



# Design and Access Statement

Application A + B

August 2021

Aerial View of the Site - Application Boundaries  
Fig 0.0



## Design and Access Statement Role and Status

This Design and Access Statement (DAS) has been prepared in support of the outline planning applications submitted on behalf of Taylor Wimpey and Homes England. The DAS gives reference to Application A and Application B sites and is to be read in conjunction with the accompanying Masterplan document.

The purpose of the DAS is to analyse both sites in their context and demonstrate how the application proposals relate to the design principles contained in the Masterplan.

### Clients

Taylor Wimpey



Homes England



### Project Team

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Masterplanners



Vectos  
Transport Consultant



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Landscape Architects



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Planning Consultants



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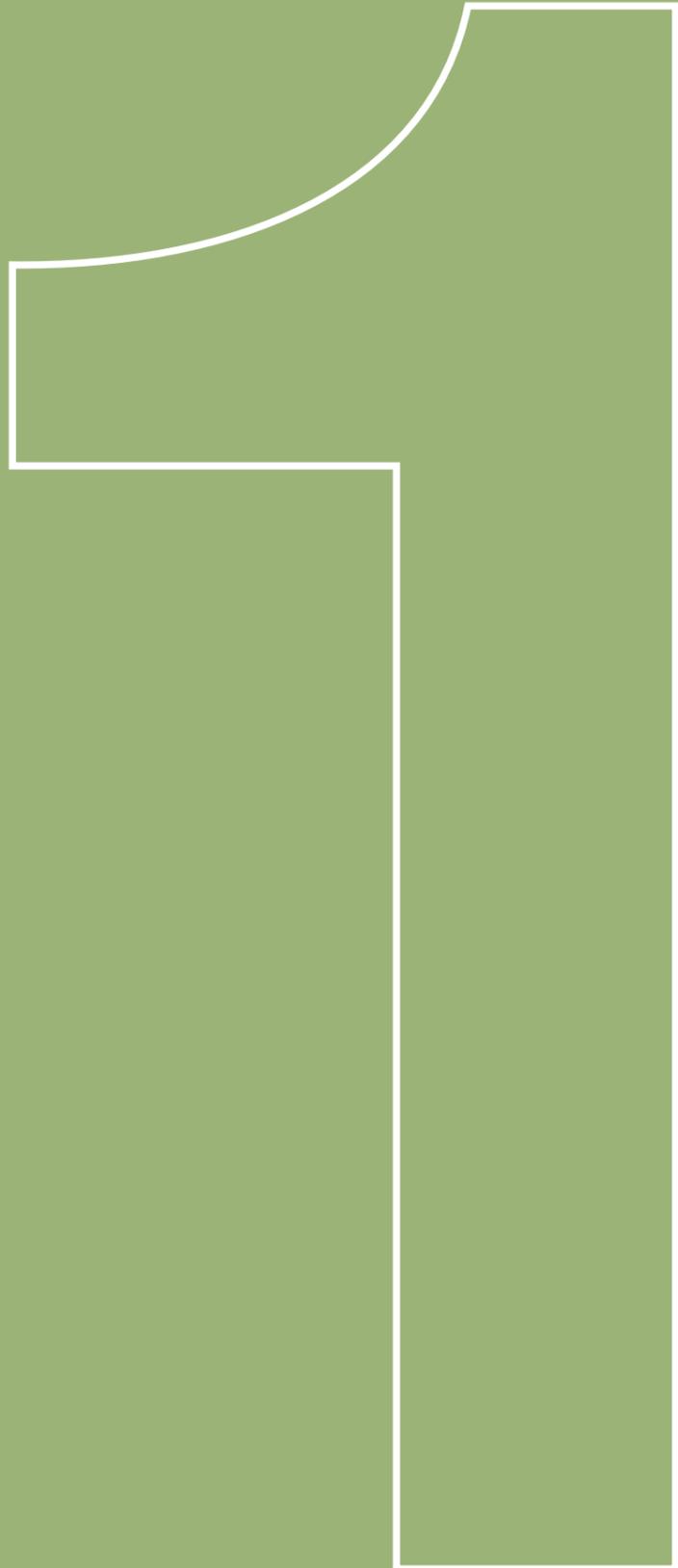
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# 1.0 Introduction



# 1.0 Introduction

## Introduction

This Design and Access Statement, incorporating the Design Code, has been prepared by 5plus Architects with input from Xanthe Quayle Landscape Architects, Vectos, Avison Young and the environmental consultant team. The DAS is to be read in conjunction with the Masterplan document.

The DAS responds to the requirements of the Development Management Procedure Order, which sets out the requirement for a Design and Access Statement. This statement:

- Describes the design principles and concepts that have been applied to the development.
- How issues relating to access and the development have been dealt with.

The structure and content of this statement is in accordance with 'Design and Access Statements, how to write, read and use them' (CABE 2006).

The DAS gives reference to Application A and Application B sites, as illustrated below. The outline applications cover approximately two thirds of the C1 allocation and include the infrastructure required to facilitate the development of the whole allocation. They are supported by a detailed global Environmental Statement which demonstrates the physical suitability of the application sites to accommodate development.

The applications seek planning permission with details of access submitted for approval. Any layouts and representations of the final scheme are therefore only illustrative. The purpose of this document is to analyse both sites in their context and consider how the proposals will relate in terms of the proposed mix of uses and quantum of development.

The outline applications include a Red-Line Plan, Parameters Plans and Illustrative Masterplan for both Application A and Application B. The 'Parameters Plans' set out how different land uses will be located on the sites, the access strategy, the use class of development and maximum heights. They describe the elements for which Planning Permission is sought.

An Illustrative Masterplan is submitted for information only. It describes how the sites might be laid out in accordance with the 'Parameters Plans', applying the design principles identified in this Statement. The Illustrative Masterplan is intended to demonstrate that it is possible to achieve the densities and quantum of development envisaged, and to express the type and character of development envisaged for both sites. It also demonstrates the character and quality anticipated across the sites.

Application A consists of:

- 920 new dwellings
- A 2-form entry primary school
- 2,500 sq.m. of retail facilities, local centre and village green
- Associated Landscaping and Infrastructure.

Application B consists of:

- 180 new dwellings
- Children's Local Equipped Play Area
- Associated Landscaping and Infrastructure

This illustrative Masterplan has been prepared in response to the wider Masterplan. The Masterplan is a separate document which covers wider areas than this application and is a requirement of Policy C1 of the South Ribble Borough Local Plan. The Masterplan proposes the comprehensive redevelopment of the wider site and includes the land allocated as a Major Site for Development and presents a Vision and a Development Framework to guide the future development of both sites. The Outline Applications seek to deliver an inclusive residential led mixed-use community which could deliver up to 1,100 new homes, with the overall Masterplan delivering in the region of 1,350 new homes.

## The Opportunity

The Strategic Sites have been allocated for residential-led development within the South Ribble Local Plan since 2015. South Ribble Borough Council ("SRBC") has expressed a desire for the sites to be developed for many years and this has been evidenced through the site's identification for future development since the 1990s.

**Key**

	Site Boundary: Application A		Railway Line
	Site Boundary: Application B		Adopted Highways

**Aerial View of the Site - Application Boundaries**  
Fig 1.0



## 1.1 The Joint Applicants



### The Developers

**Taylor  
Wimpey**

Taylor Wimpey is a national developer operating at a local level from 24 regional businesses across the UK and building around 15,000 new high quality homes per year; we have two businesses in the North West of England who build around 1,300 new homes per year.

We are a responsible community developer, committed to working with local people, community groups and local authorities and keeping them informed about our work, both before we build and throughout the life of the development. We focus on getting the basics of homebuilding right first time, such as quality, customer service and health and safety, and we aim to continually improve all parts of our business.

We do much more than build homes – we add social, economic and environmental value to the wider communities in which we operate. We are first and foremost a local business and an important contributor to the local communities in which we build and to the sustainability of those communities and areas.

Every year we create vibrant communities where people want to live and many of our homes are built in areas where there is an under-supply of housing. We also create jobs, deliver improvements to local environments and infrastructure, contribute to community facilities and support local projects and initiatives.

  
Homes  
England

Homes England is the Ministry of Housing, Communities & Local Government's non-departmental public body and brings together land, money, expertise, and planning and compulsory purchase powers, with a clear remit to facilitate delivery of sufficient new homes, where they are most needed, to deliver a sustained improvement in affordability. Homes England works locally in individual communities to help meet local priorities. Homes England invests mostly in building new homes, but also in creating employment floorspace and other community facilities, in cities, towns and villages across the country. The homes funded by Homes England include affordable homes for rent and sale, and homes for rent or sale at market prices. Homes England's investment helps build around half of all new homes built in England each year. This investment also helps increase local growth by creating jobs and supporting businesses.

# 2.0 The Site



## 2.0 The Site

This section describes the Strategic Sites and their surroundings along with the Strategic Site's accessibility by a number of sustainable modes of transport.

Application A extends to 45.88 hectares and Application B extends to 6.39 hectares. Both sites comprise land bound by Chain House Lane / Cootes Lane to the south and Penwortham Way to the west of the Application A site. Immediately to the north of both sites lies the community of Kingsfold and to the east lies Lostock Hall.

The sites are located within the administrative boundary of SRBC and within the ward of Charnock. Both sites are currently occupied by a number of individual properties in private ownership, the majority of which are accessed via Bee Lane, Flag Lane, Lords Lane, Moss Lane and Nib Lane. The remaining properties on the sites are accessed directly from Chain House Lane and Cootes Lane from the south.

Key corridors on the local highway network include Penwortham Way which provides a primary north/south route; Leyland Road which is a local distributor road on the eastern side and Cootes Lane which runs east/west on the south side of both sites. The sites are partially bordered to the east by the West Coast mainline railway, to the south by Cootes Lane, to the north by existing residential development to the south of Kingsfold Drive and to the west, the Application A site is bordered by Penwortham Way.

### The Site Context

Penwortham is a town in South Ribble on the south bank of the River Ribble facing the city of Preston. Located close to the M6 / M61 junction, it has excellent connections to Preston, located less than 3 miles to the north, and Manchester, located 35 miles to the south east.

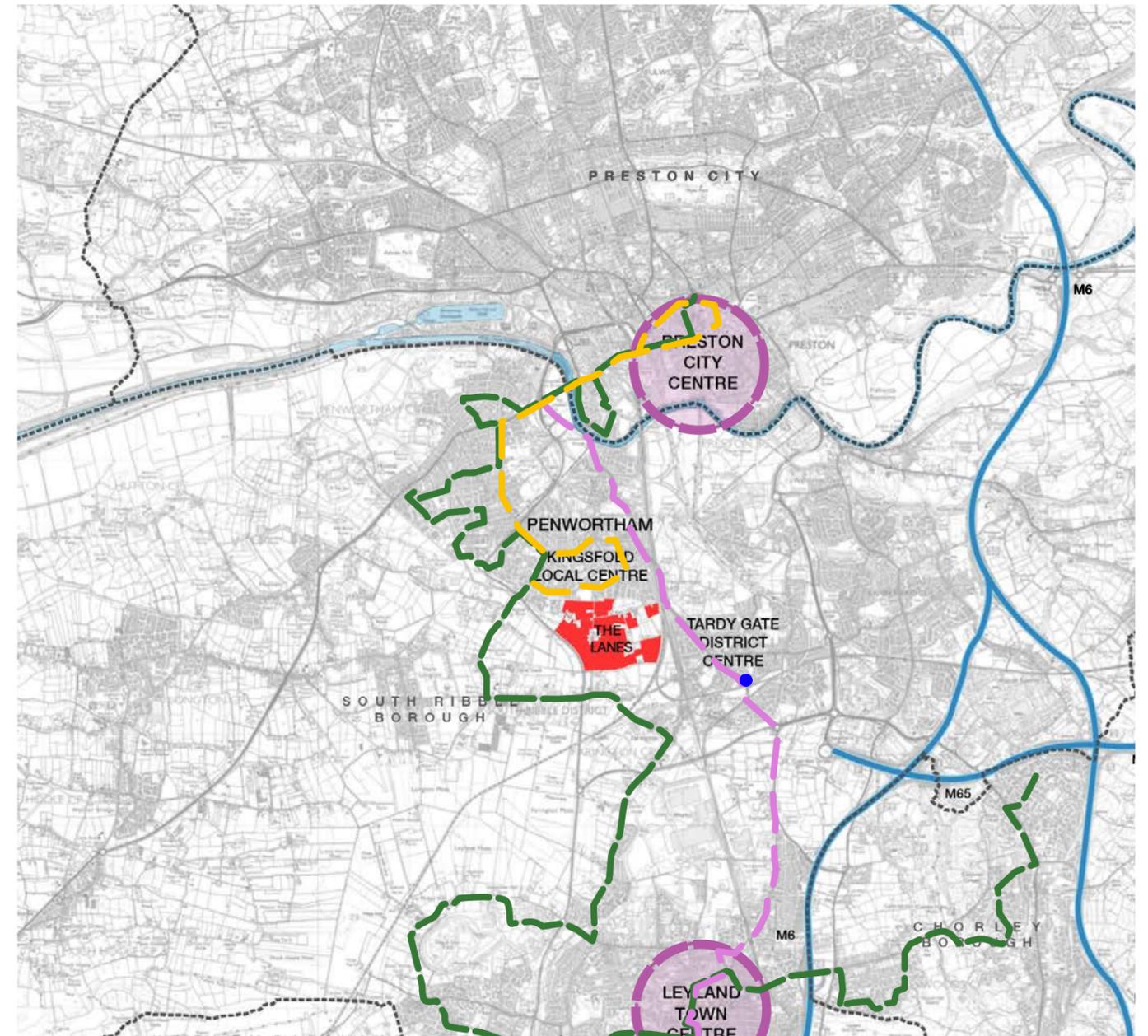
The town consists of three main shopping centres, Middleforth, Kingsfold and Liverpool Road. Liverpool Road is the main through road in Penwortham leading from the city of Preston out to Liverpool and Southport. Liverpool Road and Leyland Road are main commuter routes into and out of the city of Preston, as well as the Penwortham Way and the newly opened Penwortham Bypass. It is proposed by LCC that some parts of the Penwortham Way corridor may be widened to alleviate traffic pressure, thereby improving the flow of traffic both into and out of Preston. The sites are not intended to be solely reliant on the provision of widening along the A582 corridor.

Penwortham also has excellent rail links with train stations at Lostock Hall to the south and Preston to the north, with hourly services from these stations to Blackburn, Burnley and Colne and Blackpool and peak services from York and Leeds.

Aerial View - Application Boundaries  
Fig 2.0



Site Context  
Fig 2.1



#### Key

-  Motorway
-  Borough Boundary
-  The Lanes Site
-  Preston & Leyland Centres
-  Bus Route 3
-  Bus Route 111
-  Bus Route 114
-  Train Station



## 2.0 The Site

### Existing Access by Sustainable Transport Modes

Kingsfold is immediately accessible via the existing PRow to the north of the Application A site with the remainder of the Kingsfold area accessible within an approximate 20-minute walk or 5 minute cycle.

Numerous dedicated pedestrian and cycle routes, both as part of the internal road network and via segregated routes will connect both sites to the surrounding pedestrian and cycle network. These will include connections to Bee Lane and Flag Lane and the northern section of Moss Lane towards Kingsfold Drive.

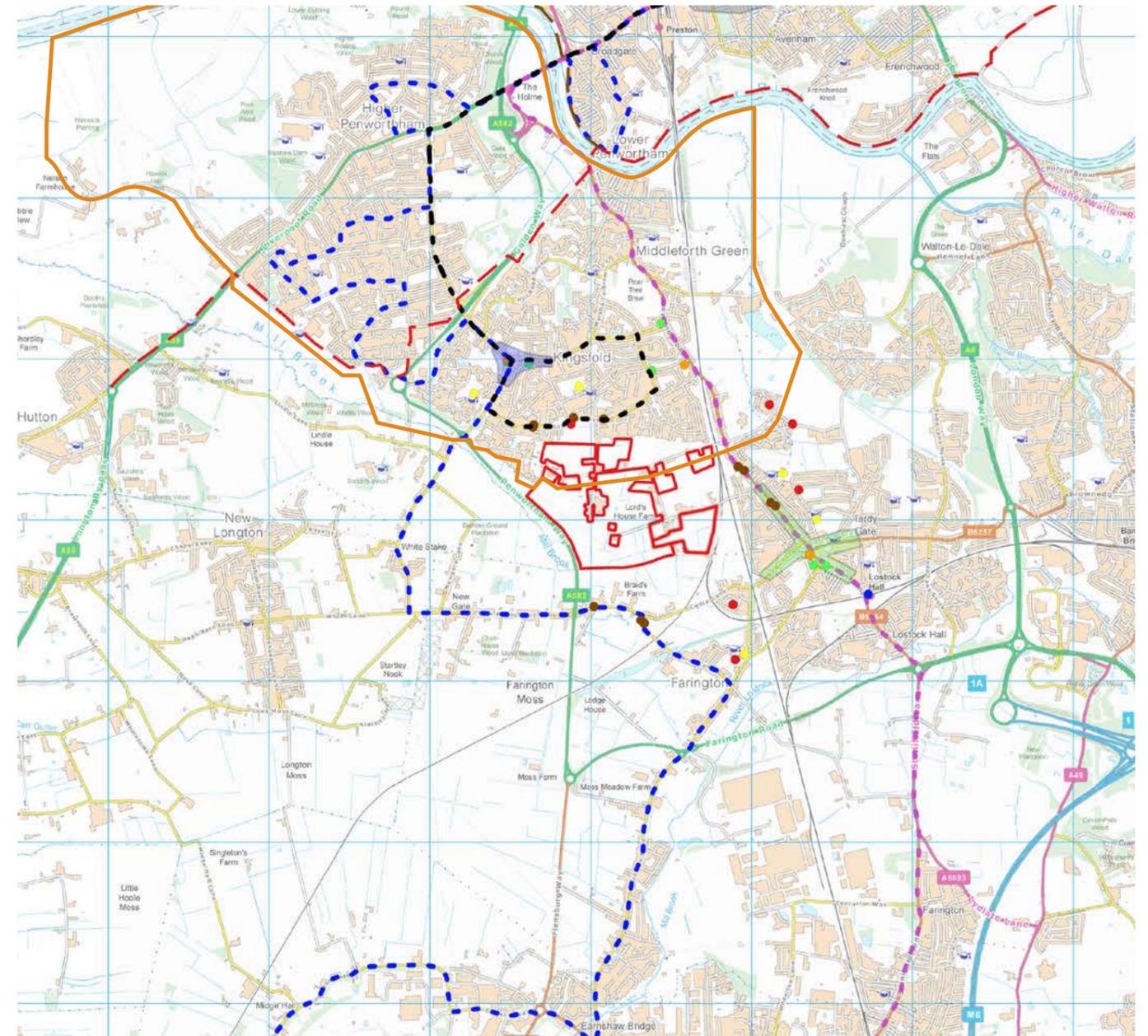
The provision of pedestrian and cycle access throughout the sites will be addressed as part of future reserved matters/detailed planning applications as each phase of the sites are brought forward, however, the principle points of pedestrian/cycle access are defined on the illustrative masterplan.

There are bus stops along the Leyland Road corridor (which also loop around the Kingsfold area north of the site) providing access to 4-6 services per hour to a range of destinations. Applying an indicative 800 metres buffer around these existing stops highlights that full coverage of both sites can be achieved.

The sites are also accessible by rail with Lostock Hall railway station located within an approximate 20-minute walk and 5 minute cycle. The station offers one service per hour to destinations including Preston, Blackburn, Burnley, Nelson and Colne.



Sustainability Plan  
Fig 2.2



Key

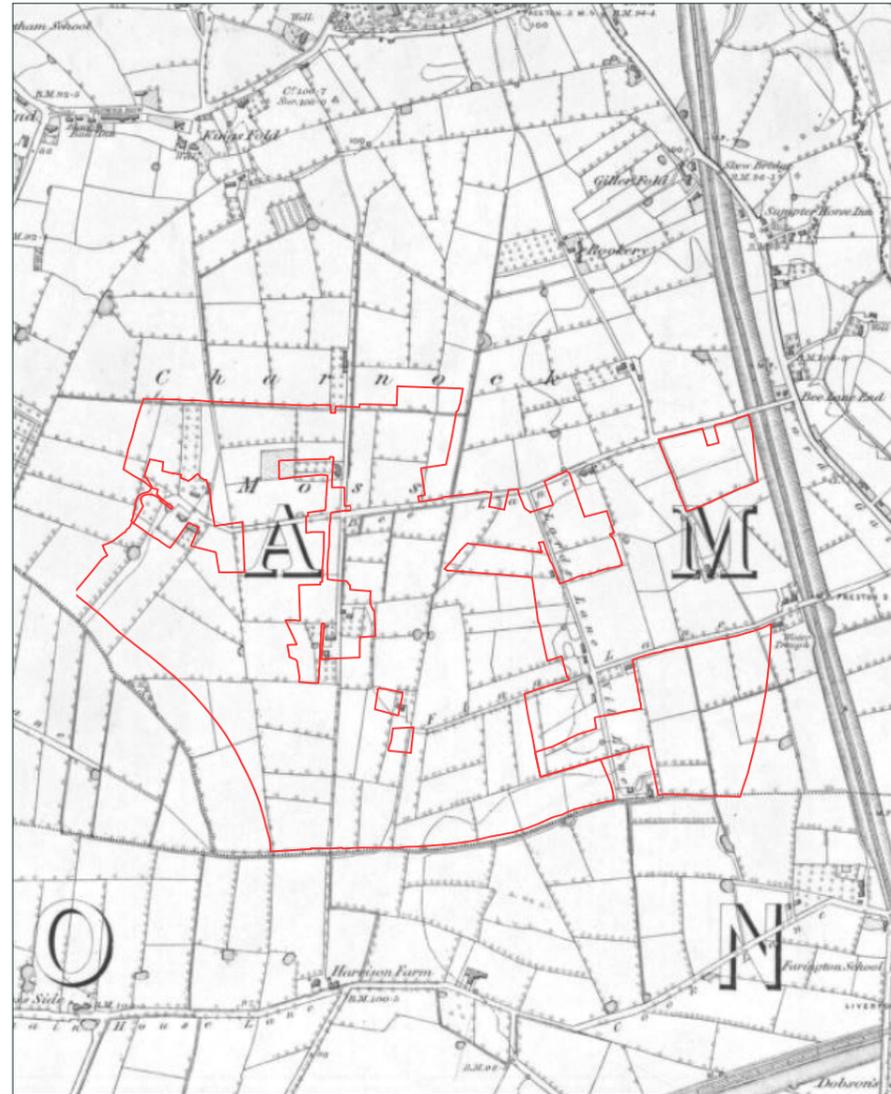
- Application Boundary A+B
- - - - Bus Route 3
- - - - Bus Route 111
- - - - Bus Route 114
- Penwortham Cycle and Walking Route
- - - - Cycle Route 62
- - - - Cycle Route 622
- Tardy Gate District Centre
- Leyland District Centre
- Preston Town Centre
- Kingsfold District Centre
- Train Station
- Nearest Bus Stops
- Education
- Local Play Areas / Parks
- Post Office
- Retail



## 2.1 Site History

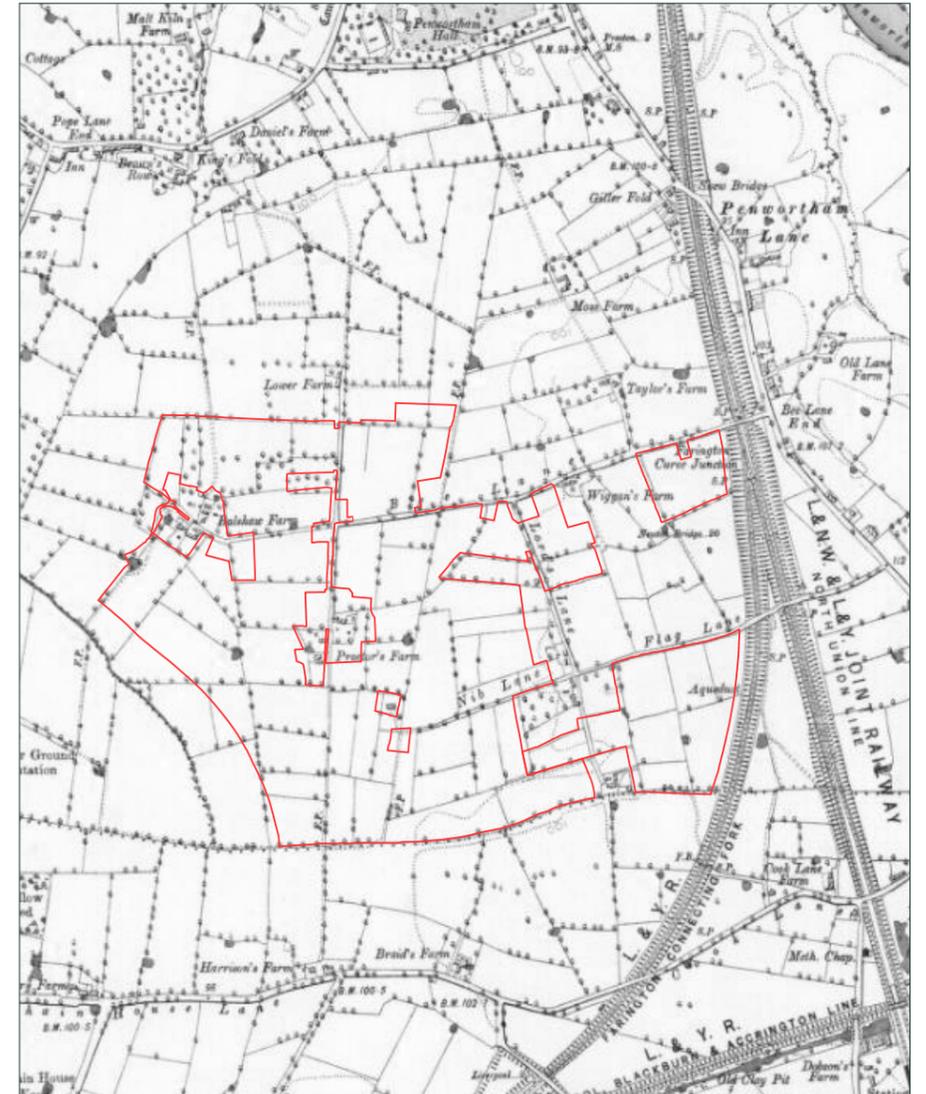
As part of the considerations, a review of the historic maps has been undertaken. These show the area directly adjacent to the sites as relatively undeveloped until after the Second World War. The development to the north has gradually evolved southward between 1960 and 2000.

The sites have historically been a collection of small holding fields which have slowly been joined to form larger parcels of land. A number of farm buildings have been evidently scattered across the site of Application A.



Historical Map: 1848

Earliest mapping show a collection of small fields and farm buildings.



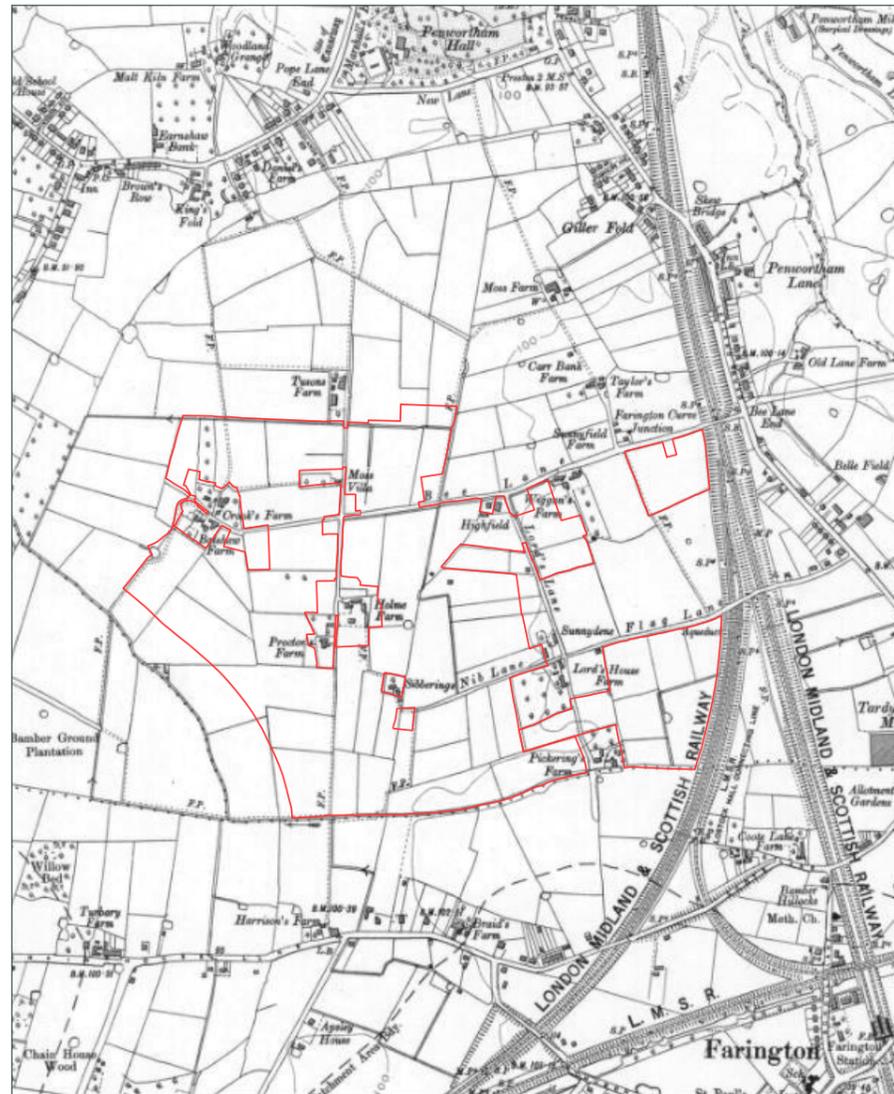
Historical Map: 1894

During this period the Farington loop of the rail network is introduced, forming the distinct curve to the eastern boundary, and causing severance to the east.

**Key**

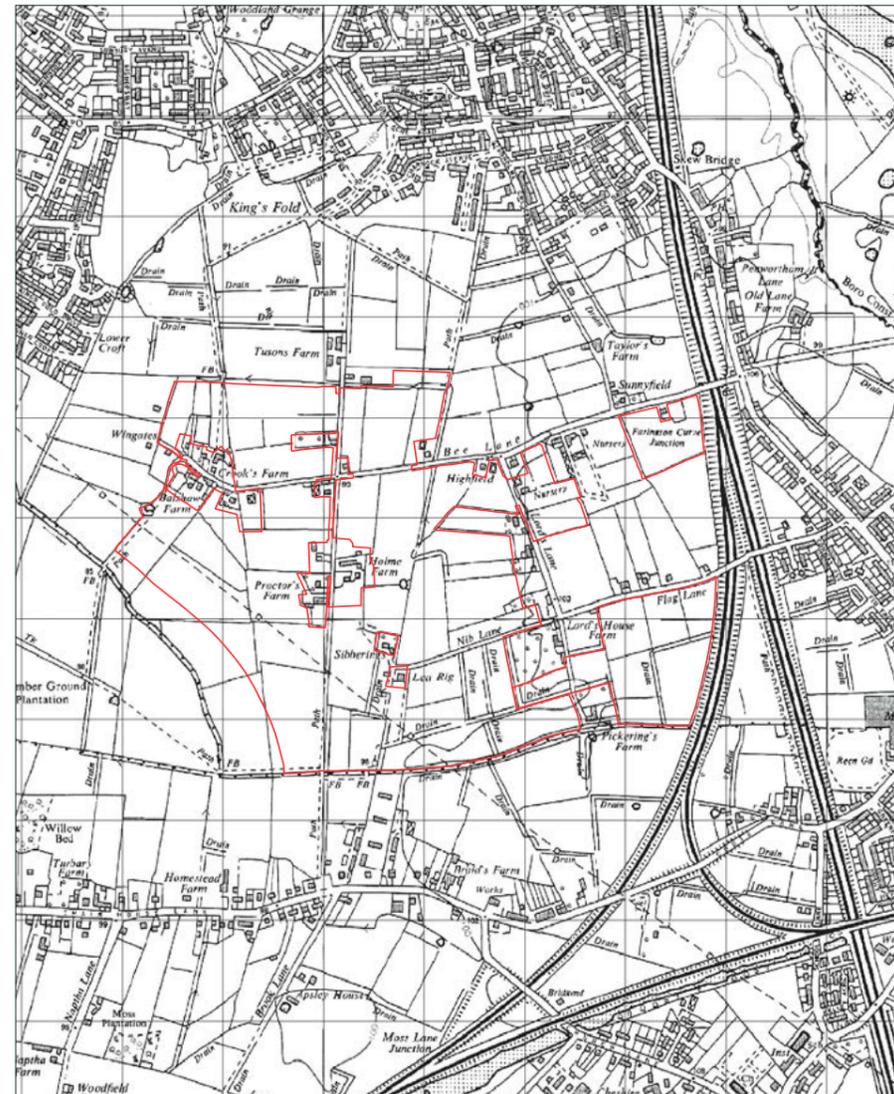
— Application Boundary A+B

## 2.1 Site History



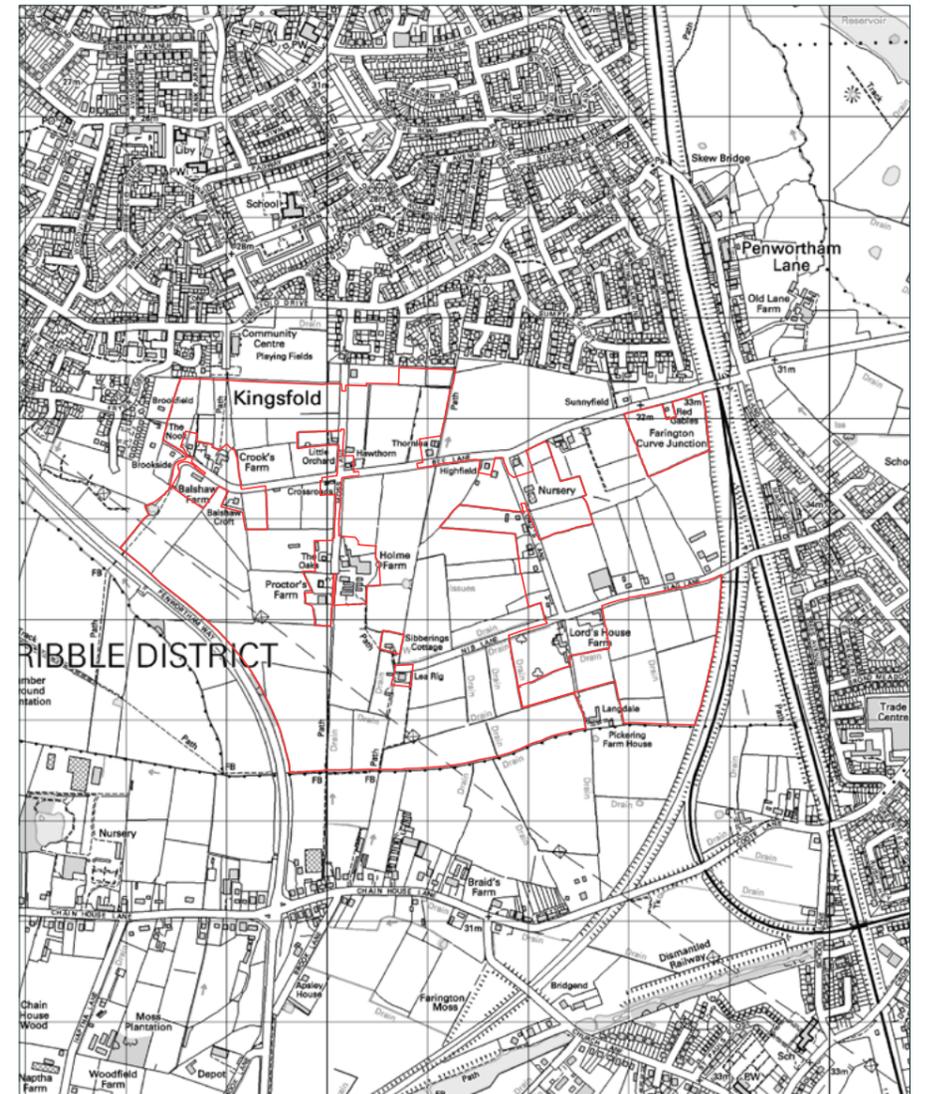
Historical Map: 1931

Development around the railway is mainly to the east and north of both sites.



Historical Map: 1967

Development is clearly established to the north of the sites as the area we know as Kingsfold starts to expand south. Development around Leyland Road and Tardy Gate is well established.



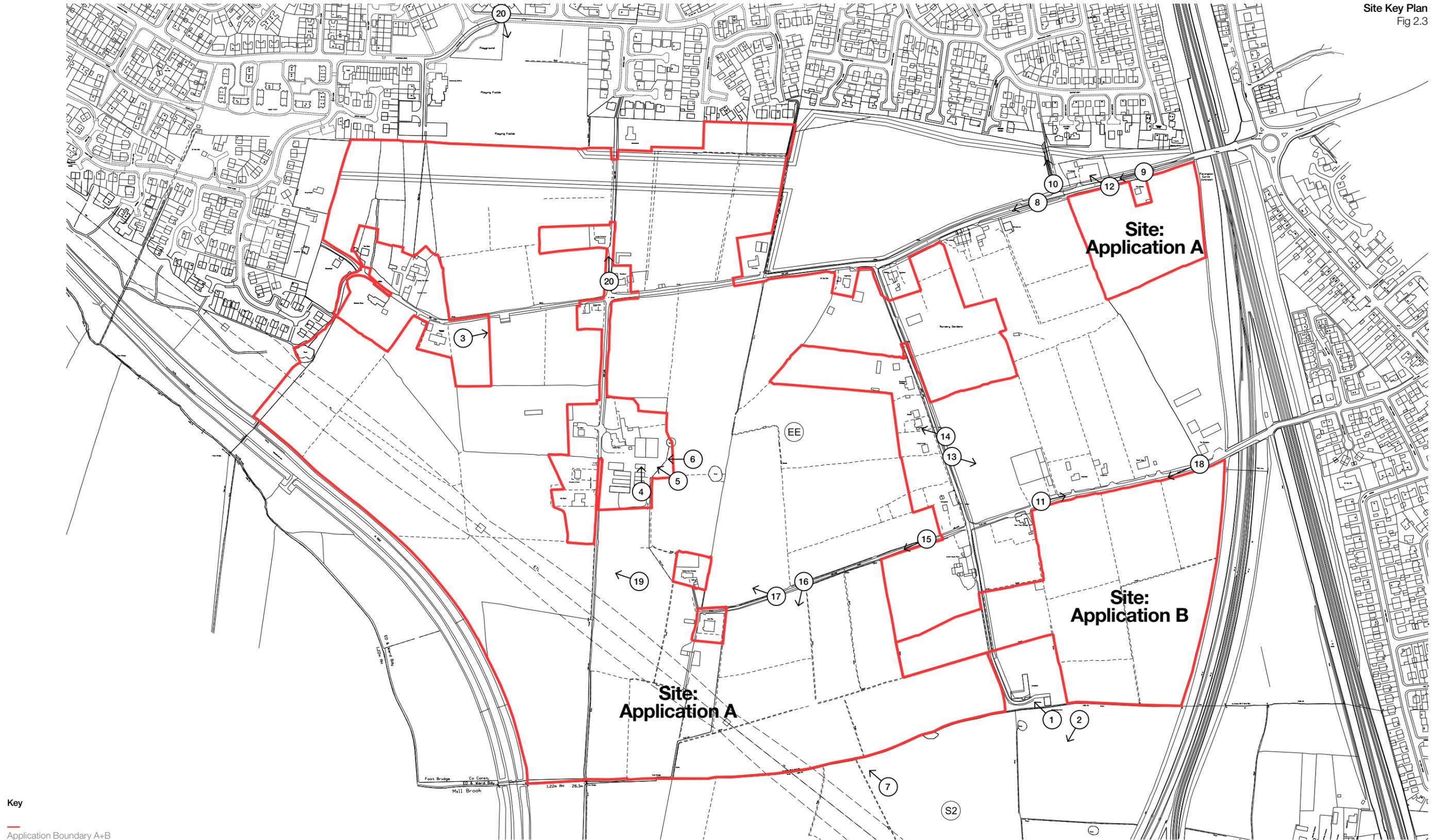
Historical Map: 2001

Although the development to the east of both sites is constrained by the railway lines, development to the north continues to naturally develop.

## 2.2 Site photos

Red Line Application Boundary  
Key Plan - Not to Scale

Site Key Plan  
Fig 2.3



Key

Application Boundary A+B

## 2.2 Site photos



1 Looking North West just South of Lord's Lane.



2 Looking South West just South of Lord's Lane.



3 South adjacent to Bee Lane looking North East.



4 East adjacent to Moss Lane, looking North (Holme Farm Dairies).

## 2.2 Site photos



5 East adjacent to Moss Lane, looking North West (Holme Farm Dairies).



6 East adjacent to Moss Lane, looking West (Holme Farm Dairies).



7 Looking North West towards South edge of Nib Lane and pylon corridor.



8 Looking West on Eastern end of Bee Lane.

## 2.2 Site photos



9 Looking West on Eastern end of Bee Lane.



10 Looking North at junction between Bee Lane and local lane to Sumpter Croft (East of site).



11 Looking East on Flag Lane.



12 Looking North West on Bee Lane

## 2.2 Site photos



13 South East on Lord's Lane toward stables on Flag Lane.



14 Looking North West on Lord's Lane.



15 Looking South West on Nib Lane just past crossroad with Lord's Lane and Flag Lane.



16 South West on Nib Lane (Western end).

## 2.2 Site photos



17 North West on Nib Lane (Western end).



18 North West toward pylon corridor in field beyond Nib Lane western end.



19 Looking West down Flag Lane



20 Looking North on Moss Lane.



21 Looking South East into Kingsfold Parkland.

## 2.3 Landscape Character Areas

### Landscape Resource

Extensive landscaping and green infrastructure will be provided across both sites having regard to the key landscape issues and design drivers and the requirements of the Central Lancashire Open Space and Playing Pitch Supplementary Planning Document adopted in May 2014.

There are opportunities to deliver extensive green infrastructure across the developments. The green infrastructure will have differing forms, functions and uses and will be connected by the extensive network of green links across the sites. A variety of green infrastructure will be provided. On site green infrastructure provision includes amenity green space, equipped play areas, natural / semi natural open space, playing fields and allotment provision. Through discussions with SRBC and Penwortham Town Council, the application sites will propose an extension to the existing open space off Kingsfold Drive which could include areas dedicated to sports and formal play.

The key landscape issues and design influences across both sites have been identified as follows:

- The strong character of the lanes across both sites (Moss Lane, Bee Lane, Nibb Lane and Lords Lane) which are widely used by existing communities for both circular routes within the existing neighbourhood of Kingsfold and for inter-settlement journeys, for example to Lostock Hall;
- The importance of the western boundary and its interface with the wider Ribble Valley landscape, and Green Belt, to the west of Penwortham Way;
- The challenge of the high voltage pylon corridor across the site of Application A and the potential for a range of landscape typologies for the positive integration of this feature within future development parcels; and
- The prevalence of straight line landscape forms and patterns in the landscape, and the potential to shape new, appropriate development within this established landscape pattern.

The development responds to these drivers and demonstrates how development can be successfully integrated into the existing context, providing opportunities for landscape enhancement and creation, as well as retention of key existing features, including:

- The retention of the key lanes as sustainable movement routes, both connecting key locations within the Outline Application areas and providing wider connectivity with the wider masterplan and the broader communities of Middleforth, Lostock Hall and Leyland;
- The retention and integration of hedgerow boundaries within public realm and open spaces to reinforce a sense of place as well as integrate ecological corridors within the structure of the development and connections with the wider landscape to the west as well as local linkages, for example Penwortham Way and Kingsfold public open space;

- The shaping of public open space within the developments to optimise liveability within the public realm, for example microclimate and accessibility; and
- The retention and potential expansion of wet ditches with a view to the development of an onsite, integrated water management system within the site of Application A.

The above approach has driven the DAS. A landscape led approach which centres on retaining and enhancing the existing green infrastructure resource to provide a multifunctional system for the new neighbourhood in the long term. The objectives of a garden community approach have therefore been embodied into the Outline Applications at the earliest stage of the process in an exemplary manner.



## 2.3 Landscape Character Areas

### Landscape Character

The sites fall within:

- The Character Map of England - NCA 32: Lancashire & Amounderness Plain
- The Landscape Strategy for Lancashire - RCA 15 B: Longton - Bretherton

Both sites locality is broadly typical of types and areas at national and regional levels; key features include rectilinear landscape forms and angular woodland blocks. Extensive drainage systems define fields, raised ditches, causeways within flat /gently undulating landform.

At Lancashire level shelterbelts and urban fringe elements are characteristic: the sites are surrounded by suburban and industrial age built influences.



