews with Ms Quayle.
91. In addition to the above, the scheme was also put forward for review by the internal specialist masterplan review panel at Homes England. This function is separate and independent to Homes England's role as Applicant / Client. This panel is charged with promoting outstanding design and reviewing schemes against the 'Building for a Healthy Life' standards as detailed below.
92. The Masterplan vision and scheme was presented to the Homes England Masterplan and Design Development Review Panel on 18 June 2020 with a subsequent follow up on 23rd June 2020. This process was led by Jon Sandford, a senior manager in the Master Development and Design Team at Homes England.
93. The Master Development and Design (MDD) Team is responsible for promoting and advocating design quality in general and with respect to projects across the Homes England Agency; with Building for a Healthy Life being used as the benchmark document to appraise the design qualities that any site design / masterplanning is delivering.
94. The MDD Team considers projects through a multi-disciplinary design review surgery process on a weekly basis; at which colleagues with a cross section of professional skills in the built environment consider the design of sites - and offer constructive feedback as to the design qualities that are being delivered; leading to resultant suggestions as to potential design issues and modifications that might be considered further.
95. The Pickering's Farm site was considered in this internal Homes England design review surgery process – at which a number of design issues and considerations were identified and duly fed back to the design team to inform the ongoing evolution of the design and proposed masterplan submission for the site.
96. The MDD Team confirmed that the layout of the Pickering's Farm masterplan demonstrates significant design features that align to good placemaking and transport planning / design inclusive of
 - i. A well-defined internal road hierarchy, that will aid internal circulation, access, legibility and navigability within the site.
 - ii. Public rights of way within the site that link to adjacent routes – to enable good pedestrian permeability and access within, to and from the site.
 - iii. Internal well defined perimeter blocks that will aid housing efficiency layout and navigability within the site.
 - iv. A network of linear public realm, green space and squares that will similarly provide good community amenity and connectivity for pedestrians and cyclists.

- v. Appropriate vehicular points of access, that will enable access without encouraging extraneous traffic movements through the site.
 - vi. A mobility hub at the new local centre – facilitating sustainable transport access use, choices, and behaviours; and thereby minimise car based commuting patterns.
 - vii. The intention to integrate digital and smart technology and networks - to facilitate local living and working; and thereby minimise car based commuting patterns.
 - viii. A road network that will allow for bus and demand responsive services within the site, linking to the mobility hub and local centres – again to facilitate local living and working; and thereby minimise car based commuting patterns.
 - ix. A third place working environment at the local centre, that similarly will facilitate local living and working; and thereby minimise car based commuting patterns.
97. The MDD Team confirmed that overall, therefore, the site has been designed in alignment with a vision and validate approach; that places a sustainable transport vision and operation, with car trip internalisation and minimisation as a key outcome from design of the place.

Addressing the Main Issues and Reasons for Refusal

98. I have reviewed the Reasons for Refusal (RfR) and the Main Issues raised by the Inspector. Only Main Issue One relates to the Masterplan and Design Code, with reference back to RfR5.

99. RfR5 states that:

“Policy C1 of the South Ribble Local Plan requires an agreed masterplan and design code for the comprehensive development of the site. The masterplan has not been formally agreed by South Ribble Council and the version submitted with the two applications does not meet the policy requirements.”

100. No specific design objections were cited at the time, but I have received further clarification on 1 July 2022.

101. As part of the Inquiry Process, the Council have tabled commentary on the Masterplan. I am pleased to see they agree that ‘the masterplan vision is a good one’ in the email received from Chris Sowerby dated 1 July 2022.

102. The email continues with specific queries on the Masterplan and Design Code. These are set out as below.

- i. The way that the two outline applications have come forward with a significant part of the masterplan site not included in A or B, this has compromised key parts of the masterplan such as the CBLR/ Spine Road which in turn has a number of major negative effects on the delivery of the masterplan vision.
- ii. The lack of detail in key areas of the masterplan and design code, these include, but are not limited to:
- iii. Connections: Concerns over the lack of the spine road and the resultant single point vehicular access, insufficient information about how the existing Lanes will be integrated, how their use will be restricted etc.
- iv. Character: The lack of a local context study to underpin the decisions set out in the code, which itself should be more robust in this area
- v. Existing development: The integration of existing houses and business premises with the new homes
- vi. Parking: An underestimation of the extent of the use of the private car, coupled with a lack of a coherent parking strategy that includes visitors and temporary parking

103. I will address each of these in turn.

The way that the two outline applications have come forward with a significant part of the masterplan site not included in A or B, this has compromised key parts of the masterplan such as the CBLR/ Spine road which in turn has a number of major negative effects on the delivery of the masterplan vision.

