



Appeal by Boningale Developments Ltd

Masterplanning Written Questions Response

Patshull Road, Albrighton, Shropshire

LPA Reference: 24/02108/OUT

Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage.

**RESPONSE OF LUKE HILLSON BSc (Hons), PG Dip., MRTPI, RPUD
TO
“INSPECTOR WRITTEN QUESTIONS – MASTERPLANNING – APPELLANT”**

Purpose of the Report

This short response document is written by Luke Hillson, masterplanning witness for the appellant as part of Patchell Road, Albrighton appeal (reference 6007402). It provides the inspector with further details on the six points raised in the ‘Inspector Written Questions’ received 15.09.26.

Design Detail within the Outline Application and Further Design Guidance for Reserved Matters

It will be appreciated that the application is in outline with all matters other than access reserved, including appearance, landscaping, layout and scale.

However, as part of the application, there are a number of supporting plans and documents which are intended to provide guidance and additional information to support the delivery of high-quality placemaking on the development site which would assist in guiding design quality at the reserved matters stage.

This includes the **Guiding Design Principles and Contextual Responsiveness Document (CD6.4)** and the **Illustrative Landscape Masterplan (CD11.17)** which show options for appropriate design responses to points raised within the written questions.

Document Control

Project Name:	Albrighton South
Matter Code:	2503213-24/MWQR/260917
Report Title:	Masterplanning Written Questions Response

1. Question 1 – Dimensions of Usable Public Open Space

1.1 The distances from the proposed residential areas to the site boundary as identified within the written questions area and included within **Image 1** below are as follows.

Identified Area	Distance to Boundary
1	5m – 7m
2	4m – 5m
3	6m – 9m
4	12m – 13m
5	39m – 48m (including basin) 12m – 14m (excluding basin)
6	8m – 9m

