



Planning, Design and Access Statement

Land at rear of 210 Carlton Road, Carlton, Barnsley.

Prepared by Graham Northern BSc (Hons), MA, MRTPI
graham@ntplanning.co.uk

About NT Planning Ltd

The author of this Statement of case, Mr. Graham Northern Company Director, has over 15 years' experience as a Town Planning profession across both Public and Private sectors, and is a full chartered member of the Royal Town Planning Institute. He has a vast amount of experience of assisting clients through the planning process with projects of all scales and complexities and NT Planning Ltd was formed in 2018 to facilitate development solutions.



Innovative Development Solutions

Site Description and Surroundings

The Site is 0.48 hectares in size and lies 2.3 Km to the north east of the centre of Barnsley. The site has a slight gradient rising from Carlton Road to the North West but is relatively flat in the context of its surroundings. The site forms an area of paddock and grazing land back of properties fronting on to Carlton Road. An existing access into the site runs to the side of No 210 Carlton Road, which is shown in the site plan below (Fig 1). At the end of the access is a large outbuilding previously used for storage and as a workshop. To the western edge of the site lies a block of stables

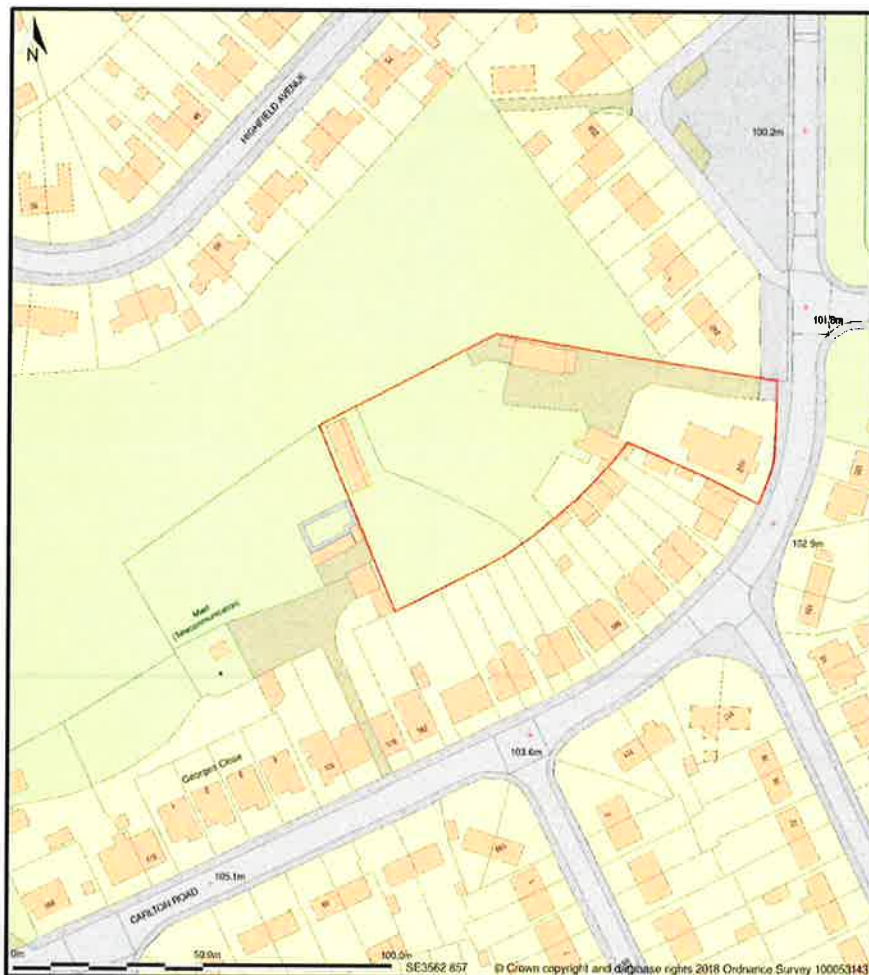


Fig 1: Site location plan

The site forms a part of a larger allocation in the local plan which encompasses the larger area of unbuilt land bordered by properties to all sides. To the south of the site are a mixture of two storey semi-detached and detached brick and render houses built around the 1960s. To the opposite of the



Innovative Development Solutions

Proposal

Outline permission is being sought for up to 14 dwellings on the site with all matters reserved except access and including remodelling of the curtilage to No 210 Carlton Road.