104. In response, this comment can be broken down into a number of questions.
105. Is it acceptable for only parts of the masterplan to come forward? This is the very nature of a masterplan. A masterplan provides an overall framework for comprehensive and holistic delivery of a wider site area. A masterplan is specifically used for this purpose to ensure that the wider considerations are incorporated. A masterplan will therefore set out the spatial arrangements across any number of land ownerships and tenure with a view to a long-term vision for the area. It is wholly acceptable for parts of a masterplan to come forward on a phased basis and each portion should be tested against the masterplan to ensure the masterplan vision is not diluted or disregarded.
106. Is the Masterplan compromised by partial delivery of Sites A and B only? This is not the case at all. Since both Site A and Site B are submitted at the same time as the masterplan, they are wholly in accordance with the masterplan. In my opinion there is nothing contained within Site A and Site B that would compromise the masterplan.
107. Will the delivery of Sites A and B have a major negative effect on the delivery of the vision? The result of delivery of Sites A and B would have quite the opposite effect. In no way would the delivery of Sites A and B have a major negative effect. In fact the delivery of Sites A and B would have a major positive effect of the delivery of the vision. The delivery of Sites A and B would deliver the main vehicular access into the masterplan, would improve the pedestrian and cycle network for active travel, would resolve a number of the technical issues around surface water, and would provide key community elements such as the open spaces and provision of community facilities. I fail to understand how this can be seen to have a major negative effect on the delivery of the masterplan vision.

Connections: Concerns over the lack of the spine road and the resultant single point vehicular access, insufficient information about how the existing Lanes will be integrated, how their use will be restricted etc.

108. This query is in relation to the level of detail provided concerning connections. If this query is in relation to the Masterplan Site, then a substantial portion of the Spine Road will be delivered with more than one point of vehicular access, this being the main access off Penwortham Way, together with a bus only access to Bee Lane and Leyland Road to the east. If the query is in relation to the lack of detail regarding the character of the spine road, then the street widths, character and principles of road hierarchy are set out in the Design Code within the Design and Access Statement on page 57 and 58. **(CD1.17)**