Fig. 2.4 Landscape Strategy Character areas and Types for Lancashire

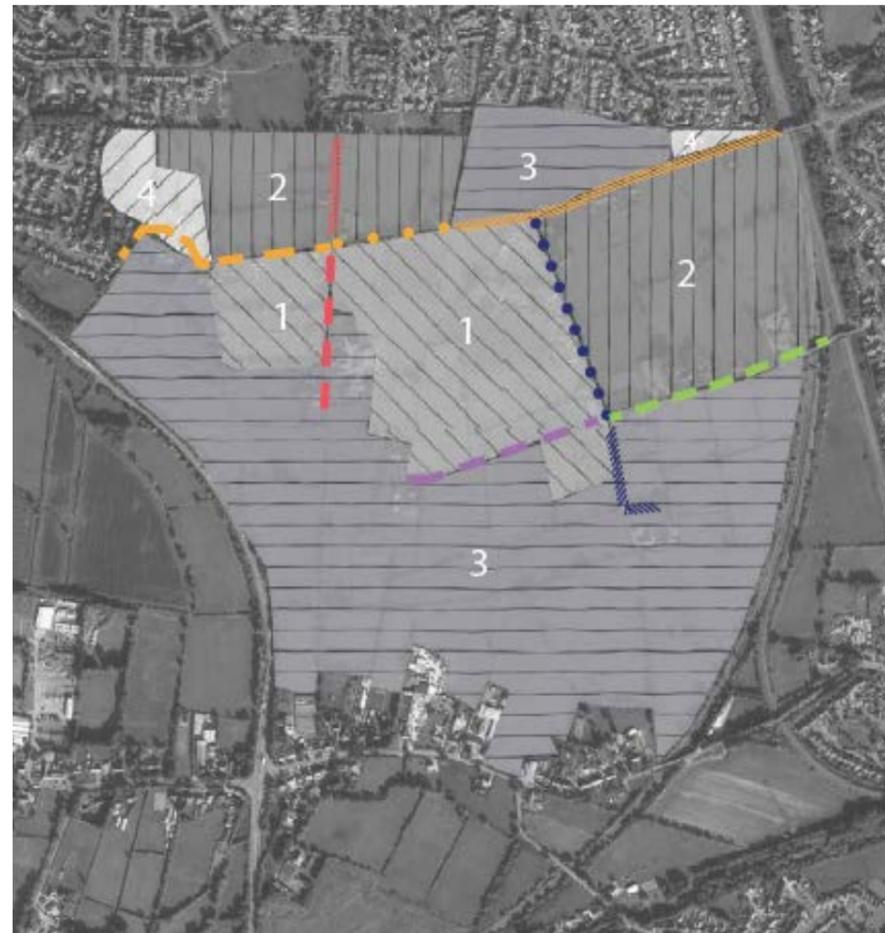


Fig. 2.5 Site Character

- Bee Lane West
- Bee Lane Mid
- - - Bee Lane East
- - - Moss Lane North
- Moss Lane South
- - - Lords Lane North
- Lords Lane South
- - - Nib Lane
- - - Flag Lane

### Site Character

To build an understanding of landscape character at a local level a detailed analysis of the principal components was undertaken, the details of which are provide as follows:

- 1. Enclosed Pasture**  
Intact high-quality hedgerows, regular field pattern, mature hedgerow.
- 2. Rough Grazing**  
Poor quality boundaries, a mix of different fence types and hedges, rough grazing and horses.
- 3. Open Pasture**  
Large fields, gappy hedgerows, isolated trees
- 4. Enclosed Domestic**  
High quality, well-maintained lane, mature trees, mixed hedgerows with a wet ditch, traditional materials

### Bee Lane West

Domestic properties line the west end, marked Private Lane, mixed boundaries of high quality (hedge, wet ditch with trees, mixed fence types), surfaced Lane, mature tree specimens.

### Bee Lane Mid

Surfaced lane with mature hedgerows, tall to north side of road, clipped and short with ditch on the south side, mature hedgerow trees, clipped privet hedge to domestic boundaries.

### Bee Lane East

Surfaced lane, clipped mixed hedge, open views over expansive fields to housing beyond.

### Moss Lane North

Mature mixed hedgerows (species include Hawthorn, Hazel, Elder, Ash and Buckthorn) with ditches, mixed hedge heights and management regimes, surfaced lane leading to properties and footpath to playing field, residential area to north.

### Moss Lane South

Wide grass verge, ditch and clipped low hedges, mixed ornamental hedges and fencing around domestic properties, industrial feel around section of lane near dairy. Lane narrows to unsurfaced track to south end.

### Lords Lane North

Managed domestic garden boundaries (including ornamental hedging and shrubs, stone and brick walls) to west side of lane, native mixed hedgerow to east overlooking poor quality grazing, isolated large mature hedgerow trees.

### Lords Lane South

Unsurfaced, narrow rough track with high security fencing around derelict red brick barn and orchard to north end of lane (on west side). Enclosed by hedging further south with high conifer planting to screen large property at end of lane.

### Nib Lane

Rough, unsurfaced narrow track with symmetrical hawthorn hedges of medium height to both sides and unmown grass verge. Evidence of hedgerow management (hedge laying) to some sections of hedge) isolated mature trees.

### Flag Lane

Surfaced lane with built development along both sides, predominately to the north. Equine centre and poultry farm to either end of lane, residential properties with tightly clipped formal privet hedging in-between native hedgerow with trees to opposite side of lane.



Fig. 2.6 Longton - Bretherton landscape

## 2.4 Site Analysis

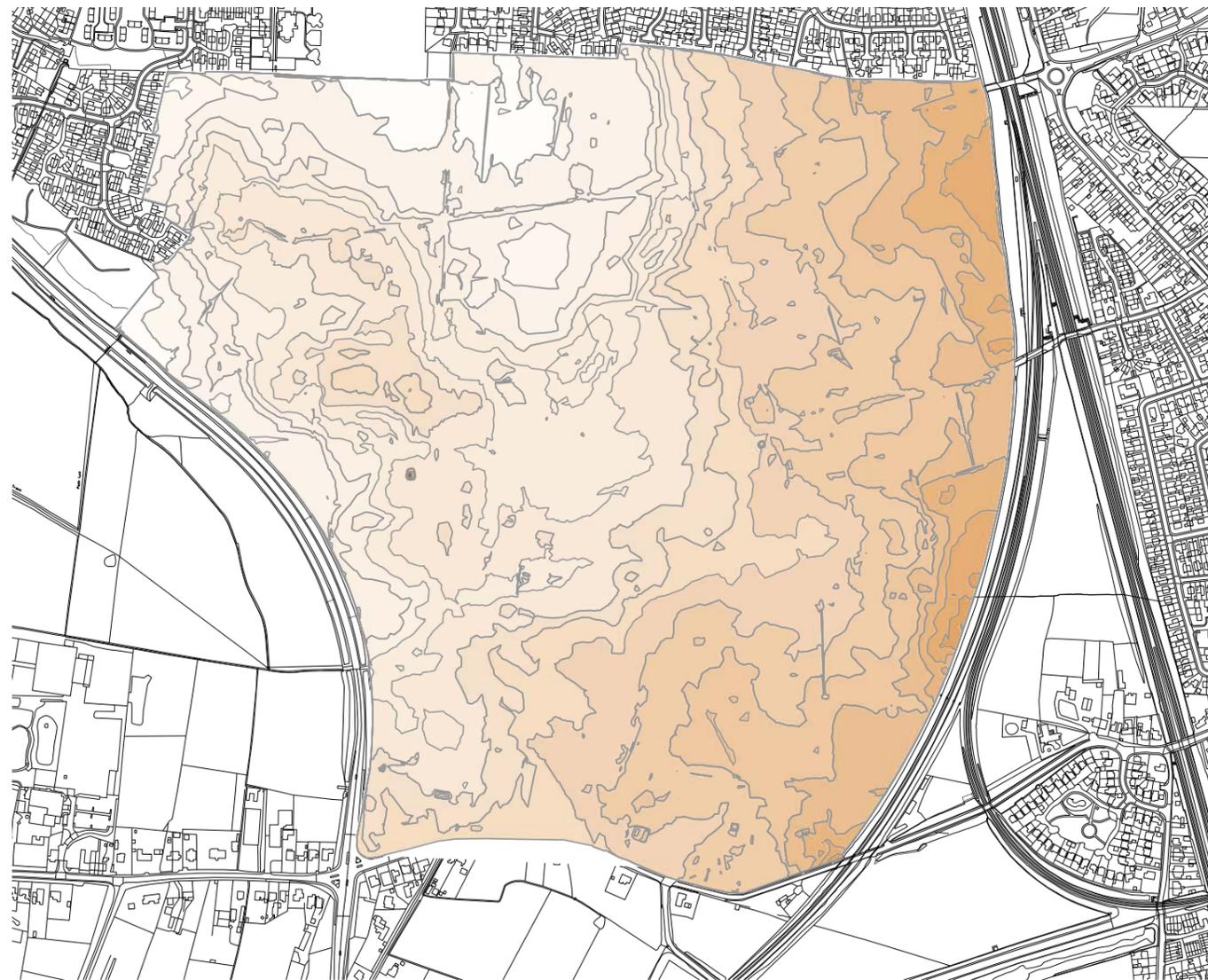


Fig. 2.7  
Topography

### Ground Conditions & Topography

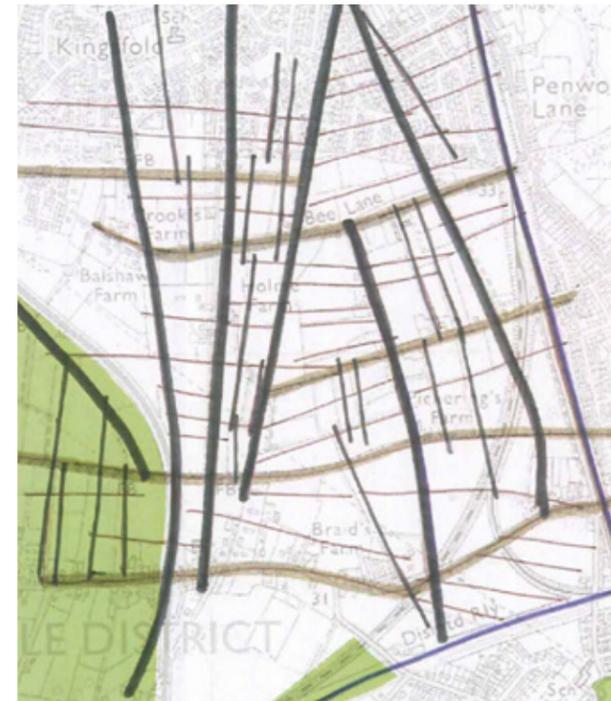
The sites have remained largely as undeveloped agricultural land since earliest mapping records with the exception of residential properties and light industrial activities (e.g. dairy farm and garages). Numerous drainage ditches, tertiary water courses and ponds are present across both sites, including in-filled pond features.

The gently undulating ground falls broadly from 34m AOD on its eastern boundary to 26m on the western side. Topographically, the sites are relatively flat with occasional areas of undulation including one mounded area of note in a field on the western portion of the site and it is unlikely that bulk earthworks will be required for the creation of development platforms.

Historical borehole records (covering approximately 50% of both sites footprint) indicate that ground conditions across the sites comprise topsoil to depths ranging between 0.3 and 0.6 metres below ground level (mbgl) overlying generally firm to stiff (locally soft) clay to depths in excess of 6.6mbgl. It is considered that, given the strengths recorded, these clays are likely to provide a suitable founding stratum for low-rise residential houses subject to completion of a detailed site investigation.

It is considered that features encountered during both site walkovers and findings from the desk-based study would not preclude both sites future development.

Fig. 2.8  
Historical Grain 1848



### Historical Grain 1848

The sites fall within the post medieval enclosure period. I.e., period of private enclosures in Lancashire. Description makes reference to Causeways and Windmills in the locality. The grain of the landscape, formed largely by hedgerows and lanes, is broadly north – south and east – west.

## 2.4 Site Analysis



**National & Regional Landscape Character Areas**

Fig 2.9

### Green infrastructure

The key green infrastructure features in the context of both sites as indicated on the above plan.

The Local Plan has identified the key green infrastructure (their references and names are indicated) as parks and gardens, nature reserves, playgrounds, recreation grounds, playing fields, sports pitches, private and institutional open space, amenity open spaces, allotments, woodlands, green corridors / green wedges, natural and semi-natural greenspaces and wildlife corridors.

This diagram highlights the Green Belt along Western side of Penwortham Way only (but includes portion of Farington Curve).



**Movement & Green infrastructure**

Fig 2.10

--- Public Rights of way

### Pedestrian and Cycle Routes

#### Public Rights of Ways

The definitive rights of way and their unique reference codes are indicated on the above plan; within the Application A site and links to adjacent landscape and existing residential areas.

#### Cycle routes

In the context of the sites are two national cycle routes (not shown) which are identified in Section 7 of the Masterplan Document:

Route 62 Preston - Lytham St Annes - Blackpool - Fleetwood runs west of the site from Howick Cross into Preston

Route 55 Preston - Chorley - Adlington runs east of the site from Loctock Hall into Preston.

# 3.0 The Masterplan Context



# 3.0 The Masterplan Context

## Illustrative Masterplan

The Illustrative Masterplan sets out how the development of the site could come forward. It brings together the framework of design parameters described in the previous section.

The Masterplan proposes to deliver a residential-led mixed use development and makes provision for a range of uses including residential; a new local centre comprising retail, community and employment; education, and Green Infrastructure.

A high-quality residential scheme is proposed which will deliver the following:

- Around 1,350 high quality new homes, at an average density of 35 dwellings per hectare, appropriate to current requirements of Penwortham and suited to local area with a mix of housing types, tenure, and sizes;
- A two form entry primary school;
- A new Local Centre to include a mobility hub and employment provision
- A safe and attractive multifunctional network of greenspace
- Local play space catering to the needs of the existing and new communities within the green infrastructure areas running through the Site;
- Extension of the existing footpath network to improve accessibility to the proposed greenspaces and high vantage points for both existing and future residents;
- A residential area with distinctive and attractive character areas, created through variations in street pattern and street treatments, and in the relationship between buildings and open spaces; and
- Linkages and access into all parcels within the Site and to the safeguarded land to the south of the allocation site.

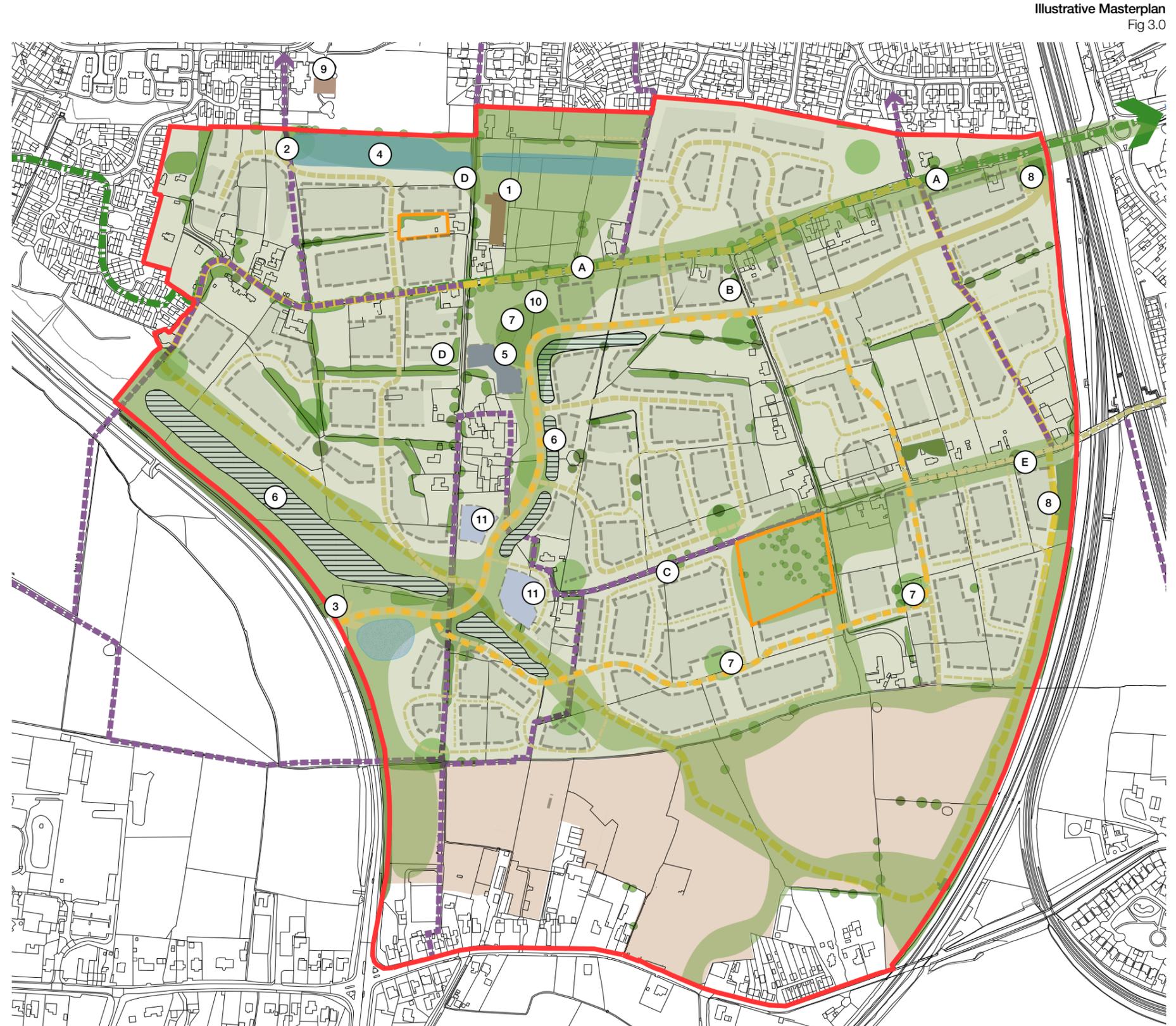
### The Masterplan

1. New primary school
2. Pedestrian / cycle link to Kingsfold.
3. Entrance Gateway – A new route from Penwortham Way direct to the heart of the new community.
4. Area to manage and contain existing surface water.
5. New local facilities including a mobility hub, employment and community uses
6. Sustainable Urban Drainage
7. Children's Play Areas (LEAP)
8. Allotments
9. Potential Extension to existing Community Centre
10. The Village Green
11. Entrance Gateway and initial sales centre for Phase One

- A. Bee Lane
- B. Lord's Lane
- C. Nib Lane
- D. Moss Lane
- E. Flag Lane

### Key

- Masterplan Boundary
- Orchard Boundary
- Spine Road
- Enhanced Streets
- Informal Streets
- Pedestrian Prioritised Streets
- LEAPS
- Network of Public Open Space
- Flood Basin Area
- Attenuation Basin/ Swale
- Existing Off Road Cycle Route connecting into the Masterplan
- Existing Penwortham Cycle and Walking Route connecting into the Masterplan
- Exercise Track (using existing lanes and infrastructure where available)
- Proposed Bus Route
- Public Rights of Way
- Dwelling Frontages
- Development Parcels
- Land safeguarded for future development, not prejudiced by this masterplan



Illustrative Masterplan  
Fig 3.0

### 3.0 The Masterplan Context

#### Illustrative Masterplan: Application Site A+B

As previously iterated, the Outline Applications for both sites sit within the wider Masterplan. The adjacent Illustrative Masterplan sets out how the development of the Application A and Application B could come forward.

Application A will deliver the following:

- 920 high quality new homes appropriate to current requirements of Penwortham and suited to local area with a mix of housing types, tenure, and sizes.
- A two form entry primary school;
- A new Local Centre
- A safe and attractive multifunctional network of greenspace
- Local play space catering to the needs of the existing and new communities within the green infrastructure areas running through both Sites;
- Extension of the existing footpath network to improve accessibility to the proposed greenspaces and high vantage points for both existing and future residents;
- A residential area with distinctive and attractive character areas, created through variations in street pattern and street treatments, and in the relationship between buildings and open spaces; and
- Linkages and access into all parcels within the Sites and to the safeguarded land to the south of the allocation sites.

Application B will deliver the following:

- 180 high quality new homes appropriate to current requirements of Penwortham and suited to local area with a mix of housing types, tenure, and sizes.
- A safe and attractive multifunctional network of greenspace
- Local play space catering to the needs of the existing and new communities within the green infrastructure areas running through the Site;
- Extension of the existing footpath network to improve accessibility to the proposed greenspaces and high vantage points for both existing and future residents;
- A residential area with distinctive and attractive character areas,
- Linkages and access into all parcels within the Sites and to the safeguarded land to the south of the allocation sites.

#### Illustrative Masterplan

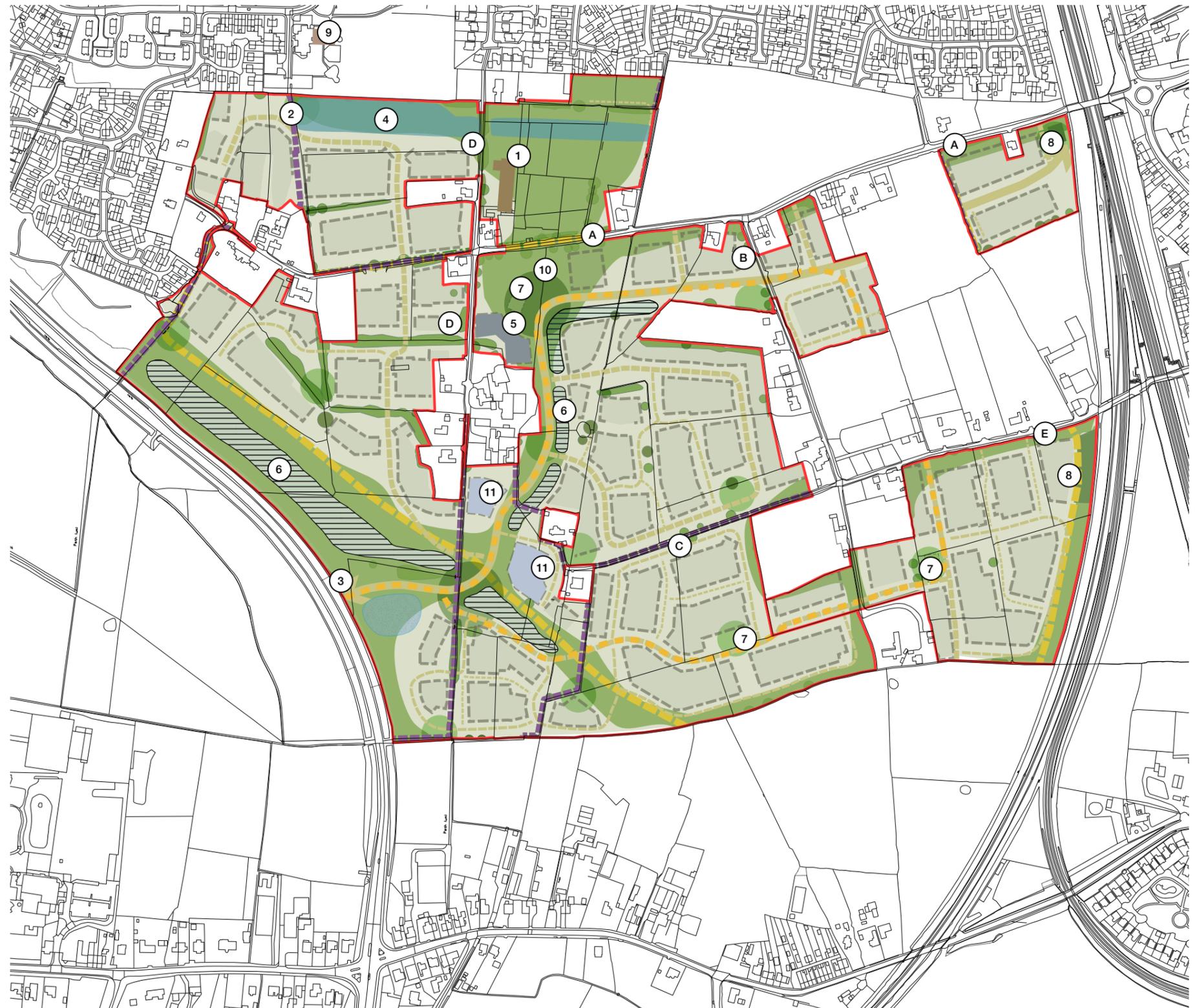
1. New primary school
  2. Pedestrian / cycle link to Kingsfold.
  3. Entrance Gateway – A new route from Penwortham Way direct to the heart of the new community.
  4. Area to manage and contain existing surface water.
  5. New local facilities including a mobility hub, employment and community uses
  5. Sustainable Urban Drainage
  6. Children's Play Areas (LEAP)
  7. Allotments
  8. Potential Extension to existing Community Centre
  9. The Village Green
  11. Entrance Gateway and initial sales centre for Phase One
- A. Bee Lane  
 B. Lord's Lane  
 C. Nib Lane  
 D. Moss Lane  
 E. Flag Lane

#### Key

- Application Boundary A+B
- Spine Road
- Enhanced Streets
- Informal Streets
- Pedestrian Prioritised Streets
- LEAPS
- Network of Public Open Space
- Flood Basin Area
- Attenuation Basin/ Swale
- Exercise Track (using existing lanes and infrastructure where available)
- Proposed Bus Route
- Public Rights of Way
- Dwelling Frontages
- Development Parcels

Illustrative Masterplan: Application Site A+B

Fig 3.1



### 3.0 The Masterplan Context

#### Character Areas Masterplan

The Design Codes set out the Character Areas in more detail. In brief, the Masterplan has been divided into smaller zones that have been established based on their context and individual boundary conditions.

There are to be four small zones, or Character Areas, of which three wrap around the perimeter with one towards the centre. This is graphically illustrated in the adjacent diagram. Within each of these areas the look and feel will vary subtly to reflect the existing landscape and buildings. This subdivision creates interest and will ensure a positive contribution to the local area, and prevent a copy-paste style landscape and architecture.

**Bee Lane**

The existing red brick terrace houses on Bee Lane provide the character reference for this area. Linear frontages facing the road in more traditional materials. The rural character of the existing buildings becomes more informal in this area, with dwellings set back from the road, and a collection of both direct fronting and side fronting properties.

**Penwortham Edge**

The most rural and green of the 4 character areas, the character of this development is typically 2 to 3 storeys, surrounded by landscaped areas. This area is the interface to both Penwortham Way and visually to the Green Belt beyond.

**The Heart of the Lanes**

This area is more modern in character, using quality materials and detailing to create a new identity for 'The Lanes' and form the heart of the community.

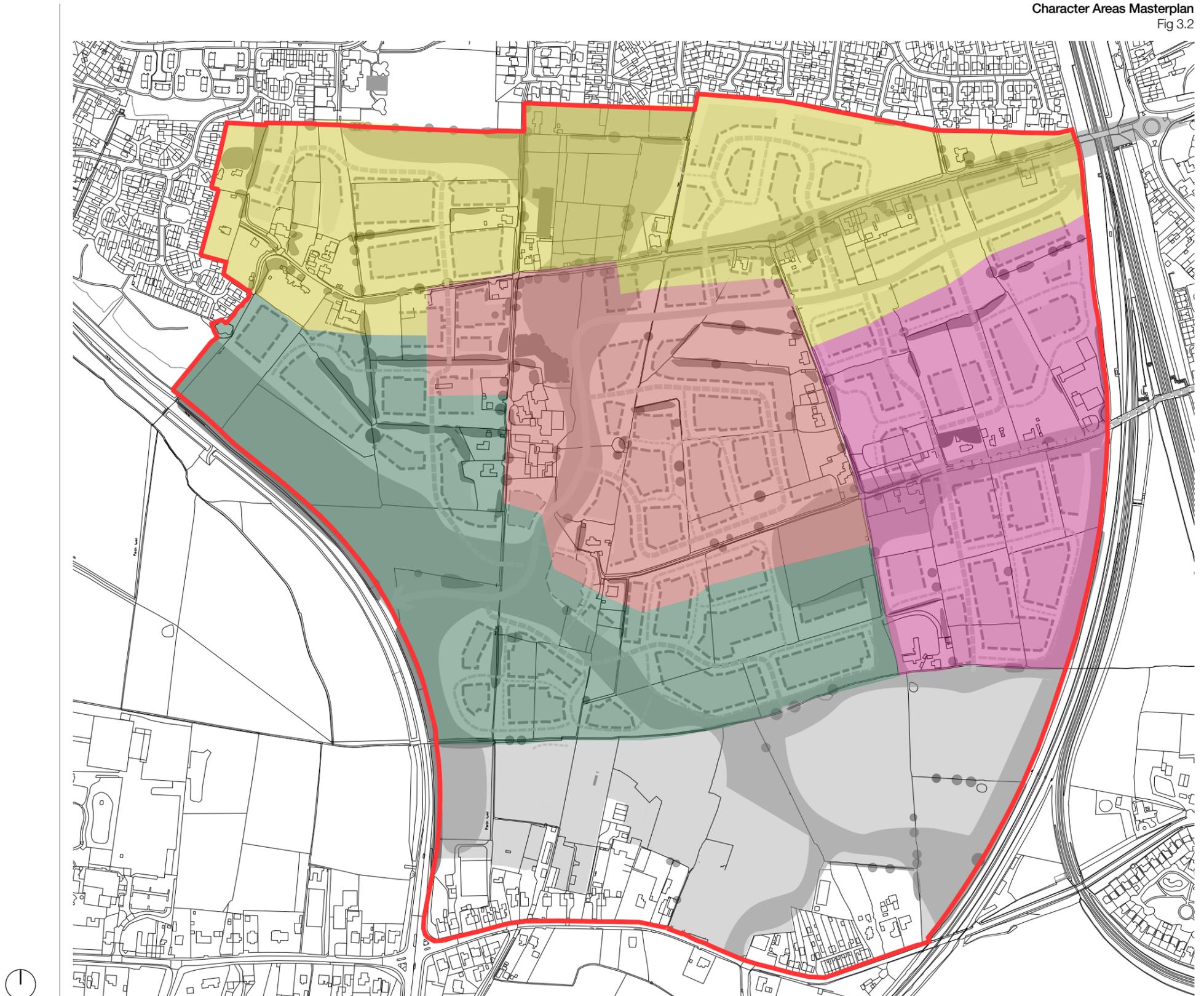
**The Urban Edge**

Of all the areas, the existing field pattern boundary is the most rectilinear; this area has the least existing context and can be more urban in character.

- Bee Lane
- The Heart of The Lanes
- The Urban Edge
- Penwortham Edge

Character Areas Masterplan

Fig 3.2



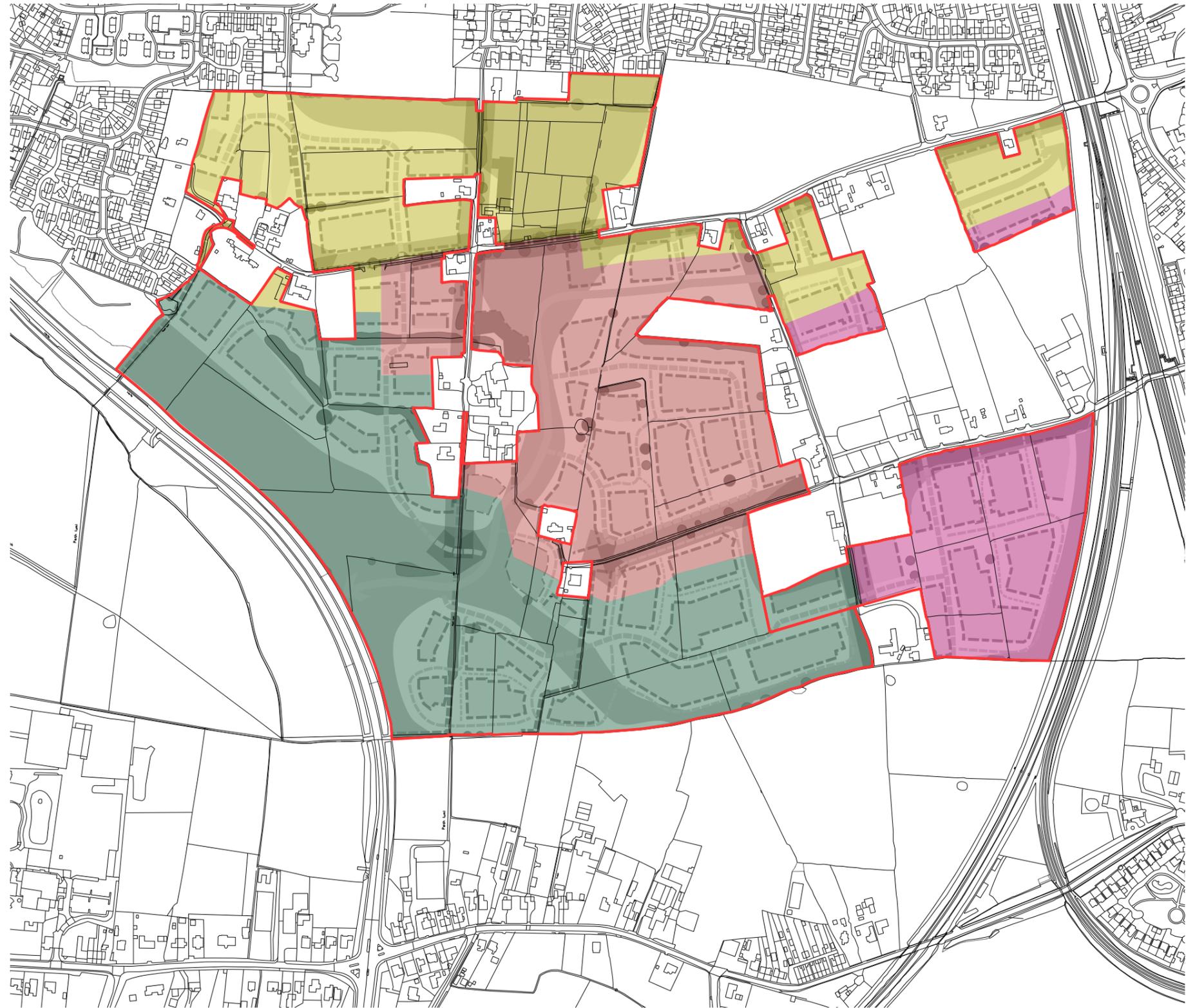
### 3.0 The Masterplan Context

#### Character Areas: Application Site A+B

When addressing the Application Boundaries of Sites A and B, the adjacent diagram highlights how the four defined Character Areas intertwine with one another and their context, creating interest and ensuring a positive contribution to the local area is created.

Character Areas: Application Site A+B  
Fig 3.3

-  Bee Lane
-  The Heart of The Lanes
-  The Urban Edge
-  Penwortham Edge



# 4.0 Developing the Illustrative Masterplan



## 4.0 Developing the Illustrative Masterplan

Outline Application A and B are for a portion of the Masterplan. This portion is the extent of the site which is controlled by Taylor Wimpey and Homes England. Since this ownership covers a substantial portion of the Masterplan, these Applications will enable a strong tone to be set for the entire Masterplan.

The starting point for development of the Outline Applications has been to review the vision for the Masterplan and review in more detail a number of areas. The adjacent diagrams highlight key elements of the Masterplan which are incorporated into the Outline Applications.

1. An extensive Green Network connects both sites to the existing context.
2. The Heart of the development is focused around the two centres, the Local Centre and Entrance Gateway, with intuitive green links to the Village Green space.
3. The green buffer to Penwortham Way is maintained, with good passive surveillance of the space with residential dwellings overlooking the space. Further Sustainable Urban Drainage is considered.
4. The boundary to the north with Kingsfold has been developed, with consideration of the community facilities and more detailed work has been undertaken on the surface water drainage in this area.

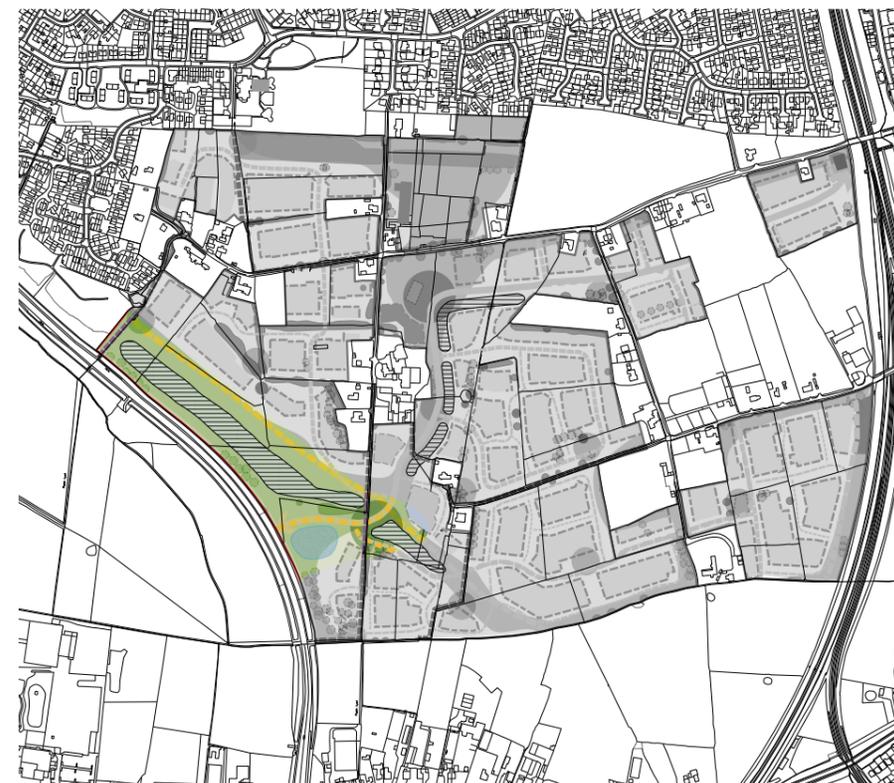
This chapter reviews a number of aspects of the development of the Illustrative Masterplan for the Outline Applications.



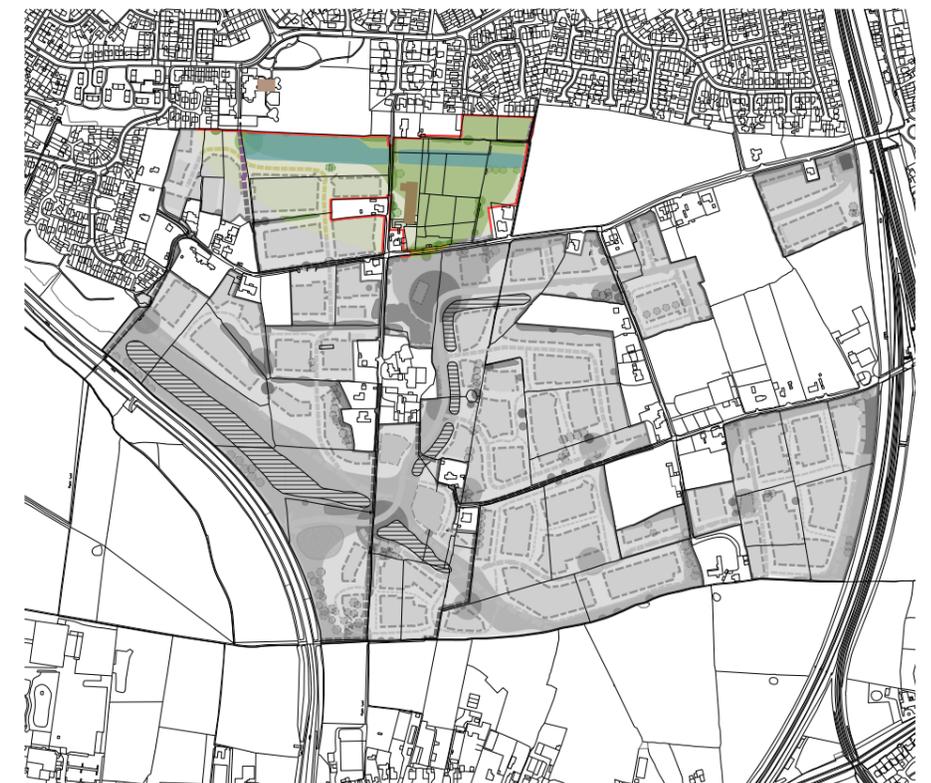
1. Green Network



2. Facilities at the heart of the development



3. Greening of the frontage to Penwortham Way



4. Community Facilities and strategies for Surface Water

# 4.0 Developing the Illustrative Masterplan

## Existing Trees and Hedgerows

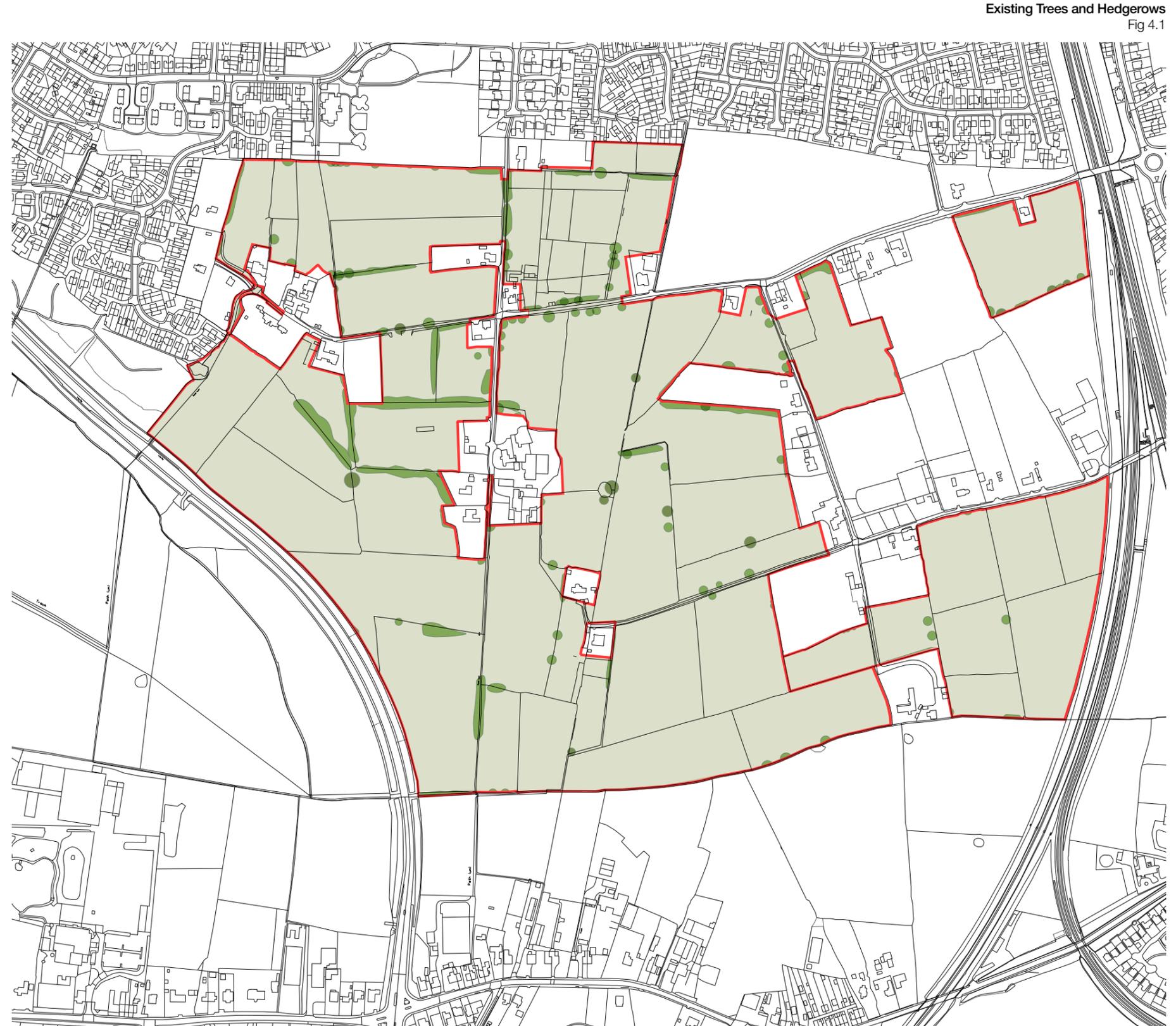
A survey of the quality of the standalone trees and tree groupings across the sites has been undertaken. The adjacent diagram shows the category A and Category B trees that have been identified across both sites.

More information regarding the quality of trees across the sites can be found in the Environmental Statement.

In the majority of cases the trees and tree groupings align with the field boundary patterns. Some of these will need to be interrupted to form the new vehicular crossings and will be explored further as part of the layout assessment as part of future reserved matters applications.

Where possible hedgerows will be retained as part of the future development. The remainder of the sites are considered to have low ecological value, and therefore there are significant opportunities to enhance the sites for local wildlife.

-  Category A Trees
-  Category B Trees



Existing Trees and Hedgerows  
Fig 4.1

# 4.0 Developing the Illustrative Masterplan Tree Removal

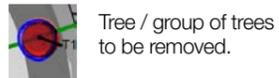
## Tree Removal

As set out in the Outline Applications, a number of trees will be removed to facilitate this development.

A tree survey of both sites was undertaken by TEP to assess the quality of the existing trees. These have been assessed as category A and Category B trees as identified on the adjacent diagram.