The Indicative plan shows a widened 6 metre access into the site (depicted in darker grey), with a 2 metre wide footpath to the south side. The front of No 210 is modified to create a visibility splay across the frontage.

The lighter grey road is a shared surface, which facilitates access to 3 pairs of semi-detached dwellings to its north, a further pair to the south and a cul de sac to the south provides a turning head as well as a pair of semi-detached properties to the east and west and a single detached property to the ends.

The layout has been drawn to show 2 parking spaces per property including No 210, adequate garden areas and separation distances between properties. Front gardens have also been accommodated to break up hardstanding frontages and an improved sense of place.

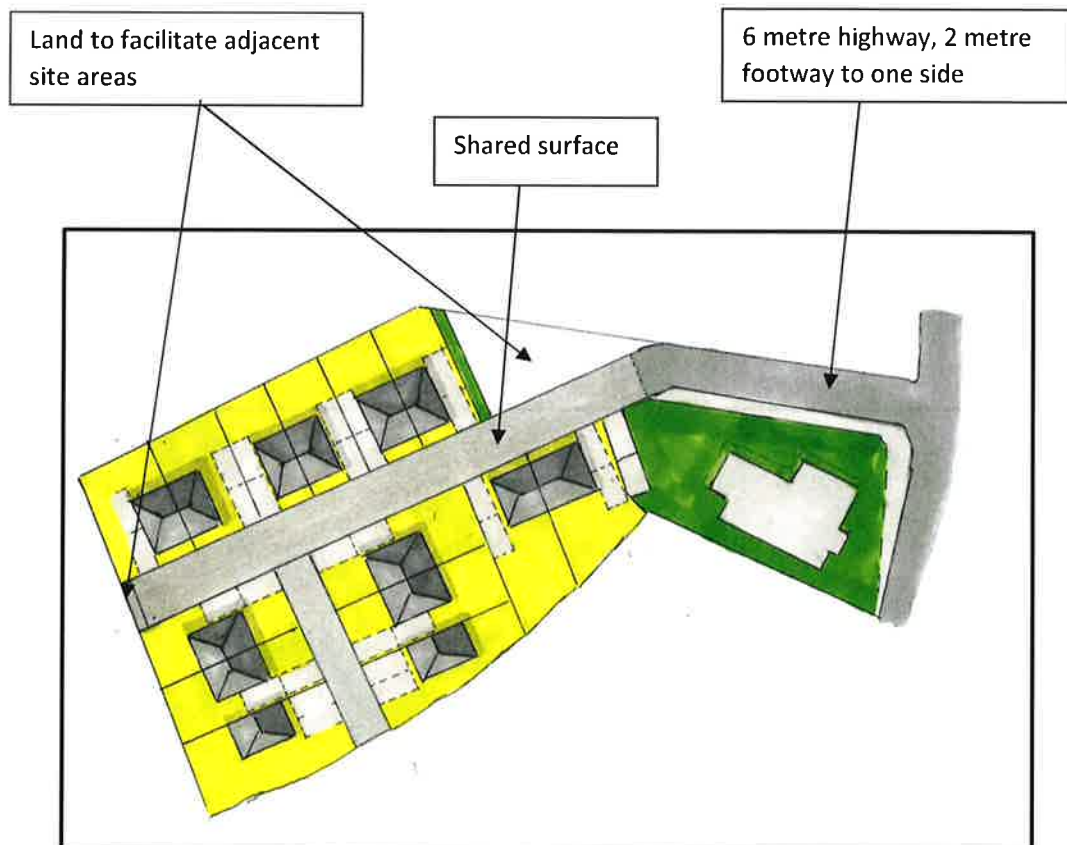


Fig 2: Indicative Layout (North point straight up)



Innovative Development Solutions

- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

In accordance with paragraph 111 of the Framework:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

Chapter 12: Achieving Well-Designed Places

Paragraph 124 emphasises the importance of the creation of high quality buildings and places with good design being a key aspect of sustainable development to create better places in which to live and work and helps make development acceptable to communities.