Spine Road
Illustrative / typical arrangement for
the proposed east/west route

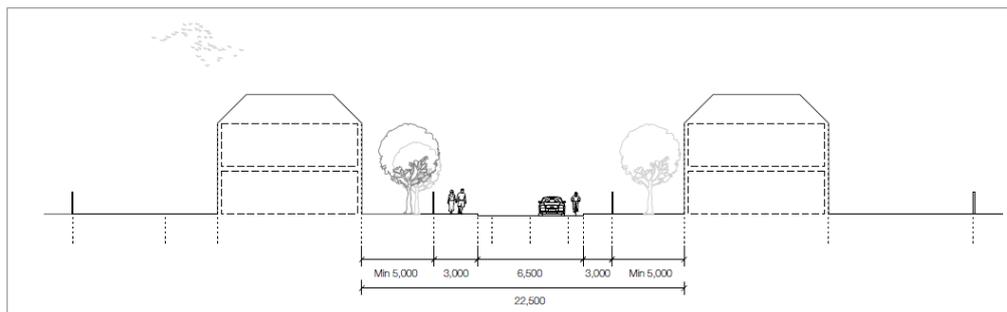


Figure 19 – Spine Road cross section from the Design Code CD1.17

109. The text in the Design Code sets out the Spine Road's dominance as the primary street for the Masterplan. The road is required to be 6.5m wide, with a 3m shared pedestrian and bicycle designation to either side. The route of this primary street has been carefully considered at its point of connection onto Penwortham Way, on its route to the north of the two residential properties 'Sibberings Cottage' and 'Lea Rig' at the end of Nib Lane, and specifically at the location of Lords Lane to ensure as little impact as possible on existing trees.
110. I am content that the level of detailed consideration of the spine road, and the level of detail relating to the spine road itself is sufficient for masterplanning and design coding purposes.
111. The second aspect of the query relates to the integration of roads with the existing lanes. Again, the Masterplan and Design Code does not shy away from the fact that the implementation of the spine road, and other road infrastructure will have to interface with the existing roads. The locations of the three crossing points are set out clearly in the Design Code on page 44. **(CD1.17)**



Figure 20 – Locations where new roads cross existing lanes (Page 44 of DAS CD1.17)

112. The vision is for no new residential development cars to access the existing lanes. This will help to maintain their existing character and prioritise them for pedestrians, cycles, equestrian and existing road users.
113. The Design Code sets out the intention to provide a design solution at these points which prevents development traffic from entering the Lanes. This would be accomplished by restricting the width of carriageway at the crossing points sufficiently that a physical left or right turn movement for a car or larger vehicle would not be possible. Suggested solutions within the Design Code include bollards, sleepers or trees to provide this mitigation. We would expect further details of this to come forward as part of a Reserved Matters application.
114. Further details of how this arrangement could come forward has been provided by Mr Axon in his evidence and set out in the appendix to his evidence in Drawing VN211918-D120.

115. Mr Axon deals with the matter of whether, in terms of vehicles, it is appropriate / acceptable for the majority of the development to be served from a single point of access off Penwortham Way.
116. For active and shared travel, it is clear from the masterplan that the proposals provide a wide network of routes, links and connections and, therefore, travel choices. The Masterplan has been designed to facilitate and encourage active and shared travel and to prioritise such movement over trips made by the private car. The existing Lanes will play an important part in this. As noted above, these will not serve as vehicular accesses to any part of the proposed development but will, instead, be used by existing homes and businesses and will additionally be used as part of the development's active travel network. The use of the Lanes will be supplemented by a carefully planned network of new segregated routes for pedestrians and cyclists and improvements / extensions to existing PROW. Cars will be adequately catered for but the primary objective of the masterplan, in mobility terms, is to provide a wide choice of safe, attractive, and convenient routes that residents can take using sustainable modes to access the services and facilities that are proposed on-site (thus internalising trips) as well as linking to places regularly visited off site. Overall, the Masterplan proposes a greener type of development which is more acceptable to the local community by making it low-carbon, low-emission and low-traffic, facilitating the creation of a better place to live in.

Character: The lack of a local context study to underpin the decisions set out in the code, which itself should be more robust in this area

117. The first and third vision principles of the masterplan direct the urban form and design to be something new; a new place and a new neighbourhood. For the majority of the masterplan and the four character areas there is little urban context save for the buildings already within the Masterplan Site and directly adjacent in three specific locations.

“Vision One - A new place rooted in the existing context. The Masterplan proposes the creation of a new neighbourhood based on the existing urban fabric; the complex but well-connected arrangement of lanes and footpaths, dominated by hedgerows and interspersed with existing buildings and dwellings, provides the Masterplan with a rich starting point.”

“Vision Three - A new neighbourhood Proposals for the new urban fabric takes inspiration initially from the Garden Village Principles.”

118. Of course, there is context, in terms of physical proximity and in height, typology / style and materiality. Although only a summary of the full local context study has been included in the Masterplan and Design Code, a thorough review of context both within and in proximity of the Masterplan Area has been undertaken. This is best demonstrated by reference to specific examples of physical proximity, height, typology / style, and materiality
119. The masterplan proposed development within proximity of existing urban context in three locations as set out below:

Development adjacent to Copper Beeches:

120. The masterplan suggests a side on relationship to the rear of the existing properties to Copper Beeches. The existing properties are 2 storey semi-detached built in the late 1990s. They are of red/brown brick, and all have similar variegated roofs of brown / grey.

