**APPENDIX C**

**Summary of changes to Amended Masterplan received 10th August 2020**

**Masterplan Document**

• In order to address some of the comments received, which requested that further detailed technical information be included in the Masterplan, the main Masterplan document now includes a series of technical statements appended addressing highways (Appendix C), ecology (Appendix D), flood risk and drainage (Appendix E), and landscape (Appendix F). Reference is provided

to these technical appendices throughout the main Masterplan document;

• Following discussions with the LEA, the school site has been moved further to the north and is to be accessed off a secondary road. A drop off parking facility for the school is also shown on the revised Masterplan document on page 2;

• The community building has been removed from the Masterplan because Penwortham Town Council are proposing to extend the existing Community Centre;

• The orchards on the site were not previously proposed for retention due to their poor condition. These features are now highlighted in orange on the revised Masterplan on page 2 and will either be retained in situ or replaced on sites elsewhere within the Masterplan area or on other suitable land outside of the site under the control of the Developers;

• Although not within the site, a new 3G sports pitch is proposed on the existing pitches adjacent to the existing Community Centre;

• The text in the Access and Movement section (Section 6) of the Masterplan document has been updated to reflect highways discussions with LCC and Network Rail;

• Short term and long term vehicular access options connecting to Leyland Road in the north eastern corner of the site are proposed. The short term option is a priority ‘T’ junction arrangement connecting the CBLR extension to Bee Lane utilising the existing Bee Lane bridge to connect to Leyland Road. The short term access option will be restricted to use by existing properties on the site and 40-50 new dwellings. The long term option is a new bridge over the West Coast Mainline connecting the CBLR extension with Leyland Road;

• The indicative access option for the Kingsfold Drive link is shown in the Masterplan document and the Kingsfold Drive Link is also shown on the revised Masterplan (page 33);

• Potential Travel Plan measures are now included within the revised Access and Movement section (Section 6) of the Masterplan document and in the IDS;

• A Building Heights Parameter Plan for the site has been prepared by 5Plus. This plan and accompanying text is now contained within the Masterplan document (page 57);

• Additional text on separation distances and property buffers can be found in the Masterplan document (page 54); and

• Detailed text and an accompanying plan regarding proposed buffers to existing properties has been added into the Masterplan document (page 55).

**Design Code**

• The Character Area sections of the Design Code have been updated to refer to a mix of property types;

• Text on Secured by Design Principles is now included in the Design Code (section 3.2);

• Further detail of buffer zones to the A582 have been added to the Design Code document (page 46);

• Text has been added of the Design Code to cover objectives relating to hedgerows. This is also covered within the Landscape Technical Statement at Appendix F of the Masterplan document;

**IDS**

• Detail on healthcare contributions is now included within the IDS (page 6);

• In accordance with Policy 7 of the Central Lancashire Core Strategy, the IDS notes that the amount, mix, location and phasing of affordable housing will be discussed and agreed with SRBC in the lead up to and during the determination of planning applications for residential development within the site. All planning applications for residential development at the site will be assessed against Policy 7 of the Central Lancashire Core Strategy;

• Commentary on how the latter phase of the site would be delivered and more information on the delivery of the CBLR on third party land, and the railway crossing in provided in the IDS table (page 6);

• The IDS and the accompanying table on page 6 has been updated to provide further detail on which infrastructure elements will be delivered through S106, CIL, S278 and S38 agreements; and

• The Masterplan, Design Code and IDS have been prepared to require comprehensive development to come forward within the site on land owned and / or controlled by the Developers and on third party land.