Chapter 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change

Chapter 14 identifies that planning plays a key role in mitigating and adapting to climate change.

The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Paragraph 170 highlights that planning decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils*
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services...*
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate*
- d) minimising impacts on and providing net gains for biodiversity...*
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.*
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.*

National Planning Practice Guidance

The National Planning Practice Guidance (the "Guidance") was launched by the Government on 6th March 2014 to collate, update and add to the existing raft of planning practice guidance documents. It provides guidance in the application of the policies contained within the Framework.



Innovative Development Solutions

The layout is indicative and achieves a density of 29 dwellings per hectare, which allows for plot sizes and houses which would allow adaptation in the future as the indicative layout shows space around dwellings which would allow for extensions for disabled persons or expansion.

In addition the irregular shape of the site and the need to accommodate suitable access in this instance does lower the density, however it is considered that a higher density could be achieved through the wider site allocation.

A scheme of 40 dwellings per hectare would struggle to allow sufficient space to allow adaption and this was raised at the Local Plan examination where it was considered a policy of 40 dwellings per hectare would be overly restrictive, and dependant on site characteristics and site area.

The wider site allocation is 3.1 hectares and is indicated for 86 dwellings which equates to a density of 28 houses per hectare and as such the proposals are in line with the local plan expectations.

Policy T3 New Development and Sustainable Travel

New development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;

Where levels of accessibility through public transport, cycling and walking are unacceptable, it is expected developers will take action or make financial contributions in accordance with policy I1. If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

The site is highly sustainable and in close proximity to public transport connections, local services and schools, all within walking distance.

Policy T4 New development and Transport Safety

New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

The proposals provide suitable access see access drawing and supporting technical report from TPS.



Innovative Development Solutions

Indicative Layout

The indicative layout demonstrates that 6 pairs of semi-detached properties (12 in total) and 2 No detached dwellings can be accommodated on the site, whilst achieving suitable parking, garden sizes and separation distances.

The layout also demonstrates generous plots with parking to side elevations for the most part which allows frontage gardens and provides an improved street scene.

Design, scale and final layout are subject to reserved matters submissions however it is considered that the dwellings will be of two storeys and with the varying property styles in the near vicinity that both the semi-detached and detached dwellings put forward can be appropriately designed.

Access

The proposals include alterations to the existing frontage to No 210 Carlton Road to achieve suitable access and visibility. This is shown on the technical Access drawing by TPS and accompanied by a Technical highways note. Removal of the front walling to No 210 Carlton Road allows visibility of 43 metres in both directions, with road users travelling slower than 30 Mph to negotiate the bend in the road.

A 6 metre wide highway with a 2 metre footway is achieved to facilitate access into the site.

Archaeology

Site allocation HS12 indicates that there may be Archaeological findings present on the wider site as such a Archaeology Scoping Report is provided by AAG which after looking at records and undertaking a site visit found nothing of historic or archaeological interest and little potential, see report for additional information.

Land Contamination and Coal Mining

A phase 1 Environmental Site Assessment is provided by EnviroSolutions Ltd, this indicates that the site has a low probability of any contamination and low risk.

No underground geology or coal workings are considered to be present, as such the proposals are not considered to be impacted upon by any significant Environmental factors.

Flood Risk and Drainage

The site lies within Flood Zone 1 and as such is considered to have less than a 1 in 1000 annual probability of river or sea flooding, as shown in the Environment Agency mapping tool below Figure 4.



Innovative Development Solutions

from the proposed dwellings could be gravity led and as such this is a possible option subject to acceptance from Yorkshire Water.

