

## Appendix 2

Location	Amendment	Reason
Pg. 30 – Fig. 18	<p>Adjust green arrow showing anticipated starting points of first phases to have central dot and arrowheads at each end.</p> <p>Change key for arrow to read <i>‘initial phases’</i>.</p>	Amendments for consistency with Local Plan Policy H10.
Pg. 30 – Para 2	<p><del>Delete <i>‘Policy H10 identifies the locations within the site for the initial phases of the development, with development starting at the east and west of both phase 1 sites simultaneously as indicated by green arrows’</i>.</del></p> <p>Amend to <i>‘...of which 600 dwellings are to be delivered on land adjacent to the A167 and west of the East Coast Mainline on the western part of the allocation; and 1,050 dwellings to be delivered on land to the east of East Coast Mainline on the eastern part of the allocation with initial phases located on land adjoining Barmpton Lane’</i>.</p>	Amendments for consistency with Local Plan Policy H10.
Pg. 45 – Green Box – 2 <sup>nd</sup> Bullet Point	<p><del>Delete <i>‘The road will be aligned to avoid existing wooded areas and also be aligned to be visible from the River Skerne as much as possible. Any loss of woodland will need an appropriate on-site mitigation which must result in net gain in community woodland on site’</i>.</del></p> <p>Amend to <i>‘The road will be aligned to avoid existing wooded areas as much as possible. The road shall be aligned to avoid being visible from the River Skerne as much as possible. Any loss of woodland will need an appropriate on-site mitigation which must result in net gain in community woodland on site’</i>.</p>	Insertion of ‘shall’ and ‘avoid’ to correct phrasing.

Pg. 45 – Green Box – 4 <sup>th</sup> Bullet Point	Adjust ' <i>...with trees</i> ' to ' <i>tree-lined</i> '.	Improved wording to clarify intention.
Pg. 49 – Green Box – 3 <sup>rd</sup> Bullet Point	Move 3 <sup>rd</sup> Bullet Point regarding Cycle Storage from Pg. 49 (Public Transport) to Pg. 53 (Cycle Parking).	Point moved to more relevant and logical section.
Pg. 53 – Green Box – 3 <sup>rd</sup> Bullet Point	Add ' <i>per home</i> '.	Addition of missing text.
Pg. 53 – Green Box – 4 <sup>th</sup> Bullet Point	Delete ' <i>rail station</i> '.	Removal of erroneous reference.
Pg. 108 - Movement	Delete ' <i>There will not be any direct access to the Skerningham Local Distributor Road from within the development</i> '.	Amendments for consistency with Local Plan.
Pg. 110 – Built Form	<p>Delete '<i>Similar to Barmpton Lane character area this will have a separate self-contained neighbourhood form and street pattern at this eastern edge of the garden village. Maintain the Great Burdon Rural Gap</i>'.</p> <p>Amend to '<i>Residential development will have a rural village form taking inspiration from Great Burdon. All development should avoid backing onto the watercourses. The Great Burdon Rural Gap must be retained and improved. The design and layout must be considerate of the openness of the eastern approaches to Great Burdon</i>'.</p>	Section modified to provide stronger reference to residential design for consistency with Local Plan Policy H10.
Pg. 110 - Identity	<p>Delete '<i>Presently, open fields with sparse surviving hedges which are to remain and be reinforced around the edges of the new development.</i></p> <p><i>Any potential employment uses would likely involve larger buildings and bigger plots that will need to be set within a much-enhanced landscape setting to mitigate the visual impact.</i></p>	Section modified to provide stronger reference to residential design for consistency with Local Plan Policy H10.

	<p><del>Particular attention will be required in order to achieve a positive identity uses whilst striving for human scale in the external spaces providing active public frontages with only limited front entrance visitor parking. Otherwise all non-essential parking and service yards are to be located to the rear’.</del></p> <p>Amend to ‘Presently, open fields with sparse surviving hedges which are to remain and be reinforced around the edges of the new development.</p> <p>Residential development should be contemporary but draw inspiration from the nearby settlements of Great Burdon, Haughton, Sadberge and Barmpton. Development parcels should incorporate native hedge or wall boundaries at their countryside edge to provide a soft transition into the rural landscape.</p> <p>Any potential employment uses would likely involve larger buildings. and bigger plots that will need to be set within a much-enhanced landscape setting to mitigate the visual impact.</p> <p>Particular attention will be required in order to achieve a positive identity for relatively ‘big box’ type business uses whilst striving for human scale in the external spaces providing active public frontages with only limited front entrance visitor parking. Otherwise, all non-essential parking and service yards are to be located to the rear’.</p>	
<p>Pg. 111 – Public Spaces</p>	<p>Delete ‘<del>This will both provide a perimeter buffer between the respective development zones either side of Bishopton Lane to respect the present landscape setting at the edges of the character area as well as human scale amenity spaces to provide features within the business clusters of development’.</del></p>	<p>Section modified to provide stronger reference to residential design for consistency with Local Plan Policy H10.</p>

	<p>Amend to <i>'Existing watercourses and flood zones should be utilised to create and integrate public spaces'</i>.</p>	
<p>Pg. 111 - Uses</p>	<p>Delete <i>'These have not been pre-determined within the Local Plan allocation. Business uses may be suitable subject to employment land needs and take up during the plan period. Supporting local facilities are to be provided in support of either employment or alternative residential uses given the relative distance from the existing Whinfield neighbourhood, depending what is provided in the adjacent Barmpton Lane character area'</i>.</p> <p>Amend to <i>'Business uses may be suitable, subject to employment land needs and take up during the lifespan of the development, to be assessed as part of the review of the Local Plan.</i></p> <p><i>Supporting local facilities are to be provided in support of either employment or residential uses given the relative distance from the existing Whinfield neighbourhood, depending what facilities are provided in the adjacent Barmpton Lane character area'</i>.</p>	<p>Amendments for consistency with Local Plan Policy H10.</p>
<p>Pg. 111 – Homes &amp; Buildings</p>	<p>Delete <i>'Business use developments require a different form and scale of buildings compared with housing. Strategic design principles are to be followed to achieve a coherent group of buildings in terms of elevational treatment including fenestration and materials; main street frontages and entrances; building lines; screening of parking and service yards. Should homes however be subsequently introduced then they must broadly follow the principles set out in the neighbouring Barmpton Lane character area'</i>.</p> <p>Amend to <i>'Residential development should be two storey to two and a half storey maximum with lower density reflective of its rural character.</i></p>	<p>Section modified to provide stronger reference to residential design for consistency with Local Plan Policy H10.</p>

	<i>Business use developments require a different form and scale of buildings compared with housing. Strategic design principles are to be followed to achieve a coherent group of buildings in terms of elevational treatment including fenestration and materials; main street frontages and entrances; building lines; screening of parking and service yards’.</i>	
Pg. 111 – Fig. 113	Shrink Fig. 113 and add additional residential development graphic as Fig. 112. Each Figure to occupy 1/4 <sup>th</sup> of page.	Section modified to provide stronger reference to residential design for consistency with Local Plan Policy H10.
Pg. 141 – Para 6	Delete <i>‘In addition there is a large area allocated for employment uses in the eastern corner of the proposed Garden Village development area’.</i>	For consistency with Local Plan Policy H10.