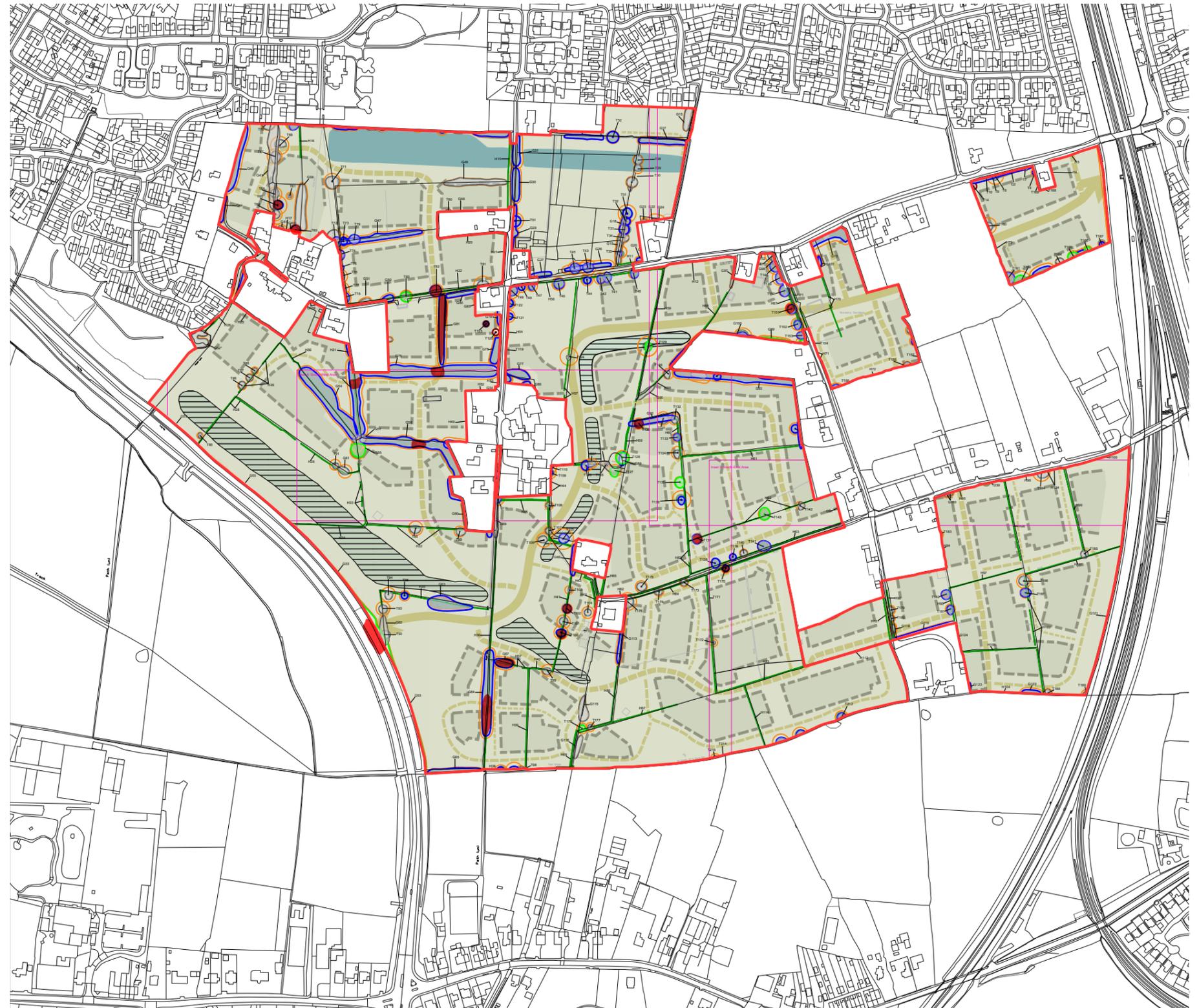
The proposals indicate the removal of a small section of Category A trees directly east of Penwortham Way to facilitate access onto the sites.

In addition, a number of Category B trees are removed, as identified on the adjacent plan.



## Tree Removal

Fig 4.2



## 4.0 Developing the Illustrative Masterplan Green Networks & Sustainable Movement

The wider Masterplan seeks to provide connections using both the existing infrastructure and by creating new routes and desired lines. The Outline Applications are consistent with the Masterplan and provide the portions of the connections contained within the Application Sites. The developed layout sets out a series of sustainable connections for cycling around both sites and out to the wider area.

The adjacent diagram illustrates that a comprehensive movement framework will ensure that this becomes a walk-able place; this in turn will encourage an active community. By connecting the nodal points to other nodes, the walking routes will become well uses, sustainable and safe.

In particular connections to all types of green space throughout the site will encourage more active lifestyles.

Fig 4.0 illustrates the existing Penwortham Cycle and Walking Route into which the Outline Applications connect.

**Key**

Application Boundary A+B

Existing Penwortham Cycle and Walking Route connecting into the Masterplan

Public Rights of Way

Exercise Track (using existing lanes and infrastructure where available)



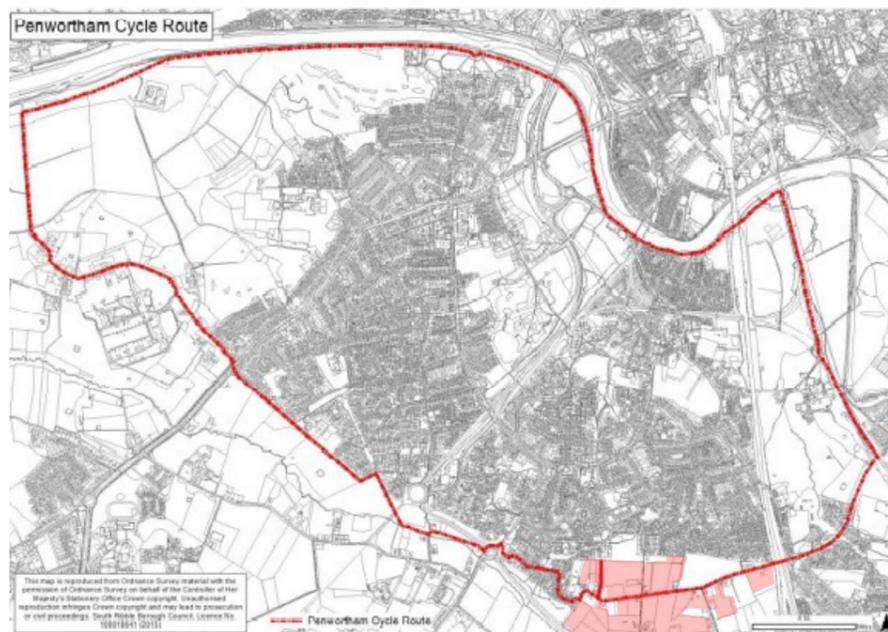
The Lanes

Proposed Green Network

**Penwortham Cycle and Walking Route**

Fig 4.0

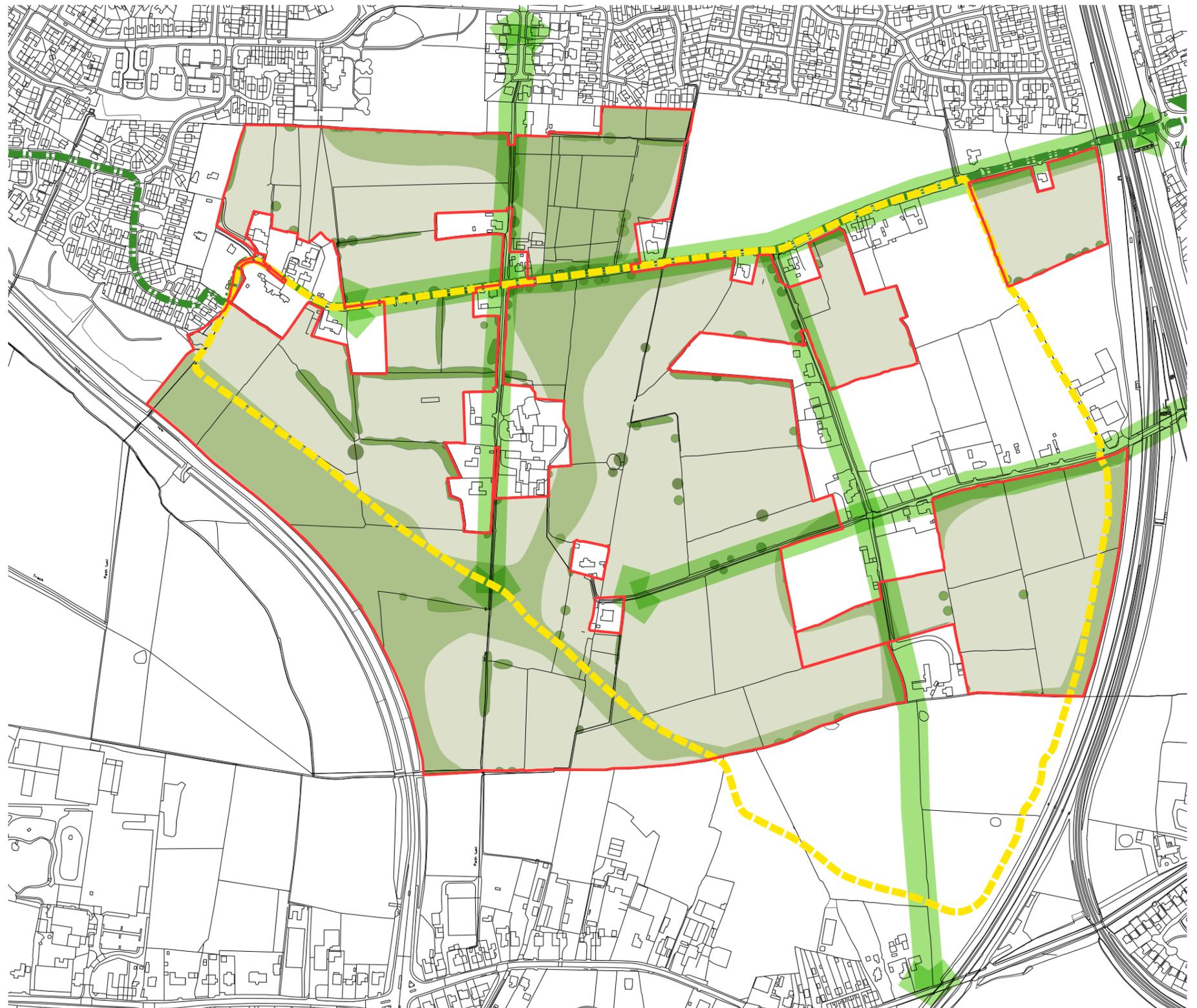
The Application Sites



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Green Networks & Sustainable Movement

Fig 4.3



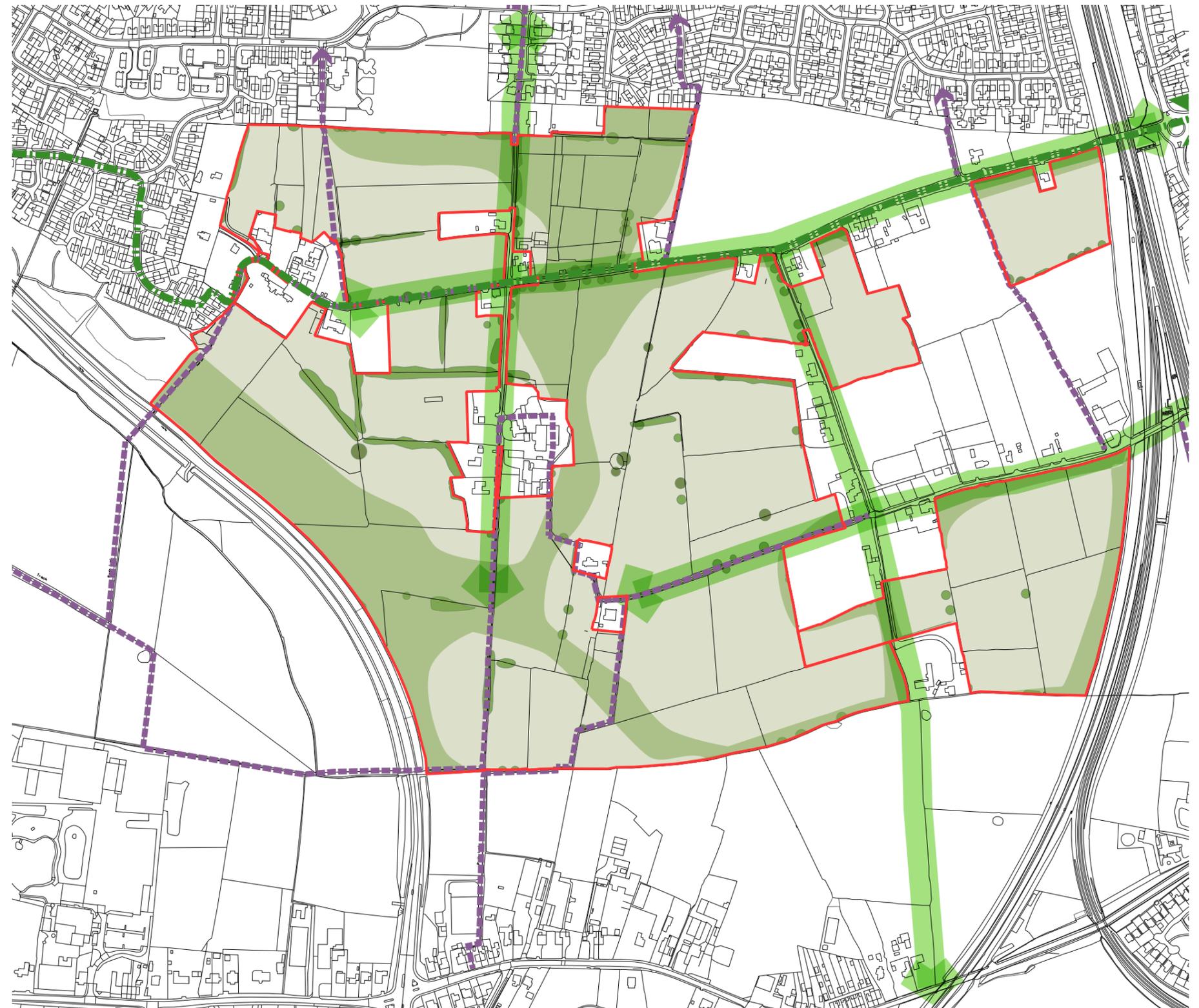
## 4.0 Developing the Illustrative Masterplan Green Networks & Sustainable Movement

The wider Masterplan seeks to provide connections using both the existing infrastructure and by creating new routes and desire lines. The Outline Application are consistent with the Masterplan and provide the portions of the connections contained within the Application Boundaries. The developed layout sets out a series of sustainable connections for cycling around both sites and out to the wider area.

The adjacent diagram illustrates the cycle connections, green lanes and Public Right of Ways within the application boundaries and how they connect into the existing network.

Green Networks & Sustainable Movement

Fig 4.4



**Key**

Application Boundary A+B

Existing Penwortham Cycle and Walking Route connecting into the Masterplan

Public Rights of Way



The Lanes

## 4.0 Developing the Illustrative Masterplan Physical & Social Infrastructure Requirements

### Green Infrastructure and Public Open Space

The public open space ("POS") proposed in the Outline Applications have been developed in consultation with SRBC to meet the POS standards for each landscape typology as set out in Central Lancashire Open Space and Playing Pitch Supplementary Planning Document (Adopted in May 2014). The table below indicates the policy target for 1,100 dwellings or 2,552 people (based on household occupancy of 2.32 persons (in line with the Central Lancashire PPG17 Open Space Study 2012).

POS Typology	Contribution Required for 1,100 homes	Amount Proposed in the Outline Applications
Amenity Green Space	3.51ha	6.35ha
Equipped Play Areas	0.21ha	0.3ha
Parks & Gardens	N/A (not looking for on-site provision as within 1000m of Central Parks)	n/a
Natural & Semi-natural	5.05ha	9.44ha
<b>Total</b>	<b>8.77ha</b>	<b>16.09ha</b>

The table proposes that in all cases, the POS typology requirement is met or is significantly exceeded. It has been agreed with SRBC, that given the provision of Parks and Gardens in the vicinity of both sites, that financial contributions could be sought to enhance existing provision. The POS provided underneath the pylons and the Green Lanes are not required to meet the POS policy requirements.

With reference to quantum and accessibility standards set out in the Central Lancashire PPG17 Open Space Study (2012) the extent of each 'type' is indicated on the adjacent plan, namely amenity greenspace, provision for children, natural green space, allotments and playing fields. This builds on the contribution being sought by SRBC to include:

- A generous provision of amenity green space including amenity space for community events at the centre of the site in the vicinity of Moss and Bee Lanes;
- Substantial expansion of natural green space linking with key existing green infrastructure resource, namely Golden Way Local Nature Reserve and the Mill Brook, closely aligned with the sustainable movement corridors of the Lanes and Public Rights of Way, are proposed to create a robust green network;

- Financial Contributions towards Sport and Recreation: A section 106 financial contribution will be provided towards offsite sport and recreation by the Developers in accordance with the requirements of Policy G11 of the South Ribble Local Plan. The detail of these improvements will be developed through further consultation with Sport England and Penwortham Town Council and will have regard to the up to date evidence base of the need for new sporting facilities;
- Financial Contributions towards the Penwortham Community Centre: A contribution towards the extension of and improvements to Penwortham Community Centre will be secured by CIL in accordance with the aspirations of Policy 6 of the Penwortham Neighbourhood Plan. The improvements will be delivered by Penwortham Town Council.
- Design green spaces with play opportunities in mind so that it becomes an integrated offer accessible to all. This will include natural play and more formal, equipped play provision. Two key Local Equipped Areas of Play ("LEAP") associated with key amenity spaces are proposed.

### Key

- Amenity Green Space
- Natural/Semi Natural Space
- Allotments / Community Garden
- Provision for Children (LEAP)
- Provision for Children (LAP)
- Pylon Corridor
- Swales
- Surface Water Management Area
- Application Boundary
- ▨ Pond



Physical and Social Infrastructure Requirements

Fig 4.5



# 4.0 Developing the Illustrative Masterplan The Entrance to the Development

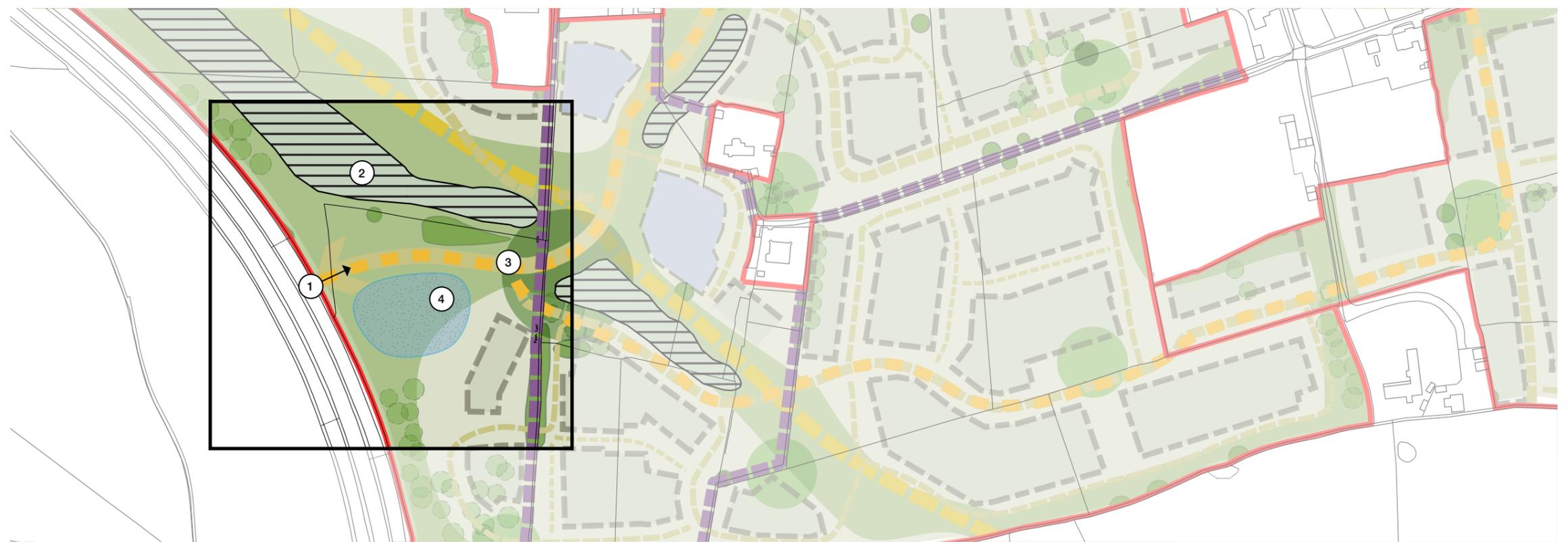
## The Entrance to the Development

A new signalled junction will be introduced from Penwortham Way which will act as the main entrance to the new development and community.

This location has been selected to take advantage of the natural features of the Application A site on the western edge.

Once onto the sites, the route benefits from running parallel to a well established hedge line. This allows for a large, welcoming green space to be created at the gateway to the developments.

Further details of the landscape treatment in this area will be submitted as part of the Landscape section of the Reserved Matters application.



Extract taken from Illustrative Masterplan

Proposed Route overlaid on Aerial Image



### Key

- 1. Entrance to the sites via Penwortham Way
- 2. Sustainable Urban Drainage
- 3. Spine Road
- 4. Pond

## 4.0 Developing the Illustrative Masterplan

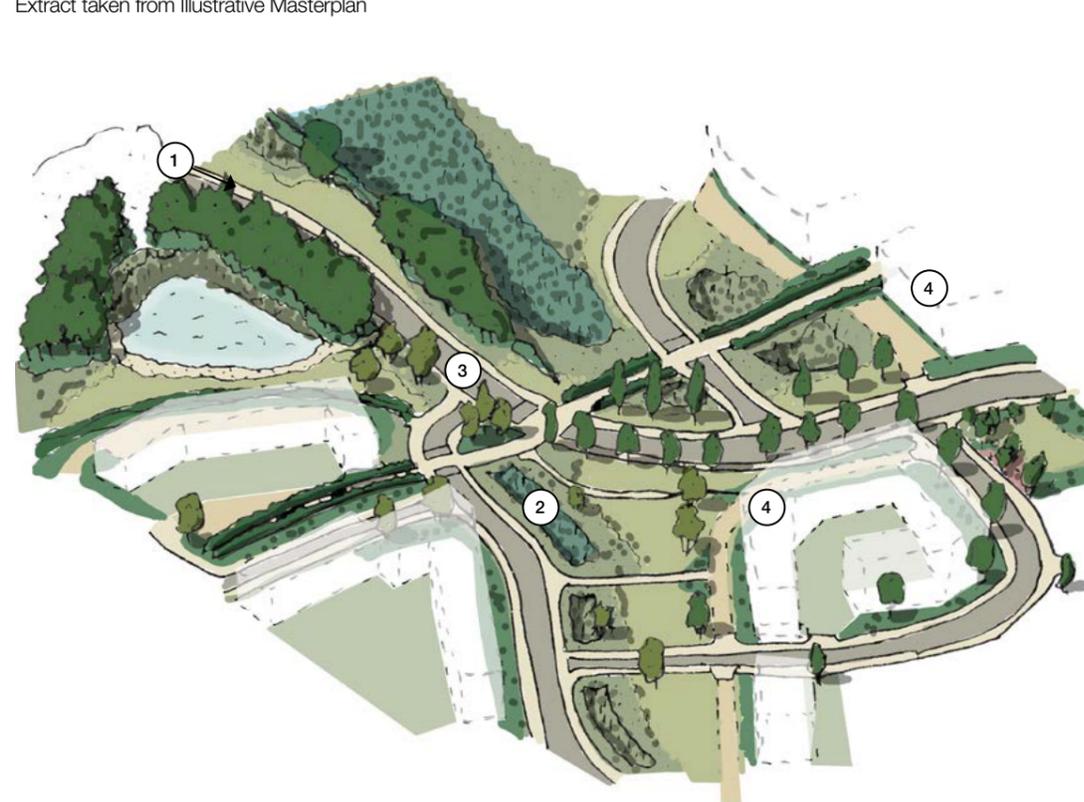
### The Approach to the Lanes

#### The Approach to the Lanes

At the centre of the entrance space should be the introduction of the Lanes. The lanes should appear obvious and highlight the active travel principles at the heart of the development. Raised tables and continuous footways should help to strengthen a pedestrian and cyclist first approach.



Extract taken from Illustrative Masterplan



#### Key

- 1. Entrance to the sites via Penwortham Way
- 2. Sustainable Urban Drainage
- 3. Spine Road
- 4. Entrance Gateway and initial sales centre

## 4.0 Developing the Illustrative Masterplan The Neighbourhood Centre & Village Green

### The Neighbourhood Centre & Village Green

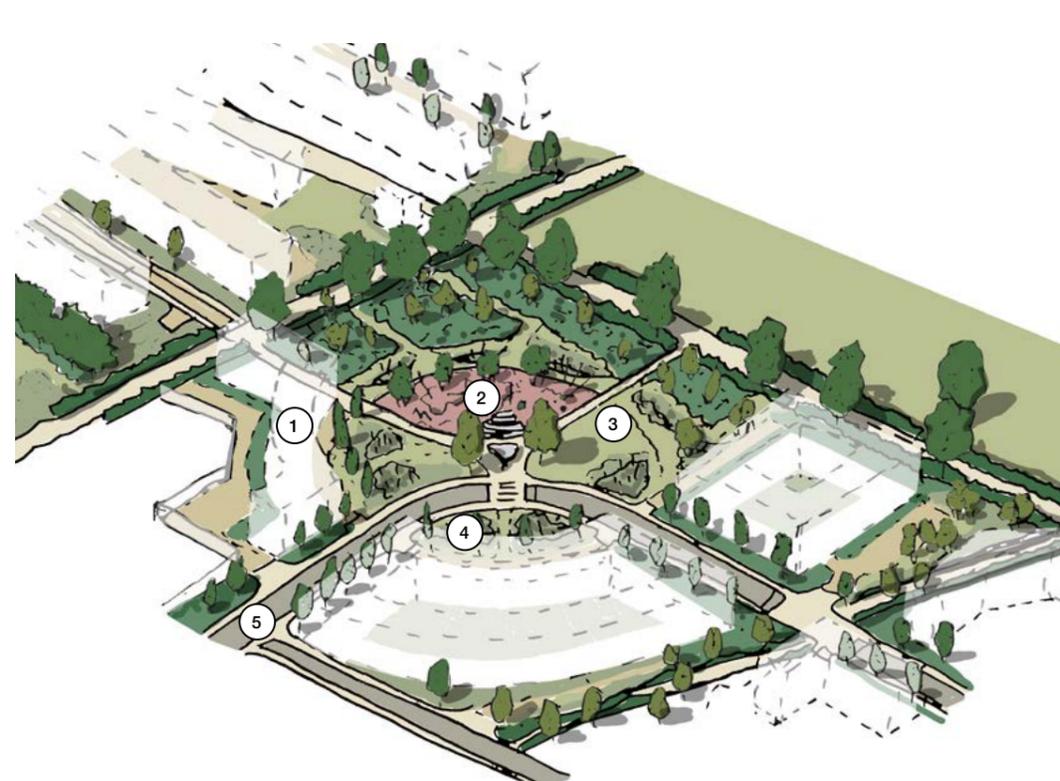
The Local Centre and Village Green are located within the heart of the Application A site, providing open green space populated with a number of different landscape environments.

Some of the space will be for formal children's play (LEAP), and some areas for natural play. Areas of mown grass will allow for more traditional park recreation uses, whilst some areas of Sustainable Urban Drainage will allow for an increase in biodiversity. The park is well overlooked on all sides to ensure good passive surveillance of the spaces.

Linking both the existing lanes and new street patterns the space should be highly accessible and permeable allowing both active and passive activity to animate the space.



Extract taken from Illustrative Masterplan



**Key**

- 1. Local Centre
- 2. Local Equipped Area of Play
- 3. Village Green
- 4. Sustainable Urban Drainage
- 5. Spine Road

# 4.0 Developing the Illustrative Masterplan Creation of Well Defined Spaces

Buildings around open spaces should be developed as more prominent buildings in accordance with the Design Codes.

The setting out of the dwellings relative to open spaces and parking is also of great importance to encourage good passive surveillance.

The setting out and positioning of public spaces in relation to roads and routes also needs to be carefully considered. Public open spaces should always be well overlooked for natural surveillance.

This diagram shows the frontage buildings surrounding the open spaces. This demonstrates the good design principles of well overlooked open spaces.

Creation of Well Defined Spaces  
Fig 4.6

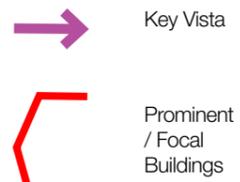


- Public Open Space
- Prominent / Focal Buildings

## 4.0 Developing the Illustrative Masterplan Views and Vistas

This diagram shows more prominent and focal buildings at the termination of vistas and streets. These should be developed as more prominent buildings in accordance with the Design Code.

Views and Vistas  
Fig 4.7



# 5.0 The Illustrative Masterplan



## 5.0 The Illustrative Masterplan

As previously iterated, the Outline Applications for both sites sit within the wider Masterplan. The adjacent Illustrative Masterplan sets out how the development of the Application A and Application B could come forward.

Application A will deliver the following:

- 920 high quality new homes appropriate to current requirements of Penwortham and suited to local area with a mix of housing types, tenure, and sizes.
- A two form entry primary school;
- A new Local Centre
- A safe and attractive multifunctional network of greenspace
- Local play space catering to the needs of the existing and new communities within the green infrastructure areas running through both Sites;
- Extension of the existing footpath network to improve accessibility to the proposed greenspaces and high vantage points for both existing and future residents;
- A residential area with distinctive and attractive character areas, created through variations in street pattern and street treatments, and in the relationship between buildings and open spaces; and
- Linkages and access into all parcels within the Sites and to the safeguarded land to the south of the allocation sites.

Application B will deliver the following:

- 180 high quality new homes appropriate to current requirements of Penwortham and suited to local area with a mix of housing types, tenure, and sizes.
- A safe and attractive multifunctional network of greenspace
- Local play space catering to the needs of the existing and new communities within the green infrastructure areas running through the Site;
- Extension of the existing footpath network to improve accessibility to the proposed greenspaces and high vantage points for both existing and future residents;
- A residential area with distinctive and attractive character areas,
- Linkages and access into all parcels within the Sites and to the safeguarded land to the south of the allocation sites.

### Illustrative Masterplan

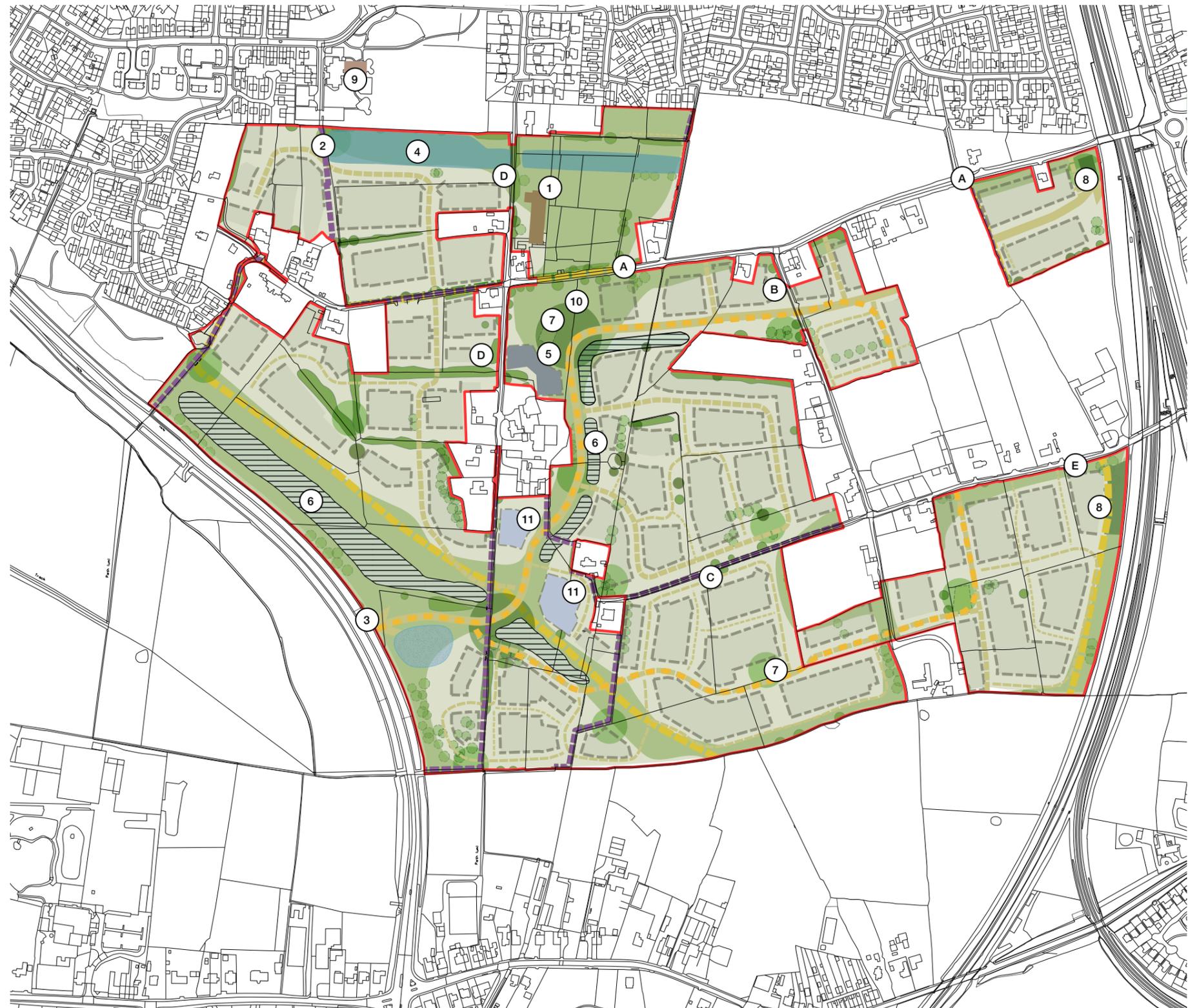
1. New primary school
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  5. New local facilities including a mobility hub, employment and community uses
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  6. Children's Play Areas (LEAP)
  7. Allotments
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  11. Entrance Gateway and initial sales centre for Phase One
- A. Bee Lane  
 B. Lord's Lane  
 C. Nib Lane  
 D. Moss Lane  
 E. Flag Lane

### Key

- Application Boundary A+B
- Spine Road
- Enhanced Streets
- Informal Streets
- Pedestrian Prioritised Streets
- LEAPS
- Network of Public Open Space
- Flood Basin Area
- Attenuation Basin/ Swale
- Exercise Track (using existing lanes and infrastructure where available)
- Proposed Bus Route
- Public Rights of Way
- Dwelling Frontages
- Development Parcels

### Illustrative Masterplan

Fig 5.0



# 6.0 Access



## 6.0 Access Access and Movement

This Section sets out the access and mobility strategy for these sites with more detail provided as part of a Transport Assessment and Environmental Statement which underpins the Applications.

National policy over 20 years ago sought to promote a move away from the traditional “Predict and Provide” approach to development, yet many experiences across the UK point to the fact that the majority of developments still provide convenience for motor vehicles in the peak hours. This is contrary to national planning policy and is in conflict with many Council’s Climate Emergency declarations, including SRBC.

In contrast, these applications adopt a “Vision and Validate” approach with a hierarchy for travel choice in the following order:

- Local living and virtual mobility
- Active travel;
- Shared travel; and
- Single occupancy vehicles.

The vision is to promote local living and virtual mobility which are integral to promoting the internalisation of trips which is required to minimise the pressure on the existing transport networks, thereby limiting the need for additional network capacity enhancements which are only likely to encourage more vehicular traffic. Having defined the vision and what the Applications want to achieve, the following strategy outlines how this can be delivered in a robust manner.

This is a prime spot for a new neighbourhood that facilitates the adoption of a “Vision and Validate” approach. This is because it can be readily connected to the higher order city of Preston, with all of its population, employment and higher order leisure and retail facilities, as well as mass transit to more distant places via its railway station, as well as the lower order surrounding settlements, by a network of active travel routes.

Community infrastructure (including primary/ secondary mobility hubs and third place working environments), along with sustainable and active travel routes have been considered before any internal highway layouts for motor vehicles. Although already being well positioned to make good use of existing local services and amenities, the provision of a new Local Centre (with mobility hub), primary school and community uses on the site, accessed via a network of internal active travel routes (both new and existing), will further encourage local living and active travel as all residents will be within a short walk or cycling distance of an increased number of local amenities.

The existing lanes, many of which are already adopted highway and PRow, provide the opportunity to create an active travel network within both sites which respects the local setting and seeks to retain much of the rural character. This can be achieved by ensuring there is no increase in motor vehicular traffic using existing lanes, within both sites, through infrastructure and alternative routing arrangements. The lanes can continue to be used predominantly by pedestrians and cyclists in a low-speed environment, supplemented by a number of new internal pedestrian and cycle routes to enhance connectivity.

Each of the pedestrian and cycle routes within both sites (both new and existing) will be lit, surfaced, be generally overlooked and be of high quality to ensure access on foot and by cycle is maximised. Existing Public Rights of Way will be retained along existing alignments with consideration given to upgrading routes to bridleway status to be determined within future reserved matters detailed planning applications as the sites are brought forward. The Applications can facilitate delivery of Penwortham Town Council’s vision for a Penwortham Cycle and Walking Route, as noted in their Neighbourhood Plan.

As well as allowing for connections within both sites and internal active travel trips, the Applications facilitate connectivity with a number of local shops, services and amenities which are outside of the Application sites but are still considered to be local. An existing network of highway routes (including PRow and adopted highway) allows consideration to be given to improved connections to the west via Bee Lane and Flag Lane, to the north via multiple routes connecting to Kingsfold Drive, to the east connecting into Penwortham Way, and to the south via multiple routes to Chain House Lane and Coote Lane. Cycle connectivity can be provided along The Cawsey to access The Old Tram Road which provides a traffic-free active travel route into the centre of Preston.

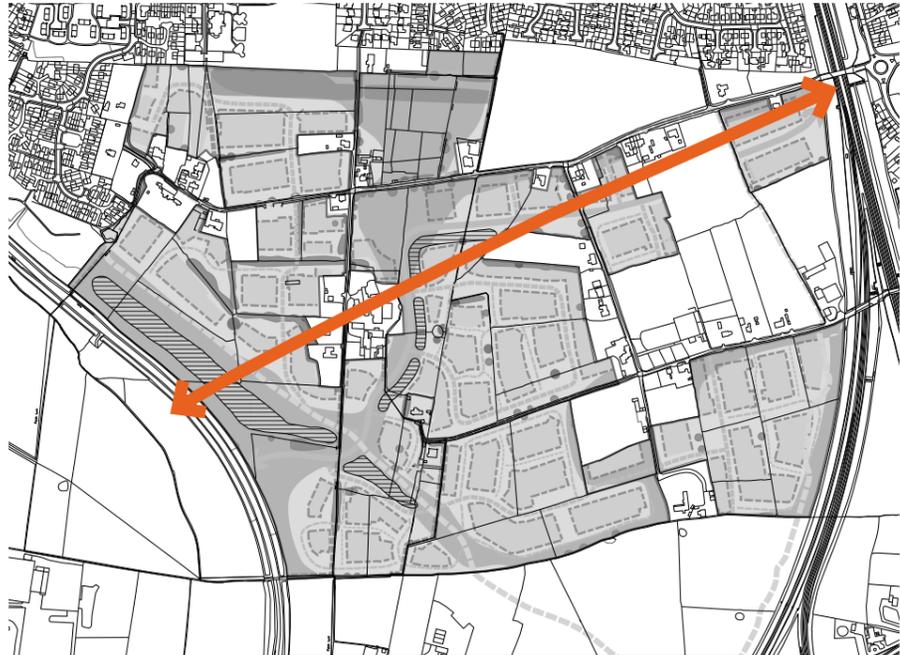
A new vehicular site access is proposed on Penwortham Way in the form of a traffic signal controlled junction. This can be designed acknowledging the County Council’s desire to improve the capacity of the Penwortham Way corridor. Access can be provided for a new or extended bus service servicing both sites accessing via Penwortham Way with an internal loop provided to ensure good penetration and access to services, remembering that existing services along Leyland Road and Kingsfold will still remain available and attractive to many.

As per the suggested hierarchy, motor vehicles have been considered after local living, active travel and shared travel. All development-related motor vehicle traffic (potentially with the exception of a small parcel of land in the north east corner of the Application A site) will utilise the new access on Penwortham Way and will not be permitted to use the existing lanes. Instead, an internal network will provide a suitable hierarchy acknowledging national design criteria to promote enhanced streets, informal streets and pedestrian-priority streets with appropriate active frontage to reinforce a low-speed residential environment. In line with Policy A1, a route will be protected by designing the Central Spine road to accommodate such a route if required in the future.

The overarching concept which underpins the access and movement strategy is that planning for people creates places for people, in contrast to planning for cars which has always historically resulted in places dominated by cars.



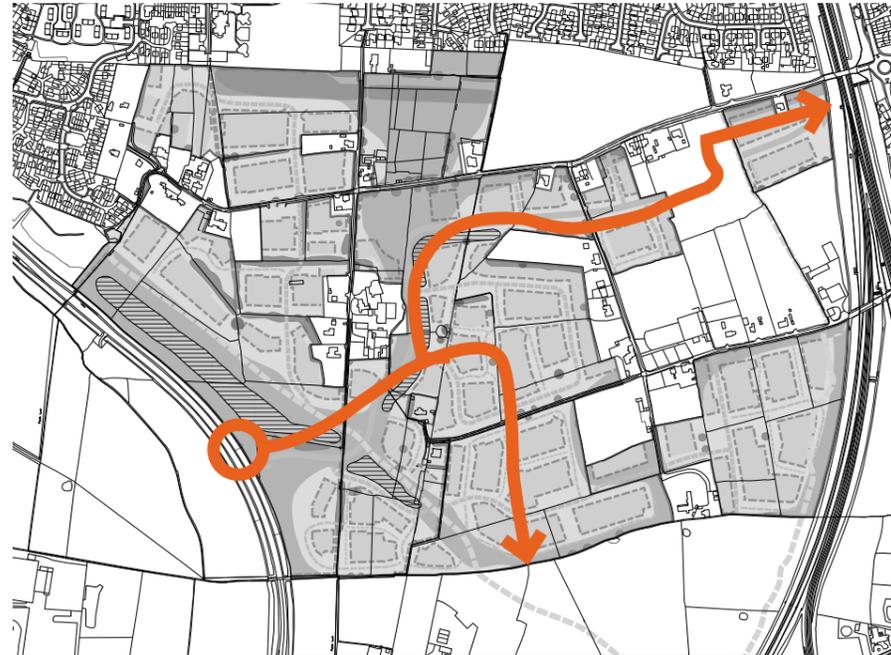
## 6.0 Access Access and Movement



### Evolution of the spine road

The initial concept of the Cross Borough Link Road is set out in the Local Plan, in Policy C1 referring to Site EE.

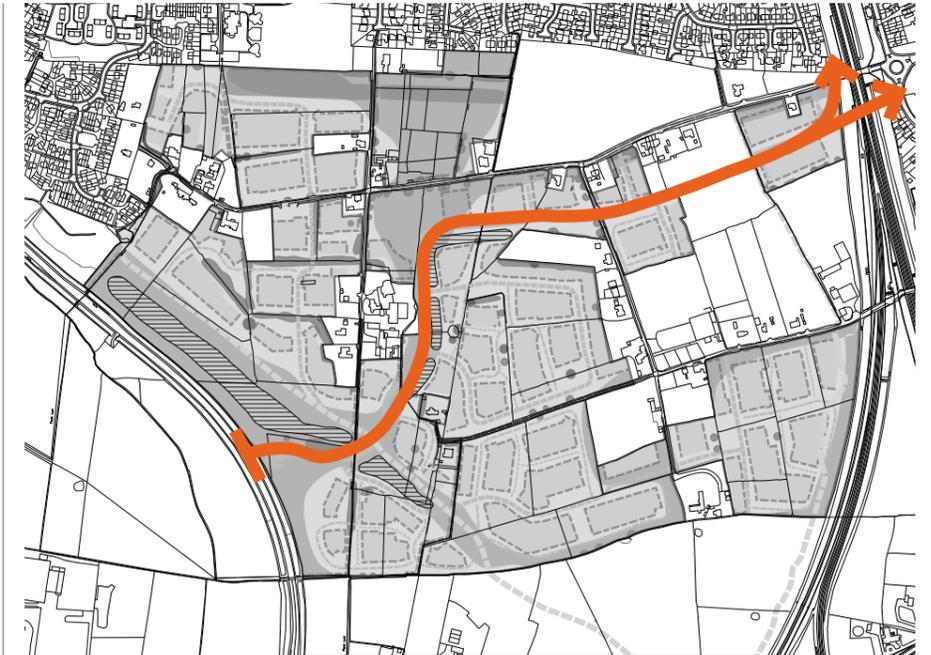
The policy does not take into account land ownerships, uses and existing properties or infrastructure. It demonstrates a conceptual link between the road at the end of the Cawsey and Penwortham Way.



### Initial routing based on Visioning Workshops in August and September 2018

The initial route enters from Penwortham Way and tracks west between existing properties. In order to create a sense of place and slow traffic, the route continues to the south, with a left-hand turn required to continue along the link route.

The route continues in a sinuous way to encourage natural traffic calming and connects with Bee Lane at the eastern end.



### Proposed route of the spine road based on a Vision and Validate approach

The sustainable movement pattern for this development focuses primarily on cycling, walking and sustainable modes of transport.

The highway network has been developed to facilitate this vision and the spine road retains the flexibility to become part of the Cross Borough Link Road should it come forward in due course.

