

Network Space Ltd

Land North of Shaw Lane, Carlton

Masterplan Compliance Statement

Revision C

June 2023

Revision Record

Revision Reference	Date of Revision	Nature of Revision	Revision Author	Checked By
A	May 2023	Internal Review	LY	HR
B	May 2023	Client Review	LY	HR
C	June 2023	Client Review	LY	HR

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01 Background

Application Site Context & Policy

- 1.1 This Masterplan Compliance Statement has been prepared by Spawforths, on behalf of Network Space Ltd (“the Applicant”) in support of an Outline planning application for up to 215 dwellings (Use Class C3) with associated car parking/ garages, landscaping, public open space, SUDS and drainage, with details of a new vehicular access onto Shaw Lane.
- 1.2 Section 38 of the Planning and Compulsory Purchase Act 2004 state that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 1.3 The statutory plan for Barnsley Metropolitan Borough Council comprises:
 - Barnsley Local Plan (January 2019)
 - Barnsley, Doncaster and Rotherham Joint Waste Plan (March 2012)
- 1.4 The Application Site is allocated in the Barnsley Local Plan as Site MU3 Land Off Shaw Lane, Carlton, which allocates the Site for mixed use housing and green space.
- 1.5 The Barnsley Local Plan was adopted in January 2019 and the Carlton Masterplan Framework was informed by a six-week public consultation exercise and was adopted by Full Council in November 2021. Allocation MU3 in the Local Plan states that ‘The development will be subject to the production of a phased Masterplan Framework covering the entire site to ensure that development is brought forward in a comprehensive manner’.

1.6 The key policy components of the MU3 allocation are:

- Indicative number of dwellings proposed is 1,683 (these are included in the Housing figures for Urban Barnsley in the Housing Chapter).
- The development will be subject to a phased Masterplan Framework covering the entire site to ensure that development is brought forward in a comprehensive manner.
- Retain areas of woodland;
- Provide access from Far Field Lane roundabout;
- Provide off site highway works;
- Retain higher ecological value habitats in the southern part of Wharncliffe Woodmoor green space, together with the water course in the centre of the site with a buffer;
- Provide robust mitigations measures to mitigate against noise odour and other potential impacts arising from the existing industrial operations at Manor Bakeries and Boulder Bridge;
- Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local shops; and
- Avoid locating built developments in parts of the site within flood zone 2 and 3.

1.7 The following is an extract taken from the Carlton Framework Masterplan/ Design & Access Statement showing the extent of the Application Site within the MU3 allocation.



1.8 The Delivery Strategy identifies the land ownership parcels in relation to allocations MU2 and MU3.

1.9 The Application Site, also known as Parcel L11, borders parcel L12. Below is an extract of Figure 1: Carlton Land Ownership Parcels as set out in the Delivery Strategy.



Carlton Masterplan Framework

- 1.10** The Carlton Masterplan Framework (“CMF”) was subject to consultation during the summer of 2021 before adopted in November 2021. There were a number of revisions made to the CMF prior to its adoption which included a reduction in the number of dwellings with areas of land identified for housing near to Premier foods being removed. This directly resulted in the reduction in yield of the allocation from circa 1977 dwellings to 1500 dwellings.
- 1.11** A number of further changes that impacted directly upon the Application Site include:
- Revised location of the Public Open Space and the Locally Equipped Play Area
 - Revised location for the potential new train station which is no longer located along the eastern edge of the Site
 - A proposed new shop indicated to be located within the centre of the Site, which was previously indicated to be south of Shaw Lane

- The Application Site was previously identified as Phase 1, the Cabinet version of the Masterplan and Delivery Framework identifies the Site as being Phase 3
- The introduction of a northern movement link from Royston Lane to MU3

- 1.12** The CMF relates to the Local Plan allocations MU2 and MU3, within which the Application Site is located, on land north of Shaw Lane. The CMF is accompanied with a Delivery Strategy; however it is unclear if this document was subject to the same consultation exercise that the main CMF document went through.
- 1.13** The CFM Delivery Strategy states with specific regards to the planning strategy that “*some parcels are larger in size, particularly north of Shaw Lane. This may suit an outline or hybrid application*”, which is the format that this Planning Application has taken.