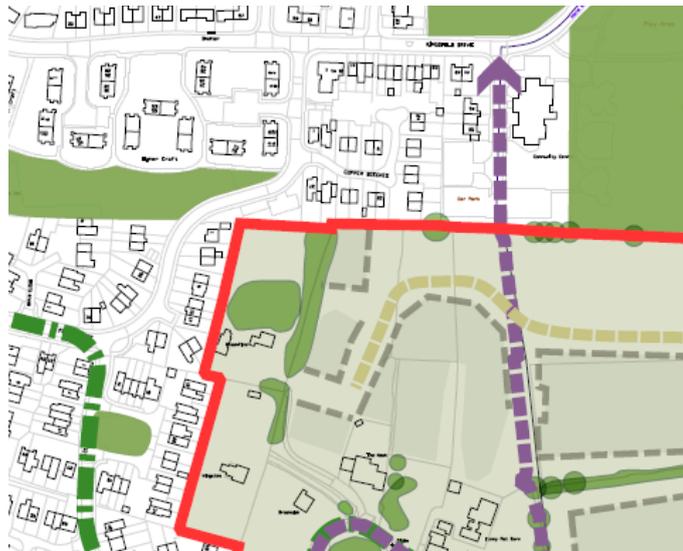


Figure 21 – Extract from Masterplan adjacent Copper Beeches and Clough Field



Figure 22 – Extract from Google Earth of Copper Beeches

121. The proposed character area in the Masterplan adjacent to these existing dwellings is the Bee Lane character areas. The character area commentary proposed that “This area will take its character reference from the existing dwellings from within the site perimeter “and provides typical references such as red brick, and grey cement tiles. The materials palette suggests white windows and dark doors.



Figure 23 – Extract from Design Code for Bee Lane Character Area

122. In my opinion, the character area proposals adjacent to Copper Beeches are entirely in keeping and appropriate to context. Final selection of materials would be subject to reserved matters.

Development Adjacent to Clough Field:



Figure 24 – Extract from Google Earth of Clough Field and Masterplan Site

123. The existing condition has dwellings backing onto a public right of way. The existing condition therefore has a poor relationship to the PROW and results in a lack of public surveillance and the exposure of existing dwelling back gardens to become accessible to the public.
124. To counteract this, the masterplan suggests a front door relationship to the public right of way adjacent to the rear gardens of Clough Field. This will vastly improve this boundary and also mean that the new dwellings will be further from the existing properties.
125. The existing properties are 2 story semi-detached built in the late 1990s. They vary in roof colour and in brick colour from house to house.
126. The proposed character area in the Masterplan adjacent to these existing dwellings is the Penwortham Edge character areas. The character area commentary proposed that “Within this zone, there can be a mixture of architectural styles and materials“ and provides a diverse set of materials, including examples of differing roof colours and brick choices / renders adjacent to each other.



Figure 25 – Extract from Design Code for Penwortham Edge Character Area

127. In my opinion, the character area proposals adjacent to Clough Fields are entirely in keeping and appropriate to context. Final selection of materials would be subject to reserved matters.

Development at the end of Kingsbridge Close, Braintree Avenue and Bilsborough Hey:

128. The masterplan suggests a back garden relationship to the side of the existing properties to the end of several cul-de-sacs. The existing properties are 2 storey semi-detached built in the early 1980s. They are of red brick and rendered and all have similar grey roofs. Some of the properties present at single story but heavily dormered with full height windows to the upper level. As presented at the gable, they predominately appear as two storey dwellings.

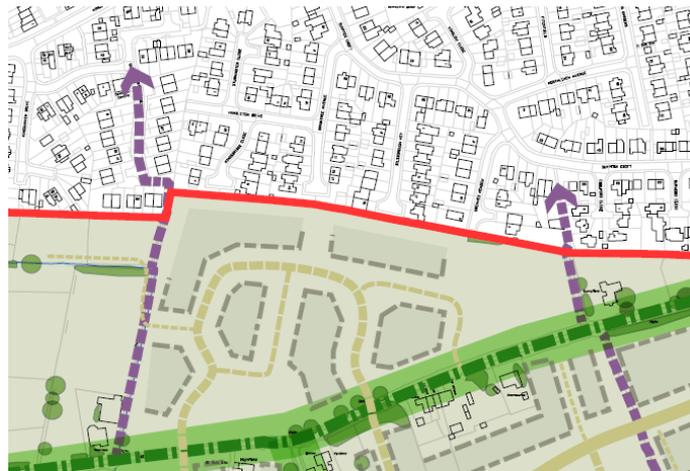


Figure 26 – Extract from the Masterplan adjacent to Kingsbridge Close, Braintree Avenue and Bilsborough Hey