### 6.0 Access

Generally, new roads do not cross the lanes

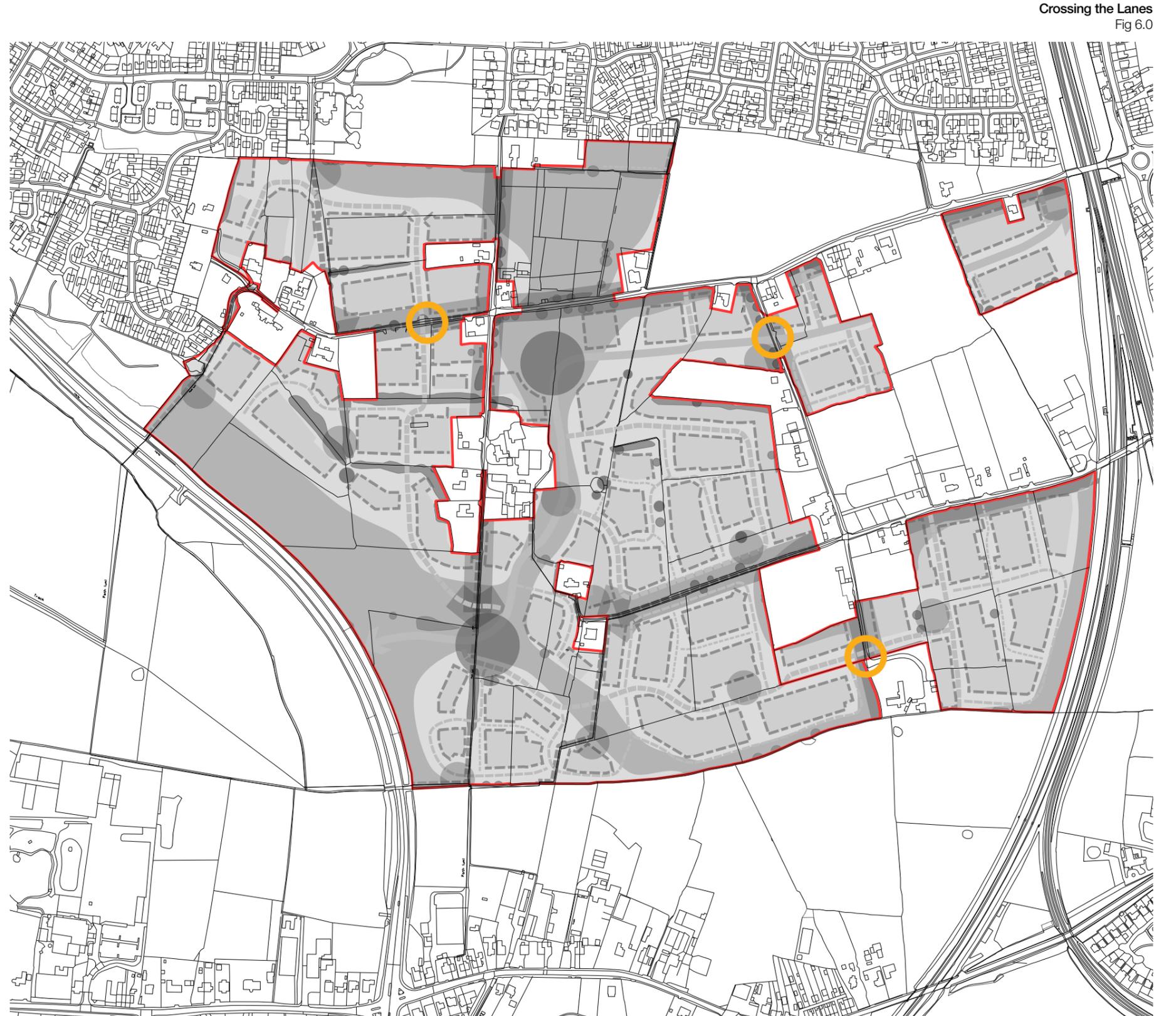
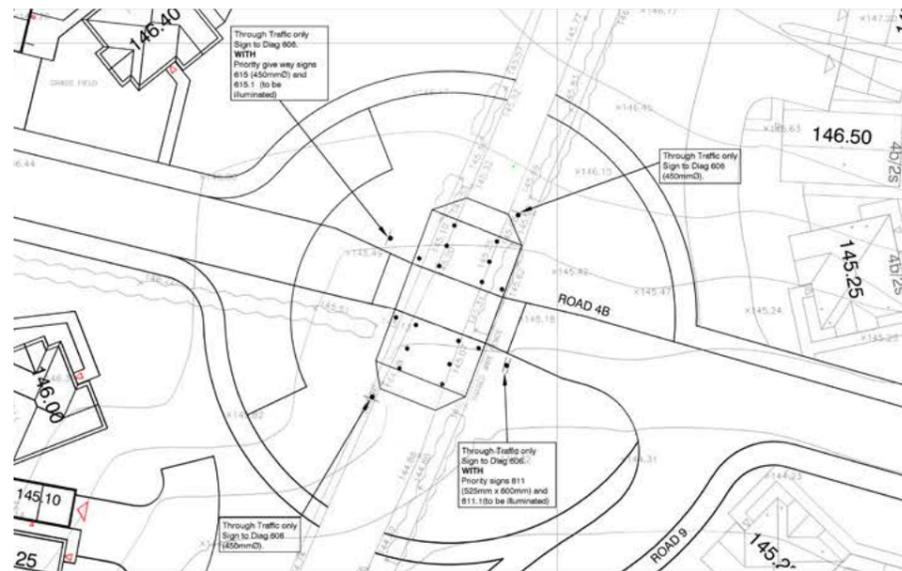
The Applications set out to ensure that the existing lanes remain free to be used by pedestrians, cyclists and remain available for vehicle access to existing properties on the sites only. The vision is for no new development traffic to use the existing lanes. In the majority of cases, new vehicular routes have been provided parallel to the existing lanes to reinforce this vision.

The adjacent diagram highlights where in three locations we need to cross over the Lanes. The ambition is to provide a design solution at these points which prevents development traffic from entering the Lanes.

An example of this is shown in the diagram below. Although the example below uses bollards, a variety of more rural designs will be explored, including the use of sleepers or trees.

#### Key

 Crossovers as part of the outline applications



Crossing the Lanes  
Fig 6.0

## 6.0 Access

Easy to find your way around

### Pedestrian Access

The sites benefit from a number of existing access points; some of these are fully accessible and some are via style / up and over fence steps.

The overall sites are relatively flat, with a gentle gradient rising from Penwortham Way to the Railway line by around 8m over 1.3km. This is shallower than a 1:150 and will therefore ensure that all pavements and pedestrian access routes can achieve routes considered level.

All routes from public highways to front doors will adhere to not steeper than 1:40 gradients. All dwellings will be to M4(1) levels of accessibility.

### Highways Hierarchy

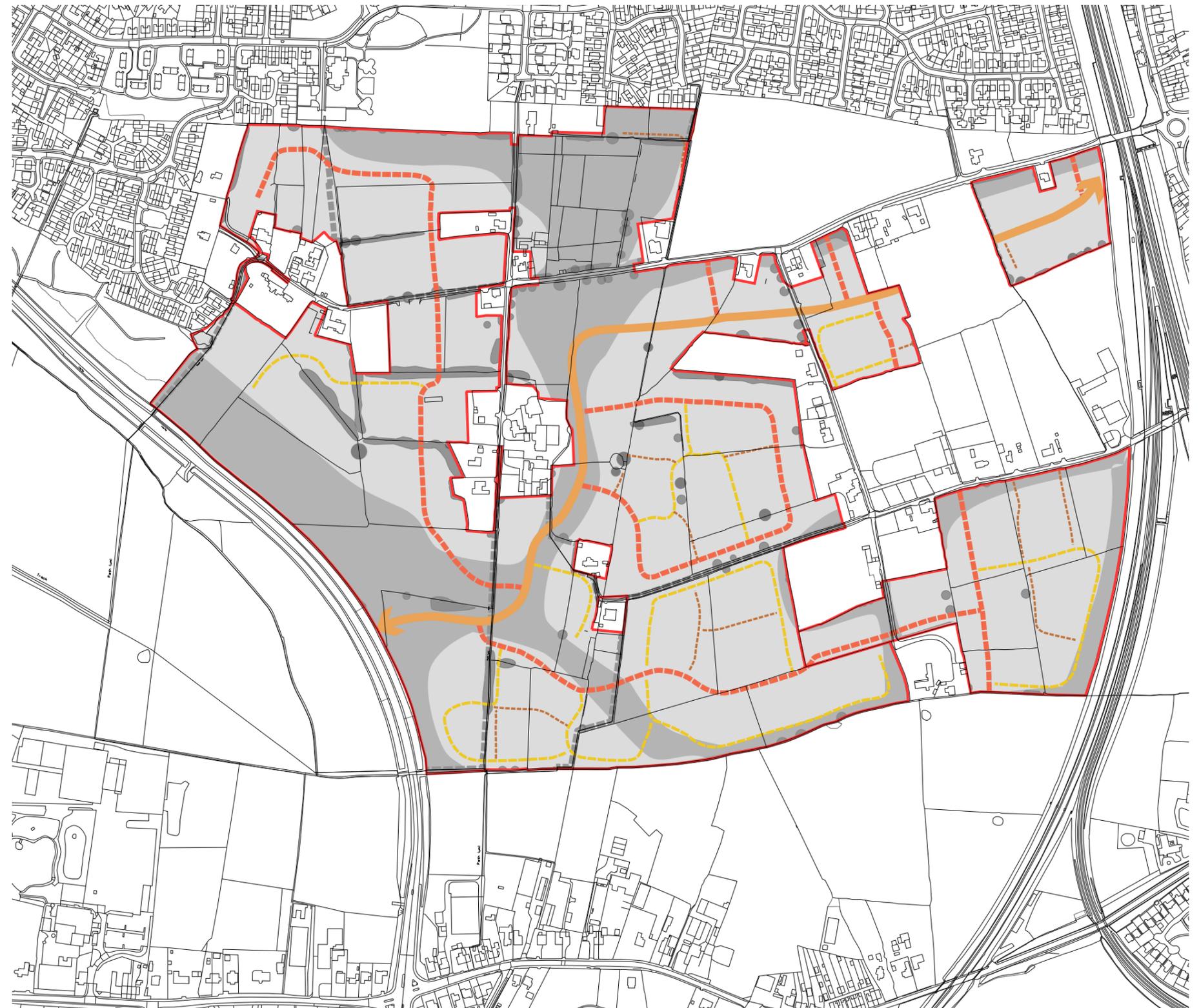
The route for the proposed highway routes in these outline applications fully adhere to the principles of the Masterplan for the wider site. The highway network has been developed to facilitate walking, cycling and sustainable modes of transport.

The internal Spine Road will be constructed to a standard which is consistent with that envisaged for the CBLR and thus the application proposals will not prejudice the future delivery of the full CBLR should it come forward in due course.

The access points from the adopted highways are set out in the parameter plans which are appended to this document.

Easy to find your way around

Fig 6.1



- Key**
- Application Boundary A+B
  - Spine Road
  - - - Enhanced Streets
  - - - Informal Streets
  - - - Pedestrian Prioritised Streets

# 7.0 Development Parameters

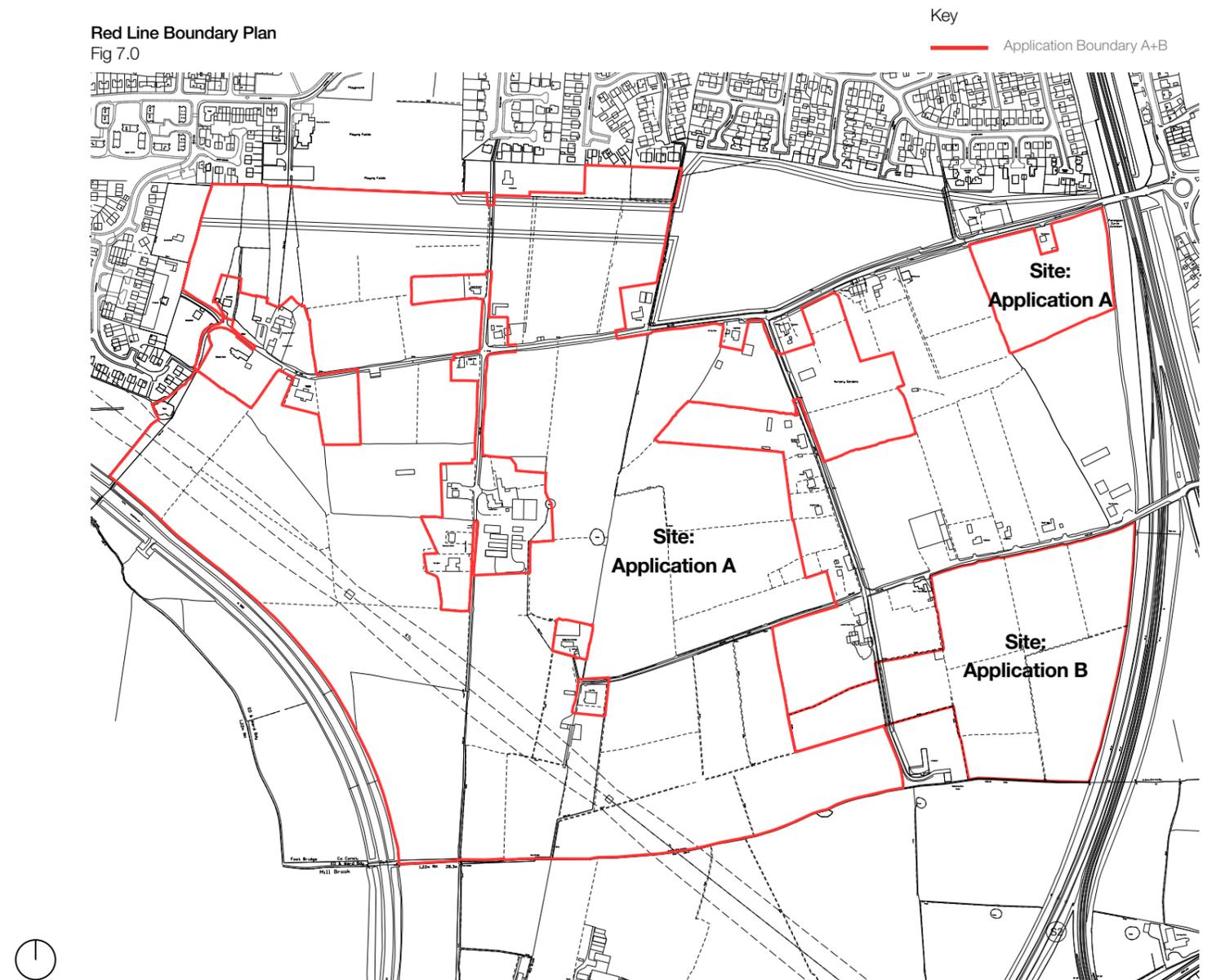


## 7.0 Development Parameters

### Red Line Boundary Plan

A series of broad Development Parameters have been designed to establish a framework for the future redevelopment of both sites which are presented in this section. The parameter plans will be conditioned to the planning permission so that all reserved matters will have to comply with them.

This plan includes the Site Application Boundary for both Application A and B, the parameter plans for which are appended to this document.



## 7.0 Development Parameters

### Land Uses

The land use parameter plan sets out a flexible basis on which the reserved matters applications can come forward in the future. The area shown in green to the Western edge of the site provides an environmental buffer to give a separation between the new development and Penwortham Way. Application A site consists of 920 dwellings and Application B, 180 dwellings.

### Residential

The proposed residential development will comprise a mix of detached, semi-detached, mews and apartment dwellings ranging from 1 – 4 bedrooms size. The residential development will provide open market, affordable and retirement / extra care properties. The Developers outline planning applications propose affordable housing at 30% in line with SRBC's policy.

### Education Facilities

A new two form entry primary school is proposed as part of Application A. The need for a new two form entry primary school has been confirmed through consultation with LCC's School Planning Team who have based their recommendation on an estimate of how many children of primary school age will be generated by the development.

The primary school location has been carefully thought out through discussions with various consultants and the Lancashire County Council Education team. An area of 2ha has been allocated for the school site which sits to the north of the allocated site and will be easily accessible by primary roads. The school site is regular in shape and has no constraints that would preclude its development once conventional mitigation measures are introduced.

### A New Local Centre

A new Local Centre is also proposed as part of Application A. The Local Centre will be positioned near the heart of the development and will be well connected with pedestrian and cycle links. The Local Centre will contain a range of services and facilities for the use of residents of the development and the surrounding area.

The Local Centre could contain convenience retail, farm shop, offices as well as a range of other services and facilities for example pharmacy, gym, dry cleaners and hairdressers, as well as the provision for the inclusion of an alternative workplace.

### A Temporary Apprenticeship and Skills Centre

A temporary Apprenticeship and Skills Programme and Centre is proposed by the Developers. The Apprenticeship and Skills Training Scheme will be designed to help provide people with the skills needed to those wanting to pursue a career in construction.

### Green Infrastructure

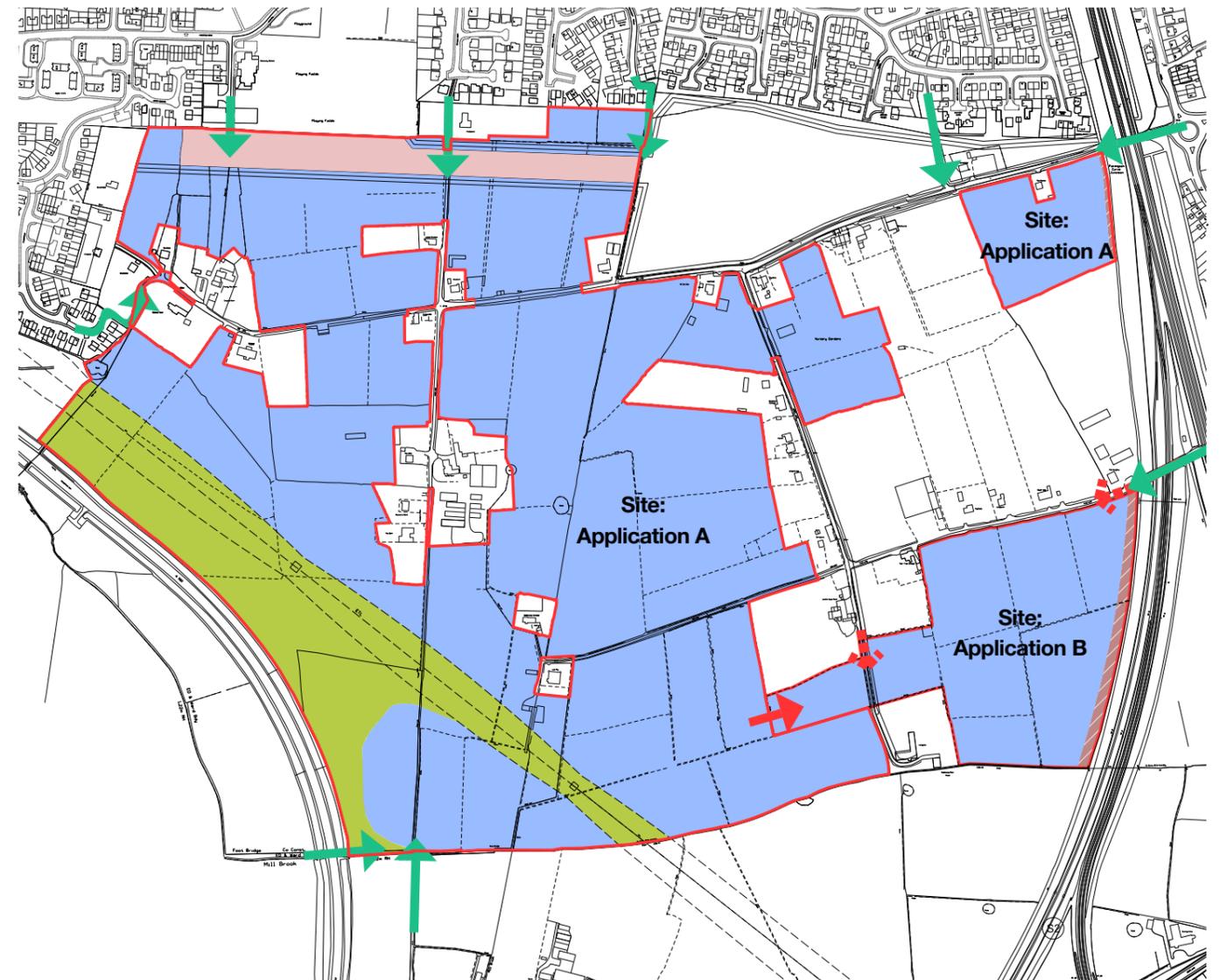
A strong green infrastructure network will be provided across both sites. The green infrastructure will have differing forms, functions and uses and will be connected by the extensive network of green links across the sites. On site green infrastructure provision could include amenity green space, equipped play areas, natural / semi natural open space, allotments and biodiversity net gain.

In accordance with Policy 5 of the Penwortham Neighbourhood Plan, the Developers will make S106 financial contributions towards improvements to existing sports pitch facilities. These improvements could be on land adjacent to the existing Penwortham Community Centre and will confirmed following further consultation with Sport England. All other developers on the site should make proportionate contributions towards green infrastructure, local recreational facilities and public open space, having regard to the up to date evidence base of the need for new sporting facilities.

#### Key

- Application Boundary A+B
- Residential and elderly persons accommodation including open space, landscaping, existing roads, access and other associated infrastructure (use class C3, C2 and sui generis).
- Buffer from Penwortham Way including landscaping access and associated infrastructure such as SUDs.
- Buffer from railway line including landscaping access and associated infrastructure such as SUDs.
- Education including open space, landscaping, access and associated infrastructure (use class F1)
- ➔ New Access Points
- ➔ Existing Access Points (to be retained)
- Retail; professional and financial services; cafes, restaurants, hot food and drinking establishments; office, leisure and health (use classes E, F1, F2 and sui generis).
- ➔ Existing Pedestrian Access (to be retained)
- Appropriate buffers to existing properties will be confirmed at reserved matters stage
- Flood Storage zone including open space, landscaping, existing roads, access and other associated infrastructure

Land Use Plan  
Fig 7.1



## 7.0 Development Parameters

### Design and Built Form

#### Scale and Density

In line with the Masterplan, both Application A and B propose to create a new residential led mixed-use neighbourhood. Varying densities of development will be applied across the application sites to reflect their physical characteristics and surroundings.

In order to aid the creation of a high-quality mixed community and encourage good design, a series of Character Areas have been established across the sites. Each Character Area will have its own identity with varying scale and densities ranging from low, medium to higher densities depending on the location. The scale and density of developments will be appropriate having regard to the character and appearance of the area and will enable in the region of 1,100 new dwellings to be delivered across the two sites in accordance with the requirements of the South Ribble Local Plan.

The majority of the proposed housing will be of traditional scale ranging from 2 - 3 storeys in height to promote good quality urban design and to achieve high quality place making. It is proposed to incorporate higher density development both in the north western part of the site to mirror existing housing densities at Kingsfold, and around the new local centre.

Apartments and bungalow properties should be proposed in certain locations where appropriate.

#### Building Heights

The proposed building heights are in line with the Developers Landscape Visual Impact Assessment. As outlined in Fig. 7.2, the Outline Applications propose a mix of heights up to 3 storeys across the site.

#### Appearance

Details for the proposed house types and elevations would be a matter for future reserved matters applications within each site. However, the proposed elevations of the development should draw on the surrounding character in order for the development to assimilate with the surroundings.

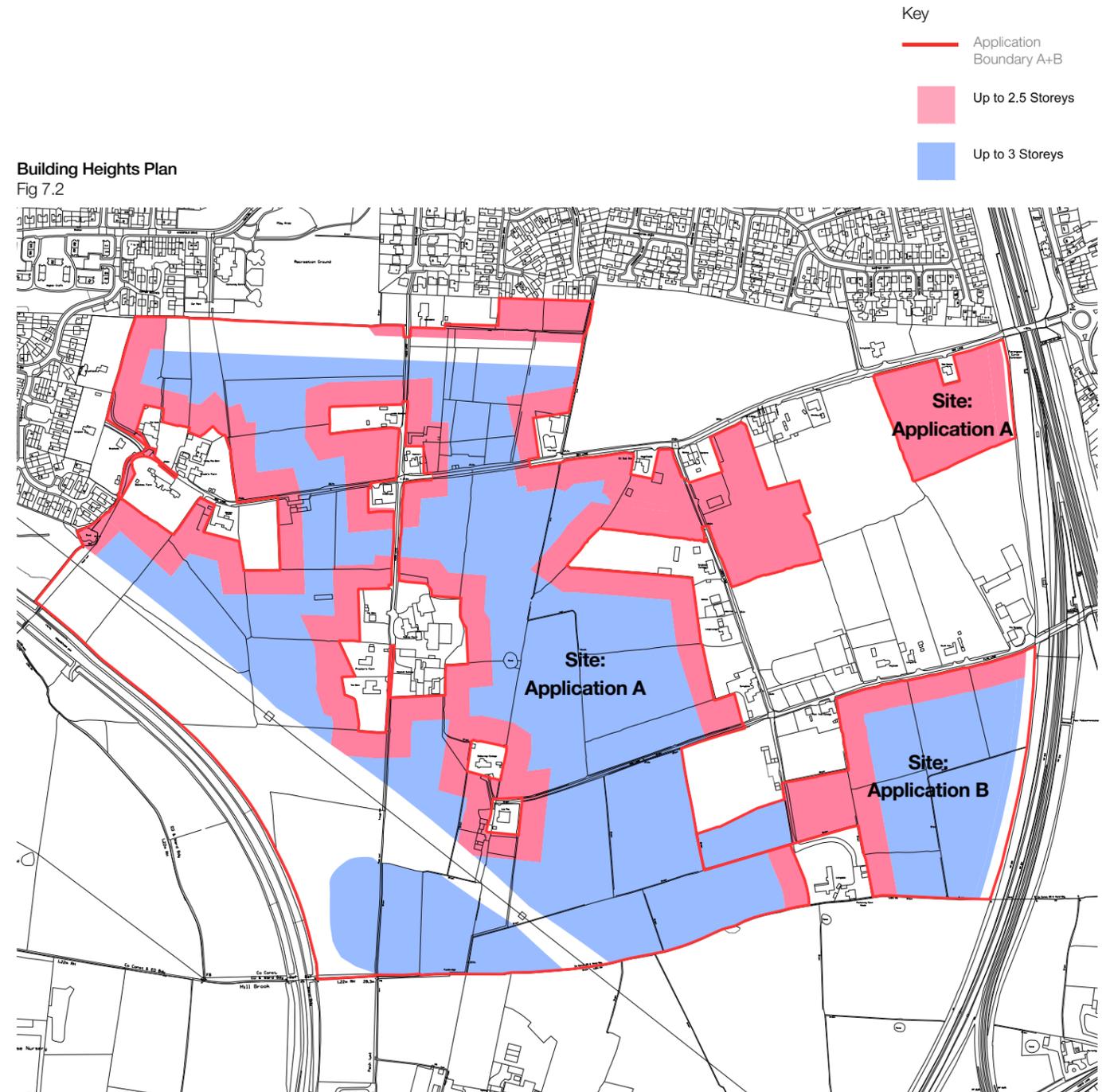
#### Buffers to Existing Properties

In line with best practice, and with reference to the Central Lancashire Design Guide SPD, new dwellings should be set away from existing properties. 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.

#### Parking Provision

Parking throughout the development should be provided in accordance with relevant Parking Standards contained within the SRBC Local Plan and in agreement with LCC. This will ensure that the potential impacts of on-street parking, as a result of the proposed school and local centre, as well as other uses, do not have an impact on the operational reliability of the highway network.

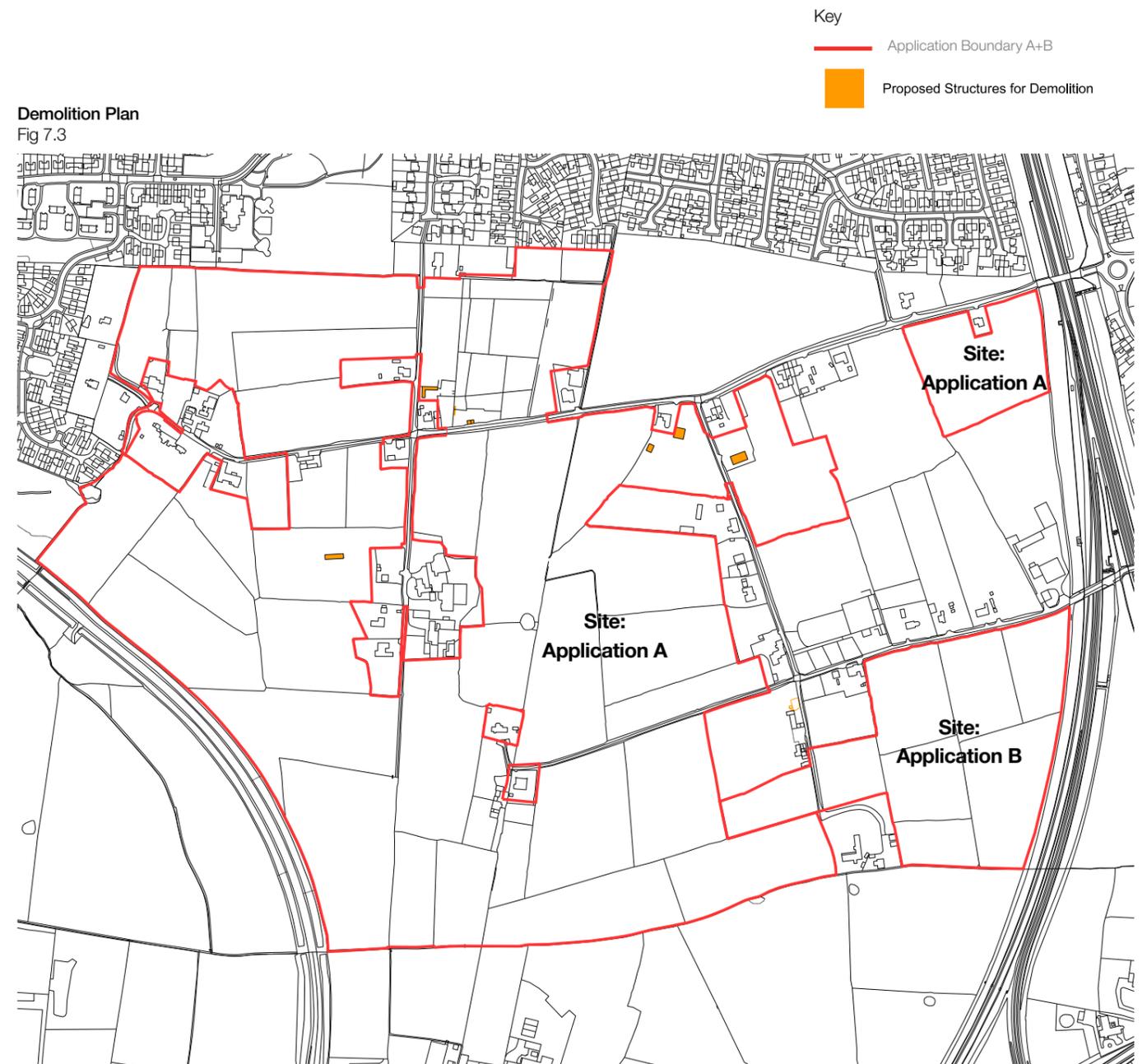
Consideration will be given to the traffic management measures and the implementation of traffic regulation orders as appropriate. Detailed parking provision by land-use will be addressed in subsequent Transport Assessments as the development is brought forwards on a phase by phase basis.



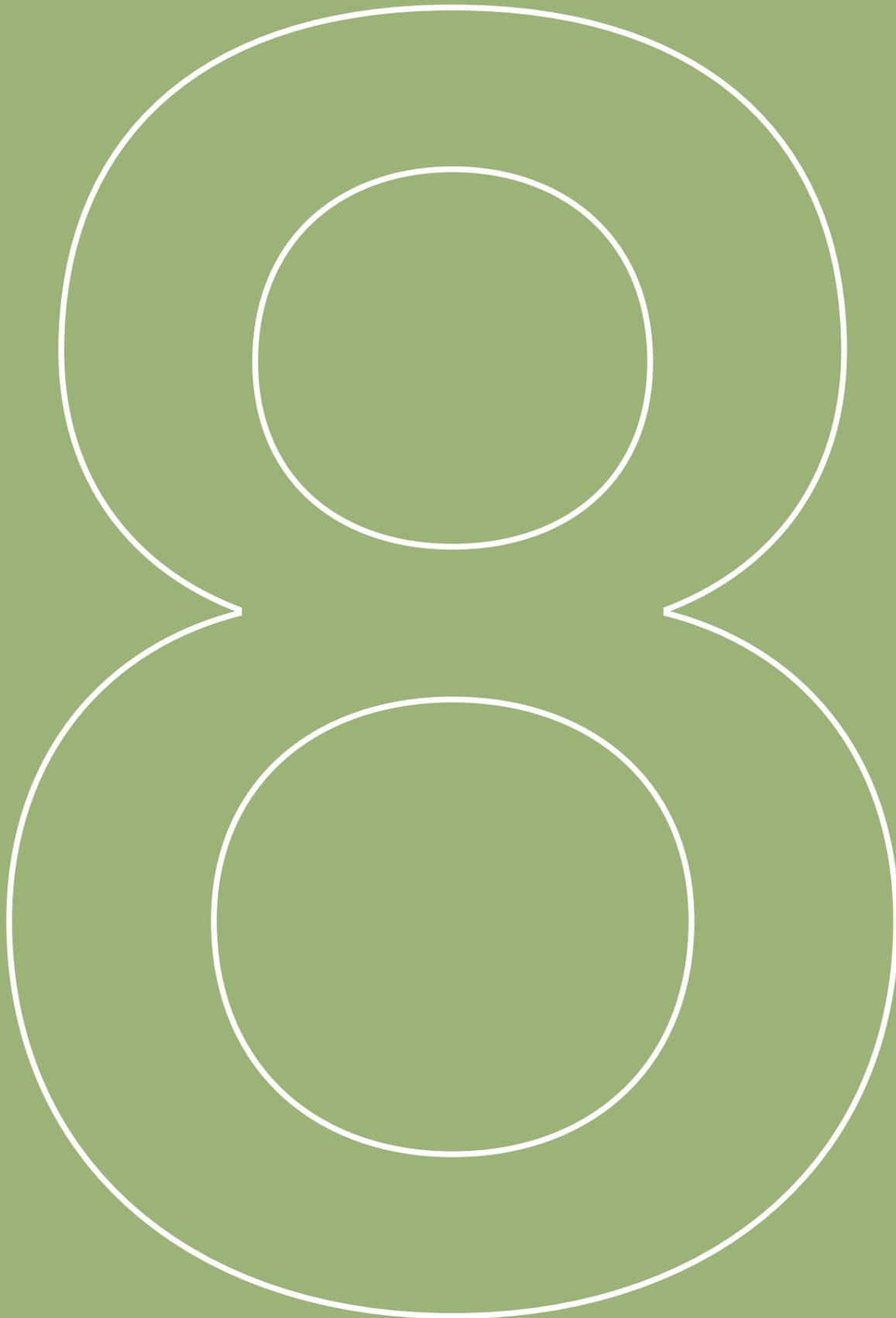
## 7.0 Development Parameters

### Demolition Plan

As part of the development within Application A, a small number of existing buildings and outbuildings will be demolished. These are highlighted in orange.



# 8.0 Design Codes: Site Wide



## 8.0 Design Codes: Site Wide Green Movement and Spaces

Green Movement and Spaces

Fig 8.0

The transformation of the area within the application boundaries will provide a range of Character Areas, connected by a new network of well-defined streets and public spaces.

These areas of formal and informal greenspaces can be located to ensure clear biodiversity corridors as well as pedestrian and cycle routes.

Extending the existing green space adjacent to Kingsfold Community Centre and linking this through green corridors to new public green spaces could help provide intuitive linkages through both sites.

Using the existing landscape framework, the sites could deliver a variety of open spaces providing a broad range of uses for existing and future residents.

Formal amenity space could be sited to provide a positive setting to community facilities and at key gateways to the scheme. As such a key community 'village green' could be delivered in the heart of the site accessed from a primary road. To ensure easy access to local provision further amenity green spaces could be provided at locations within the sites; linking to wider semi-natural green space associated with the sustainable drainage network and key sustainable links across Penwortham Way to the wider landscape.

Equipped play provision could be provided in association with these amenity green spaces to ensure accessibility and walk distance standards are met.

Locations are also identified for allotments, which could provide provision for existing residents of the Kingsfold and Chain House Lane area to provide new provision within the core of the new neighbourhood.

Additional 'connective' internal greenspaces will be provided within both sites, associated with the key amenity spaces and principal movement corridors as well as Public Rights of Way and hedgerows, with the express intention of delivering a continuous, coherent, green and mature landscape setting for development at the earliest opportunity.

User provision within these greenspaces may include informal uses such as natural play, dog walking, nature watching, community woodland and off-road cycling. These greenspaces could also naturally align with the sustainable drainage vision for the site, to create the opportunity for the delivery of ecological features including swales, wetlands and ponds.

All internal green and amenity space could be located to be easily accessible through the sustainable movement network. Biocorridors, largely consistent with the green space provision, could also be integrated into the sites. This is so that existing biodiversity can be maintained and enhanced with opportunities for movement of species within and through both sites.

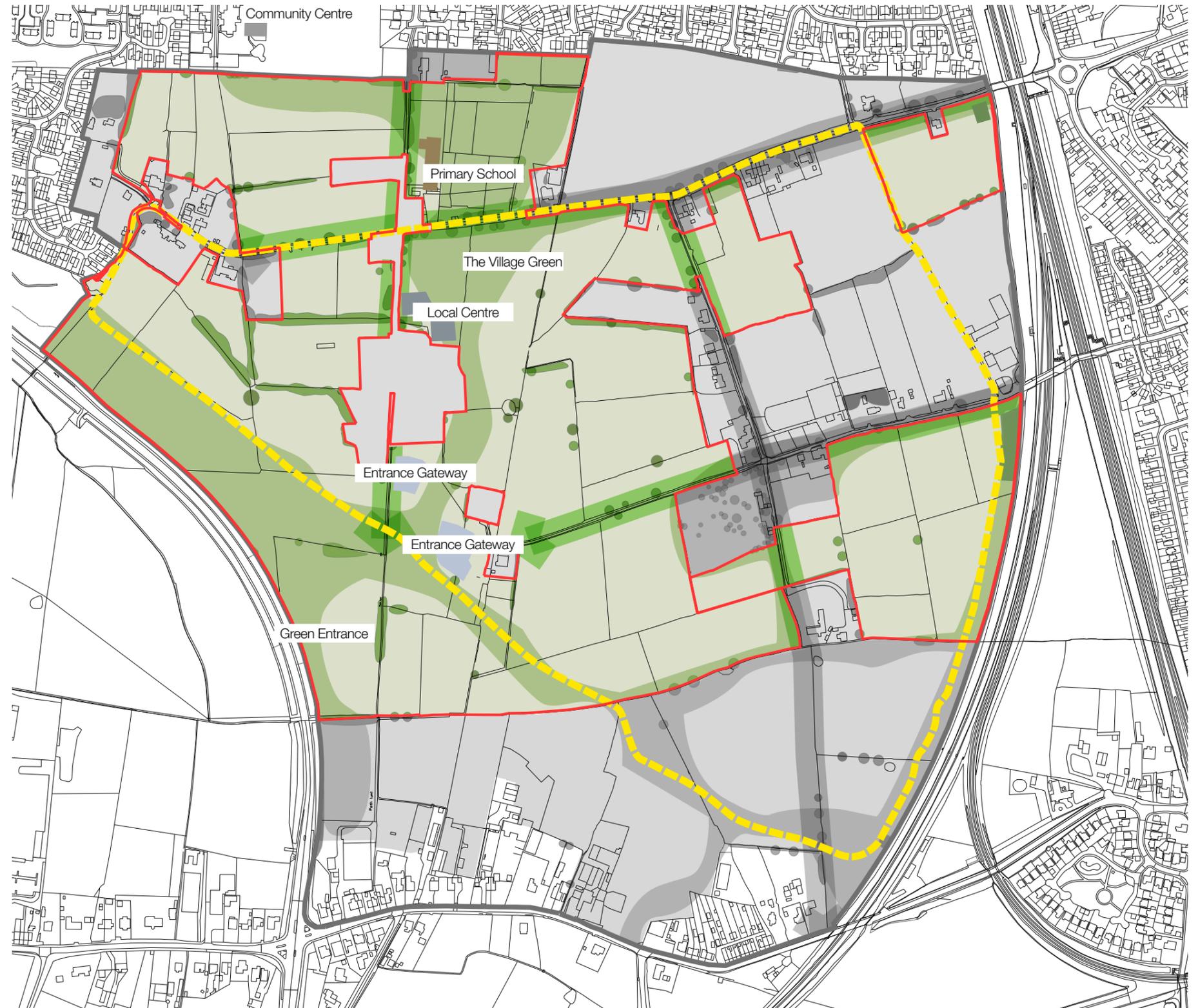
Retaining as much of the existing vegetation as reasonably possible is encouraged. This includes, existing mature trees, hedges, and even previous field boundaries. All proposed trees, whether tree lined roads or new community planting should be upright and broad leaved natives species. If an existing tree is to be removed, two trees are required, as a minimum to replace it.

In addition, all lighting to highways must consider the local ecology and incorporate environmentally friendly light sources. The relationship and setting out of vegetation to buildings should also be considered.

The existing hedgerows can be utilised to form natural boundaries to properties, however they can also create barriers which need to be carefully designed out. Public spaces should be open and accessible to all, and overlooked to encourage natural surveillance in order to reduce crime and also the fear of crime.

All walkways and Public Rights of Way are to be wide, illuminated spaces with good natural surveillance and attractive spaces. There should be safe and accessible walkways to all bus stops. A distance of around 400m is seen to be a reasonable distance to walk to the nearest bus stop. Around the school there should be an inclusion for safe drop off zones, promoting safer routes to schools and community services.

A circular walking route should be developed as indicated on the adjacent plan.



Key

- Allotments
- Exercise Track (using existing lanes and infrastructure where available)
- Green Lanes for biodiversity



Application Boundary A+B

## 8.0 Design Codes: Site Wide Character Areas & Design Coding

### Healthy Streets

- Designing streets as places to live and dwell in, balancing transport needs with safe, green and walkable/cyclable environments;
- Community orchards and allotments, combining wellbeing benefits of gardening with local food production;
- Vehicle as guest approach: 20 mph speed designations, tight corner radii, pavements continuing across intersections;
- Spaces for dwelling, playing and socialising along the street;
- Local centres and services within walking distance.

1. Street seating & play
2. Community orchard
3. Slow streets



### Green & Blue Streets

- The sites will deliver Biodiversity Net Gain which could include contributions as dictated by policy at the time of Reserved Matters
- Vegetated swales to absorb and filter surface runoff; planted with native forbs and grass species for additional habitat provision;
- Using the existing network of hedgerow-lined lanes as a framework for a series of biodiversity corridors connecting with semi natural open spaces;
- Use biodiversity corridors to create links with adjacent wildlife sites;
- Habitat infrastructure installed in gardens and POS: bird and bat boxes, bug hotels, hedgehog shelters;
- Preserve existing trees and plant new street trees for carbon capture, shade provision and nesting habitat.

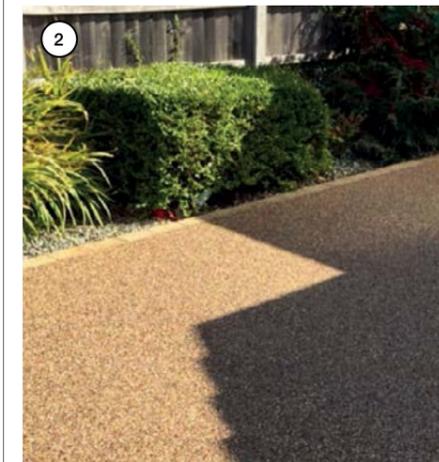
1. Hedgerow corridor
2. SUDs
3. Semi-natural open space
4. Solitary bee habitat



### Carbon Reduction in the Public Realm

- Promote the use of materials with lower carbon footprints, as a primary driver in the project;
- Catalogue and protect what is on site as existing for both soft and hard landscape;
- Aim for majority soft landscape where feasible;
- Use of waste products, especially recycled and/ or recyclable products should be considered before newly created items, i.e wood pallets.
- Use of sustainably sourced, local materials, with minimal packaging;
- Use the correct ground conditions, untreated and recycled materials to allow landscaping to thrive for wildlife (example use remove top soil when planting wildflower to allow it to thrive);
- Shape landscaping design that caters to endangered invertebrates in the area and allows them to repopulate.

1. Incorporation of existing trees: sustainable timber furniture
2. Recycled rubber permeable aggregate
3. Recycled aluminium edging concrete-free



## 8.0 Design Codes: Site Wide Green Movement and Spaces



### Allotment / Communal Garden Spaces

There has been an upsurge of interest in food growing in recent years, in response to concerns about food prices, food miles and the environment. People want better access to good, healthy and affordable food, and to enjoy cultivating beautiful green spaces and meeting local people.

Two locations for Local Allotments have been indicated on the sites and will need to be well managed. An open natured design will encourage a pride in maintaining the areas.

Through gardening education, training and therapy, there can also be opportunities and support for members of the local community, including vulnerable and disabled adults, those who've suffered traumatic experiences, and unemployed people looking to improve their professional skills and qualifications.



### Children's Play Areas

The opportunity to play creatively in high-quality environments is essential to the development of children. The quality of what is provided affects the quality of what children learn. The greater the complexity of that environment the greater the quality of learning.

Equipment should be appropriate for the age group and match their developmental needs - as well as being fun to play on. Younger children like sand-play, swinging, climbing and sliding - but they are small and items should be scaled accordingly. Older children like more exciting equipment - large group swings, cable runways, roundabouts etc. They want places where they can sit and talk - that is one of the most popular playground activities. They like planting and trees; places for skateboards and bicycles; flat areas for ball games. Care should be taken to differential LAPs and LEAPs.

Hard surfaces are not recommended on playgrounds other than for the areas between equipment. If only minimal maintenance is available a loose-fill material such as bark or sand may not be suitable. In general firm surfaces are required with moving items.



### Swales:

The spine road has been designed to safeguard the provision of important highways infrastructure. The road will have the benefit of adjacent land for swales and surface water drainage attenuation along with opportunities for more intensive planting.

Swales are shallow, broad and vegetated channels designed to store and/or convey runoff and remove pollutants. The swales should be integrated into the surrounding land use, for example public open space or road verges. Local wild grass and flower species should be introduced for visual interest and to provide a wildlife habitat.

## 8.0 Design Codes: Site Wide Sustainability, Health and Well-being & Community

This page, and the following, focus on the three overarching and interlocking themes of

- Sustainability,
- Health and Well-being and
- Community.