02 Framework Compliance

- 2.1 The format of this section will include the Masterplan Reference, an extract from the Carlton Masterplan Framework (CMF), the relevance to the Proposed Development and justification will be provided to show the compliance between the CMF and the Proposed Development.

Masterplan Reference: Section 1 – Introduction

Para 1.3 Use of this Document

Relevant Section of the Carlton Masterplan Framework (CMF):

Applicants are required to present each planning application to the Design Panel at key stages throughout design development and demonstrate compliance with the Masterplan Framework and Design Code through a Masterplan Framework Compliance Statement. This shall form part of the validation requirements for submission of a planning application, including any of the land edged in red in Fig. 01. Where applicants judge that either the requirements cannot be complied with, or they wish to put forward alternative proposals that they believe will continue to meet the aims of the Masterplan Framework, these shall be clearly set out in the Masterplan Framework Compliance Statement with supporting evidence setting out the rationale for this, to permit consideration by the Local Planning Authority as part of the determination process.

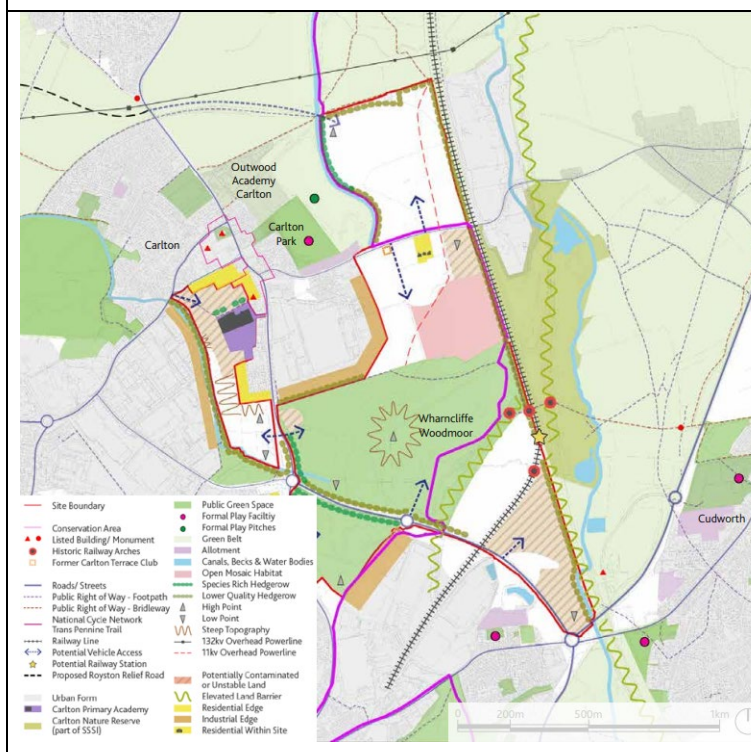
How the proposed development complies with the CMF:

- 2.2 The CMF states that “where applicants judge that either the requirements cannot be complied with, or they wish to put forward alternative proposals that they believe will continue to meet the aims of the Masterplan Framework, these shall be clearly set out in the Masterplan Framework Compliance Statement with supporting evidence setting out the rationale for this...”.
- 2.3 This Masterplan Compliance Statement is submitted in support of the Proposed Development and therefore is considered to comply with the CMF in this regard.

Masterplan Reference: Section 3 – Site Constraints and Opportunities

Para 3.5 – Urban Design Analysis

Relevant Section of the Carlton Masterplan Framework (CMF):



How the proposed development complies with the CMF:

- 2.4 The extract of Figure 7: Urban Design Analysis shows the MU2 and MU3 allocations, with the Application Site located within the northern part of the red line, north of Shaw Lane. Annotations of the plan show the following site specific design analysis:
- An 11kv Overhead Powerline running north-south
 - Lower quality hedgerows along the eastern boundary
 - Potential vehicular access taken from Shaw Lane into the Site.
- 2.5 The proposed Application is for Outline planning permission and an Illustrative Masterplan Layout has been provided. The Illustrative Masterplan Layout shows a vehicular access taken from Shaw Lane which continues through the Site (Parcel L11) into the neighbouring site (Parcel L12) to the north. Additionally, a secondary road is proposed to run in line with the existing Overhead Powerlines which will ensure all residential dwellings meet the necessary standoff distances required.
- 2.6 Therefore, the Proposed Development conforms with the CMF in this regard.