Figure 27 – Extract from Google Earth of Kingsbridge Close, Braintree Avenue, Bilsborough Hey and Masterplan Site

129. During the various public consultation events, I have personally spoken with a number of these residents. They have expressed their concern about development of the field directly to the south of their properties. In line with these conversations the illustrative layout demonstrates a larger than typical offset at this boundary. The road location is shown more than 45m from the boundary. This therefore generates a back garden of

more than 21m. Given that the existing properties present some habitable windows looking in the direction of the masterplan, this is entirely appropriate.

130. The proposed character area in the Masterplan adjacent to these existing dwellings is the Bee Lane character area. The character area commentary proposed that "This area will take its character reference from the existing dwellings from within the site perimeter" and provides typical references such as red brick, and grey cement tiles. The materials palette suggests white windows and dark doors.
131. In my opinion, the character area proposals adjacent to the end of Kingsbridge Close, Braintree Avenue and Bilsborough Hey are entirely in keeping and appropriate to context. Final selection of materials would be subject to reserved matters.

Height

132. The height of the development is set out in the parameter plans for up to 2.5 storeys adjacent to existing dwellings, and on the higher ground to the east of the site. Some areas of up to 3 storeys are also proposed on the lower areas of the site and away from existing dwellings.
133. This is slightly higher than the existing context but is entirely justifiable from two different methodologies.
134. Firstly, within the Environmental Statement, the height of new development has been reviewed. This concludes that up to 3 storeys to the west of the pylons and up to 4 storeys to the east of the pylons would be acceptable. The proposed heights of buildings are therefore suitable to the local context.
135. Secondly, the site is not flat. The western edge shows a ground level of approximately 34m AOD, with some of the lowest sections in the centre around 27m. This is a 7m variation in height, equivalent to more than 2 residential stories. I am therefore confident that the three storey elements will not have a ridge line substantially higher than any of the context surrounding the perimeter of the Masterplan Area.