All three strongly overlap one another. These themes have many different aspects from renewable energy and environmentally sensitive technologies, to the promotion of green spaces and wildlife, which also links to Community and Health and Well Being as the benefits of flora and fauna enhances the community and mental health.

### Sustainability

Sustainability is wide ranging; the mantra 'Reduce, Re-use, Recycle'. The context of a residentially led masterplan this starts with a fabric first approach.

#### Reduce

The starting point must be a reduction in the material and packaging used to create new homes. House-builders should demonstrate energy reduction, reductions in material wastage and reduction in packaging and single use plastics.

Smart controls and energy efficient lighting solutions should be encouraged to reduce the reliance on electricity.

All these elements are increasingly more cost effective solutions in which to reduce our carbon footprint and to utilise the natural elements more efficiently. Each phase of the applications should be reviewed to ascertain the most appropriate technology prior to construction.

#### Re-use

The re-use of existing buildings, infrastructure and boundary treatments is an important way to ensure a sustainable approach.

In the majority of cases, existing dwellings across both sites have been retained. Re-use and improvement of the existing Community Centre would be more sustainable than demolition and new build. Continued use of the Holme Farm Dairy buildings to provide produce to the local residents should be encouraged.

The existing lane infrastructure and public walking routes will be retained and improved, with a transformation to Quiet Lanes.

The well established hedges and field boundaries are retained where possible in an effort to re-use.

#### Recycle

The recycling process must start within the home, with appropriate segregated bin storage space with the kitchen and house.

Segregated bin collections for Penwortham is currently based on a Grey, Blue and Brown bin. Developments should be designed to allow sufficient space for the variety of bins both in storage and on collection days.

Rainwater harvesting is the very simple but affective accumulation of rainwater in which is reused on-site. This water can then be used for gardens, and some domestic use including toilets and with proper treatment can even be used for indoor heating systems.

### Health and Well-Being

A healthy and active lifestyle should be encouraged in the way in which the new development is planned.

Every element of the development should be scrutinised to ensure that walking and cycling are the encouraged modes of transport. Cycle parking should be made easier than car parking. Walking to the local centre should be easier than driving.

Street-side seating and benches should be introduced at regular intervals to encourage the more elderly to walk with frequent rest stops.

The applications have been well considered to provide clear pedestrian and sustainable links between the key nodes. These should be clearly defined in the detailed proposals.

The proposals should encourage active lifestyles.

Biodiversity should be encouraged in the detailed proposals. Bee-keeping and bug hotels are two examples of sustaining and maintaining a rich and varied flora and fauna. These also engage the community and develop the environment.

### Community

It is harder to foster a sense of community through bricks and mortar in isolation. This aspect of the development will grow over time. However some of the basic framework for a community to flourish should be included in the development.

Areas should be set aside to allow the community to engage with each other and establish relationships. These spaces should include:

- Community Gardening areas and Allotments
- Enhanced green and public open spaces for activities such as Yoga and Outdoor Fitness
- Outdoor Gym areas
- Play Spaces
- Community Centre
- A Local Centre
- A Primary School

This makes the local environment significantly more attractive but also engages the community and gives a sense of belonging.

The developer should demonstrate how they will help to accelerate the creation of communities for the development.

New home owners value feeling part of a community on new build developments and the developer should explore how they can help these new communities thrive.

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 story-telling to evening yoga classes.



Fabric improvements and appropriate insulation



Heat retaining glazing solutions with double glazing as a minimum



Recycling points within the home



Smart Controls for heating and lighting



Energy Efficient Lighting



Compositing facilities for food and garden waste

## 8.0 Design Codes: Site Wide Sustainability, Health and Well-being & Community



Encourage cycling to work with good cycle routes and secure cycle storage



Community engagement to encourage bee habitats



Community Gardening Schemes encouraged at allotments



Outdoor Gym Equipment in larger play areas



Community spaces for Yoga and similar activities



Infrastructure to allow future connection of Electric Charging Points



Design for diverse Flora and Fauna



Spaces to facilitate organised Community days

## 8.0 Design Codes: Site Wide

### Road Hierarchy and Circulation

The site layouts have been developed based on well understood urban design principles.

The principles of both sites help achieve sustainable movement systems - the roads, streets, footpaths, public transport routes, green corridors, and systems for providing service utilities, all of which improve urban life.

The development will act to connect the new neighbourhoods we have designed through a rich network of spaces and places.

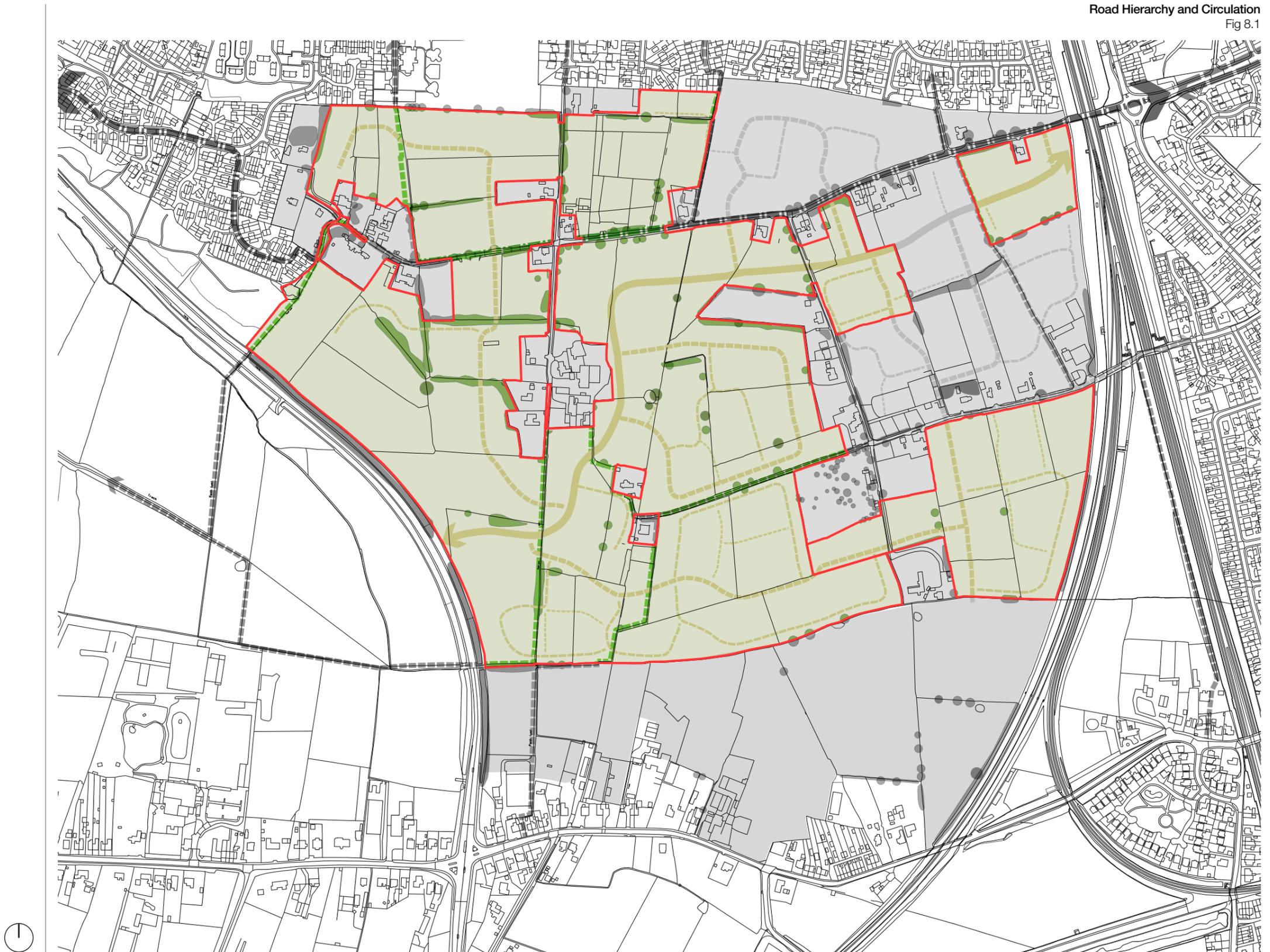
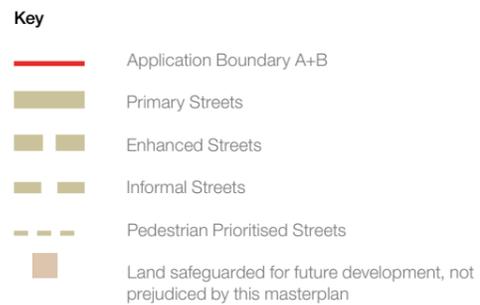
#### A Neighbourhood Scale

The urban block forms the basic DNA of any new residential development. The block should be defensible, create enclosure and activity to the adjacent street and be of sufficient size and scale to accommodate both public and private amenity space.

Streets and squares are designed to be accessible and to feel safe and secure. A distinct hierarchy of public and private spaces is required and this dialogue is continued with the use of residential blocks and secondary layers within the development. Feature buildings and focal points have been considered where appropriate and layouts that encourage interaction, pedestrian and cycle movements and clear observation of public spaces will be provided.

Road Hierarchy and Circulation

Fig 8.1



## 8.0 Design Codes: Site Wide Road Hierarchy and Circulation

Within both sites there shall be a strong hierarchy within the road network, which will comprise:

### Spine Road (Primary)

This spine road is a connecting route linking the development with Penwortham Way. It establishes the spine from which additional roads branch. The spine road has been developed to retain the flexibility to become part of the Cross Borough Link Road should it come forward in due course.

This section of road is the widest in the masterplan at 6.5m wide. Along these roads there shall be a footpath set at 3m either side. As the illustrative diagram adjacent, this equates to having a 22.5m distance from face of dwelling to face of dwelling.

It is anticipated that this road will be tree lined, with the trees located in the public highway and/or the private garden areas where appropriate.

### Enhanced Streets

These roads will be 5.5m wide and weave through the landscape to create clear circulation loops. These sections of road remain accessible for vehicles and cyclists alike. Along these roads there shall be a footpath set at 2m either side. This relates to a face of dwelling to face of dwelling at around 20m, as shown in the diagram on the right.

### Informal Streets

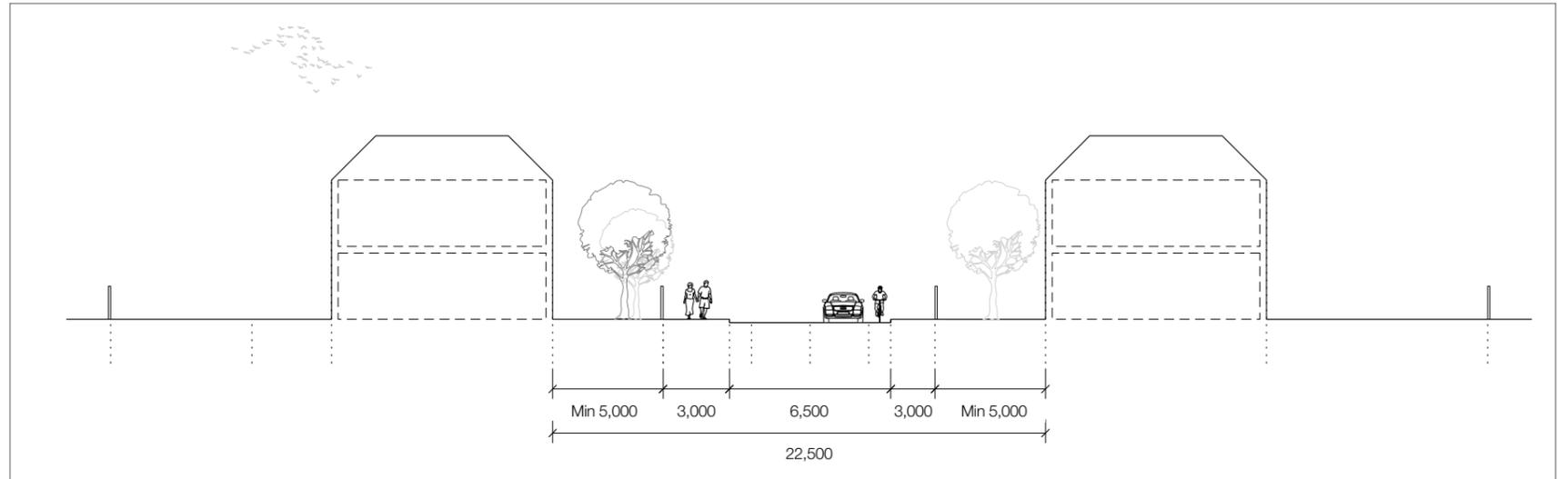
These roads deal with a lower volume of traffic and are increasingly pedestrian friendly. They have a footpath either side.

### Pedestrian Prioritised Streets

The informal network is to be a shared surface treatment found in very local situations creating small communities. Here the shared surface combines the road, footpath and cycle path with no kerb.

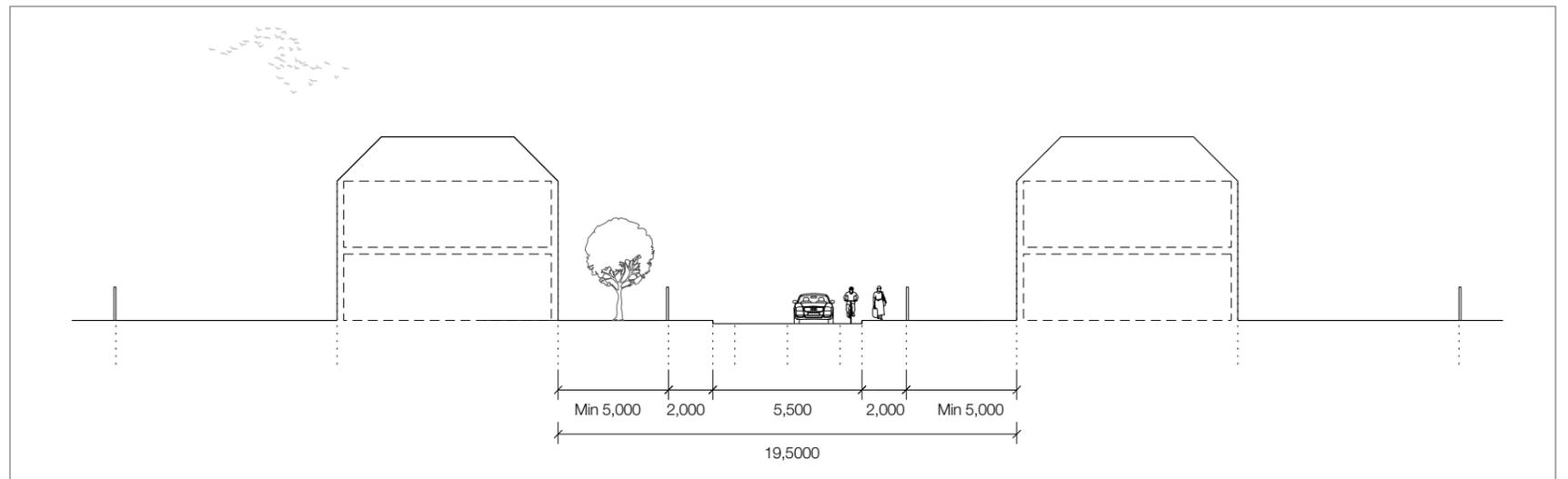
### Spine Road

Illustrative / typical arrangement for the proposed east/west route



### Enhanced Streets

Illustrative / Typical arrangement for the enhanced streets



## 8.0 Design Codes: Site Wide

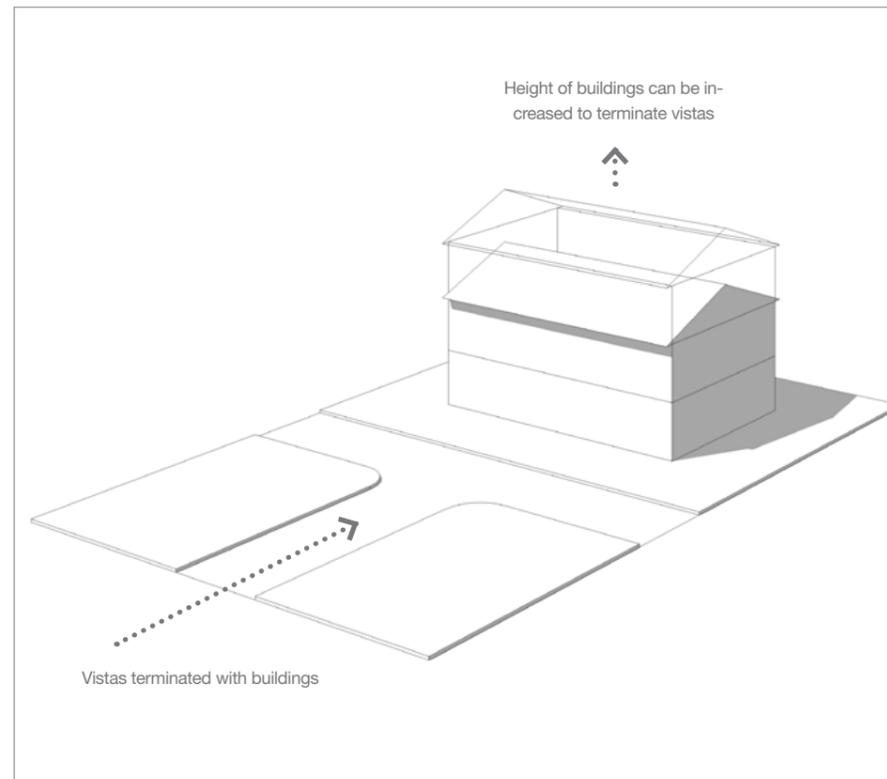
### Urban Form & Massing

This section illustrates the general design codes for the massing and streetscape for both sites.

Throughout the sites it is important to animate the street level. To achieve this, the creation of framed vistas by positioning dwellings adjacent to junctions helps to enliven the street scene and to create communities.

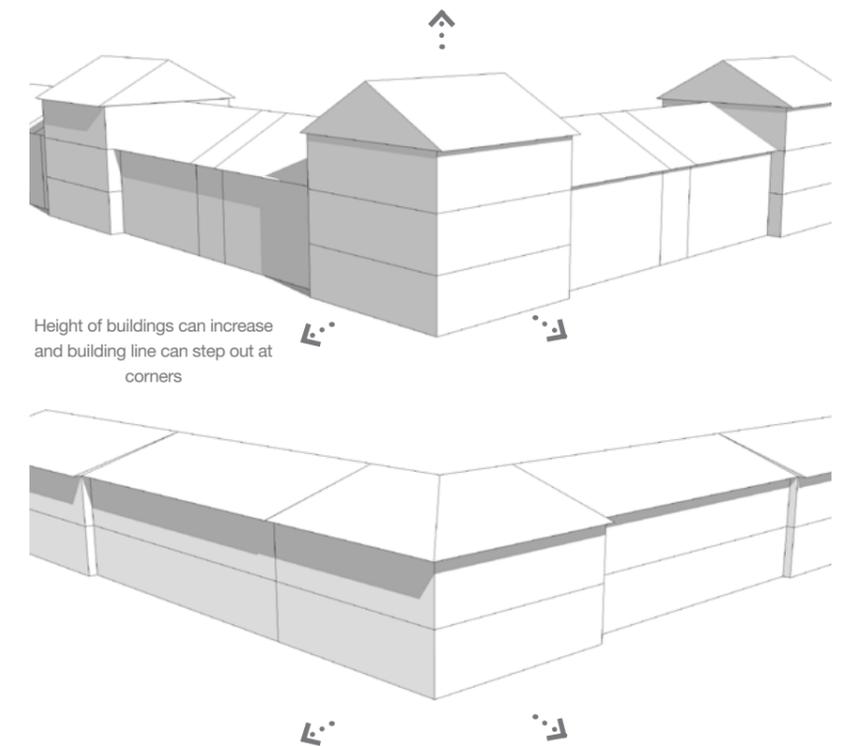
To further create interest within the sites, there needs to be an allowance for an increased massing, either in height or by footprint, to animate the building design, at ends of block or terraces and potentially to the centre. This enables mini focal points within both sites to form part of the wayfinding and give a sense of place and destination.

These elements need to work together to ensure a coherent and vitalized street profile, as the negative affect of this would be to have detached suburban homes. The front face of individual buildings is to be flush with one another and appear continuous as opposed to a broken linear form, with the front door remaining the most important element and should form the basis of the pattern.



#### Street Vistas

In order to animate the street scene, vistas from adjoining roads should be considered. Vistas should be clearly terminated with distinct buildings. Buildings in these locations should be taller. This helps to frame the view, and creates well considered vistas throughout both sites.

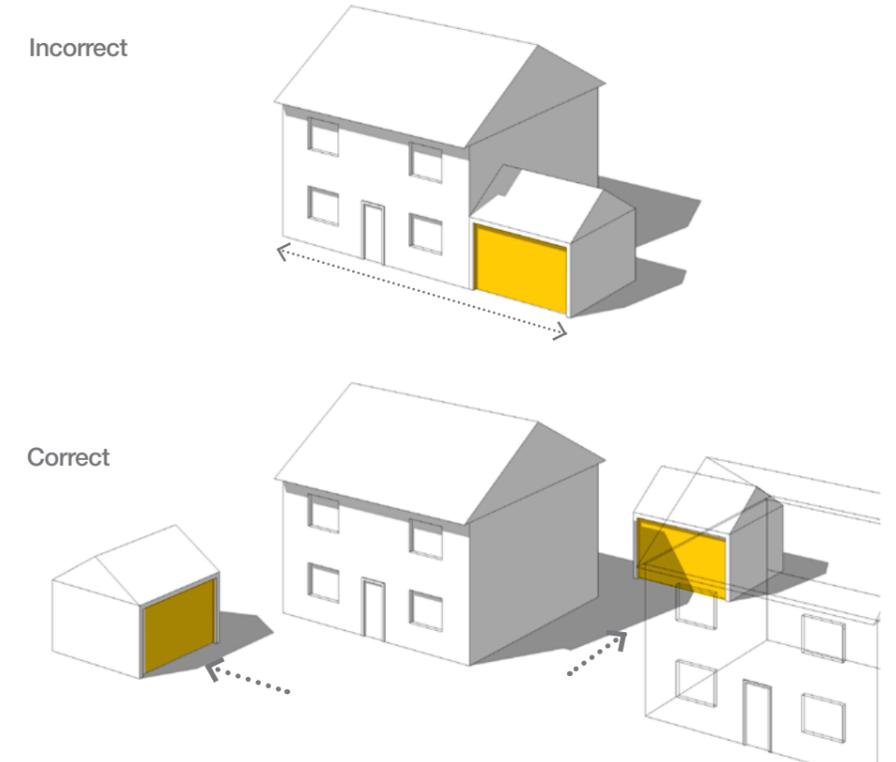
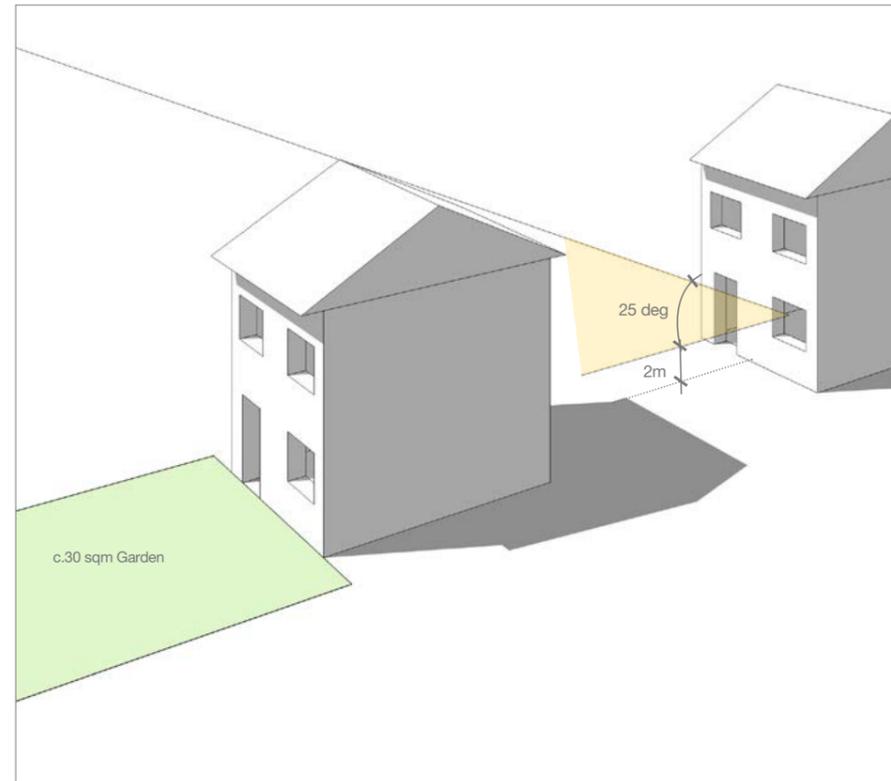
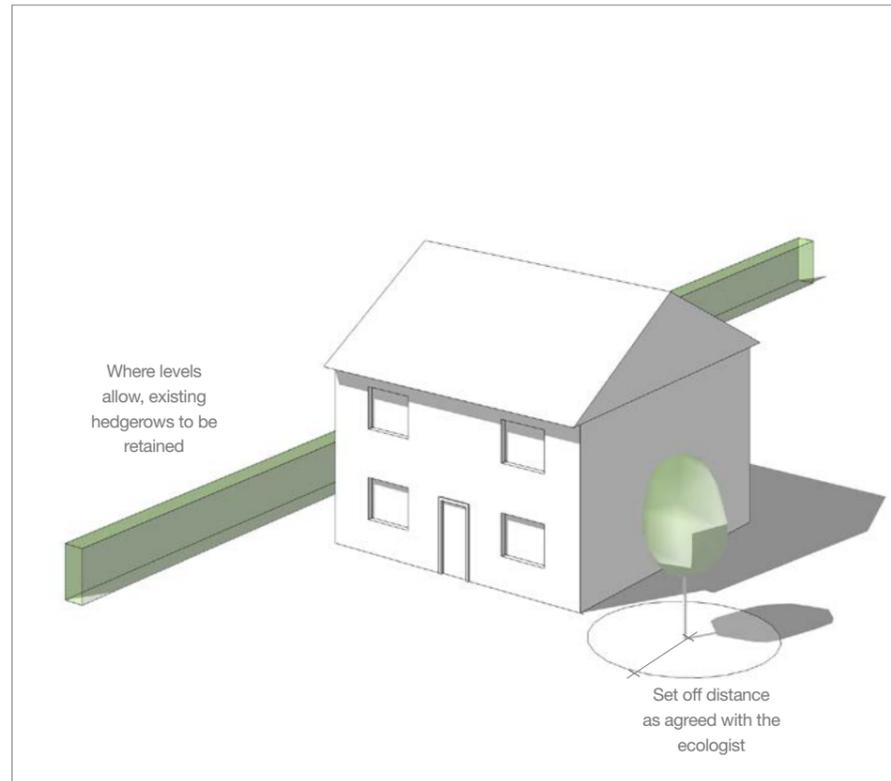


#### Turning Corners

To create interest and to further animate the building design towards end or centre of housing, an allowance needs to be made to increase the massing, either in height, or footprint.

This enables intermittent landmarks to be created to form part of the way-finding and gives a sense of place and destination.

## 8.0 Design Codes: Site Wide Urban Form & Massing



### Positioning of Dwellings

The proposals indicate the removal of a small section of Category A trees directly east of Penwortham Way. Category B trees, hedgerows on field boundaries should be sought to be retained where possible and where level changes / design allows.

All proposed trees and planting are to be low maintenance broad leafed natives.

For every tree removed, a minimum two trees shall be planted to replace it elsewhere on the development.

### Light and Private Space

Each house should have access to either an approximately 30 sq.m. private garden or a communal garden area.

Furthermore, the position of the individual dwellings should not block light from one to another. To determine this, the pitch of the adjacent dwelling should not block a 25 deg reference line, from 2m above the ground line.

### Garage Locations

Non integral garages, with their doors aligning with the front door of the dwelling are a feature of poor visual quality and downgrading of the townscape. This arrangement should be avoided.

Animating the road should be a preferable solution by either setting the garage back away from the road, with an additional parking space set within a carriageway or a well-designed outer building would be an acceptable solution.

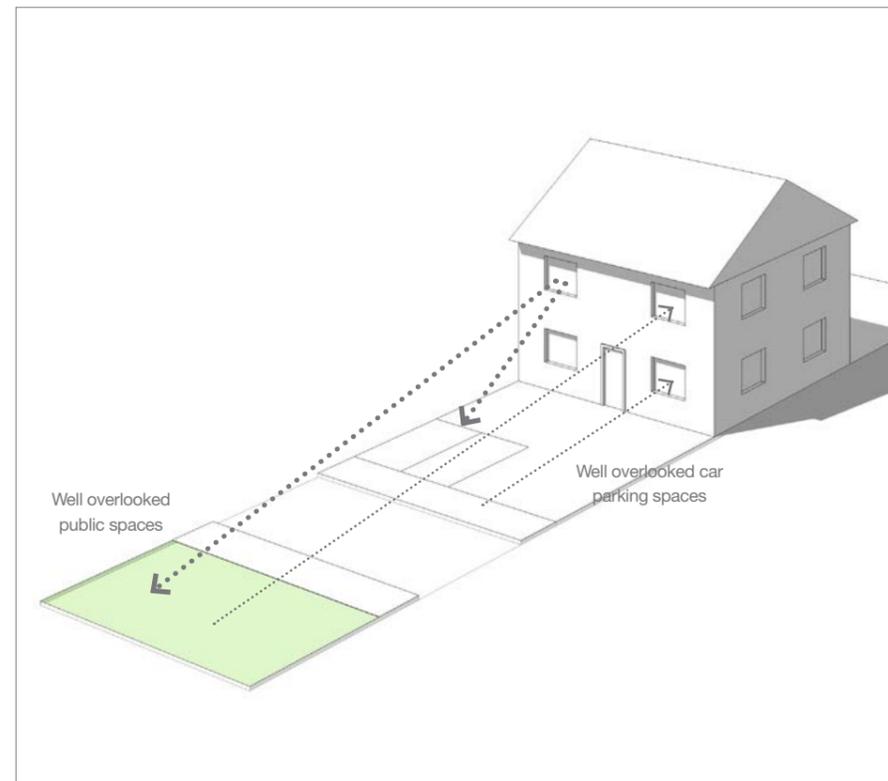
## 8.0 Design Codes: Site Wide

### Urban Form & Massing

The setting out of the dwellings relative to open spaces and parking is also of great importance to encourage good passive surveillance.

The setting out and positioning of public spaces in relation to roads and routes also needs to be carefully considered. Public open spaces should always be well overlooked for natural surveillance.

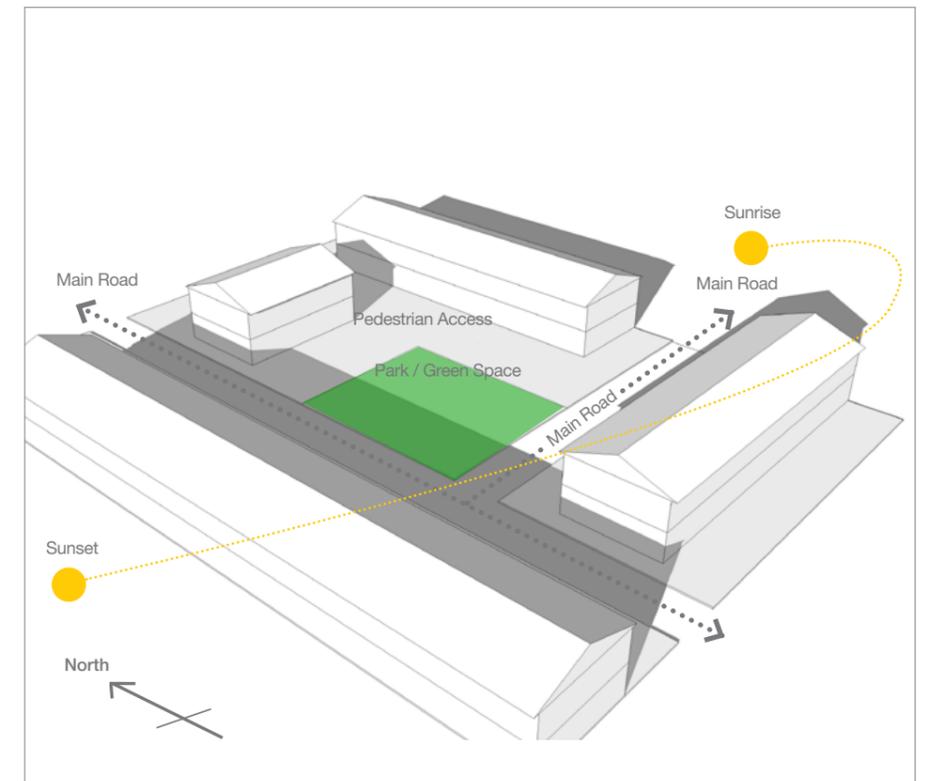
Ideally all main roads should be positioned to the south and west of open spaces where possible. This allows best use of the spaces for sunlight. It enables the northern and eastern edges to be used for non-vehicular routes, resulting in brighter, quieter and safer spaces which enrich any communal space for social interaction.



#### Good Passive Surveillance

Green and public open spaces should be accessible to all and overlooked for natural surveillance in order to reduce crime and the fear of crime. Public space should have positive front doors looking onto the space, not back gardens.

Similarly car parking spaces should be located so that they are well overlooked.



#### Parks and Roads

The southern and western edges of public spaces tend to be the spaces most in shade when the spaces are most in use.

The main areas of the open spaces should therefore be located to the north and east of the space. Buildings can positively engage with these spaces with pedestrian access.

Accessible roads should ideally be positioned to the south, and west of parks and green spaces. This enables the eastern edges of the green spaces to be away from noises and congestion from the roads and enables a space for a richer community space for social interaction.

## 8.0 Design Codes: Site Wide

### Urban Form & Massing

The adjacent diagrams illustrate some of the concepts already discussed as a neighbourhood study with aerial views.

The aerial views highlight the variety in the road hierarchy, established earlier in this section, with properties adjacent to the spine road set back further in order to reduce the vehicular acoustics. Illustrated between the primary street and the properties are shared side roads where owners can turn off into a slower road before entering their own property. This would enable a cleaner and more richly vegetated tree lined approach, plus creating a community around a shared access.

Properties off the enhanced and informal streets could either have parking directly in front or have stand-alone structures, both strategies form a different character and create different points of interest within the streetscape.

The shared surface road structure, pedestrian prioritised streets, can be applied to create mews-like communities, with potential parking running in parallel as illustrated. These roads could be part of a wider pedestrian network with rights of way through them, enriching local communities and creating green garden community. All shared surface roads, as well as walkways and cycle storage needs to be designed to the latest Secure By Design standards (Secure By Design New Homes 2019).

The visuals also highlight the variety of the massing to the properties. The heights will predominately be up to three storeys, with two and a half stories in key locations to add design interest. To create variety housing types along the streets, end of terraces and blocks are to have an increased presence.

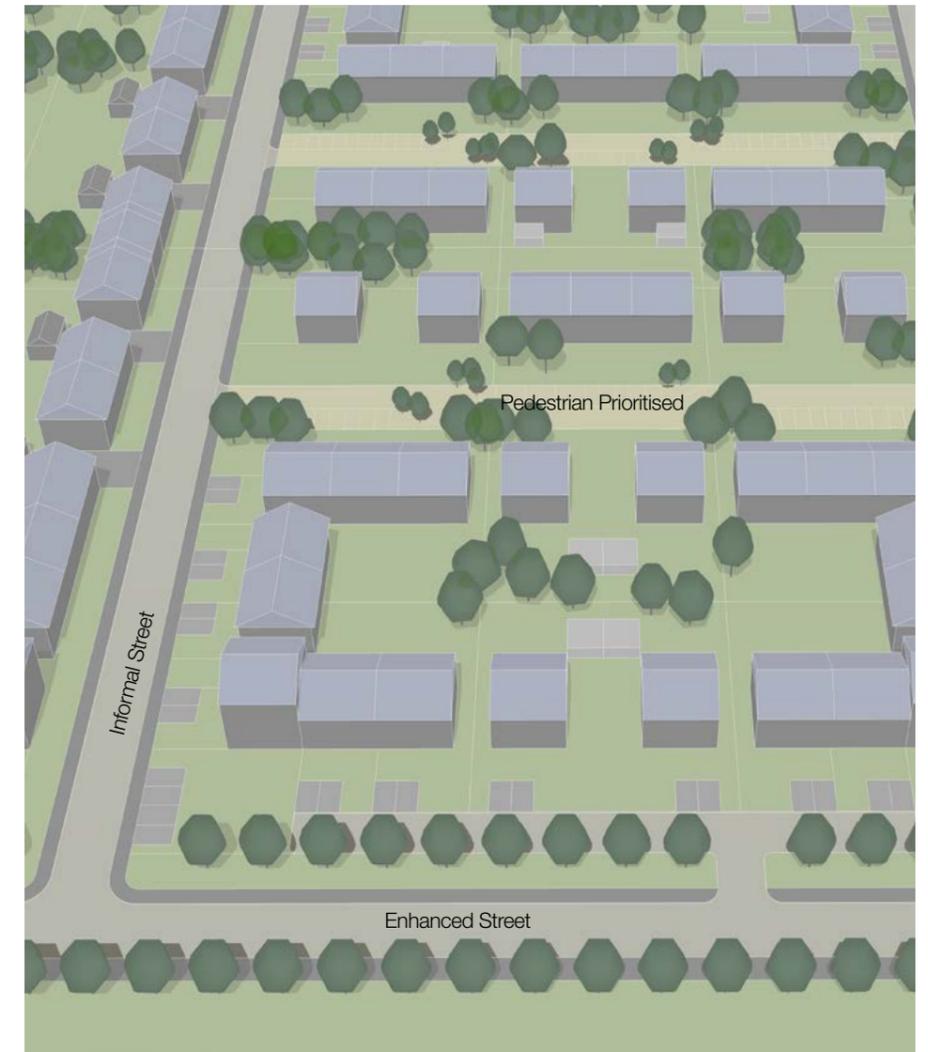


#### Variety of massing and housing types.

Each area should have a variety of house types and house sizes. They should all adhere to a similar palette as set out in the character areas section of this document.

It is anticipated that each neighbourhood will have a full range of dwelling sizes from 1 bedroom to 5 bedroom homes. As a guide, areas of up to 60 homes should have around 8 different types.

It is anticipated that there would also be a variety of detached, semi-detached and terraced dwellings intermixed within a neighbourhood.

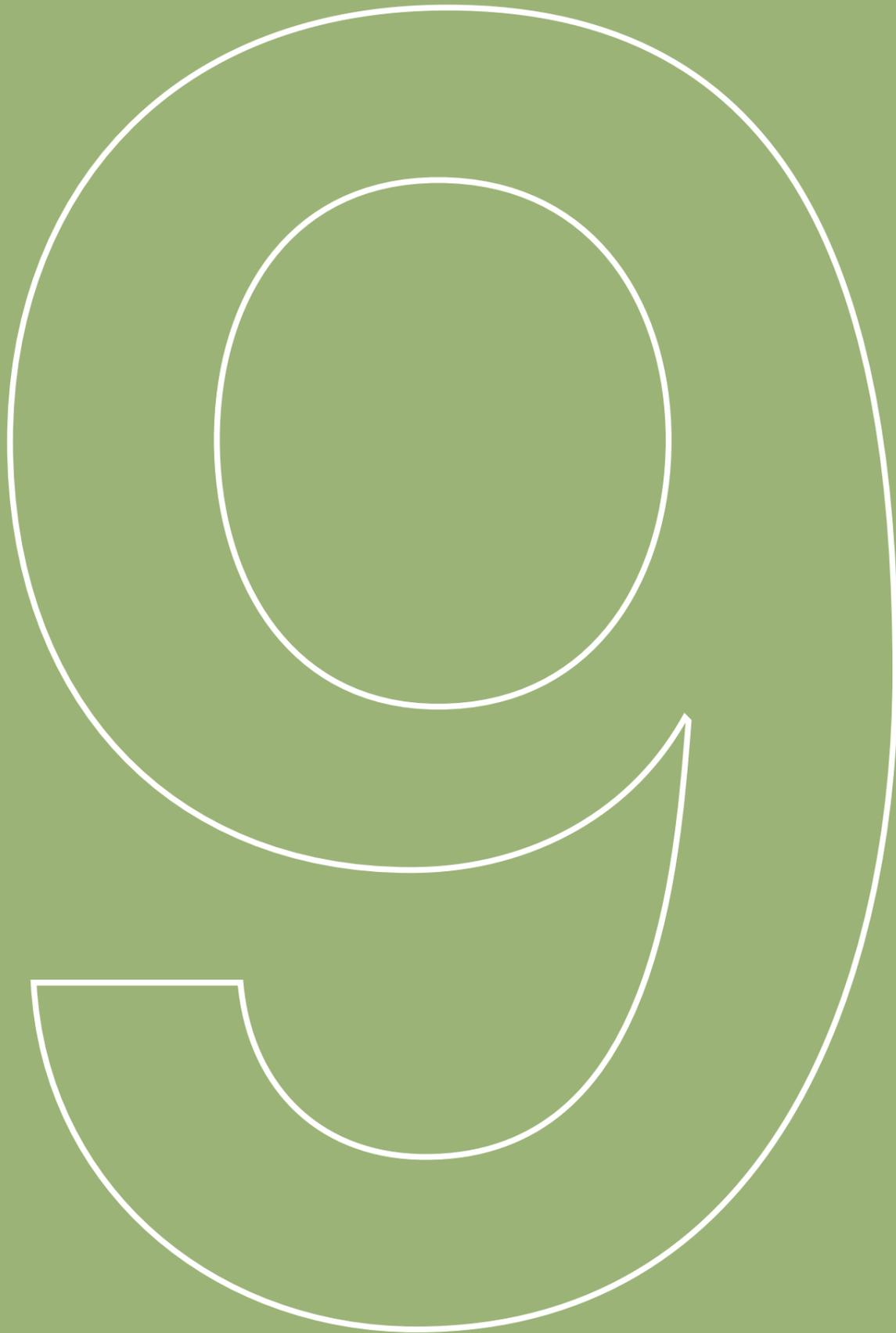


#### Strong vehicular hierarchy.

The vehicular road hierarchy should generally follow the principles of the masterplan. In most cases a tertiary road should only be accessed from a secondary road.

A variety of parking solutions should be provided, including garaging that is integral or set away from the dwelling. Driveways and some off street visitor parking should be included. Visitor parking should be provided in groups no more than 5 cars.

# 9.0 Design Codes: For Character Areas



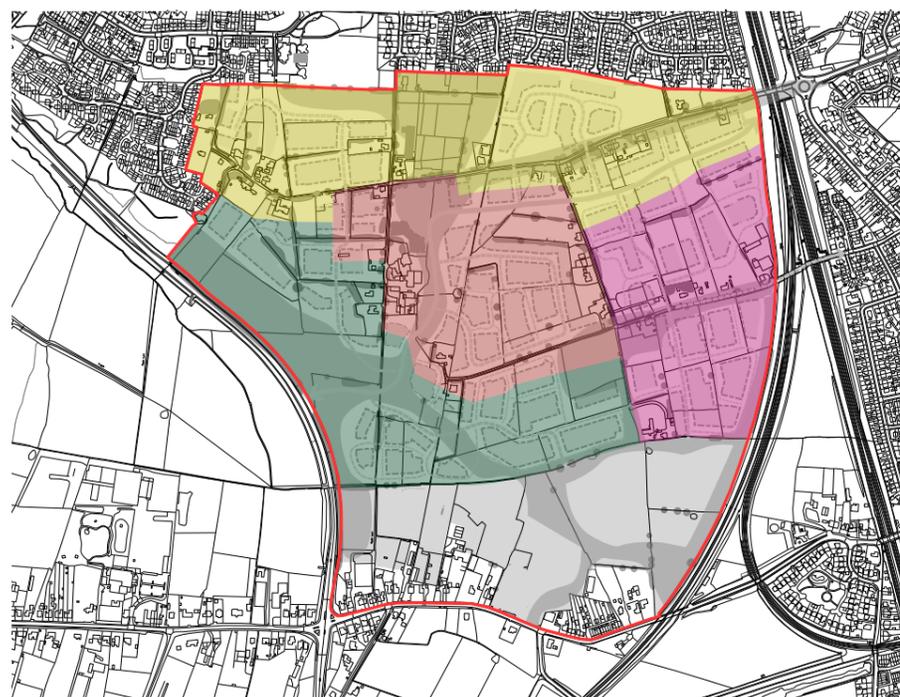
# 9.0 Design Codes: For Character Areas

## Character Areas

The diagram to the right shows the overlay of the character areas from the Design Codes over the outline applications of both sites.