Masterplan Reference: Section 3 – Site Constraints and Opportunities

Para 3.7 Baseline Conclusions

Relevant Section of the Carlton Masterplan Framework (CMF):

Summary Opportunities

- Extension to Carlton Primary Academy (210 places, circa. 0.87ha).
- Enhance active travel and public transport links to surrounding key assets, such as Carlton Park, Carlton Primary Academy and Outwood Academy, including the diversion and improvement of the NCN/ TPT.
- Connect and establish distinctive active travel network to link between the site and Cudworth and Royston local centres.
- Potential implementation of new railway station in MU3 connecting between Wakefield and Barnsley.
- Establish wildlife corridors to connect significant assets in the site with Carlton Nature Reserve and surrounding parks.
- Extensive heritage characteristics to be reflected in design.
- Propose Local Equipped Areas of Play in areas throughout the site that are not divided by arterial streets including MU2 and MU3 (north and south of Shaw Lane).

Summary Issues

- Further investigations will be required to assess the contaminated and unsettled land within the site.
- Problematic steep topography to be considered in the development layout.
- Capacity constraints at the existing Shaw Lane/ Church Street/ Fish Dam Lane junction.
- Site boundaries along industrial edges in site MU3 present aesthetic and acoustic issues.
- Land ownership to be respected with configuration of land use and potential phasing.
- National speed limit along West Green Way causes concern for noise pollution and movement barrier within MU3.
- NCN/TPT of poor quality along eastern edge of site MU3 and along Shaw Lane.

How the proposed development complies with the CMF:

- 2.7** The Illustrative Masterplan Layout shows that a Proposed Local Equipped Area of Play is provided to the northwest corner of the Application Site which is considered as an opportunity. The other Site Opportunities listed do not directly relate to the Application Site.
- 2.8** The Site Issues that are listed in CMF paragraph 3.7 and appear to directly relate to the Application Site are the capacity constraints at the existing Shaw Lane/ Church Street/ Fish Dam Lane junction; Land ownership to be respected with configuration of land use and potential phasing; and, NCN/TPT of poor quality along eastern edge of site MU3 and along Shaw Lane.
- 2.9** An updated highways design has been prepared and submitted by IPaD, along with an updated Transport Assessment by Pell Frischmann which shows how the Proposed Development improves the existing highways safety and how the capacity constraints at the Shaw Lane/ Church Street/ Fish Dam Lane are not severely impacted by the Proposed Development.
- 2.10** The proposed access into the Application Site to the north of Shaw Lane provides maximum visibility splays of 160m in each direction, a 5m wide landscaped active travel route and a toucan crossing across Shaw Lane to enhance the existing pedestrian routes and the NCN/TPT routes. As such, the Proposed Development directly enhances the NCN/TPT along Shaw Lane as part of the development proposals.
- 2.11** Mitigation measures have also been recommended at the Shaw Lane/ Church Street/ Fish Dam Lane junction. This will result in a new signalling arrangement which will mitigate the impacts of the Proposed Development prior to the Northern Link Road being implemented, as well as provide a betterment in terms of operational performance and efficiency at the junction.