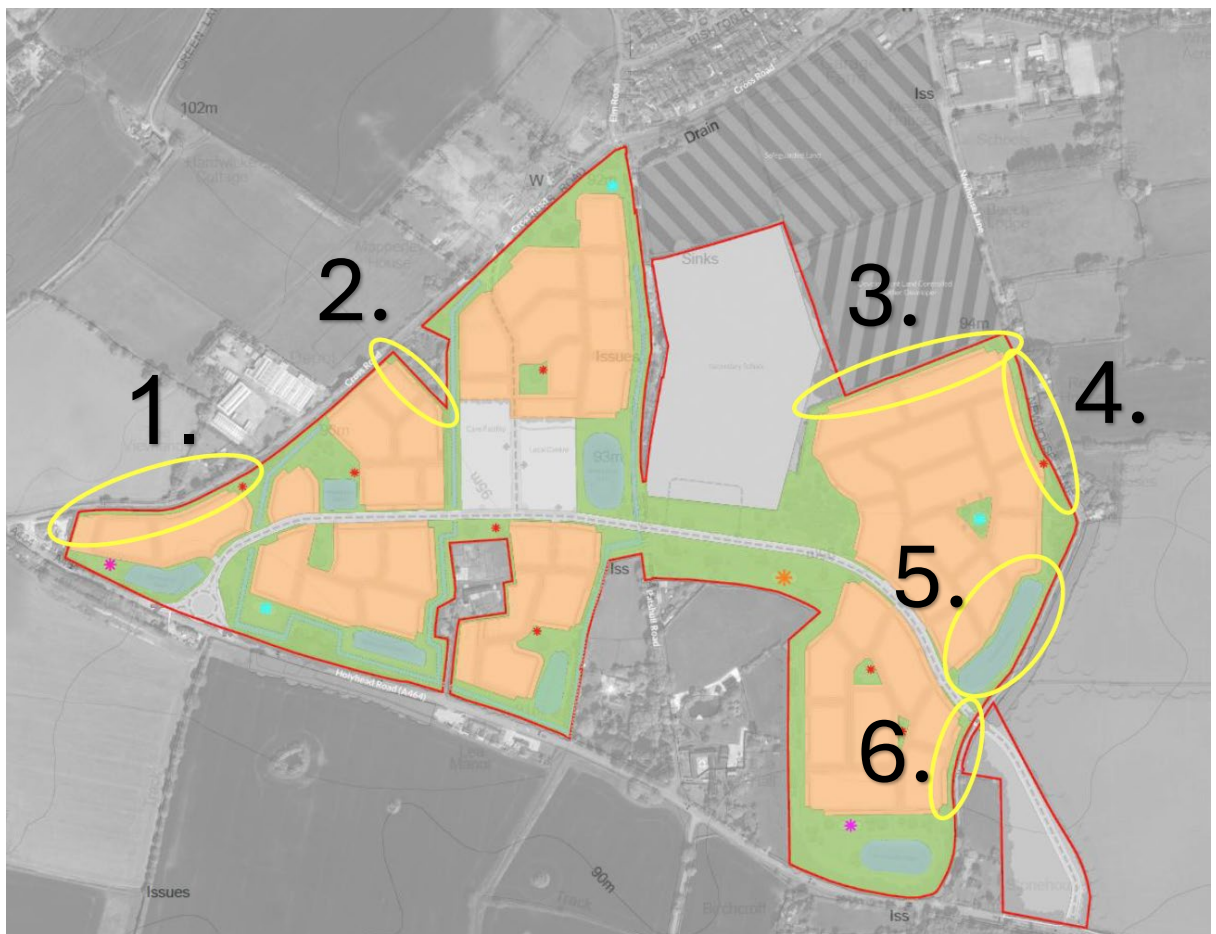


IMAGE 1: Labelled Areas (based on Inspector Written Questions mark-up).

2. Question 2 – Usability of Usable Public Open Space

2.1 There is a highly extensive network of usable public open space across the development site incorporating a variety of potential uses including green corridors, recreational areas LAPs, LEAPs, a NEAP and informal 'play on the way' trim-trails.

2.2 The areas identified within the written questions are usable areas of public open space as part of this wider network. They provide green areas and linking green corridors between larger areas of public open space and play areas. They provide space for transition from the edge of development and the land beyond the site boundary, with space for movement, recreation and amenity. It is this variety of spaces which will give users choice in what spaces they wish to use and how to use them. Indicative site sections at some of the areas identified (two of the narrower areas and the one with the attenuation basin) have been included to further illustrate the widths and usability of the spaces (**Image 2**).

2.3 As a point of clarity, it is accepted that the attenuation basins may not be considered usable open space by the Council. However the land would be dry for the majority of the year and it would be practical for most people to be able to use these areas if they wished to do so. Surrounding all attenuation basins there would be an area of public open space that would be dry all year around and accessible to the public.

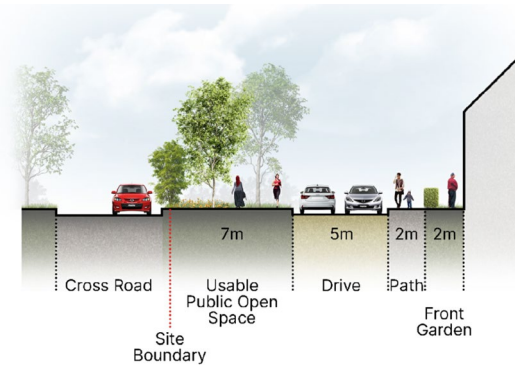
2.4 It should be noted that even without the smaller areas of usable public open space identified, all homes are still within 400m of usable public open space. The findings of the Masterplanning Statement (**CD1.12**), specifically Paragraph 6.11, that all homes are within 400m of such space, remains true.

2.5 Furthermore, even without the smaller areas of usable public open space identified (or without the attenuation basins/SUDs), the development proposals are still well in excess of the public open space requirements.

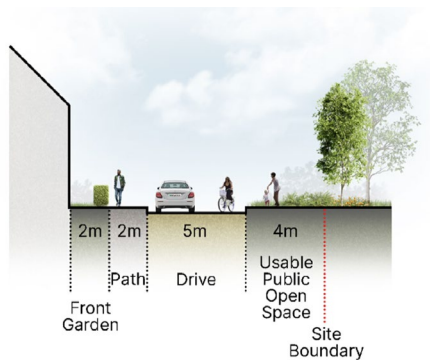
Public Open Space Requirement*	Public Open Space Provision including SUDs	Public Open Space Provision excluding SUDs
5.52ha	16.7ha	14.8ha

** based on SAMDev (**CD2.03**) which states a minimum requirement of 30m² of public open space per person (MD2.5.ii), the calculation assumes 800 homes with 2.3 people per home.*

2.6 Therefore, it is considered that the areas identified are usable areas of public open space including ‘play on the way’ trails. However, even without these areas, all homes are well within 400m of other areas of usable public open space and significantly exceed the public open space requirements in adopted policy.