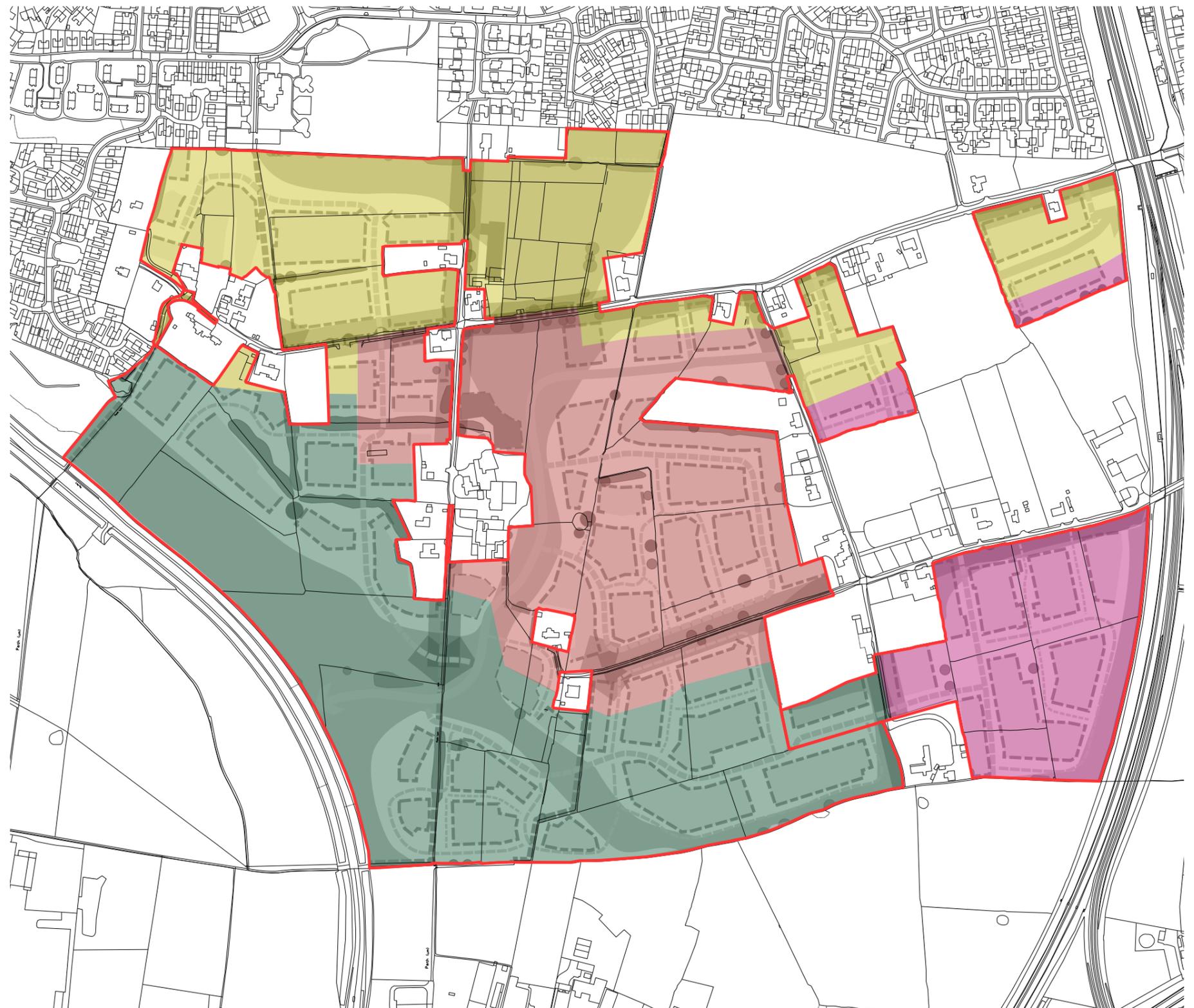
- Bee Lane
- The Heart of The Lanes
- The Urban Edge
- Penwortham Edge

Character Areas: Masterplan  
Fig 9.1



## Character Areas

Fig 9.0



# 9.1 Bee Lane

Located to the north of the Application A site, adjacent to Bee Lane, this flat expanse of low density housing will realise the opportunity to knit together degraded and fragmented existing landscape elements which includes high value native hedgerows and mature trees.

This area will take its character reference from the existing dwellings from within the site perimeter. Bee Lane is predominately fronted by linear terraces facing directly onto the road. The red brick properties give a distinct and traditional character to the area that is to be preserved.

The typology is predominately 2 and 2.5 storey terrace dwellings; the urban form sets the buildings close to the road and parallel to the road.

Parking is generally on driveways at the front and to the side of the properties with boundary treatments of native hedge species to reflect the existing typology.

The hard material palette will comprise of natural tones, reds and brindle to match the existing fabric and landscape character.



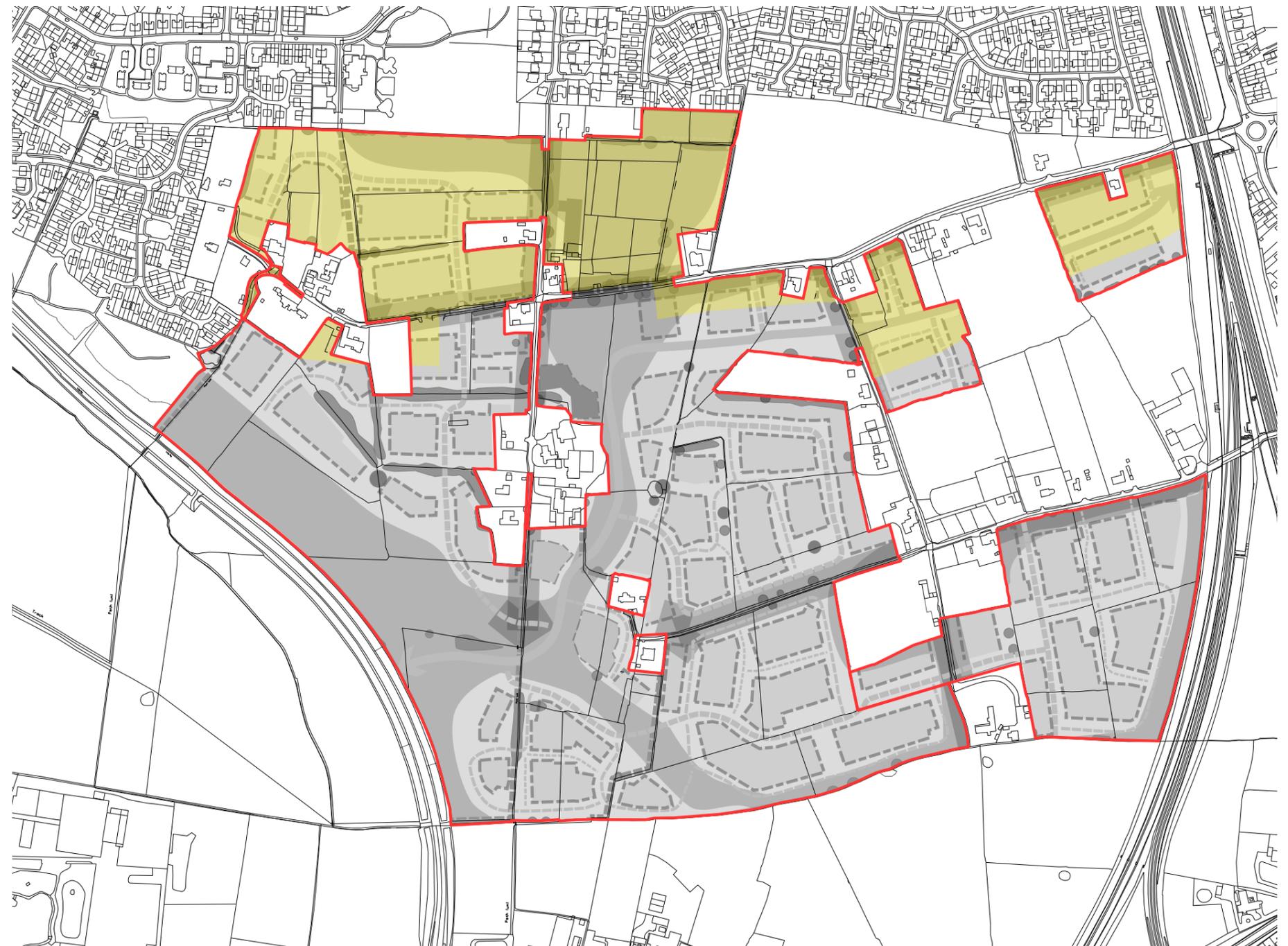
Existing Area Character with terraced red brick and brindle housing along Bee Lane



Existing mature hedgerows and the use of marker trees.

Character Areas: Bee Lane

Fig 9.2



The extent of the Bee Lane character area.



## 9.1 Bee Lane Landscape and Paving

Located in the north of the Application A site adjacent to Bee Lane, this flat expanse of low to medium density housing will build on established character of Bee Lane including retention of existing landscape elements; that is the landscape structure of native species rich hedgerows and mature albeit isolated, trees which line the lane and associated grassy margins, as well as existing Public Rights of Way. New roadways to the new housing area will have grass verges.

The character area will predominately include new amenity green space, ordered along Bee Lane, incorporating SUDs as well as provision for children. Semi-natural space will be delivered along the interface of the development with the railway (eastern boundary). The northern extent of the character area (adjacent to Kingsfold Playing Fields) will be designed for surface water storage purposes. The character area will predominately include retention of existing green infrastructure features as well as the flood management area to the north

### Materials

The hard material palette will comprise of natural tones, buffs and greys which will draw together the range of existing architectural fabric in the locality, their qualities, and be appropriate with the mature wooded nature of the landscape setting.

- High quality hard landscape materials, a combination of man-made surface materials;
- Small, domestic, pedestrian and cycle friendly streets;
- Colour palette in natural buff - red tones which aligns with existing architecture on site along Bee Lane

### Hierarchy of highway material selection

Primary Streets

Macadam carriageways;

Secondary Streets

Macadam carriageways;

Tertiary Streets / Private Shared Driveways

Macadam / Tegular paving at focal points (subject to adoption)

Pavements (with vehicle overrun)

Macadam or Tegula/ Keyblok (continuous footpaths/tables etc.)

Pavements (Pedestrian/Cycle Only)

Hoggin (Porous where possible) and/or Resin bound gravel

### Vegetation/Biodiversity Enhancements

- Concentration of 'important' native hedgerows located in the north west corner of the site to be retained.
- Feature trees to mirror existing Ash trees along Bee Lane and Oak trees along the northern boundary of the site; New tree cover along the link road to include Oak and Maple cultivars to create strong seasonal interests in red tones.
- Semi-natural space to include wildflower meadow planting with pockets of bluebells which are currently found on site.



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### Key

1. Tarmacadam for all road areas with white and beige coloured aggregates in feature areas.
2. Marshalls Tegula Burnt Ochre paving for focal points (subject to adoption)
3. Marshalls Keyblock vintage bracken paving for focal points (subject to adoption)
4. Hazel to be used in hedgerows
5. Blackthorn to be used in hedgerows
6. Hawthorn to be used in hedgerows
7. Existing pockets of bluebells are to be replicated in amenity green space

## 9.1 Bee Lane Material Palette

The material palette for this area takes its references from the existing buildings on Bee Lane. In particular the red brick terraces with dark roofs and some chimneys to ends of rows and terraces.

### Brick Selection

A selection of tradition red brick, generally smooth faced with both stretcher bond and Flemish bond to match the existing terraced housing on Bee Lane. Sand and Cement type mortar with weather struck pointing.

### Roofing

A selection of dark and grey roof tiles, both plain and roman style

### Windows and doors

Timber and U-PVC white windows in a casement style emulating more traditional sash windows



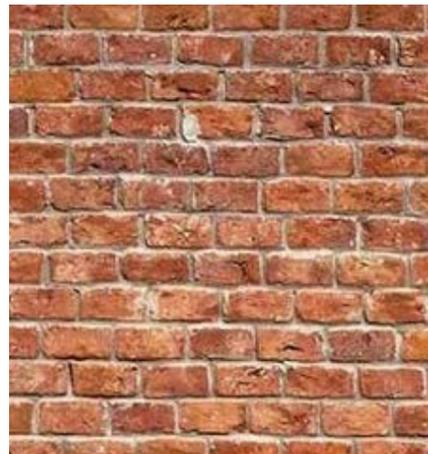
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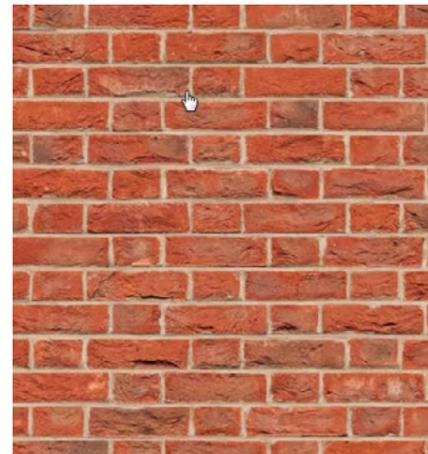
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### Key

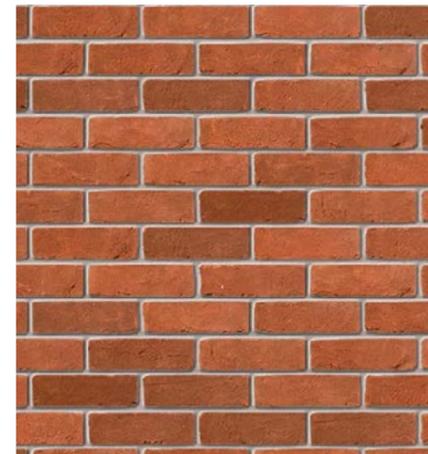
1. Terraced housing in predominantly red brick, parallel to the back of pavement.
2. Some wider frontage homes in red brick with chimneys to some locations
3. Traditional red brick with sand cement mortar
4. Reclaimed red brick with sand cement mortar in flemish bond
5. Modern red brick or red engineering brick with sand cement mortar
6. Grey cement plain tiles
7. Grey Roman and other profiled tiles



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## 9.1 Bee Lane



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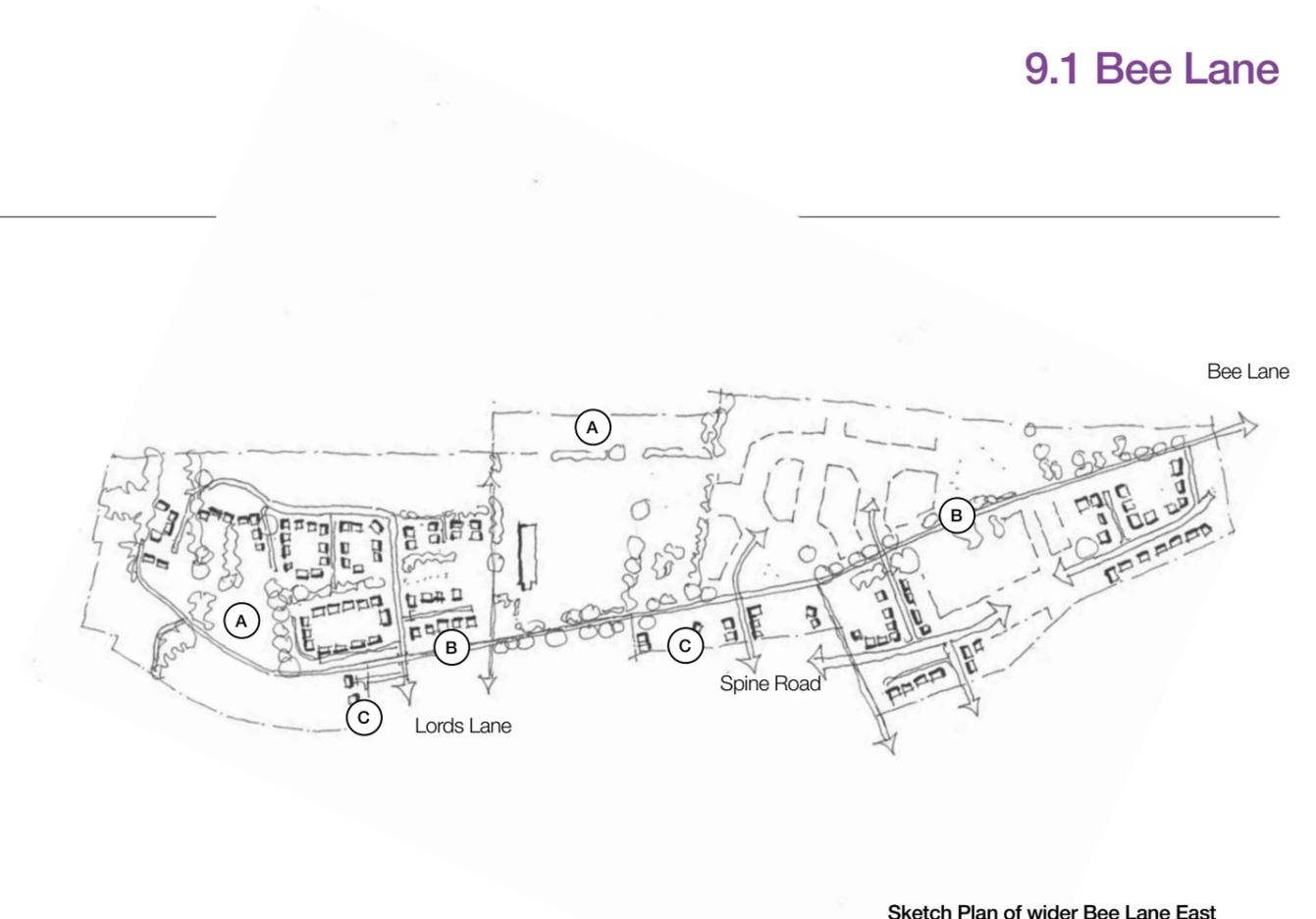
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**Sketch Plan of wider Bee Lane East Character Area**

- A Generous Landscaped Margins
- B Bee Lane as the focus of the Character Area
- C Numerous existing properties to reference for palette and character clues

**Key**

1. White timber windows emulating traditional sash windows
2. Composite front doors with porches in a range of darker colours
3. U-PVC white casement windows emulating smaller pane sizes.
4. Timber front doors in a range of darker colours

## 9.2 Heart of The Lanes

The central area of the Application A site will be made up of higher density housing centred on a village green and Local Centre. This will form the heart and identity of the Lanes development.

The Village Centre will have good frontage on to the spine road and good visibility from the entrance to the sites. It will also relate well to the pedestrian movement from Kingsfold to the village green.

The area will have a suburban feel with a mature character due to retained trees, hedges and amenity green space verges along Flag Lane and Lord's Lane ensuring the existing landscape pattern is retained. The area is well connected by pedestrian and cycle routes.

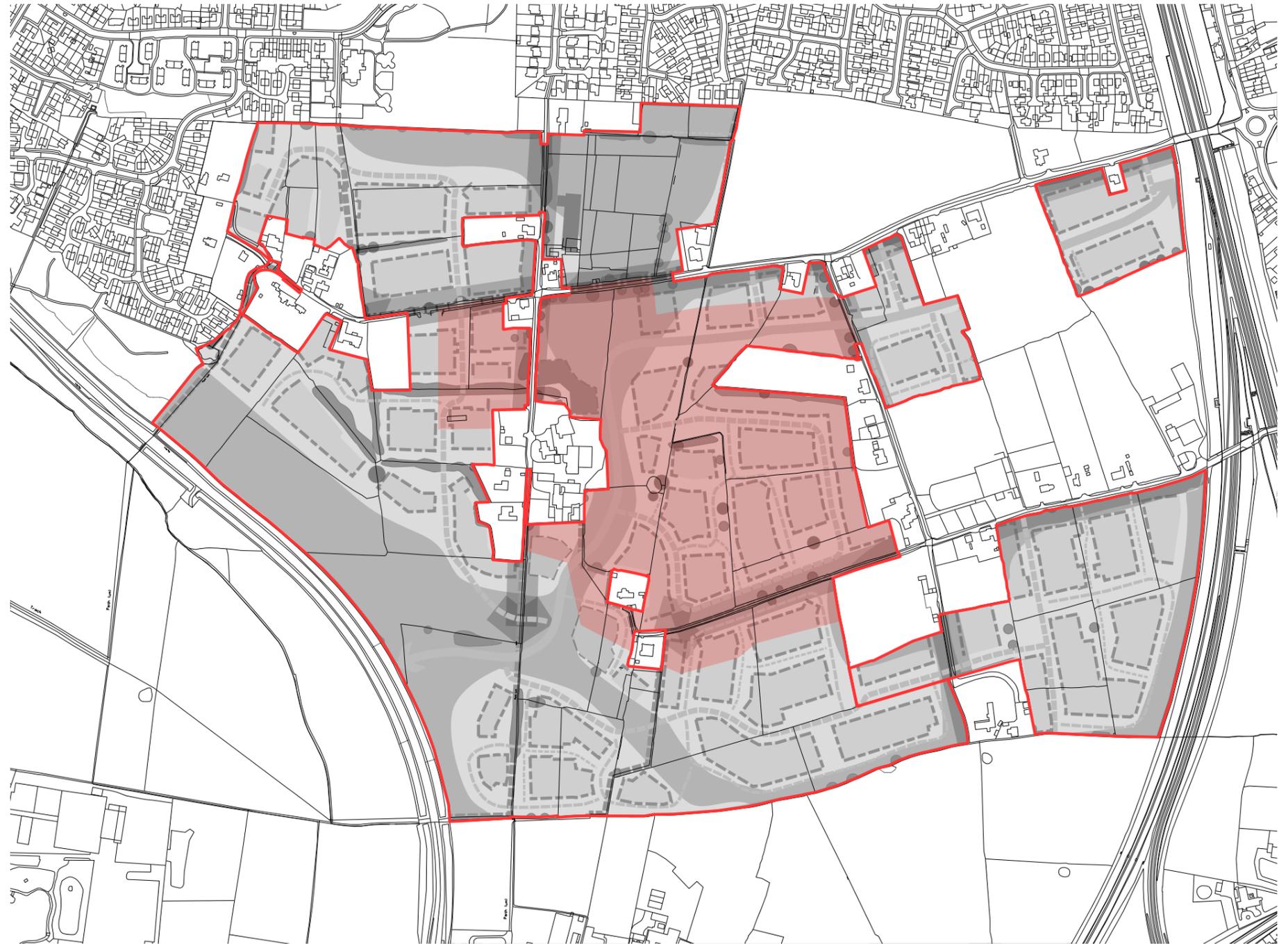
The remaining green space will have an open, flexible feel with open amenity space receding into meadow / wild grassland boundaries, encouraging natural play. Existing vegetation will be developed for the creation of an edible landscape to encourage sustainable food production.

The area contains a mixture of use classes, including residential, retail, commercial, employment, leisure and community. The buildings are modern in character, with a height up to 3 storeys.

The hard material palette will comprise of red and brindle tones to replicate a semi-urban feel, with high quality materials used in the central communal areas.

Character Areas: Heart of the Lanes

Fig 9.3



The extent of the Heart of The Lanes character area.



Existing Area Character  
Existing red brick terraced housing on Lords Lane and mature hedgerows along Lord's Lane.



## 9.2 Heart of The Lanes Landscape and Paving

The central area of the Application A site will be made up of higher density housing centred on a village green and community events space with a Local Equipped Area Play provision for children. Some areas will have a mature character due to retained trees, hedges and amenity green space verges associated with Nib Lane and Lord's Lane where the existing landscape pattern and sustainable movement corridors are retained. New landscape infrastructure will also be delivered in this character area; semi-natural space with swales associated with new road infrastructure and amenity green space at the village green which will include productive landscape (an Orchard) and be open for flexible use with meadow grassland and woodland edge boundaries, encouraging natural play.

### Materials

The hard material palette will comprise of crisp red and brindle tones to create a semi-urban feel.

High quality hard landscape materials, a combination of man-made surface materials to differentiate spaces and intended use;

### Hierarchy of highway material selection

#### Primary Streets

macadam carriageways;

#### Secondary Streets

macadam carriageways;

#### Tertiary Streets / Private Shared Driveways

macadam / Tegular paving at focal points (subject to adoption)

#### Pavements

macadam;

### Vegetation/Biodiversity enhancements

- Existing biodiversity to be retained and enhanced where possible;
- Clipped hedgerow garden and field boundaries, retaining mature planting where possible;
- Village green amenity and green space to include communal planting (Orchard);
- Mosaic of habitats in green space to filter into residential streets (via hedges, street trees, gardens);
- Use of trees and vegetation to help determine/establish street hierarchy with use of oaks, ash and alder trees building on the existing species found on site;
- Swales integrated into open space
- Removal of invasive species (Japanese Knotweed).



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### Key

1. Tarmacadam for all road areas with red and white coloured aggregates in feature areas.
2. Keyblock brindle paving for feature areas (subject to adoption)
3. Keyblock cedar paving for feature areas (subject to adoption)
4. Orchard Tree planting
5. Woodland Edge Planting
6. Meadow Boundaries
7. Opportunities for wildflower planting marking road side verges and edges of amenity spaces

## 9.2 Heart of The Lanes Material Palette

The material palette for this area takes its references from some of the existing buildings on Lords Lane. In particular the variety of sizes and roof lines with elements of render and some chimneys to ends of rows and terraces.

### Brick Selection

A variety of more modern plain smooth red and multi buff brick, both smooth faced and textured with both stretcher bond. Some small areas of render interspersed. Sand and Cement type mortar with bucket handle mortar and recessed pointing.

### Roofing

A selection of red and grey roof tiles, both plain and roman tile style.

### Windows and doors

Timber and U-PVC in darker colourer windows in a more modern casement style



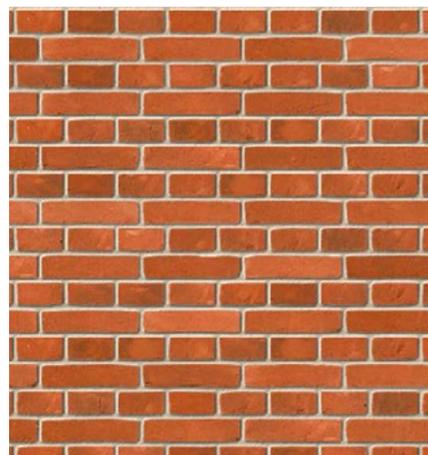
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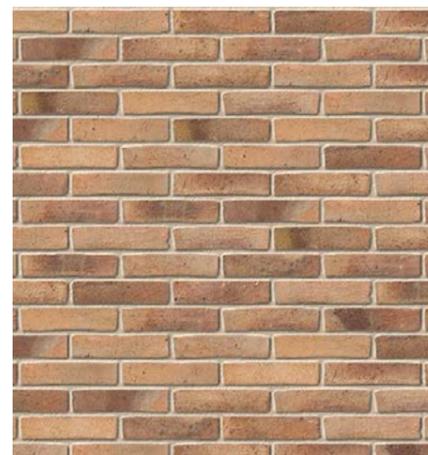
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### Key

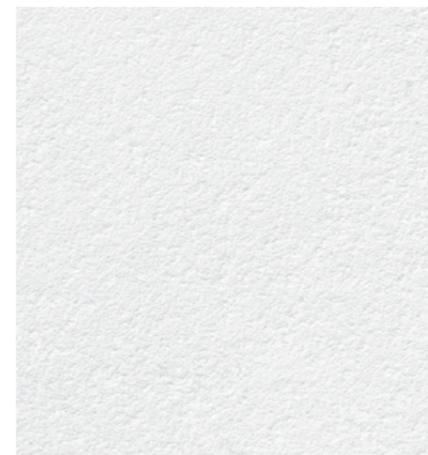
1. A variety of red and buff brick with predominately grey roofing. Variety of roofing angles and heights.
2. Closely spaced homes in red brick and render with chimneys to some locations
3. Traditional red brick with sand cement mortar
4. Buff multi brick with sand cement mortar
5. Small feature areas of white render
6. Grey cement plain tiles
7. Grey Roman and other profiled tiles



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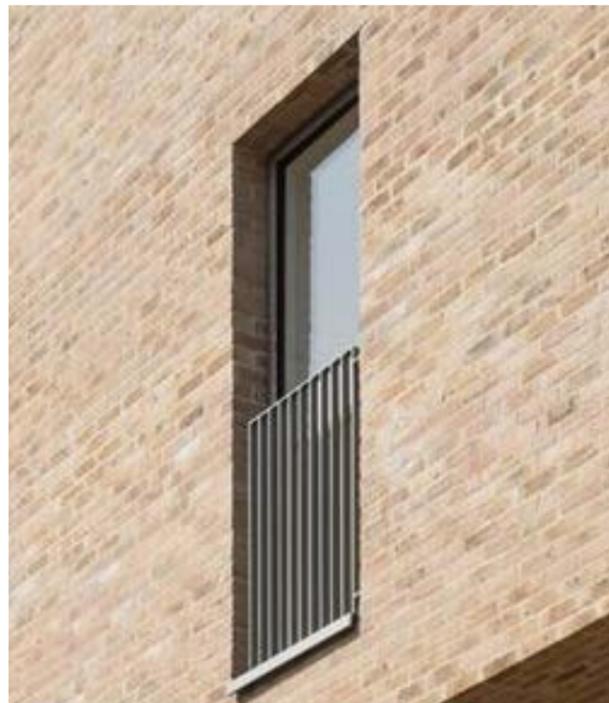
## 9.2 Heart of The Lanes



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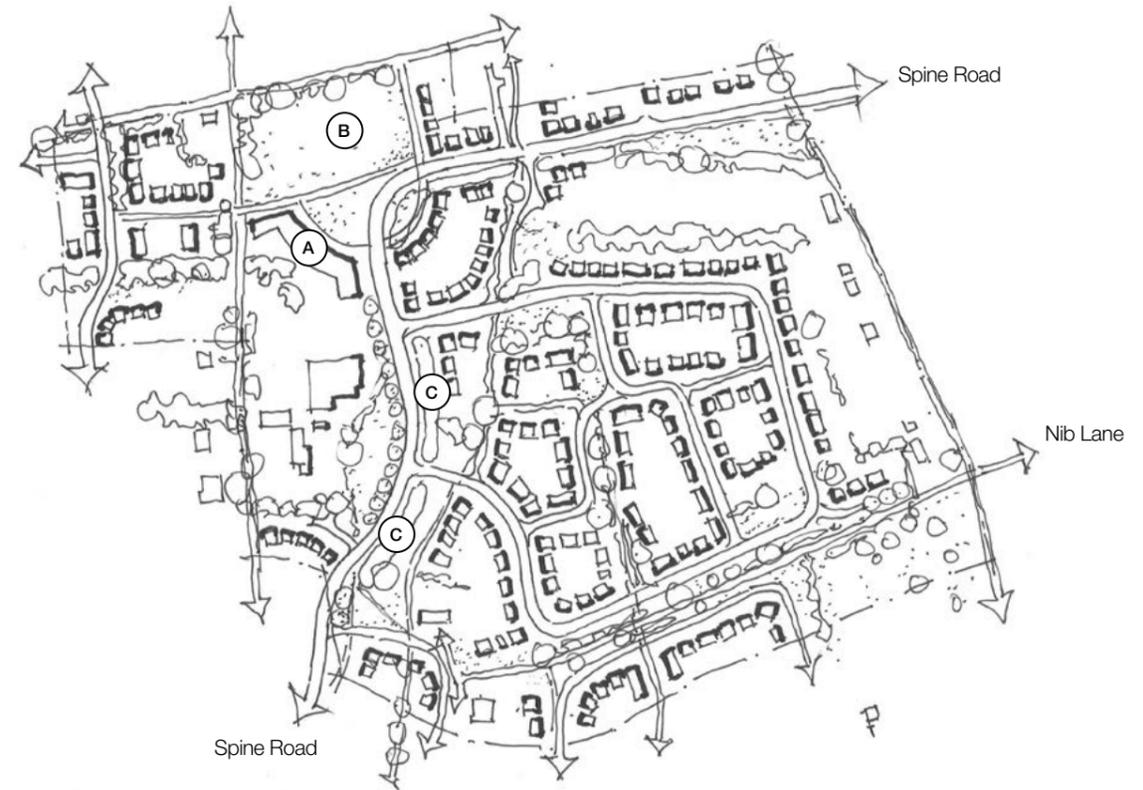
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Sketch Plan of the wider Heart of the Lanes Character Area

- A Local Centre
- B The Village Green
- C Swale and SUD systems along spine road

**Key**

1. White and grey casement windows in U-PVC and Timber
2. Composite front doors with porches in a range of darker colours
3. Larger glazed openings with Juliet balconies to some dwellings
4. Timber front doors in a range of darker colours

### 9.3 Urban Edge

The Urban Edge Character Area is evident within both Application A and B sites. The eastern extent of the sites, adjacent to the railway line, will have a tighter grain with a higher density, linear and urban feel with a natural/grey colour palette.

The areas will have a contemporary suburban feel with modern and elegant materials forming rich and characterful architecture. The massing within this area is to be up to a height of 3 storeys.

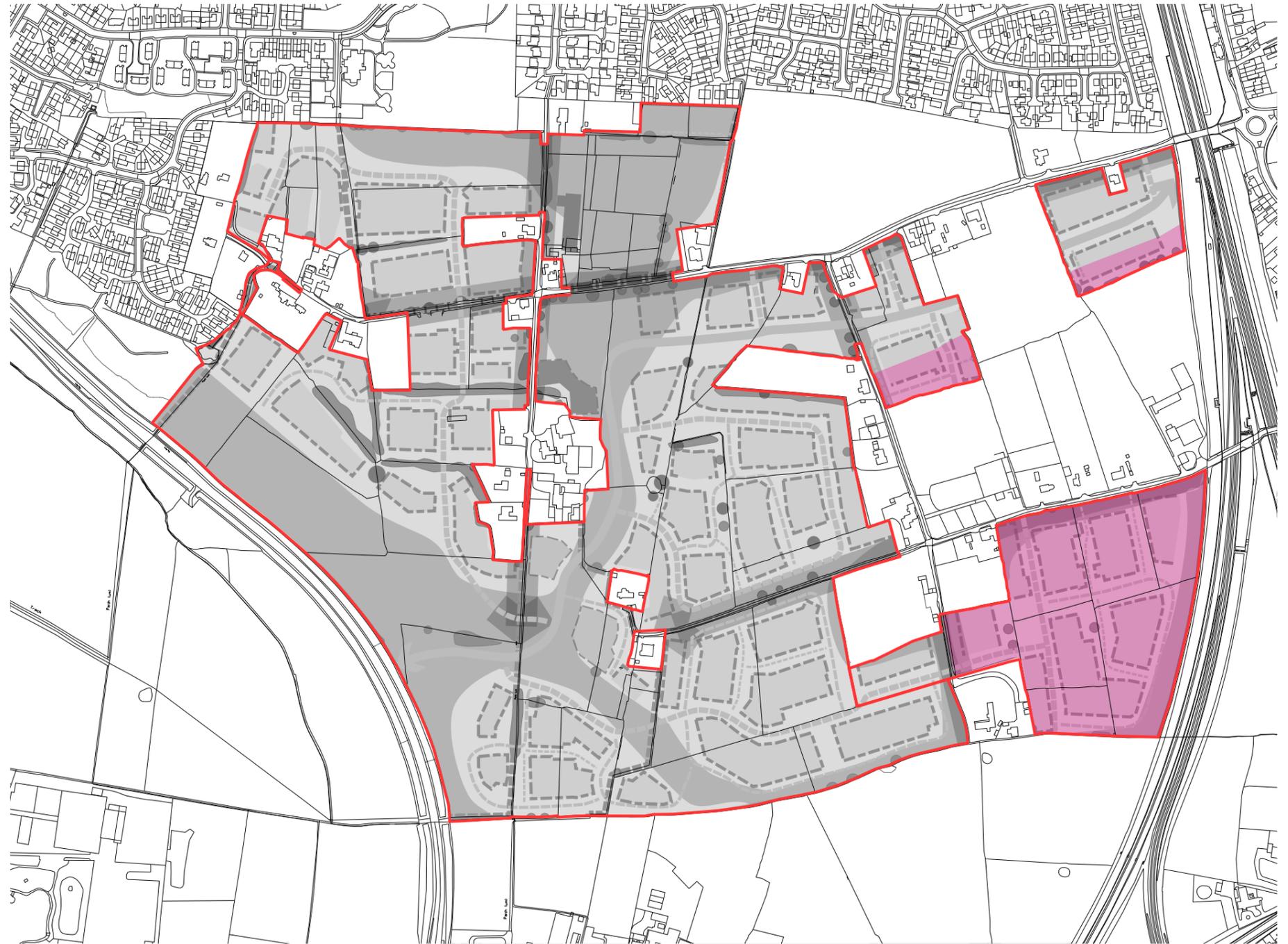
In comparison to the rest of both sites, there is minimal mature vegetation, with the predominant tree species being Ash. There will be a substantial amenity and natural green space provision, with a planted margin providing a buffer against the railway boundary.

The historic field patterns give an orthogonal, more gridded approach to the urban layout.

Macadam will be used for the enhanced streets whilst grey key block and Tegula setts can be used for some feature areas of the informal/pedestrian prioritised streets subject to LCC adoption criteria.

Character Areas: Urban Edge

Fig 9.4



The extent of the Urban Edge character area.



Existing Area Character  
Rectilinear and formal hedgerows with existing clipped and unclipped mature hedgerows.



## 9.3 Urban Edge Landscape and Paving

The eastern extent of both sites adjacent to the railway line will have a tighter grain. The general absence of mature landscape features provides the opportunity for character creation and as such a muted palette of grey-blue colours are proposed to offer a crisp setting to the proposed modern architectural building façades. Semi-natural green space is proposed along the interface with the railway line with east-west provision to provide green infrastructure to connectivity. To the northern amenity green space is orientated alongside road infrastructure and includes swales, a LEAP and Public Right of Way connecting Kingsfold with Lostock Hall. Given the opportunity for character creation, there is a particular opportunity to create public greening with fruiting/productive species.

### Materials

High quality hard landscape materials, a combination of manmade surface materials; Colour palette in greys and natural tones to emphasise semi-urban feel with a range of unit sizes/orientation to differentiate street uses (car parking, highway, pedestrian only);

### Hierarchy of highway material selection

#### Enhanced Streets

macadam carriageways;

#### Informal Streets

macadam carriageways;

#### Pedestrian Prioritised Streets / Private Shared

#### Driveways

macadam / Tegular paving at focal points (subject to adoption)

#### Pavements

macadam;

### Vegetation

- Existing biodiversity to be retained and enhanced where possible;
- Regular street trees of Ash, Pear and Apple with a single species hedging to form a simple vegetation palette for streetscenes. Single species hedges to be hawthorn, hornbeam and hazel.
- Removal of invasive species (Japanese Knotweed).
- Inclusion of nest boxes in gardens.



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### Key

1. Tarmacadam for all road areas with white and grey coloured aggregates in feature areas.
2. Tegular Slate paving for feature areas (subject to adoption)
3. Grey Lotis paving paving for driveways and feature areas (subject to adoption)
4. Blackthorn to be used in hedgerows
5. Rosehip to be used in hedgerows
6. Acai tree planting
7. Hawthorn to be used in hedgerows

## 9.3 Urban Edge Material Palette

The material palette for this area takes its references from a more urban environment. There is little residential context in this area and a very formal pattern of hedgerows. This allows this area to be very different to the context and other character areas.

### Brick Selection

A variety of more modern London yellow and multi buff brick, both smooth faced and textured with both stretcher bond. Coloured mortar with bucket handle mortar and recessed pointing.

### Roofing

A selection of red and grey roof tiles, plain tile style.

### Windows and doors

Aluminium or U-PVC in darker colourer windows in a more modern casement style



1



2



3

### Key

1. Taller, more modern terraced housing in predominantly buff and yellow brick, parallel to the back of pavement.
2. More modern style porches and small urban front gardens. Minimal boundary treatment.
3. Some wider frontage homes in orange and multi brick
4. Orange / Brindle multi with coloured mortar
5. London Yellow brick with light coloured mortar
6. Pale brick with ironspots with coloured mortar.
7. Grey cement plain tiles
8. Red Clay cement plain tiles



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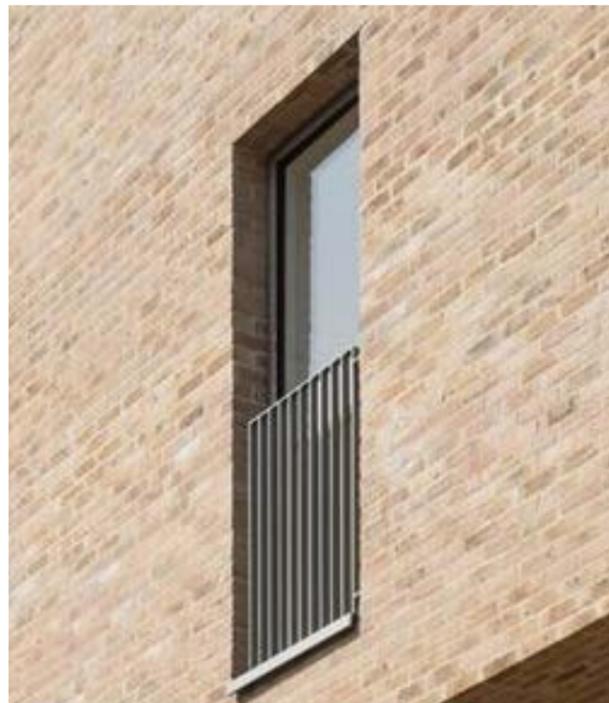
## 9.3 Urban Edge



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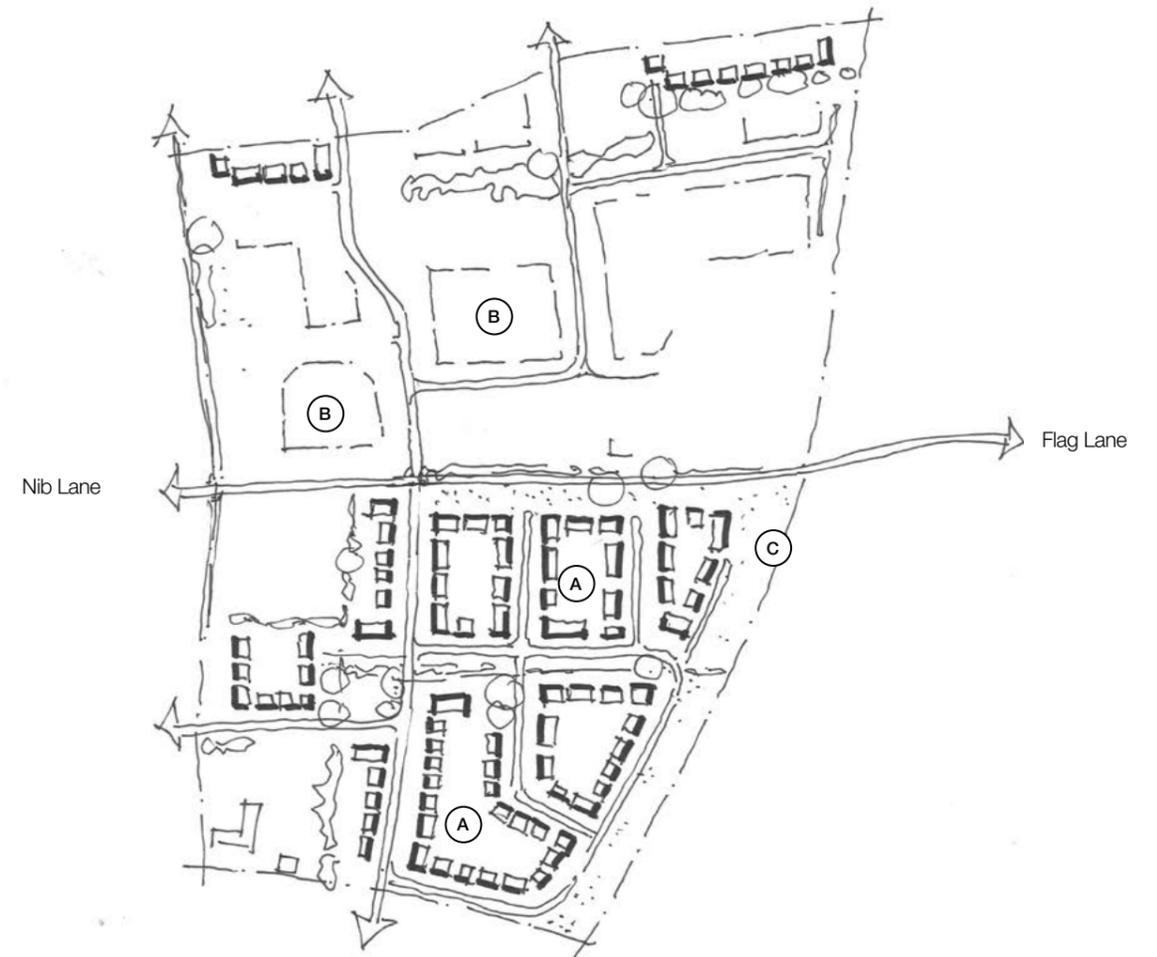
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4

### Key

1. White and grey casement windows in U-PVC or Timber
2. Composite front doors with porches in a range of darker colours
3. Larger glazed openings in metal frames with Juliet balconies to some openings
4. Timber front doors in a range of darker colours



### Sketch Plan of the wider Urban Edge Character Area

- A Housing development
- B Existing properties
- C Circular Walkway along railway edge

# 9.4 Penwortham Edge

The south western extent of both sites will have a very rural feel with a significant buffer of natural green space referencing the neighbouring green belt beyond Penwortham Way.

Within this zone, there can be a mixture of architectural styles and materials that form the gateway, with a strong landscape entrance as a visual marker for the whole development.