Foul Sewage

There is a combined sewer within Carlton Road.

Indicative proposals

At this stage layout and final design are subject to reserved matters, as well as additional testing to inform suitable drainage methodology.

If Soakaways are suitable they will be designed in line with BRE 365 and have storage capacity for the 1:100 +30% climate change event. Any soakaway should be located a minimum of 5m from buildings.

Foul drainage will be to the combined sewer on Carlton Road.

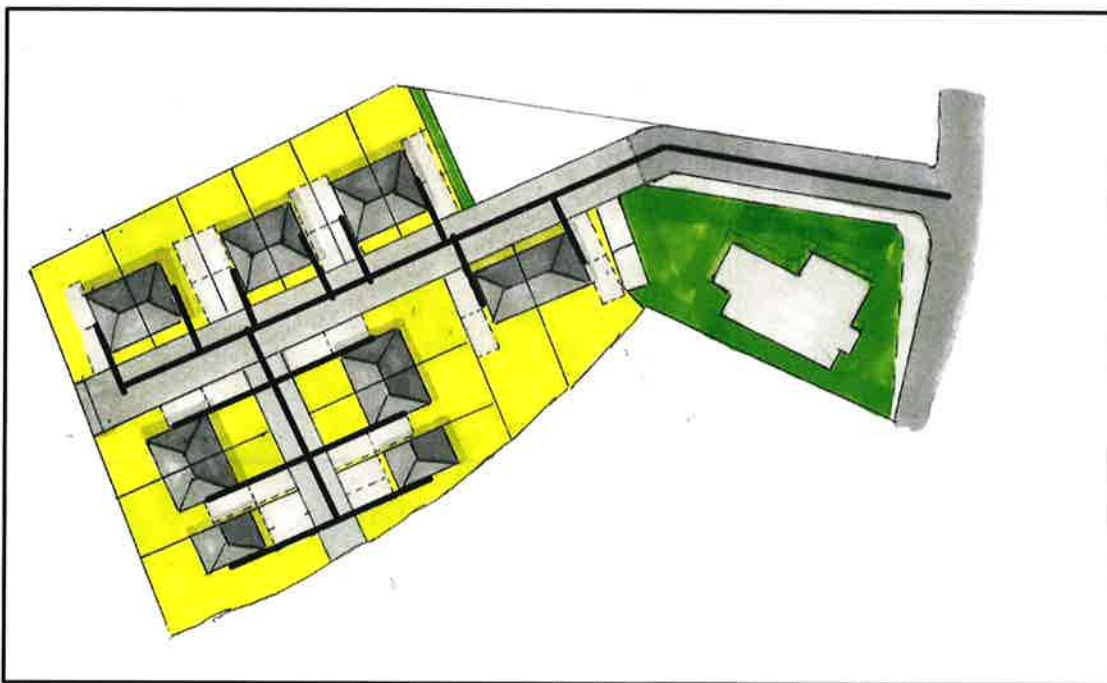


Fig 5: Indicative drainage connection

Ecology

Within the Housing Site Assessment at Appendix 1 stage 2 under heading suitability the site was assessed as scoring a 5 in that it had *"no detrimental local ecological impact"*.