Indicative Section through Area 1 (as identified within Image 1)



Indicative Section through Area 2 (as identified within Image 1)



Indicative Section through Area 4 (as identified within Image 1)

IMAGE 2: Illustrative Sections through Usable Public Open Space

3 Question 3 – School Access (dashed magenta line)

3.1 The dashed magenta line (**Image 3**) shows an indicative potential access into the school site from the road. The location (and specification/form, see **Question 4**) of the access is a detailed design point and still to be determined, but this is intended to provide an indication of where access into the school site could be delivered.



Image 3 – Indicative School Access (magenta line) (Inset from inspectors written questions and Illustrative Landscape Framework – **CD11.17**).

4 Question 4 – Form of School Access and Impact on Public Open Space

4.1 The detail of the school access remains a detailed design point. However, in consultation with Miss Anna Meer (Transport Director, Marrons), a two-point access into the school can be provided comprising of a one-way entry to the west and a one-way exit to the east as indicated on **Image 3**. Each carriageway is likely to have a width of 4m with 2m footpaths on either side (8m total width for both the entry and exit roads over a length of approximately 34m). This would provide more than sufficient land upon which to provide an adequate access from the main road into the school site.

4.2 The design and landscape proposals are cognisant of the requirement for an access into the school site and have incorporated this accordingly. The magenta line is only to serve as identifying an indicative access with car parking with any additional school requirements being met wholly within the identified school site (and not within the usable public open space).

4.3 The usable public open space immediately south of the school site is a large area of 0.5ha which extends the 160m width of the school site with a depth of 32m – 37m to the main road. An access through this area would not materially diminish the usability of this usable public open space. A potential access has already been considered and incorporated as part of the design proposals that can be refined at the detailed design stage.

4.4 This large area of usable public open space immediately to the south of the school site will provide a highly attractive, usable and accessible area of public open space to allow people to congregate, play and interact at the gateway into the school.

5 Question 5 – Green Route through Development

5.1 The question raises the potential to ‘break up’ the proposed development on the north-eastern part of the site (as identified in **Image 4**).



Image 4 – Identified Residential Area (inset from inspectors written questions).

5.2 As part of this outline application, the Illustrative Development Framework (**CD6.5**) provides a framework within which future detailed design proposals can be delivered. The specific street design, street hierarchy, street alignment and green space within the residential development areas will be determined at the reserved matters stage; a point at which specific 'green routes' through the residential area could be designed in detail.

5.3 But it is clear that even at this outline stage, there would be street tree planting, hedgerows and further planting within front gardens, contributing to the greening of the streets.

5.4 The Guiding Design Principles and Contextual Responsiveness Document (**CD6.4**) incorporates illustrative guidance on how streets could be delivered, showing landscape and planting across all street typologies (Pages 24-25).

5.5 In addition, the Illustrative Landscape Masterplan (**CD11.17**) also shows the potential for green streets, connecting the green edges of the development with the centrally located green space and play area (**Image 5**).