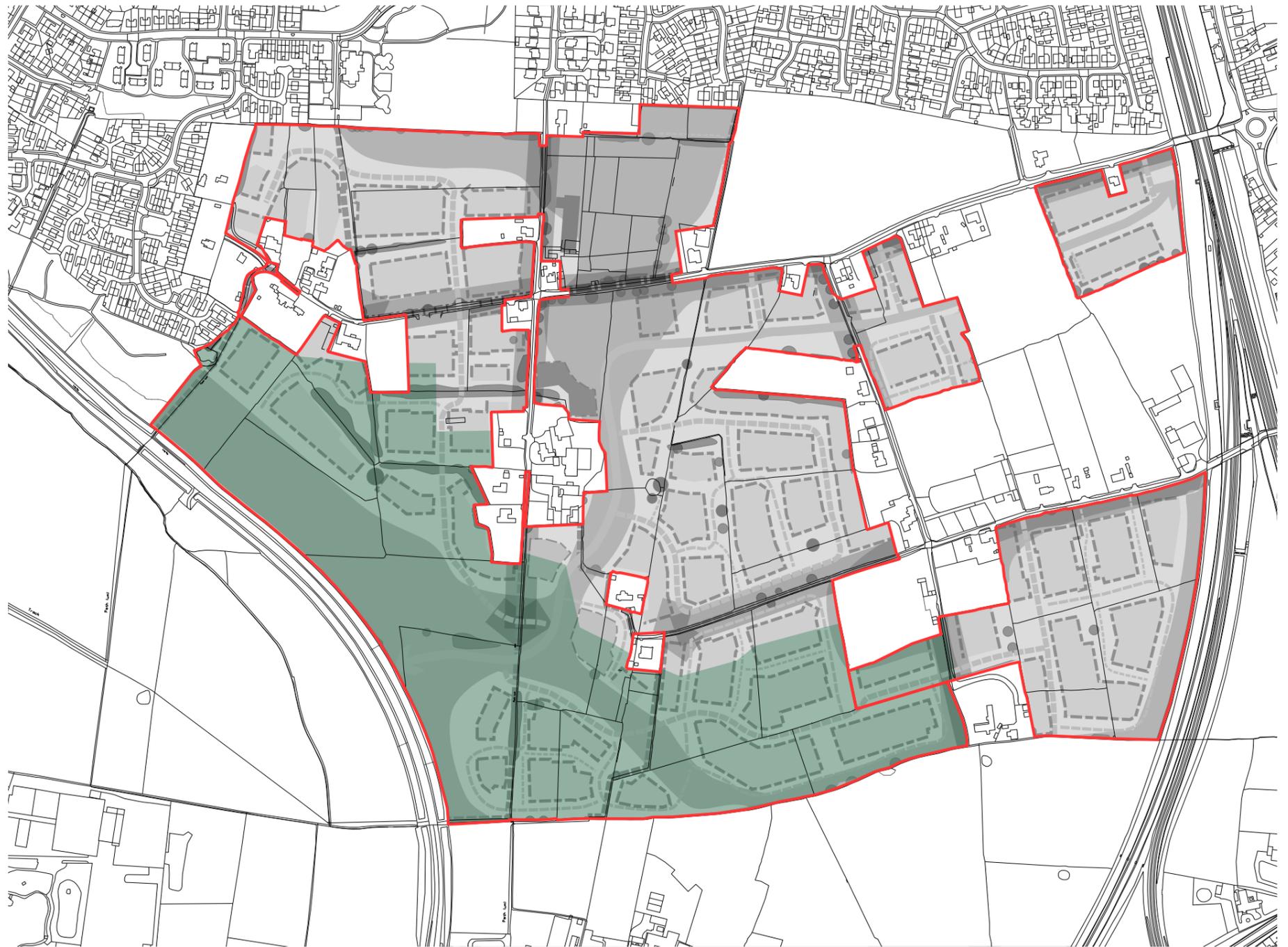
The character area will comprise of low density housing, up to 3 storeys, and set out around a network of amenity green space. A significant portion of natural green space will include swale and wetland areas.

There will be a selection of resilient materials and techniques which will incorporate the use of sustainable drainage design with a diversity of plant species that tolerate climatic extremes.

Tree planting within the natural green space provision will include oak, elm, lime, poplar, ash, hawthorn and cherry, which can already be found along the Penwortham Way boundary.

Character Areas: Penwortham Edge

Fig 9.5



The extent of The Penwortham Edge character area.



Existing Area Character  
Characterful red brick architecture along Chain House Lane, mature vegetation along Penwortham Way and existing clipped hedge garden boundaries on Chain House Lane.



## 9.4 Penwortham Edge Landscape and Paving

The south western extent of both sites will have a transitional character as the interface between the settlement and wider rural landscape west of Penwortham Way. This green corridor extends the full length of the sites and connects the north west corner with the south west at Coote Lane. Residential neighbourhoods will define the eastern side of the character area and the corridor itself will comprise of a patchwork of semi-natural space, amenity open space and allotments, and incorporate play provision. A significant portion of natural green space will include swale area for surface water attenuation.

Tree planting within naturalistic space will include oak, elm, lime, poplar, ash, hawthorn and cherry, which can already be found along the Penwortham Way boundary. Feature trees within residential areas will take reference from these established, largely native species, but using street tree cultivators. There will be a creation of new grassland and shrub habitats to improve biodiversity and increase the robustness of the existing ecological network.

The hard material palette will be consistent with those used in adjacent character areas to provide a cohesive transition.

### Materials

- Colour palette in brindle and red tones referencing adjacent character areas and existing development on Chain House Lane.
- Natural surfaces to semi-natural routes eg Hoggin or site worn material.

### Hierarchy of highway material selection

#### Enhanced Streets

macadam carriageways;

#### Informal Streets

macadam carriageways;

#### Pedestrian Prioritised Streets / Private Shared Driveways

macadam / Tegular paving at focal points (subject to adoption)

#### Pavements

macadam;

### Vegetation

- Existing biodiversity to be retained and enhanced where possible;
- Neat, clipped hedgerow garden and field boundaries as found on Chain House Lane;
- Amenity green space to include swale planting



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### Key

1. Tarmacadam for all road areas with white and beige coloured aggregates in feature areas.
2. Keyblock burnt ocre paving for feature areas (subject to adoption)
3. Tegular heather paving for feature areas (subject to adoption)
4. Semi Natural Grassland landscape
5. Naturalistic grassy margins to edges
6. Homes with good outlook over more natural and planted landscaping

## 9.4 Penwortham Edge Material Palette

The material palette for this area takes its references in the wider Penwortham area. In particular this area should integrate with the forms and typologies to the south-west of the site.

### Wall Material Selection

An eclectic mix of brick, render, timber and stone cladding. This character area has the most variety and the largest component of more natural materials.

### Roofing

A selection of red and grey roof tiles, in more textured and roman tile style.

### Windows and doors

More traditional timber or UPVC windows with the effect of smaller panes of glass.



1



2



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### Key

1. Collection of brick and render homes set back from the road.
2. Collection of brick and render homes set back from the road.
3. Collection of brick and render homes set back from the road.
4. Orange / Brindle multi with coloured mortar
5. Red / Brindle Multi brick with coloured mortar.
6. Small feature areas of white render
7. Red Clay Roman and other profiled tiles
8. Grey Roman and other profiled tiles



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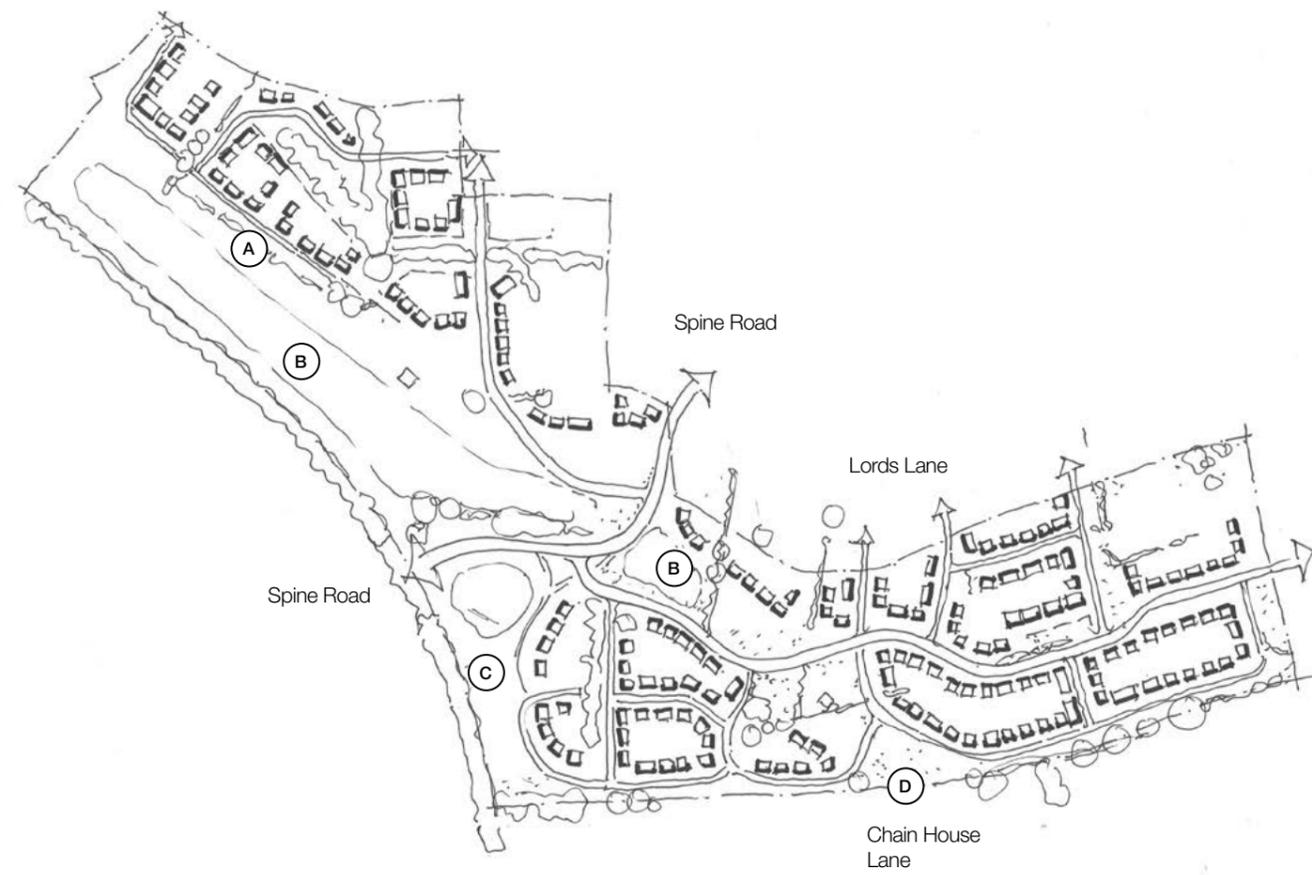


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## 9.4 Penwortham Edge



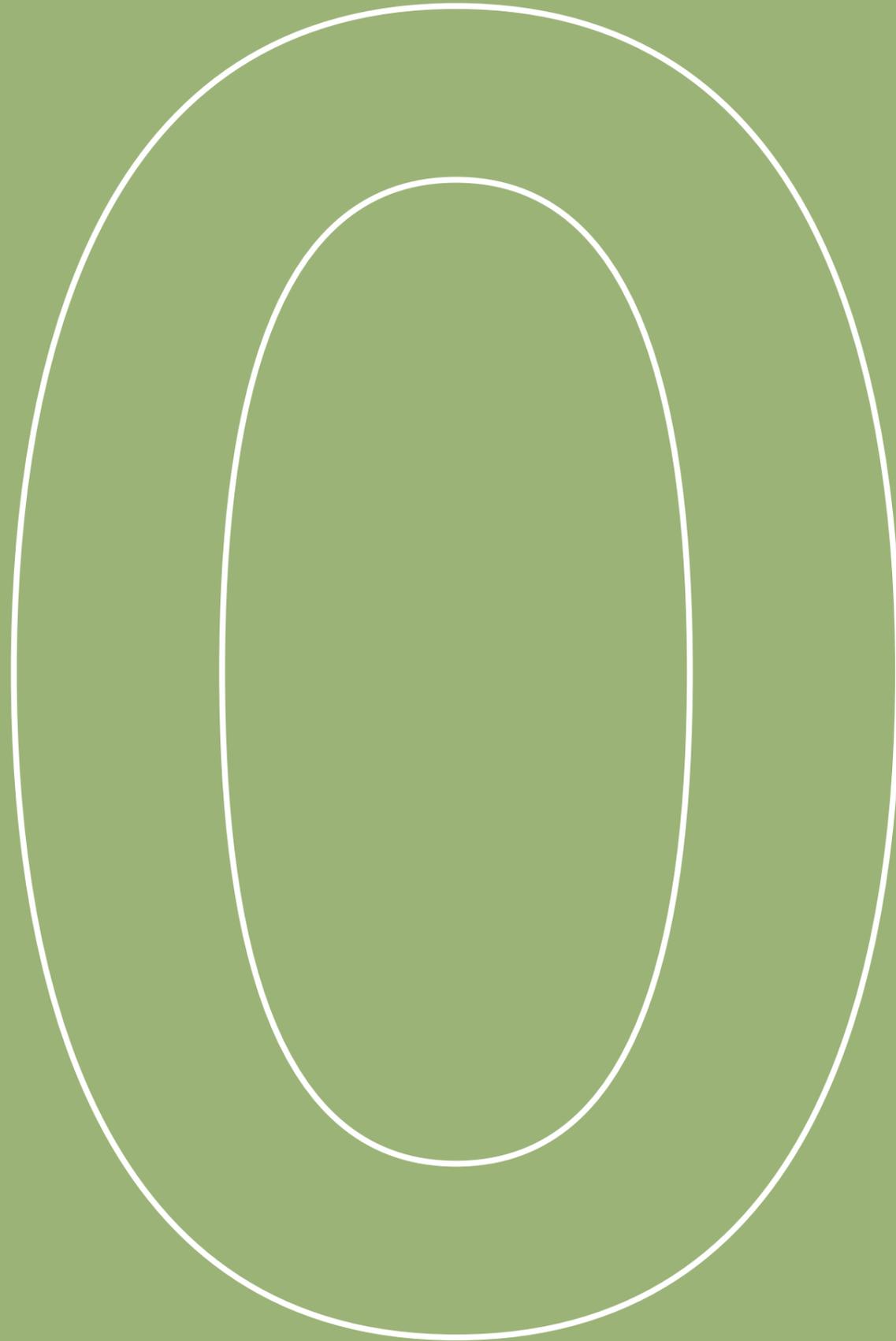
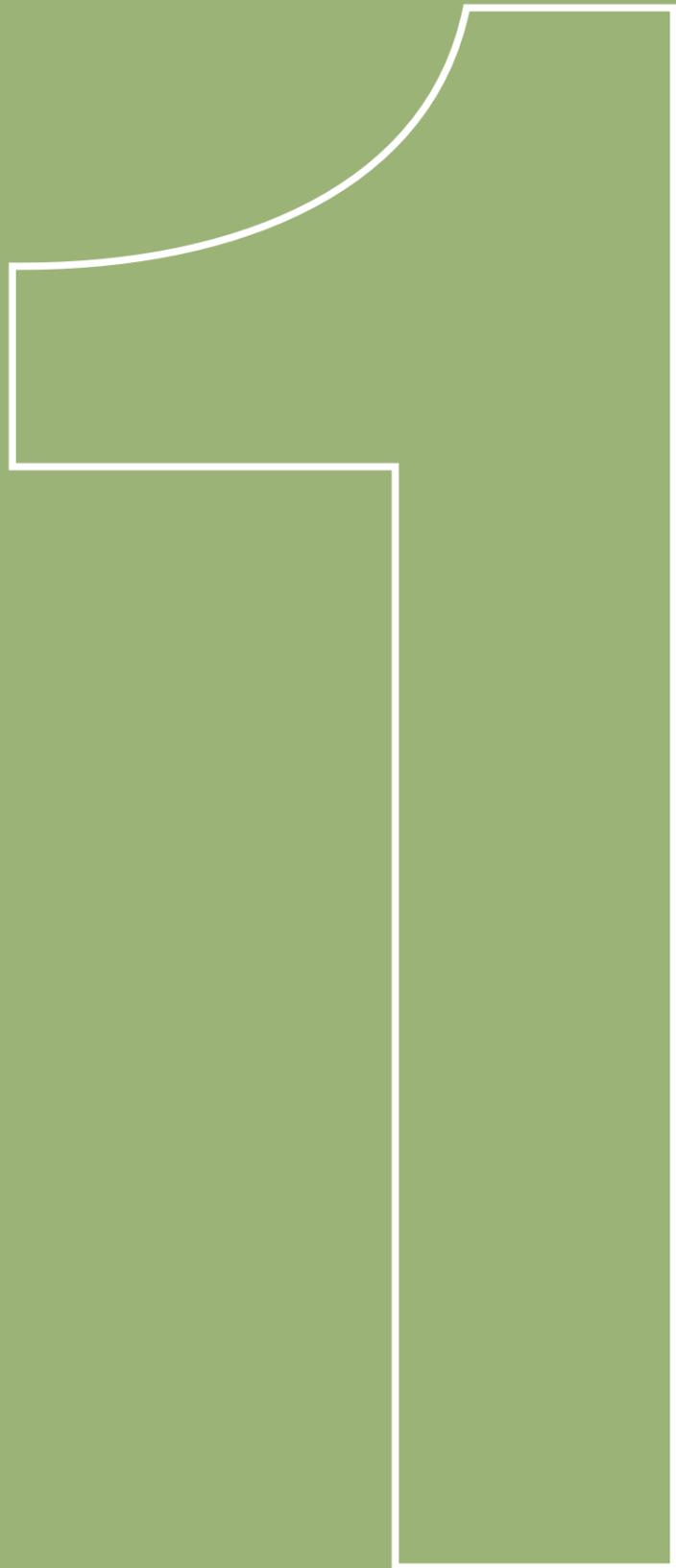
**Sketch Plan of the wider Penwortham Edge Character Area**

**Key**

1. White and grey casement windows in U-PVC or Timber emulating sash windows
2. White and grey casement windows in U-PVC or Timber emulating smaller panes

- A Clear visual overlooking of green spaces
- B Areas of Sustainable Urban Drainage
- C Area allocated for intensive tree planting
- D. No vehicular connection between Spine Road and Chain House Lane

# 10.0 Design Guidance



## 10.0 Design Guidance

### Building for a Healthy Life

Both applications have been designed in line with Building for a Healthy Life objectives. Building for a Healthy Life is a Design Code to help improve the design of new and growing neighbourhoods and consists of the following objectives.

#### INTEGRATED NEIGHBOURHOODS

##### Natural Connections

Yes, this has been considered. 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 possible these walking and cycling routes have been extended. Development traffic is segregated from these lanes as part of the 'Vision and validate' strategy; the spine road also acts as a new artery running diagonally through the Application A site, connecting the majority of the site to Penwortham Way. A series of new neighbourhoods will be formed off this new connecting road through a series of primary, secondary and tertiary road networks. As part of a drive for 'filtered permeability' the most direct routes across both sites will be by foot or cycle, with few direct highway connections north to south.

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.

##### Walking, cycling and public transport

Yes, this has been considered. The development traffic has been segregated from the existing lanes. The existing lanes will be used for priority pedestrian and cycle routes, and for vehicle access to existing properties only. The spine road makes provision for cycling off road.

Potential for a circular route for a bus service has been introduced. There will be safe and accessible pedestrian routes to all bus stops throughout the entire scheme. Bus stops will be regularly located, approx every 400m is seen to be a reasonable distance to walk to the nearest bus stop. The local centre will include a mobility hub to encourage modal shift away from the car. Similarly, road radii have been reduced in size to reduce vehicle speed.

Outside of the site boundaries, Preston has an extensive bus network which is operated by Preston Bus and Stagecoach, a private bus service company. There are currently many local bus stops within walking distance from the sites and the development proposes to further incorporate public transport links.

##### Facilities and Services

Yes, this has been considered. The local centre, village green and school have been located in a position which is accessible to all in the development, and of benefit to the community beyond the red line. The proposals will accommodate a number of community facilities including varying sizes of shops, a primary school, many different forms of public open spaces as well as social and leisure facilities. The scheme will contribute to the extension of the Penwortham Community Centre. In addition to this there are public facilities around the perimeter of the scheme including;

**Shops** – The scheme is close to Preston City Centre as a key retail epicentre with two large shopping centres, Fishergate and St George's. The city centre is also easily accessible via public transport. In addition there are large supermarkets to the South East of the site within 3km, equating to about 5 min drive, plus there are additional retail outlets (a 'Boots' and 'Londis') located the same distance in a North West direction. The scheme also includes a local centre at the centre of the scheme.

**Schools** – There will be a newly constructed two form entry primary school within the scheme to support the already established primary and secondary schools within the surrounding area of Penwortham as well as towards Preston City Centre.

**Workplaces** - According to Jan-Dec 2020 figures, the employment rate for the resident population (16-64) in South Ribble was 83.7%. These figures are provided by the ONS Annual Population Survey (2021). Preston employs its highest percentage of people within the retail industry followed closely by the public sector.

**Parks** – The scheme has generous public open space as set out in earlier chapters.

**Play Areas** – There are the appropriate number of LAPs and LEAPS located throughout the site as indicated in earlier chapters.

**Pubs/Cafés** – Nearby Lostock Hall Borough contains a high street with multiple pubs and cafés.

##### Homes for everyone

Yes, this has been considered. The scheme proposed a variety of unit types, a variety of heights as set out in the parameter plans and a variety of tenure as set out in the Planning Statement. The scheme is policy compliant in terms of affordable housing provision. As an outline applications, there is allowance for flexibility which will allow the mix to flex to meet any future changing need.

#### DISTINCTIVE PLACES

##### Making the most of what's there

Yes, this has been considered. The design principles have been formed from a review of the existing landscape structure and character. The scheme retains most of these existing assets as anchor features.

The proposed massing reflects the existing context of the surrounding settlements. In most cases, the scheme provides interlocking back gardens between existing and new development.

The existing buildings within the proposed application sites are also used as influencers to ensure a locally sensitive pallet of materials so there are no extreme architectural styles adjacent to existing buildings. All existing trees and hedgerows are to be retained as much as reasonably possible. This also includes existing field boundaries. These assets are to be utilised in order to form natural boundaries.

##### A memorable character

Yes, this has been considered. The movement and structure designs were hand drawn as concepts at the start to find the right solution; these are included earlier in the document.

The scheme has been divided into four smaller zones that have been established based on their context and individual boundary conditions. Three of these character areas wrap around the perimeter with one towards the centre. Within each of these areas the look and feel will vary subtly to reflect the existing landscape and buildings. Creating this subdivision creates interest and will ensure a positive contribution to the local area and prevent a copy-paste style landscape and architecture.

##### Well defined streets and spaces

Yes, this has been considered. The road hierarchy clearly sets the spacing of dwellings and buildings relative to the landscape and to each other. Most of the housing is designed as perimeter blocks. All open spaces and urban parks are positioned to utilise daylight and encourage natural surveillance with front doors facing public spaces where possible. All accessible roads are positioned to the south and west of that space, enabling the most easterly edge of the public open space to be away from noises and congestion from roads and enables a space for a richer community space for social interaction.



# 10.0 Design Guidance

## Building for a Healthy Life

### STREETS FOR ALL

#### Easy to find your way around

Yes, this has been considered. Within the proposed applications there shall be a strong hierarchy within the walkway and road network. The existing lane network is retained to provide clear legibility to the movement structure. The spine road runs through the development to which all secondary roads are linked. This new route becomes the foundations for additional roads. Off the spine road are primary roads, and off primary roads are secondary roads and so forth.

In addition to this, the massing to the units can also be used to navigate the sites. Towards the end of roads and junctions the massing is increased to create points of interest as well as creating mini landmarks, forming a part of the wayfinding to give a sense of place and destination. The four subtly different character areas with varying materiality will assist in intuitive navigation.

#### Healthy Streets

Yes, this has been considered. The 'Vision and Validate' strategy has shifted the emphasis from cars to sustainable movement patterns.

The road network has been designed in a way that encourages low vehicular speeds. Long straight roads have been avoided with the inclusion of roads with many corners to force slow speeds. In addition, the street design has been established to tame vehicle speeds. Furthermore, the layout of buildings encourages slower driving as the closer together the buildings are makes drivers proceed more cautiously. This method has been adopted within the secondary and tertiary road network.

#### Cycle and car parking

Yes, this has been considered. Cycle parking will be as easy to access as car parking. Higher levels of cycle parking and other mobility modes will be provided at the local centre. The preference will always be to animate the road by either setting the garage towards the back away from the road, which allows additional parking towards the side, or by creating a stand-alone outer building with its doors away from the road.

Public parking will always be well lit and located in areas where there is natural surveillance; on-street parking for residents should not be required; parking will generally be within the curtilage of the dwelling or in designated parking areas. More details will be submitted as part of a future Reserved Matters Applications.

#### Green and blue infrastructure

Yes, this has been considered. The scheme provides for a Biodiversity Net Gain as set out in the supporting documents. Biodiversity corridors of at least 20m wide have been incorporated throughout. The setting out and positioning of public spaces in relation to public roads also needs to be carefully considered. Public open spaces are required to be overlooked for natural surveillance; however their position will impact on the public usage. Therefore, all roads are to be positioned to the south and west of all parks and open spaces. This utilises the sun's path enabling the northern and eastern zones lighter, quieter and a safer area enriching the community space for social interaction.

#### Back of pavement, front of home

Yes, this has been considered. All properties have sufficient space to the front in order to accommodate bins and crates will remain out of sight. Homes will have defensible space and strong boundary treatments. These will be detailed more thoroughly in the future Reserved Matters Applications.

#### Summary

**This brief overview shows that this scheme should be capable of achieving a green traffic light on each section. There are no sections which would be considered a red traffic light.**

**A formal assessment against Building for a Healthy Life will be undertaken to accompany each Reserved Matters Application.**

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

It is based on national planning policy, practice guidance and objectives for good design as set out in the National Planning Policy Framework. Specific, detailed and measurable criteria for good design are most appropriately set out at the local level. They may take the form of local authority design guides, or design guidance or design codes prepared by applicants to accompany planning applications.

As well as helping to inform development proposals and their assessment by local planning authorities, the guidance supports paragraph 130 of the National Planning Policy Framework which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

The summary opposite highlights the assessment topics with their supporting answers for the proposed scheme.

# National Design Guide

Planning practice guidance for beautiful, enduring and successful places



Ministry of Housing,  
Communities &  
Local Government

## 10.0 Design Guidance

### National Design Guide

#### Context

##### C1 : Understand and relate well to the site, it's local and wider context

These applications are supported by extensive analysis of the surrounding context, in terms of landscape, urban analysis and technical elements. The heights set out in the parameter plans demonstrate this sensitivity to context.

##### C2 : Value heritage, local history and culture

A number of existing buildings and heritage assets are located within the site boundaries and identified in earlier chapters. These help to form some of the character of the new developments.

#### Identity

##### I1 : Respond to existing local character and identity

The character areas take their precedent from the existing local character. The three outer character areas knit into the existing character, allowing the central character area to form a new identity for the Lanes.

##### I2 : Well-designed, high quality and attractive

The outline applications set the principles for a well designed, high quality and attractive place. The appearance will be further developed as part of the Reserved Matters Applications for both sites.

##### I3 : Create character and identity

The Design Codes allows for five character areas to ensure a variety of interrelated identities

#### Built Form

##### B1 : Compact form of development

The scheme shows the principles of compact forms of development that are walkable, contributing positively to well-being and place-making; they are accessible to local public transport, services and facilities, to ensure sustainable development. The scheme has recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility

##### B2 : Appropriate building types and forms

The illustrative built form defines a pattern of streets and development blocks. Streets are places for people as well as for movement. Street types vary depending on their width, relating to their use; the height of buildings around them, the relationship with street width, and the sense of enclosure that results.

##### B3 : Destinations

The scheme contains a number of destinations to promote movement and active lifestyles. The school, local centre and village green all form part of the heart of the scheme to ensure people can meet and share experiences.

#### Movement

##### M1 : An integrated network of routes for all modes of transport

The proposed schemes offer maximum choice for travelling by foot, cycle, horse, bus and car.

##### M2 : A clear structure and hierarchy of connected streets

The clear hierarchy of movement and interconnected streets are defined and demonstrated in earlier chapters; The spine road forms the core from which primary, secondary and tertiary streets are accessed.

##### M3 : Well-considered parking, services and utilities infrastructure for all users

The schemes are outline only, but allows for sufficient space to ensure that parking is fully considered as part of the Reserved Matters Applications. The RMA's should consider landscaping around parking, and the ability to access electric charging points in the future.

#### Nature

##### N1 : Provide high quality, green open spaces with a variety of landscapes and activities, including play

The scheme integrates existing, and incorporates new natural features into a multifunctional network that supports quality of place, biodiversity and water management, and addresses climate change mitigation and resilience.

The open spaces include public, shared and private outdoor spaces in a range of sizes and locations.

##### N2 : Improve and enhance water management

An extensive drainage study has been undertaken. The Application A site contains a series of Sustainable Urban Drainage features and other areas for the control of surface water.

##### N3 : Support rich and varied biodiversity

The schemes provide numerous areas to include site-specific enhancements to achieve biodiversity net gains at neighbourhood, street and household level. Biodiversity and Green corridors are shown on the plans to extend and enhance existing ecosystems. Existing areas of valuable biodiversity are protected and enhanced where possible.

#### Public Spaces

##### P1 : Create well-located, high quality and attractive public spaces

A sample of the public spaces are set out in the Design and Access statement. In particular the adjacent streets are designed to support an active life for everyone, and will be well maintained for continual use. They are designed to include all of the users who may wish to use them for activities such as socialising, informal doorstep play, resting and movement.

The streets are public spaces that are open to all. They will encourage people to walk and cycle rather than to depend upon cars, particularly for short, local journeys. They are accessible and designed to meet the needs of their most vulnerable users.

##### P2 : Provide well-designed spaces that are safe

Well-designed public and shared amenity spaces feel safe for people who occupy the buildings around them, and also for visitors and passers-by. The earlier chapters set out how public space are well overlooked to assist this . This design helps to overcome crime and the fear of crime. This careful planning and design creates the right conditions for people to feel safe and secure, without the need for additional security measures.

##### P3 : Make sure public spaces support social interaction

The public spaces are located in a way that encourages social interaction and accessibility to all local communities. The spaces are well connected into the movement network, so that people naturally pass through it as they move around.

The spaces are designed to appeal to different groups. This is influenced by the range of activities that can happen within the spaces and who they are for.

#### Uses

##### U1 : A mix of uses

The schemes are residentially led, but have a range of other uses including a school, local centre and community centre.

##### U2 : A mix of home tenures, types and sizes

The schemes propose a variety of unit types, a variety of heights as set out in the parameter plans and a variety of tenure as set out in the Planning Statement.

##### U3 : Socially inclusive

The schemes demonstrate the opportunity to use local resources such as the school, community facilities, parks, other open spaces in layouts to promote social interaction and integration, and help combat loneliness.

#### Homes & Buildings

##### H1 : Healthy, comfortable and safe internal and external environment

The illustrative masterplans promote quality of life for the occupants and users of buildings. It also includes comfort, safety, security, amenity, accessibility and adaptability.

The new homes will be efficient and cost effective to run. They will help to reduce greenhouse gas emissions by incorporating features that encourage sustainable lifestyles. They will maximise natural ventilation, avoid overheating, minimise sound pollution and have good air quality.

Well-designed homes and communal areas within buildings will provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight

and ventilation. The quality of internal space needs careful consideration in higher-density developments, particularly for family accommodation, where access, privacy, daylight and external amenity space. These will be demonstrated in detail as part of the Reserved Matters Applications.

##### H2 : Well- related to external amenity and public spaces

The illustrative masterplans shows buildings that are carefully integrated with their surrounding external space. All private and shared external spaces including parking will be high quality, convenient and function well. Amenity spaces have a reasonable degree of privacy. External spaces are designed to respond to local character, as appropriate solutions will vary by the context.

##### H3 : Attention to detail: Storage, waste, servicing and utilities

Details in support of this section will be demonstrated in detail as part of the Reserved Matters Applications.

#### Resources

##### R1 : Follow the energy hierarchy

The principle of Sustainability, in terms of reducing energy, re-using and re-cycling will be as set out in the Design Code within this document.

##### R2 : Selection of materials and construction techniques

Robust, authentic and sustainable materials are used as set out in the Design Code section.

##### R3 : Maximum resilience

The material selection takes into account local environmental conditions, both prevailing and forecast. The schemes have been tested against a variety of future climate scenarios.

#### Lifespan

##### L1 : Well-managed and maintained

The schemes will be designed to be robust, durable and easy to look after. The illustrative masterplan is designed so management and maintenance responsibilities can be clearly defined for all parts of a development.

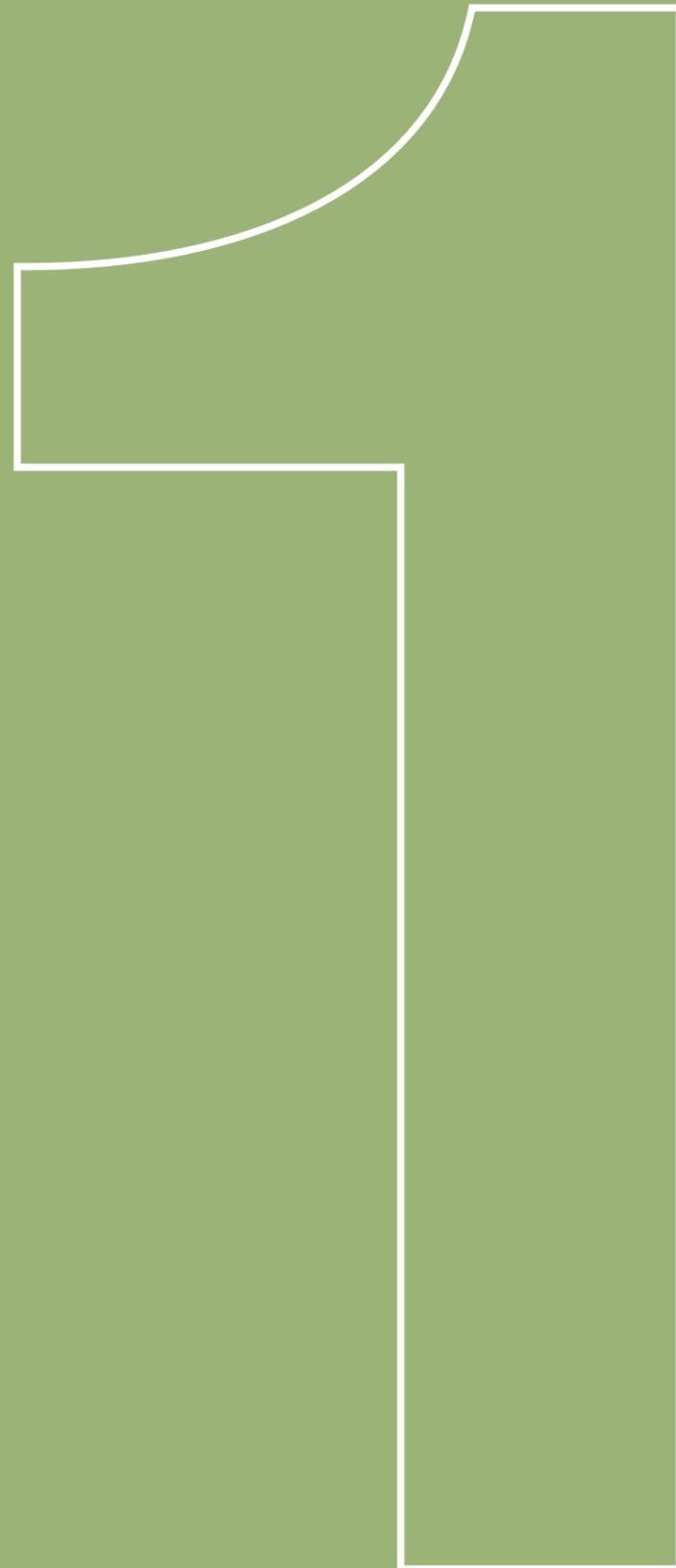
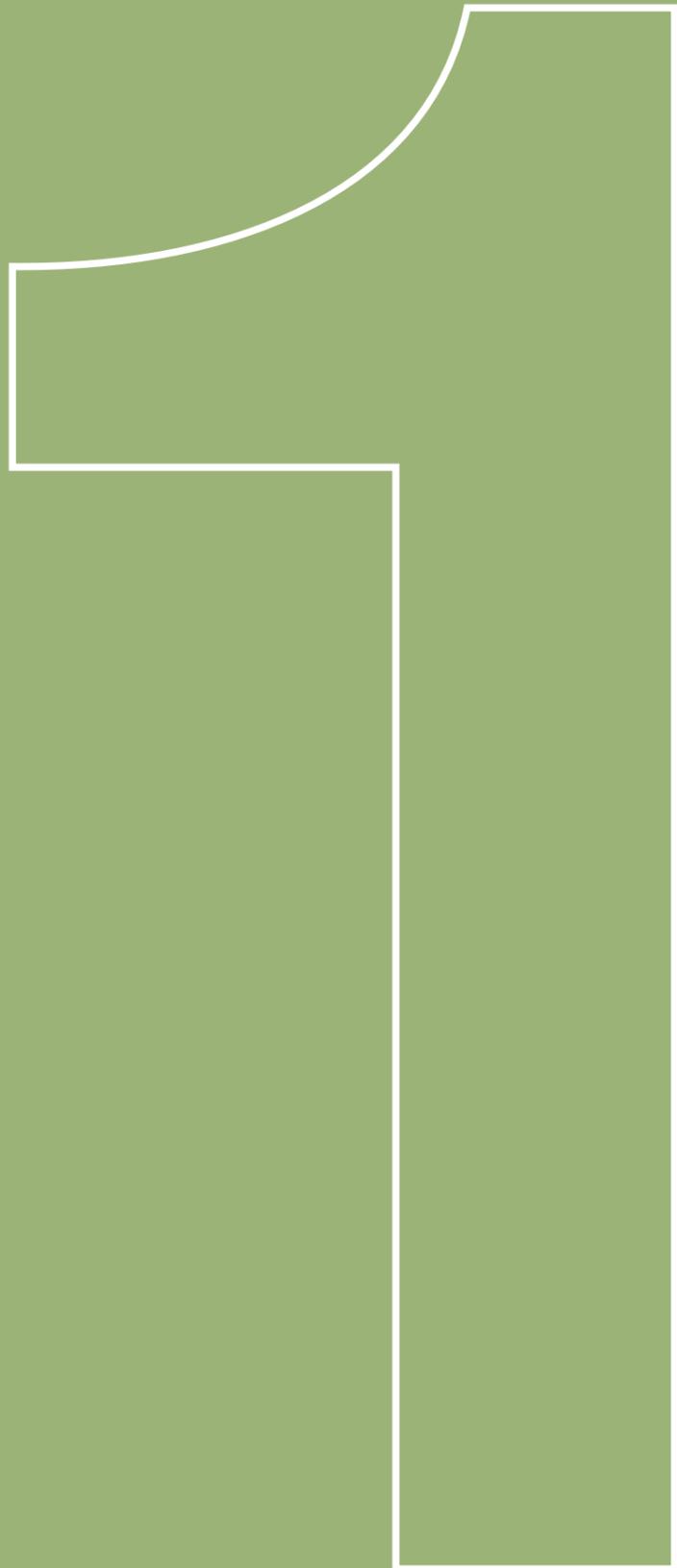
##### L2 : Adaptable to changing needs and evolving technologies

The public places are designed to be inclusive to all. The private places, such as homes and gardens, are designed to be flexible to adapt to the changing needs of their users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.

##### L3 : A sense of ownership

The illustrative masterplan clearly defines the boundaries for private, shared and public spaces, making it more likely that occupants will use, value and take ownership of them.

# 11.0 Development Phasing



# 11.0 Development Phasing

To deliver a comprehensive and sustainable development across the sites in a viable way and inline with policy, it is essential that appropriate physical and social infrastructure is delivered as part of a co-ordinated and phased approach to the development.

The Indicative Phasing Plan for Application A envisages that it will be delivered in 8 phases, with Application B delivered as a single phase. The Indicative Phasing Plan does not identify the sequence of the delivery of these phases and it is proposed that phases will be promoted for residential led development at the planning application stage.

At the time, SRBC grants future planning permission, a detailed Phasing Plan for that proposed developments will be secured by planning condition. The Detailed Phasing Plans will be underpinned by the detailed design process and will identify the extent and sequencing of the phases of the proposed developments.

It is intended that once planning permissions have been granted that there will be between 1 and 4 house builder outlets on the site who could deliver between 30 and 150 dwellings per year in aggregate.

## Development Phasing Plan

Fig 11.0

## Phasing Plan

Fig 11.0

### Key

Application Boundary A+B

North Western Phase

North Eastern Phase

South Eastern Phase

Southern Phase

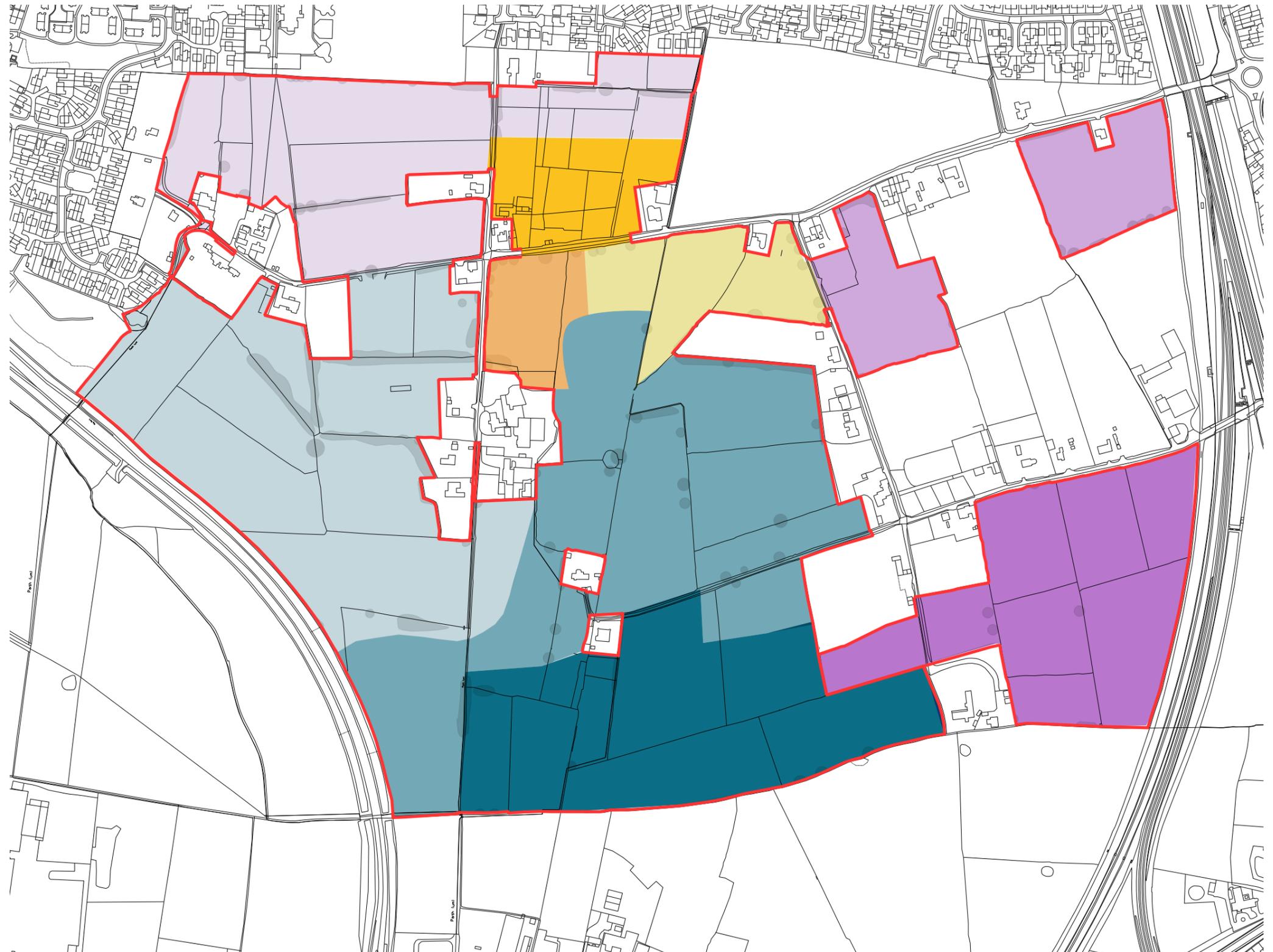
Central Phase

Western Phase

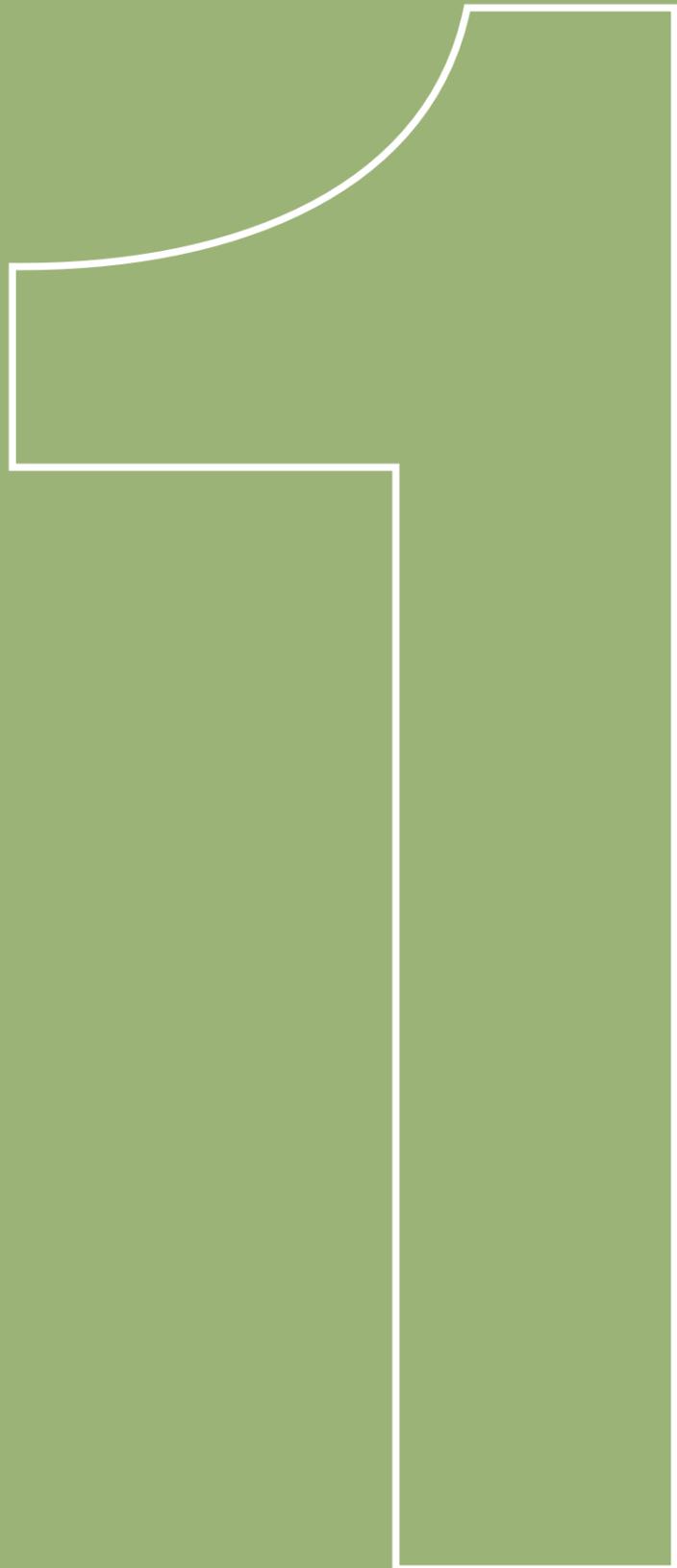
School Phase

Local Centre Phase

Bee Lane Phase



# 12.0 Design and Access Summary



## 12.0 Design and Access Summary

### Use & Amount

The following quantum of development is demonstrated for Application A:

- 920 new dwellings
- A 2 form entry primary school
- 2,500 sq.m. of retail facilities, local centre and village green
- Associated Landscaping and Infrastructure.