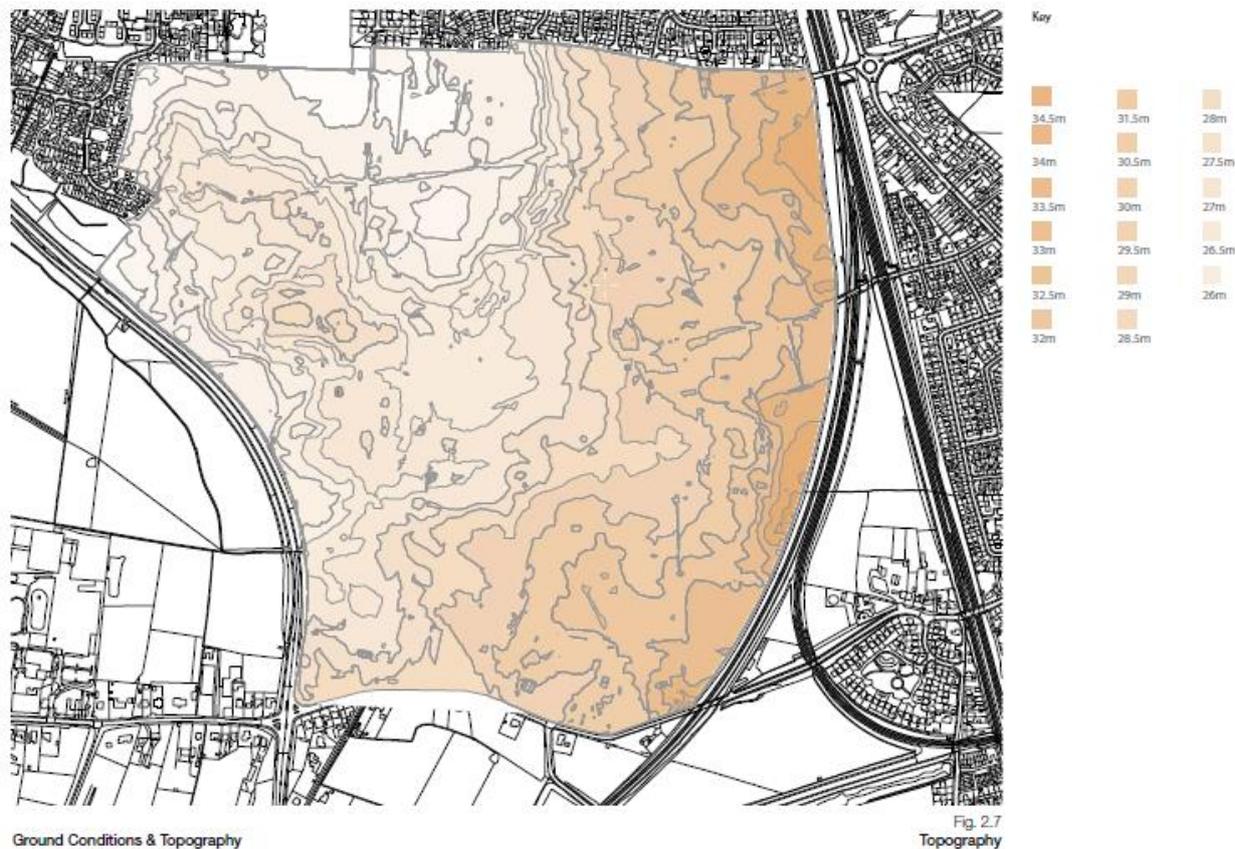


Figure 28 – Contour Map / Topography of the Masterplan Site

Existing development: The integration of existing houses and business premises with the new homes

136. I have set out above the integration of the new development with existing housing to the permitter of the Masterplan Area. I will now turn to the integration of existing houses and business premises within the Masterplan Area.
137. To better understand the impact on individual residents and businesses within the Masterplan Area, myself and Kate McClean of Taylor Wimpey met personally with several residents within the Masterplan area over the summer of 2018.
138. I developed sketches with residents in several locations for example as below which captures aspects of the conversations held. In the sketch below we discussed with residents whether the Spine Road should be a 'Through Road'. Their preference was for this not to be a through route. We also discussed buffers, screening and tree planting which would be of benefit to existing residents.

139. The existing Dairy business on the site also engaged with me, and we discussed the future opportunity to connect the Dairy to the spine road. This would give the business access direct onto the new road infrastructure and give them the ability to serve new residents on the site.



Figure 29 – Sketch from Resident Consultation Drop in Session

140. In addition to individual visits to residents, several drop-in sessions were held with both landowners and residents on the site; these were separate from the public consultation events and are documents in the Statement of Community Involvement. Given this high level of engagement, I am satisfied that every opportunity was given for residents and businesses to discuss how their property integrates with the Masterplan.

Parking: An underestimation of the extent of the use of the private car, coupled with a lack of a coherent parking strategy that includes visitors and temporary parking

141. It is anticipated that the detailed review of parking arrangements would be considered at a Reserved Matters stage, and that the Masterplan does not preclude flexibility in addressing matters of parking.
142. The Masterplan refers to parking in the development parameters on page 33 (**CD1.16**) and states that parking throughout the development should be provided in accordance with relevant Parking Standards contained within the SRBC Local Plan and in agreement with LCC.

143. Parking could be contained within garages, or at the front of the dwellings. The site wide design codes demonstrate street cross sections which include for a 5m front garden to properties. This would be sufficient for the provision of off-street parking. Similarly, reference is made to good passive surveillance of car parking to the front of properties on page 61 (**CD1.17**). "Similarly, car parking spaces should be located so that they are well overlooked."
144. Where more detailed illustrative material has been included, such as the Neighbourhood Centre and Village Green on page 36 of the Design and Access Statement (**CD1.17**), car parking provision has been illustrated.
145. I am therefore satisfied that the Masterplan and Design Codes provide suitable high-level guidance which will allow for a suitable parking strategy to be developed at Reserved Matters stage. Nothing in the Masterplan or Design Codes would preclude the ability for a detailed proposal to be developed in line with SRBC Local Plan and LCC guidance.