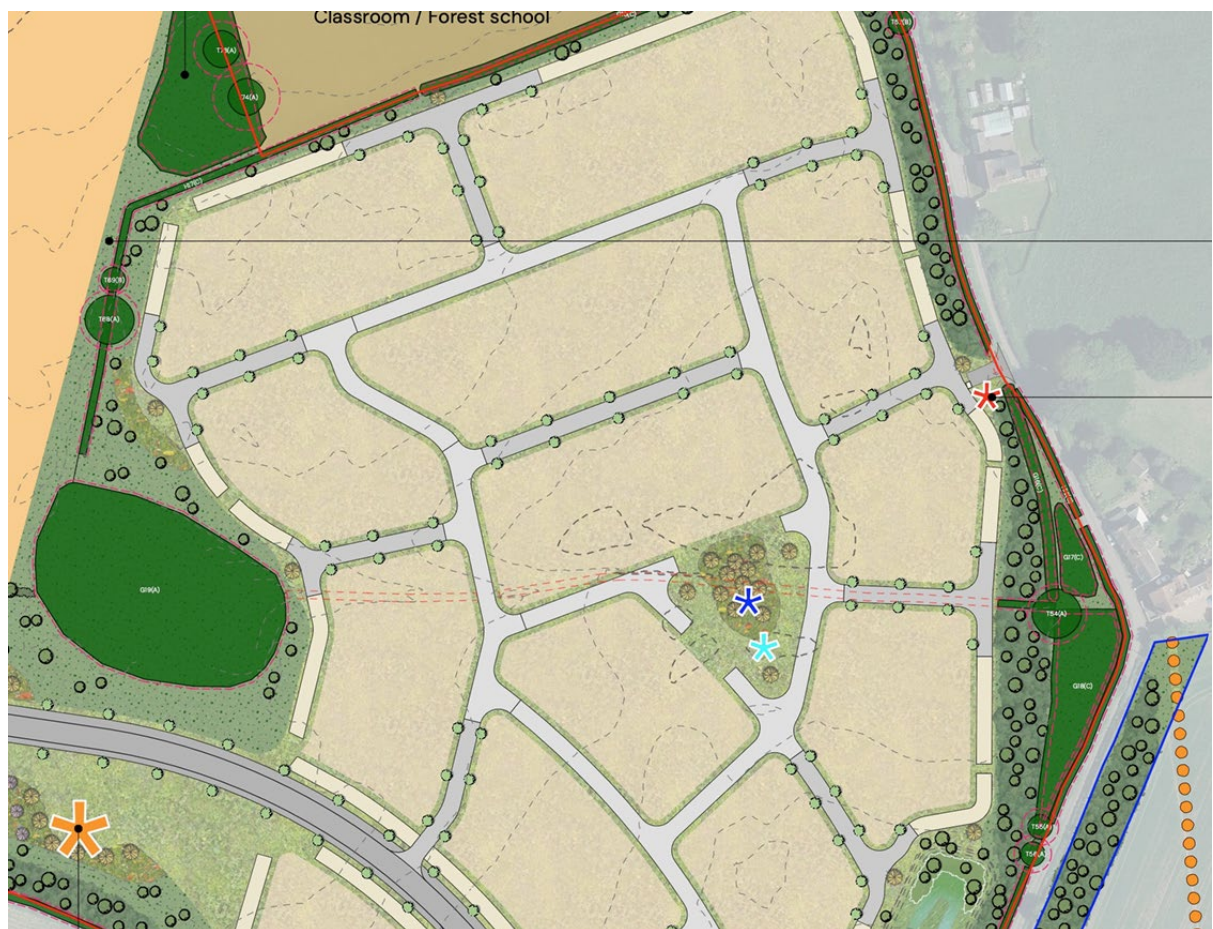


Image 5 – Illustrative Landscape Masterplan Extract (from CD11.17).

5.6 Therefore, in summary, whilst the detail of the streets and development proposals will be determined at the reserved matters stage, the outline design proposals can deliver and anticipate green streets and planting within this identified area and across the development. This could include a defined green route through the residential development proposed at the north-east part of the site. The Guiding Design Principles and Contextual Responsiveness Document (**CD6.4**) and Illustrative Landscape Masterplan (**CD11.17**) provide further supporting information to guide the detailed design at the reserved matters stage.

6 Question 6 – Connectivity and Cul-De-Sac Streets

6.1 The question asks if dead-end streets could be minimised, particularly at edges of the site.



Image 6 - Identified Dead-End Streets (inset from inspectors written questions).

6.2 The illustrative internal street layout on the plans is indicative only. The specific design, layout and hierarchy of streets is a detailed point for the reserved matters stage.

6.3 However, as per the point made in terms of delivering green streets, these outline design proposals can also facilitate the delivery of highly connected streets (as per Pages 22-23 of the Guiding Design Principles and Contextual Responsiveness document - **CD6.4**).

“It is essential that development is permeable for pedestrians and cyclists” (Page 23, **CD6.4**)

6.4 In addition to connectivity, high-quality streets also provide active frontage, enclosure and should be legible.

*“The urban form of the site should feature well defined streets with active building frontages orientated towards the street” (Page 22, **CD6.4**).*

6.5 The illustrative layout as drawn shows just one potential design solution with some cul-de-sac streets and private driveways on the edges of the development as part of an overall street hierarchy (with main roads, connecting to secondary roads which in turn connect to tertiary streets and driveways as the number of road users decreases).

6.6 The Illustrative Plans show a possible design solution that is capable of being delivered on the appeal site which would deliver high-quality streets; but it is important to note that connected streets, particularly around the edges of the sites can also be accommodated on this development site. This level of detail would be secured at the reserved matters stage and can be guided by the Guiding Design Principles and Contextual Responsiveness Document (**CD6.4**).

Luke Hillson, 17th September 2026