The following quantum of development is demonstrated for Application B:

- 180 new dwellings
- Children's Local Equipped Play Area
- Associated Landscaping and Infrastructure.

The residential elements will provide a full range in terms of both size and tenure.

### Scale

The scale of the development is set out in the parameter plans and has been discussed in detail with both residents and South Ribble Borough Council.

As the pylons form a visual barrier the development to the west of the pylon corridor should be no more than 3 storeys high; Any planning application and associated height parameters should come forward in accordance with these principles with local reductions adjacent to existing dwellings.

### Appearance

The Design Codes associated with the two applications set out a series of character areas for both sites.

The outline applications are consistent with these Design Codes and recommend that reserved matters applications be brought forward in accordance with these character areas.

### Landscape

The landscape areas and hierarchy of green spaces are set out to demonstrate a network of connected places, encouraging sustainable movement and providing a range of different types of spaces and characters.

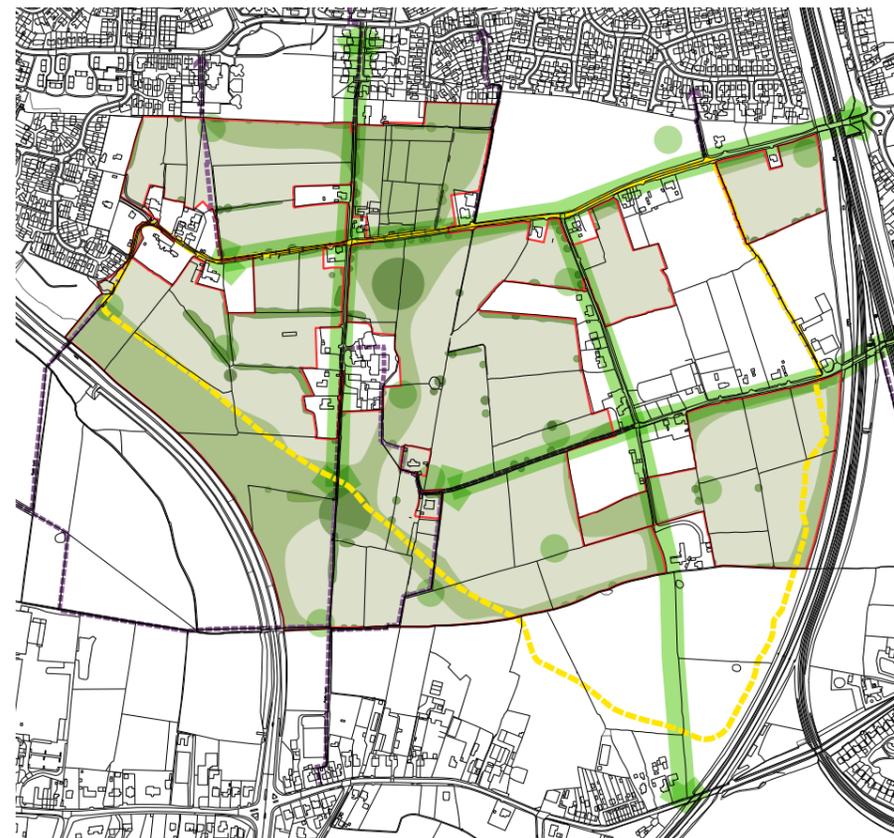
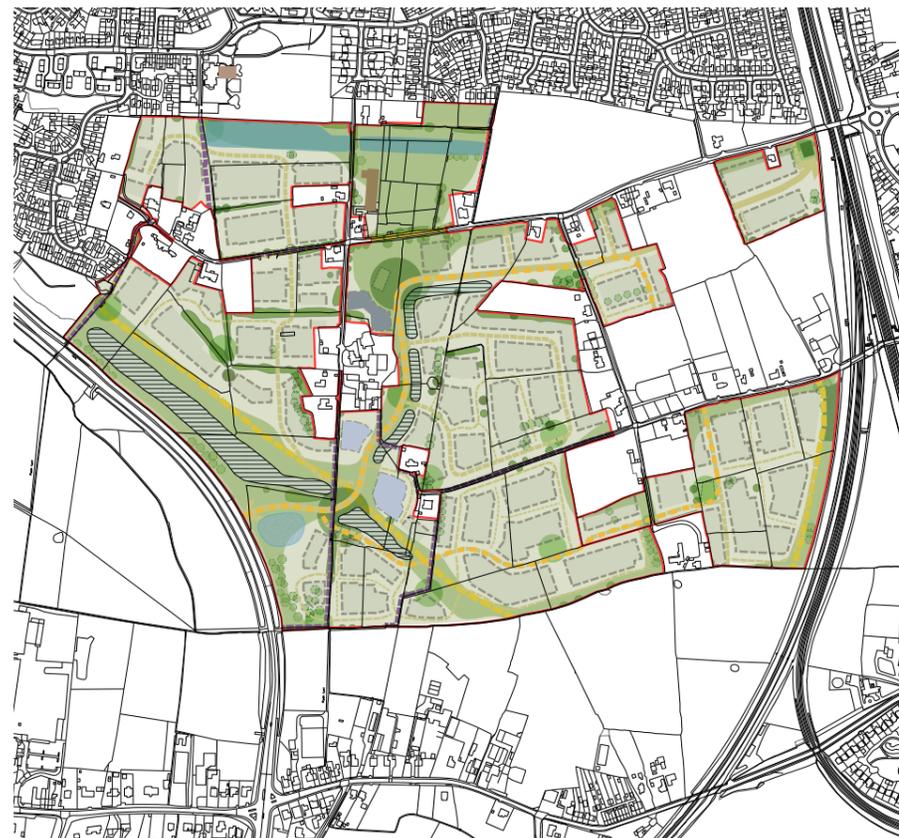
Children's Play areas have been incorporated at appropriate locations, with green spaces in accordance with both the Design Codes and the Masterplan.

A Landscape and Visual Impact assessment has been included within the Environmental Statement

### Access

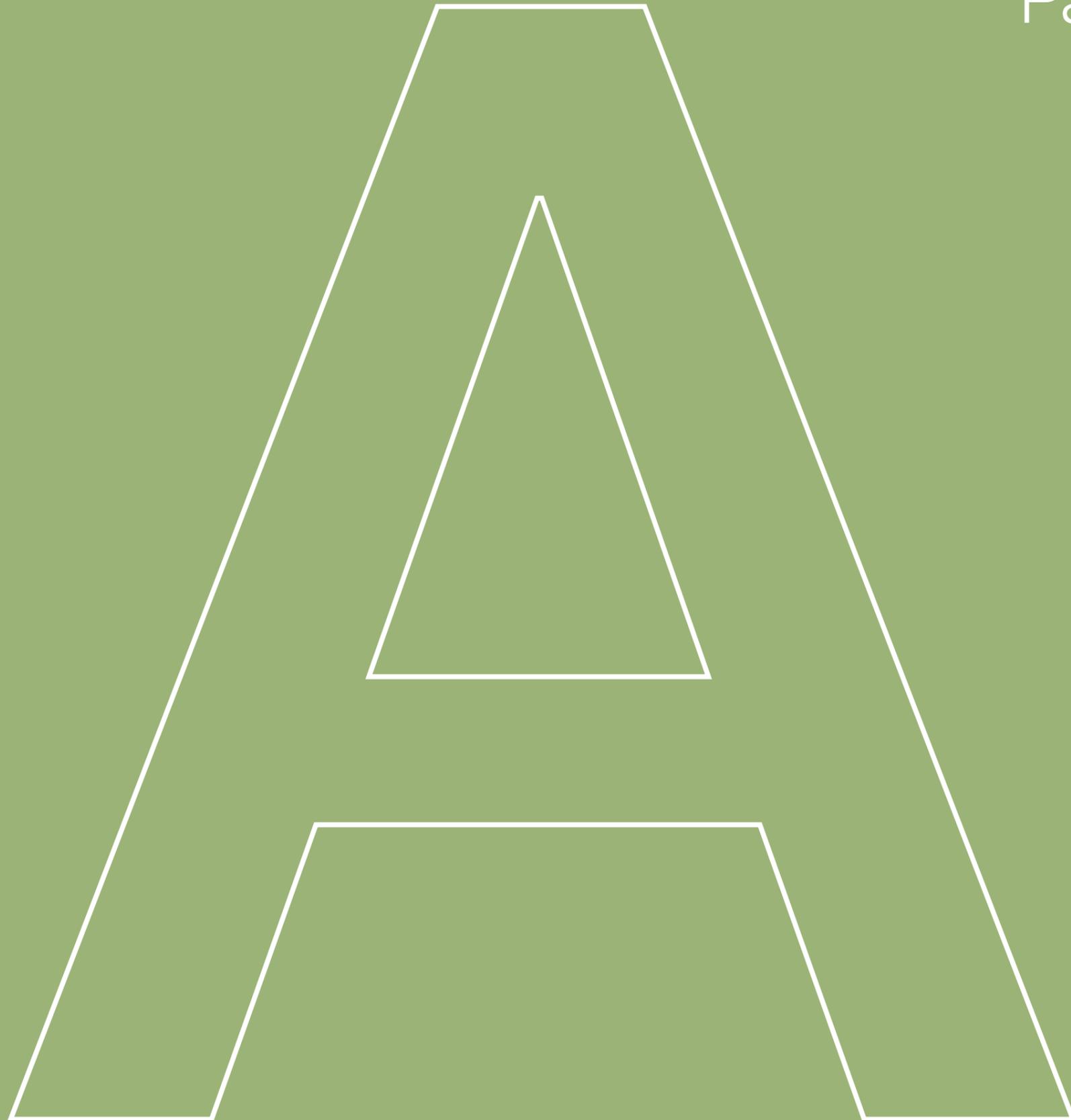
This application is for access into the sites only, as is earlier explored in Chapter 6.0.

For more details see the Highways section of the Environmental Statement



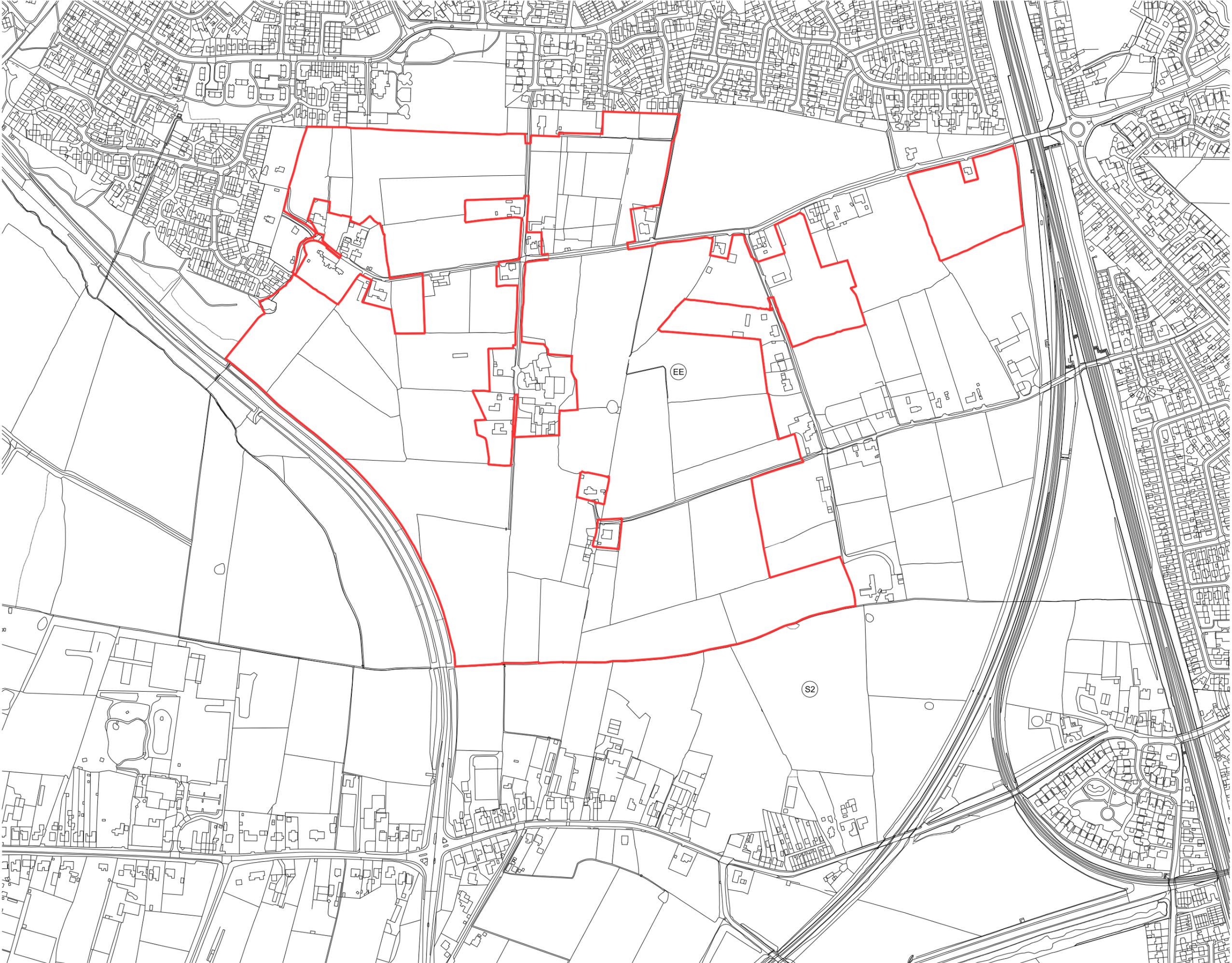
# Appendix A

## Parameter Plans: Application A



### Parameter Plans

- Boundary plan - MP\_00\_1000
- Land uses plan - MP\_00\_1001
- Building Heights plan - MP\_00\_1002
- Demolition plan - MP\_00\_1003
- Illustrative Masterplan - MP\_00\_1004



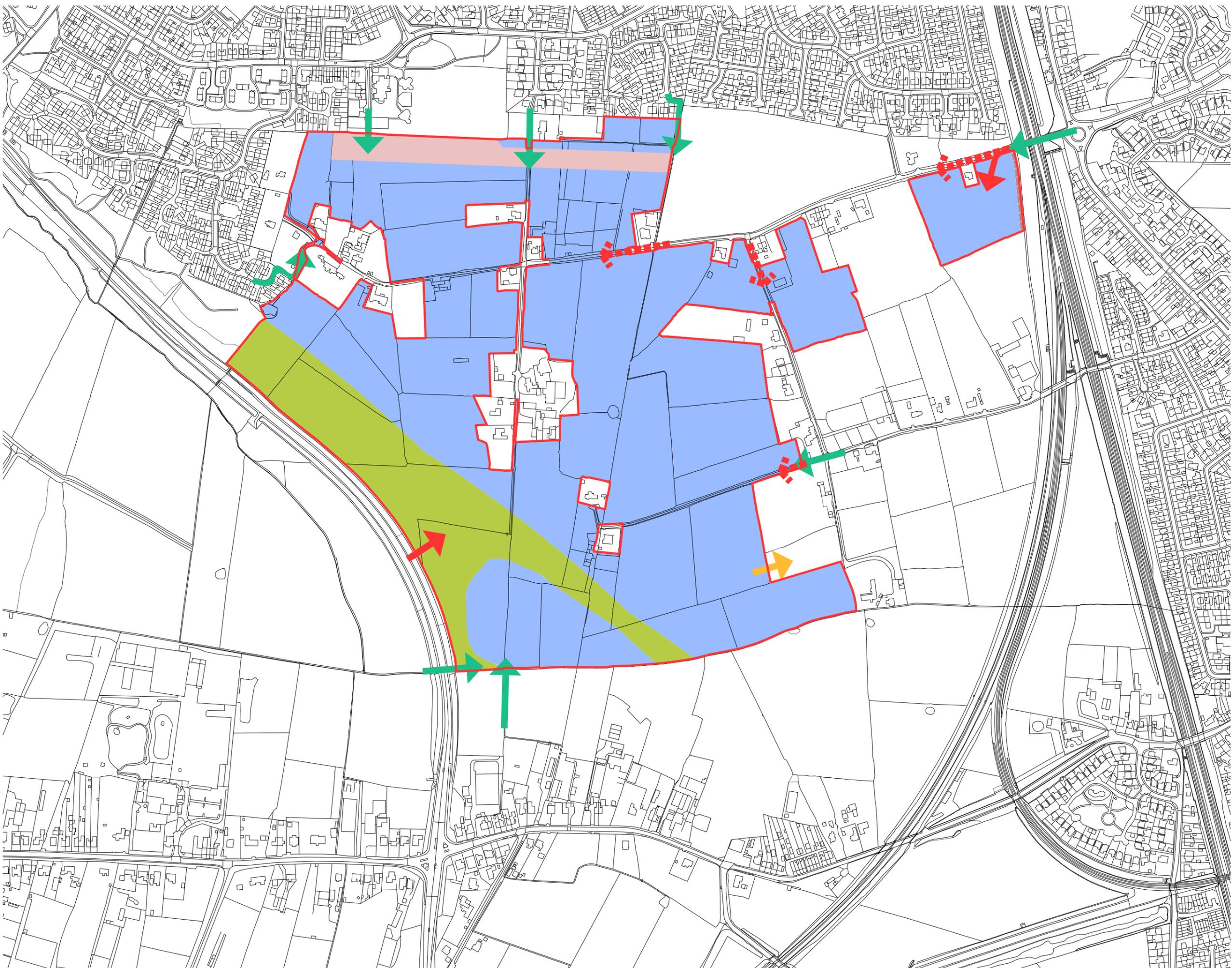
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KEY PLAN  
 Application Site Boundary

REV.	DATE	DETAILS
101	03/08/21	Issued for Planning
100	04/06/21	Issued for information

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PROJECT: The Lanes, Penwortham  
 TITLE: Application A Parameter Plan - Red Line  
 SCALE: 1:2500 @ A1  
 ORIGIN DATE: 05/12/18  
 DRAWING: OR  
 CHECKED: AT  
 PROJECT: 05745  
 DRAWING NO: MP\_00\_1000  
 REV: 101



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- KEY PLAN:**
- Application Site Boundary
  - Residential and elderly persons accommodation including open space, landscaping, existing roads, access and other associated infrastructure (use class C3, C2 and sui generis).
  - Education including open space, landscaping, access and associated infrastructure (use class F1)
  - Retail, professional and financial services; cafes, restaurants, hot food and drinking establishments; office, leisure and health (use classes E, F1, F2 and sui generis).
  - Appropriate buffers to existing properties will be confirmed at reserved matters stage
  - Flood Storage zone including open space, landscaping, existing roads, access and other associated infrastructure
  - Buffer from Penwortham Way including landscaping access and associated infrastructure such as SUDs.
  - Buffer from railway line including landscaping access and associated infrastructure such as SUDs.
  - ➔ New Access Points
  - ➔ Existing Access Points (to be retained)
  - ➔ Existing Pedestrian Access (to be retained)
  - ➔ Access into adjoining land (see connected application)

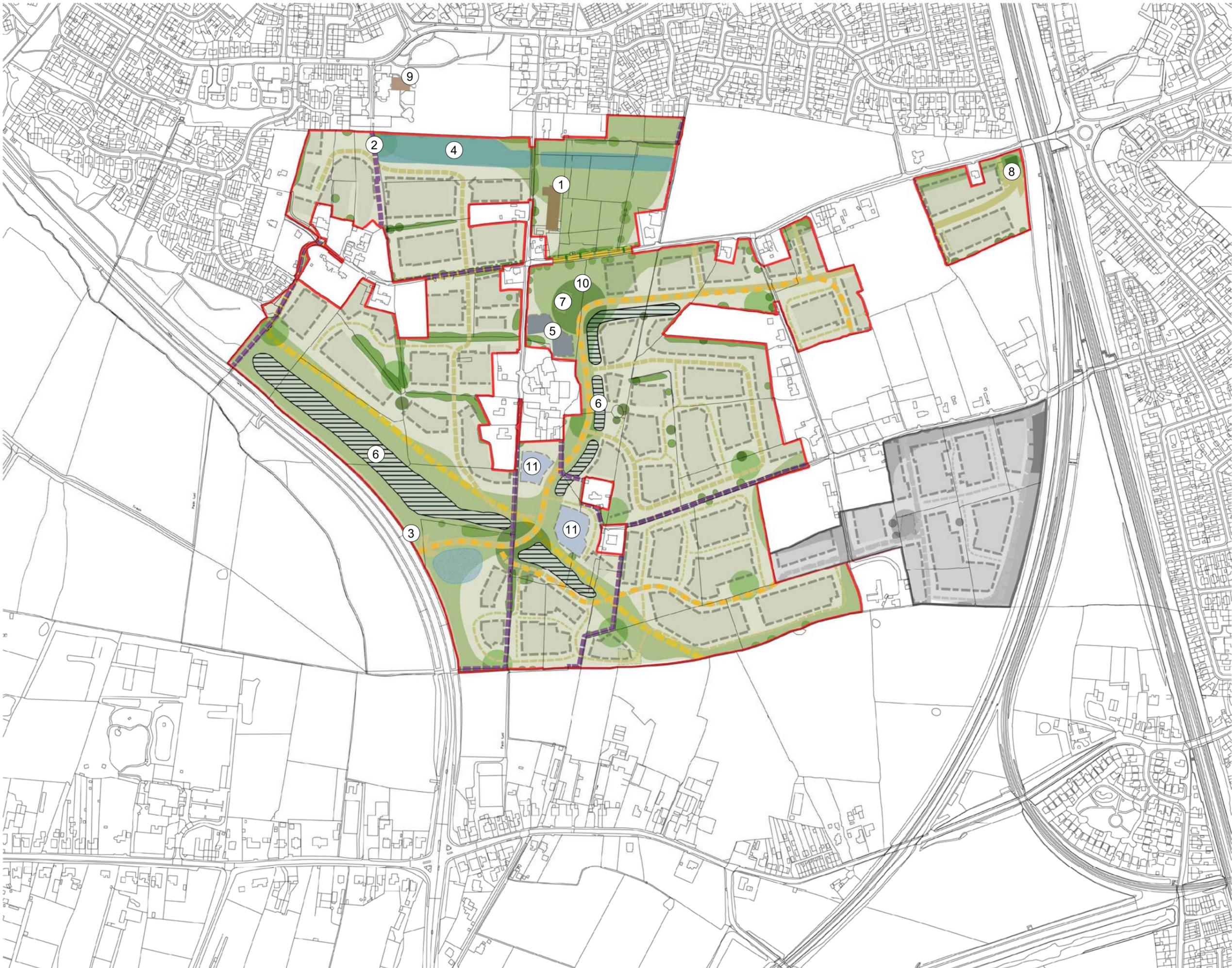
REV.	DATE	DETAILS
105	03/06/21	Issued for Planning
104	22/06/21	Revised access
103	16/06/21	Residential accommodation updated
102	15/06/21	Revised access
101	11/06/21	Revised access
100	04/06/21	Issued for information

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PROJECT: The Lanes, Penwortham  
 TITLE: Application A Parameter Plan - Land Use  
 SCALE: 1:2500@A1  
 ORIGIN DATE: 05/12/2018  
 DRAWN: OR  
 CHECKED: AT  
 STATUS: .  
 PROJECT: 05745 DRAWING NO: MP\_00\_1001 REV: 105







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KEY PLAN:  
 Note: Application B shown in Black and White for context

- Application Site Boundary
- Spine Road
- Enhanced Streets
- Informal Streets
- Pedestrian Prioritised Streets
- Exercise Track
- Bus Route
- Public Rights of Way
- Dwelling Frontages
- Development Parcels
- LEAP
- Network of Public Open Space
- Flood Bash Area
- Attenuation Basin/ Swale
- 1 New Primary School
- 2 Pedestrian/ cycle link to Kingsfold
- 3 Entrance Gateway - a new route from Penwortham Way direct to the heart of the new community
- 4 Area to manage and contain existing surface water
- 5 New local facilities including retail, employment and community uses
- 6 Sustainable Urban Drainage
- 7 Children's Play Areas (LEAP)
- 8 Allotments
- 9 Potential extension to existing Community Centre
- 10 The Village Green
- 11 Entrance Gateway and initial sales centre for Phase One

102	06/08/21	Key Revised
101	03/08/21	Issued for Planning
100	03/08/21	Issued for Information

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PROJECT:  
**The Lanes,  
 Penwortham**

TITLE:  
**Application A  
 Illustrative Masterplan**

SCALE: 1:2500@A1    ORIGIN DATE: 27/07/21    DRAWN: AB    CHECKED: AT

STATUS:

PROJECT DRAWING NO: 05745 MP\_00\_1004    REV: 102

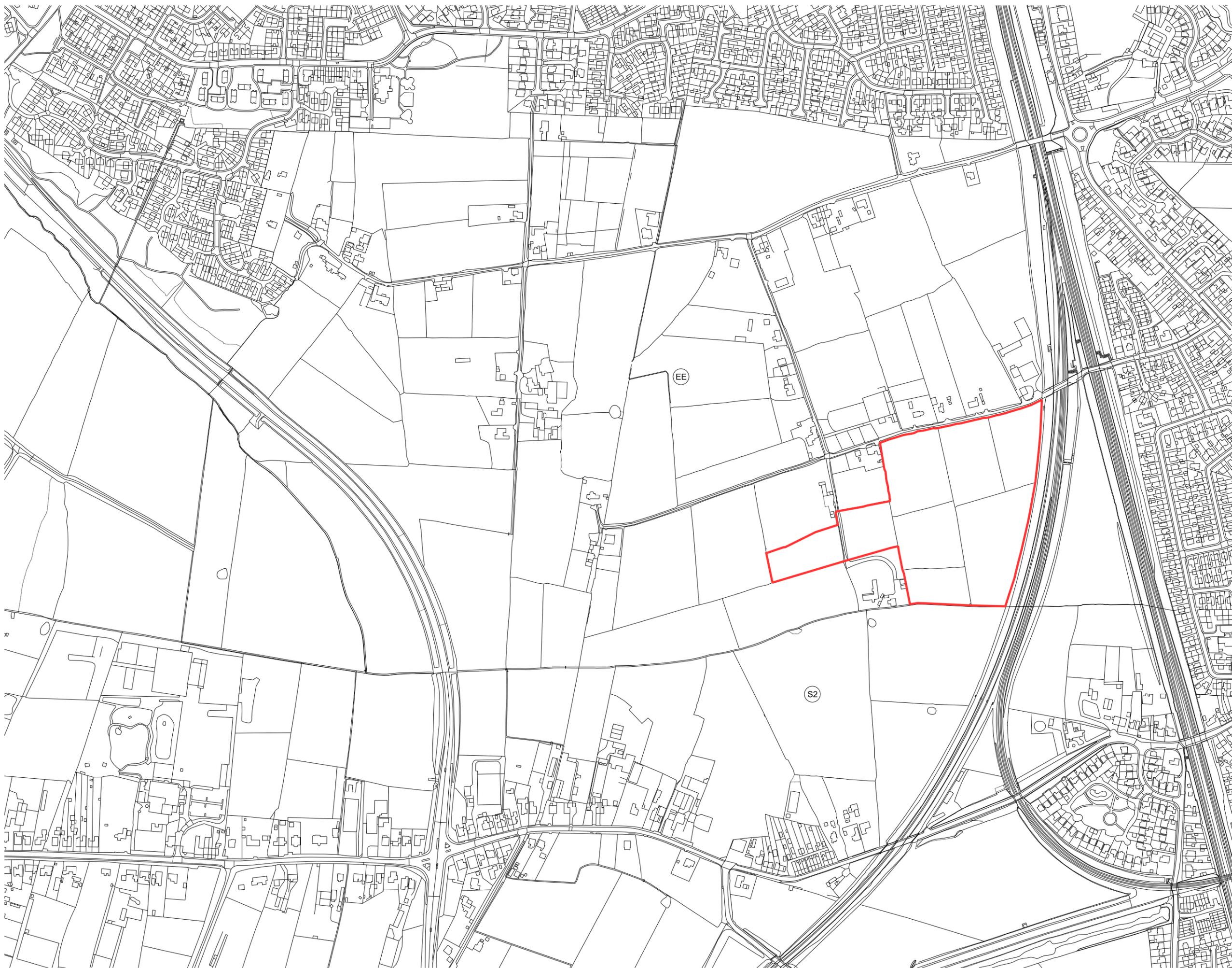
# Appendix B

## Parameter Plans: Application B



### Parameter Plans

- Boundary plan - MP\_00\_2000
- Land uses plan - MP\_00\_2001
- Building Heights plan - MP\_00\_2002
- Illustrative Masterplan - MP\_00\_2004



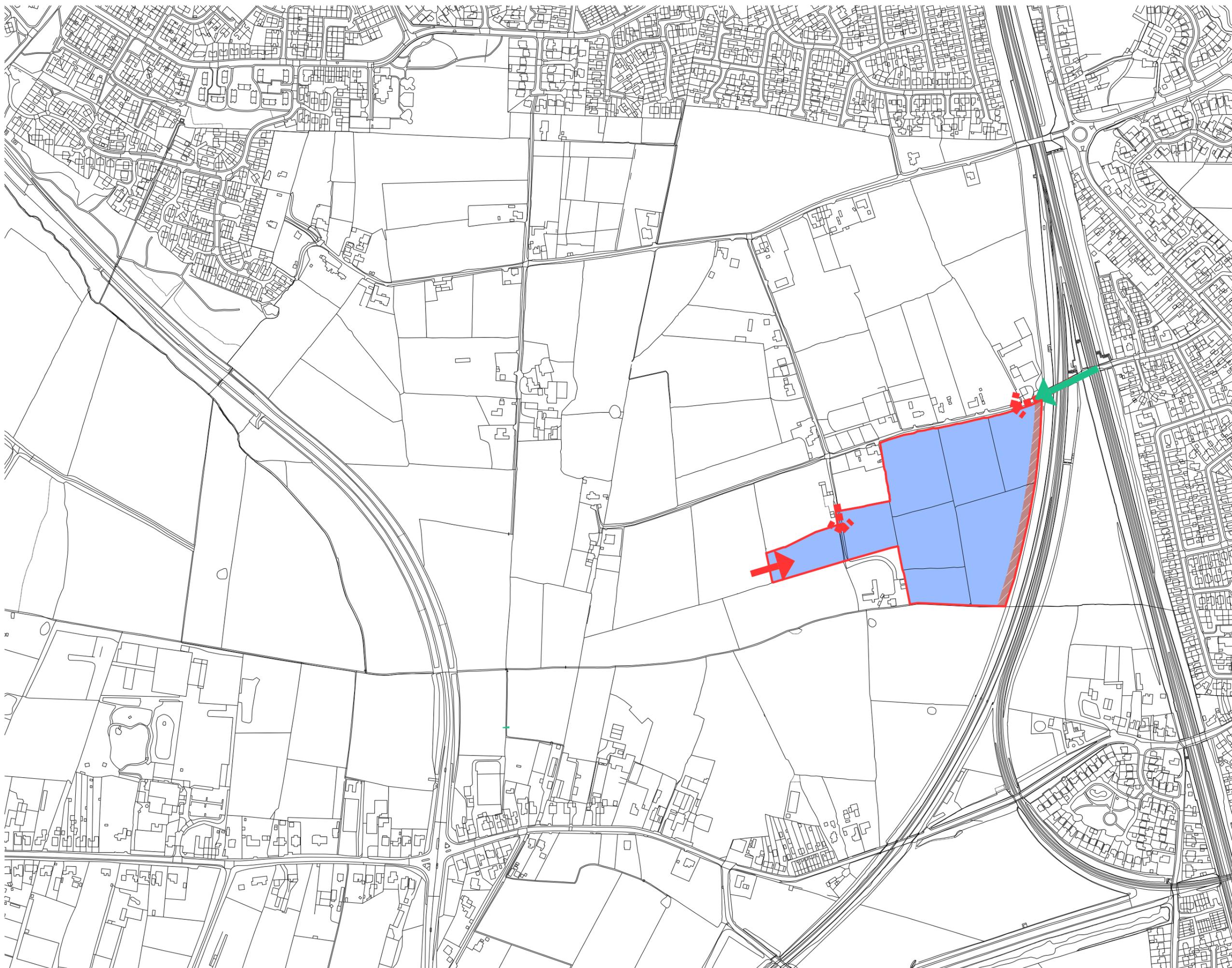
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KEY PLAN:  
 Application Site Boundary

REV.	DATE	DETAILS
102	03/06/21	Issued for Planning
101	22/05/21	Revised boundary
100	04/06/21	Issued for Information

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PROJECT: The Lanes, Penwortham  
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 ORIGIN DATE: 05/12/18  
 DRAWN: OR  
 CHECKED: AT  
 STATUS:  
 PROJECT: 05745  
 DRAWING NO: MP\_00\_2000  
 REV: 102



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- KEY PLAN:**
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  - Residential and elderly persons accommodation including open space, landscaping, existing roads, access and other associated infrastructure (use class C3, C2 and sui generis).  
Appropriate buffers to existing properties will be confirmed at reserved matters stage
  - Buffer from railway line including landscaping access and associated infrastructure such as SUDs.
  - ➔ New Access Points
  - ➔ Existing Access Points (to be retained)
  - ➔ Existing Pedestrian Access (to be retained)

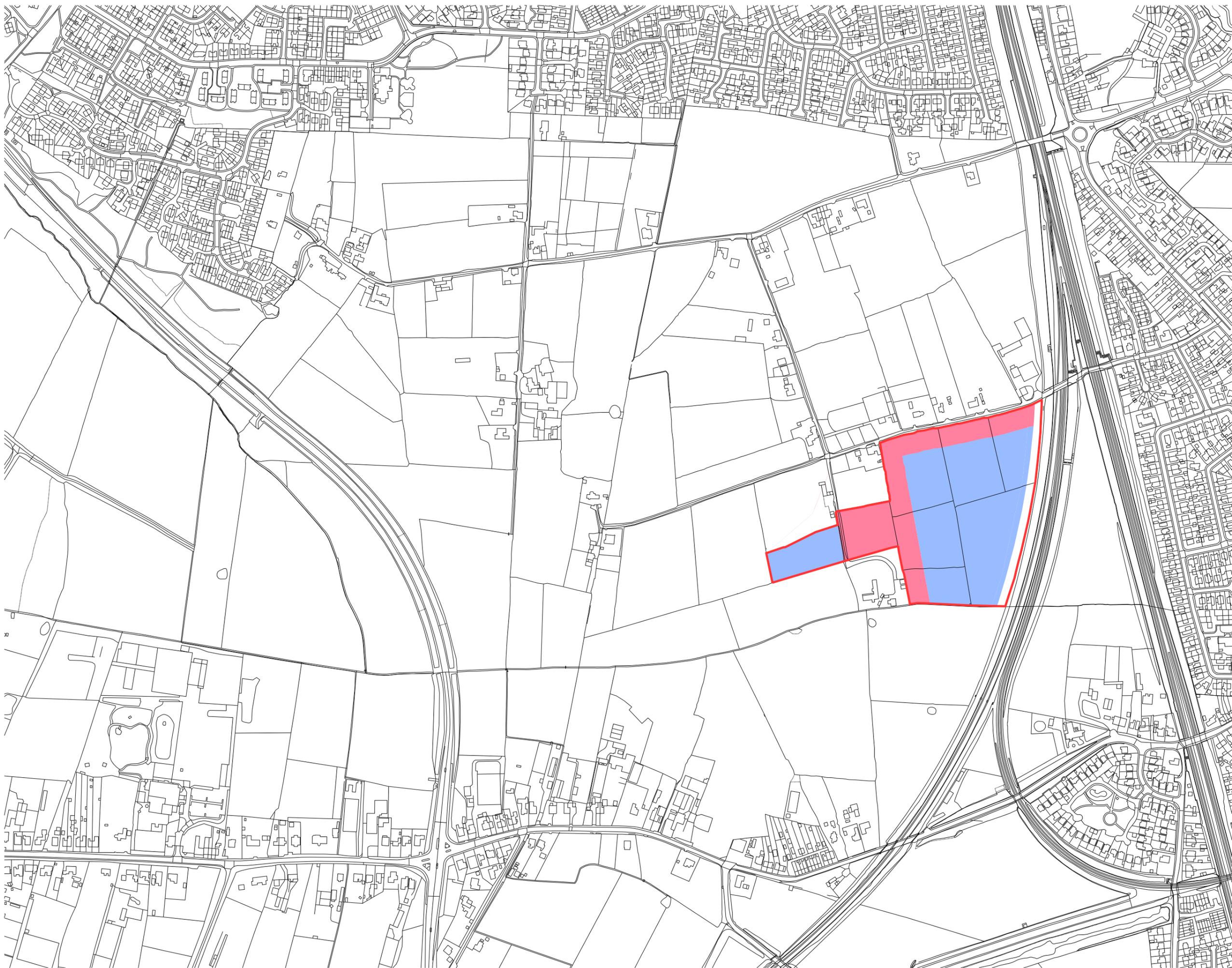
REV.	DATE	DETAILS
103	03/06/21	Issued for Planning
102	15/07/21	Revised key
101	22/06/21	Revised boundary
100	04/06/21	Issued for information

REV. DATE DETAILS

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PROJECT: The Lanes, Penwortham  
 TITLE: Application B Parameter Plan - Land Use  
 SCALE: 1:2500@A1  
 ORDER DATE: 02/06/2021  
 DRAWN: AB  
 CHECKED: AT  
 STATUS:

PROJECT: 05745  
 DRAWING NO: MP\_00\_2001  
 REV: 103



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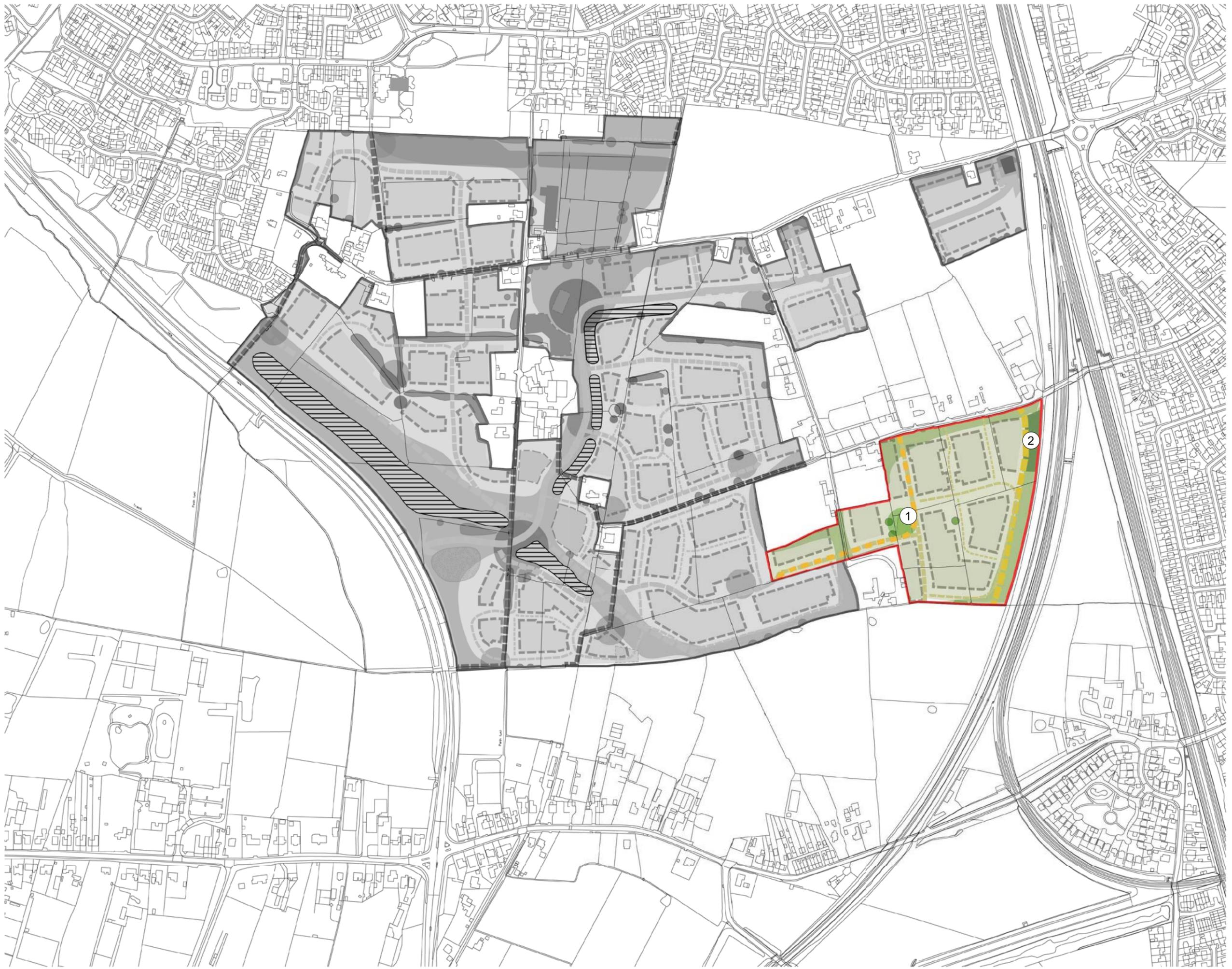
- KEY PLAN:**
- Application Site Boundary
  - Up to 2.5 Storeys
  - Up to 3 Storeys

REV.	DATE	DETAILS
103	03/08/21	Issued for Planning
102	05/07/21	Revised building heights
101	22/05/21	Revised boundary
100	04/06/21	Issued for information

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PROJECT: The Lanes, Penwortham  
 TITLE: Application B Parameter Plan - Building Heights  
 SCALE: 1:2500@A1  
 ORIGIN DATE: 02/06/21  
 DRAWN: AB  
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 STATUS:

PROJECT: 05745  
 DRAWING NO: MP\_00\_2002  
 REV: 103



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- KEY PLAN:**
- Note: Application A shown in Black and White for context
- Application Site Boundary
  - Enhanced Streets
  - Informal Streets
  - - - Pedestrian Prioritised Streets
  - Exercise Track
  - Bus Route
  - Dwelling Frontages
  - Development Parcels
  - LEAP
  - Network of Public Open Space
  - ① Children's Play Areas (LEAP)
  - ② Allotments

REV	DATE	DETAILS
102	06/08/21	Key Plan/Issued
101	05/08/21	Issued for Planning
100	03/08/21	Issued for Planning

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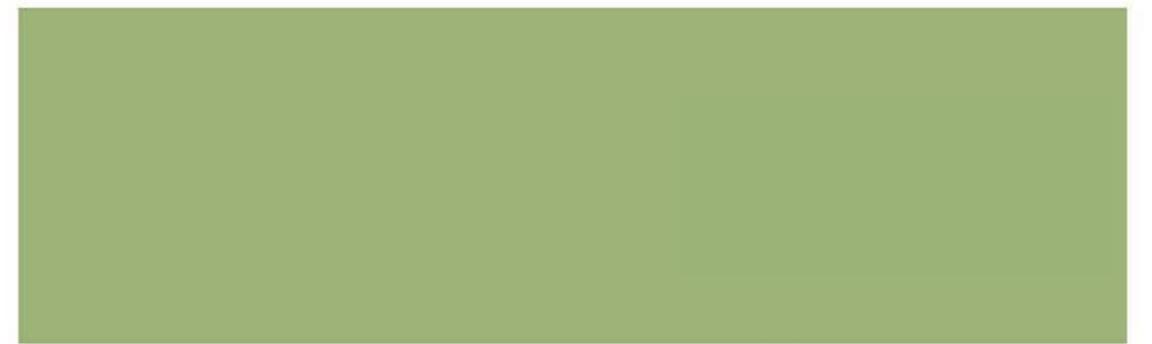
PROJECT: The Lanes, Penwortham  
TITLE: Application B Illustrative Masterplan  
SCALE: 1:2500@A1  
ORIGIN DATE: 28/07/21  
DRAWN: AB  
CHECKED: AT  
STATUS:

PROJECT: 05745  
DRAWING NO: MP\_00\_2004  
REV: 102



THE  
LANES

PENWORTHAM



**Taylor**  
**Wimpey**