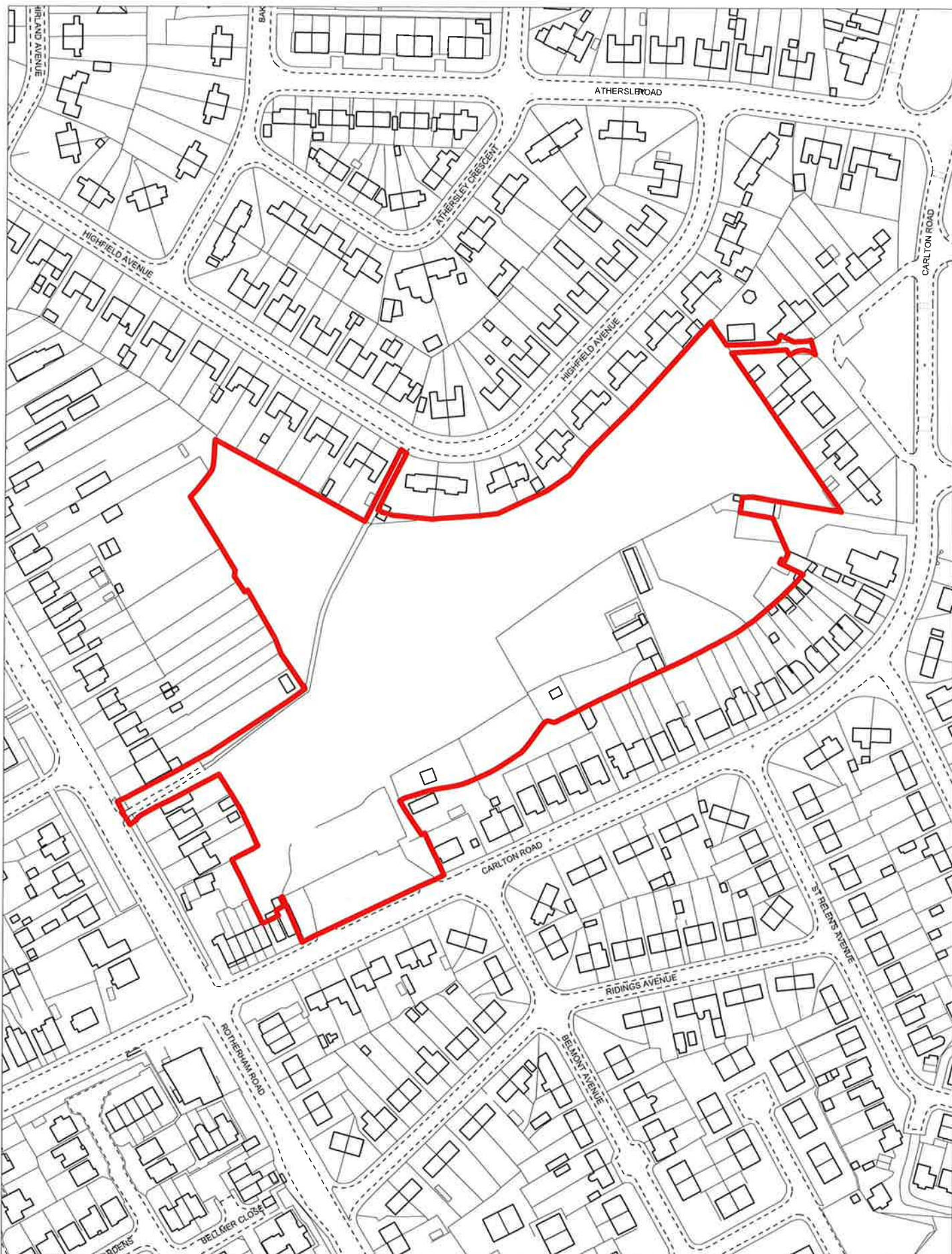
Innovative Development Solutions

Conclusion

Northern Town Planning Ltd (NT Planning) have been instructed to put forward the proposed development which seeks outline permission for up to 14 dwellings with access in detail. The site forms part of a housing allocation under strategic Policy HS12. The proposals provide access through modifications to the existing frontage to No 210 and the existing access into the site. It is considered that the proposals have the following planning merits:

- Principle of residential development acceptable;
- Access to adjacent land parcels facilitated resulting in these proposals enabling the wider allocation to be delivered and avoiding reliance on other land owners to come forward.
- Sustainable urban location;
- Previously developed land;
- Mix of semi-detached and detached properties, whilst retaining bungalow (210)
- Indicative layout demonstrates no significant adverse impact upon neighbours;
- Compatible use including privacy, outlook and amenity; and
- Ability to deliver a high quality residential scheme.
- Job creation through construction phase
- Delivery of additional family homes and boost to the local community

The proposals are considered in line with both National and Local policy and as such It is therefore respectfully requested that planning permission be granted.