General Matters

146. Finally, having addressed the specific points raised in the email from SRBC, I briefly address the more general Policy areas relating to the Masterplan and Design Codes.

Does the masterplan meet Local Policy Requirements of Policy C1?

147. The Policy requires that the Masterplan must include the wider area of the Pickering's Farm site which includes the safeguarded land which extends to Coote Lane as shown on the Policies Map and make provision for a range of land uses to include residential, employment and commercial uses, Green Infrastructure and community facilities.
148. This Policy objective has been the starting point for the brief for the Masterplan. The red line boundary is exactly as defined in the policy, and the proposal refers to the range of land uses requested by the Policy. The Masterplan therefore completely meets the objectives of Policy C1.
149. Mr Alsbury reviews at length the Appeal sites from a Planning and Policy point of view. I have also reviewed these from a Masterplanning perspective.

Does the Masterplan and Design Codes meet with the following Policies?

150. Local Plan Policy G8: A landscape strategy is clearly identified, both in terms of quantity and quality. The Masterplan provides green and blue corridors, an appropriate mix of spaces and a variety of landscape buffers.
151. Local Plan Policy G10: Green Infrastructure provision for the Policy C1 area of the Masterplan is demonstrated on page 28 of the Masterplan Document (**CD1.16**) and provides for more than double the policy requirements. Given that no development has been shown on the safeguarded land within the Masterplan Red Line, these calculations only relate to the Policy C1 area.

152. Local Plan Policy G13: A tree survey has been undertaken and trees categorised by quality in the normal way; No category A trees are removed except for the creation of the link onto Penwortham Way. The proposals do not adversely affect the existing trees or hedgerows.
153. Local Plan Policy G16: Mr Goodwin address this more fully in his note; the enhancement of the spaces has been demonstrated to lead to a benefit to biodiversity.
154. Local Plan Policy G17:
- i. Impacts on existing buildings – this has been covered earlier in this document and satisfies this policy through reduced height adjacent to existing buildings and offsets in accordance with SRBC guidance.
 - ii. Quality of Internal Layout – the design code sets out the hierarchy of roads, the block plan formation and highlights the views and vista required to ensure a quality and interesting streetscape.
 - iii. Highway safety – This is covered by Mr Axon and is found to be satisfactory
 - iv. Heritage – The two orchard locations are retained
 - v. Landscape Features – the proposals do not have a detrimental impact on the landscape features.
155. Core Strategy Policy 17: This policy sets out a range of topics, and as Mr Alsbury's evidence, only (c) is of relevance at a masterplan scale, with other aspects to be reviewed at Reserved Matters stage. The response to item (c) has been covered earlier and the proposals are sympathetic to surrounding land uses and occupiers and avoid demonstrable harm to the amenities of the local area.
156. Core Strategy Policy 21: This policy related to Landscape Character areas. The Appeal sites consider the existing landscape characters, and this is evidenced on pages 18 – 21 of the Design and Access Statement (CD1.17). This analysis provides the basis for the landscape proposals and the guidance in the Design Codes in sections 8 and 9 of the same document.
157. From the above brief review, the proposals clearly accord with the development plan's objectives and requirements.

Does the masterplan accord with 'Building for a Healthy Life'

158. The Masterplan and Outline application were reviewed by the team against criteria set out in the 'Building for a Health Life' standards and against the 'National Design Guide'. Our demonstration of how this is achieved has been included in the Design and Access Statement in Chapter 10. No adverse commentary has been received regarding our assessment, and no clarifications on this review has been sought by the Council. This was also a focus of the Homes England MDD review, which found the scheme could be brought forward in accordance with these standards.

Statement of Truth

The evidence which I have prepared and provide for this appeal references APP/F2360/W/22/3295498 & 3295502 is true and I confirm that the opinions expressed are my true and professional opinions.



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Adam Thornton RIBA
Director
5plus Architects