Site Reference: H24

Site Name: Site North of Carlton Road, Monk Bretton, Barnsley

Reproduced from the Ordnance Survey mapping with the permission of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
Barnsley Metropolitan Borough Council, Licence number 100022264, 2016

Stage 2: Housing Site Selection Methodology

Site Status: Proposed

Site Area (ha): 3.1

Criteria Topic	Criteria	Score
AVAILABILITY - Ownership Information		
Evidence owner is willing to develop the site	Owner known and firm confirmation received they are willing to develop site: 5 points Agent proposed site, willingness of owner unconfirmed: 3 points Owner unknown or complex multiple ownership: 1 point Owner unwilling to develop the site: 0 points	5
	Total Score: Availability (Factor Value x 22)	110
SUITABILITY		
Biodiversity		
Impact of biodiversity on suitability for development	No detrimental local ecological impact: 5 points Some adverse local ecological impact but scope for mitigation: 3 points Very detrimental ecological impact: 1 point	5
Greenspace		
Greenspace	Not on an identified greenspace: 5 points On a greenspace where its loss would not result in deficiency: 3 points On a greenspace where its loss would result in deficiency: 1 point	1
Landscape Sensitivity		
Landscape sensitivity is a judgment about the degree to which a landscape character area can accommodate change without adverse affects on its character	Low landscape sensitivity: 5 points Medium landscape sensitivity: 3 points High landscape sensitivity: 1 point	3
Landscape Capacity		
Landscape sensitivity is a judgment about the ammount of development that can be accommodated	High landscape capacity: 5 points Medium landscape capacity: 3 points Low landscape capacity: 1 point No landscape capacity: 0 points	3
	Total Score: Stage 1	64
	Suitability Score: Stage 2	12
	Total Score: Suitability	76
Achievability		
Achievability		
Impact of market attractiveness on liklihood of development	Highly attractive area: 5 points Moderately attractive area: 3 points Low attractiveness area: 1 point	3
Viability		
Viability	Site is finacially viable and generates a positive residual value at or about the market rate: 5 points Site is viable but generates a positive residual value below the market rate: 3 points Site is marginally viable i.e. it neither generates a positive or negative residual value. Or site is unviable and generates a negative residual value: 1 point	3
	Total Score: Achievability	6
	Total Score: Achievability (Factor x 11)	66
	Total Score: Stage 2	188
	TOTAL SCORE:	252
Justification	Site proposed as it is a sustainably located site in a Principal Town in close proximity to the Core Public Transport Network and has good access to services.	

Local Ecological Impact

Field Survey Sheet

Date

Location of Site

Site Area

Surveyor

29/09/2010

435535, 408581

2.78 ha

CM

Site Title

Yorkshire Water
Site off Carlton
Road Monk
Bretton

Survey Ref
No.

BAR8

1 ASSESSMENT

Biodiversity interest (record presence by a tick as appropriate)

Habitat (Include photo reference)	Present	Notes (include photo references as appropriate)	Species	Present (seen)	Quality of habitat		
					Lo w	Mod	High
Woodland			Plants	✓	✓		
Scrub	✓		Invertebrates		✓		
Trees			Amphibians		✓		
Hedgerows			Reptiles		✓		
Grassland	✓		Birds	✓	✓		
Marshy Grassland			Mammals		✓		
Tall Herb	✓		Fish		✓		
Dwarf Shrub Heath			Other		✓		
Lichen/Bryophyte Heath							
Reedbed							
Swamp							
Standing Water (Ponds)							
Flowing Watercourses							
Cultivated Farmland							
Other							

Influences on external features (include photo references as appropriate)

On watercourse	NO
On wildlife corridor	NO
Would lead to habitat isolation	NO
Would increase public pressure	NO
Proximity/linkage to NHS/SSSI	NO
Other	-

2 RECOMMENDATION

Mitigation measures / design considerations	Score (circle score awarded)
---	---



BAR8-3 Looking north east across the site



BAR8-4 Looking north across the site