2.12 Further detail of this is provided later in this Report when discussing Paragraph 5.2 – Movement Framework.

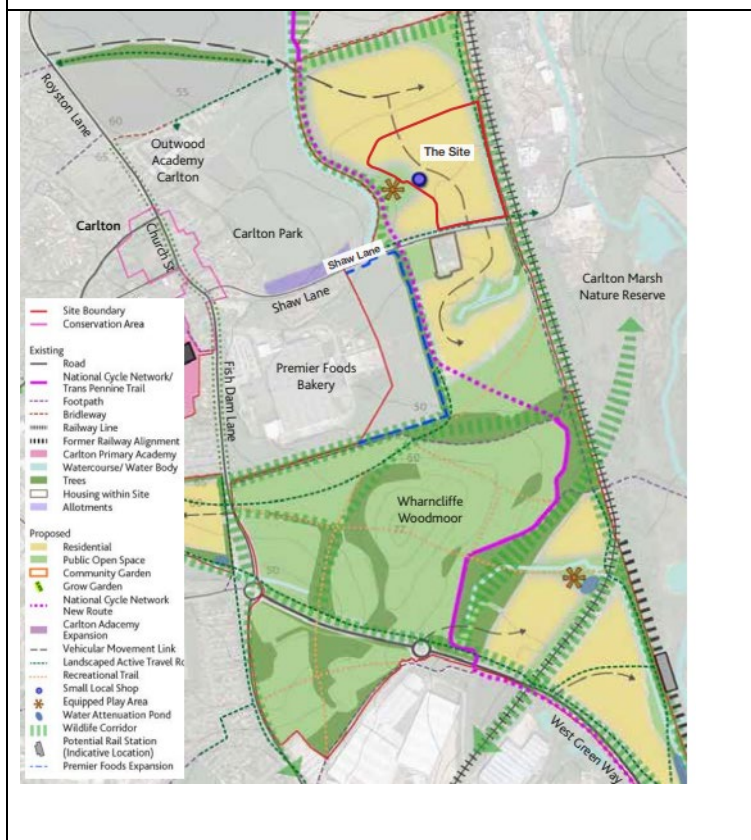
2.13 Therefore, it is considered that the Proposed Development will improve the capacity issues at the Shaw Lane/ Church Street/

Fish Dam Lane junction and improve the NCN/TPT connectivity along Shaw Lane, conforming with the CMF requirements.

Masterplan Reference: Section 5 – Masterplan Framework

Para 5.1 The Masterplan

Relevant Section of the Carlton Masterplan Framework (CMF):



How the proposed development complies with the CMF:

- 2.14** The Applicant extensively engaged with the Council during the Consultation stage of the CMF, more so than other landowners which had an interest in the allocation. A number of changes took place post consultation that impacted directly upon the Application Site. These include:
- Revised location of the Public Open Space and the Locally Equipped Play Area
 - Revised location for the potential new train station which is no longer located along the eastern edge of the Site
 - A proposed new shop indicated to be located within the centre of the Site, which was previously indicated to be south of Shaw Lane
 - The Application Site was previously identified as Phase 1, the Cabinet version of the Masterplan and Delivery Framework identifies the Site as being Phase 3.
 - The introduction of a northern movement link from Royston Lane to MU3.
- 2.15** Public Open Space and a Locally Equipped Play Area are proposed within the north-western corner of the Site. The proposed new shop, whilst moved locations from the south to the north of Shaw Lane, it is not located within the Applicants landownership and falls within Parcel L12. The introduction of a northern movement link from Royston to MU3 is incorporated within the Illustrative Masterplan Layout. Sufficient access is taken from Shaw Lane and leads through to the neighbour parcel.
- 2.16** The departure from the CMF is specific to the proposed phasing of delivery. A Delivery Strategy accompanies the

Masterplan Framework and expands on the proposed Phasing Strategy. When referring to Phase 3 it states “Due to congestion on the existing highway network, access needs to be secured off Royston Lane via the northern access road. This access road fits in with BMBC’s wider strategic transport aspiration. The business case, alignment and environmental mitigation measures will need to be developed in detail. Services to be connected to existing infrastructure on Shaw Lane and /or Royston Lane”. Phasing is discussed in further detail later on in this report.

2.17 Table 1 of the Delivery Strategy identifies the infrastructure elements it expects to be delivered by developers as part of individual schemes. With relevance to Phase 3 (the Application Site), the following general elements are identified:

- Site roads and access junctions from existing roads that enter parcels;
- Improvements to Shaw Lane including Active Travel Route;
- Diversion of the Trans Pennine Trail and National Cycle Network at the southern end of parcels in Phase 3;
- Bus Stop infrastructure;
- Green and Blue Infrastructure, including SuDs;

- Public Open Space;
- Utilities and Foul Sewerage;
- Expansion of the primary school; and
- A small local shop.

2.18 It is considered that the Illustrative Masterplan provides the aforementioned elements and for the most part, complies with the CMF. The area where the Proposed Development provides a departure from the CMF requirements is in relation to phasing. Following the six-week CMF public consultation period, the Application Site moved from being Phase 1 to Phase 3.

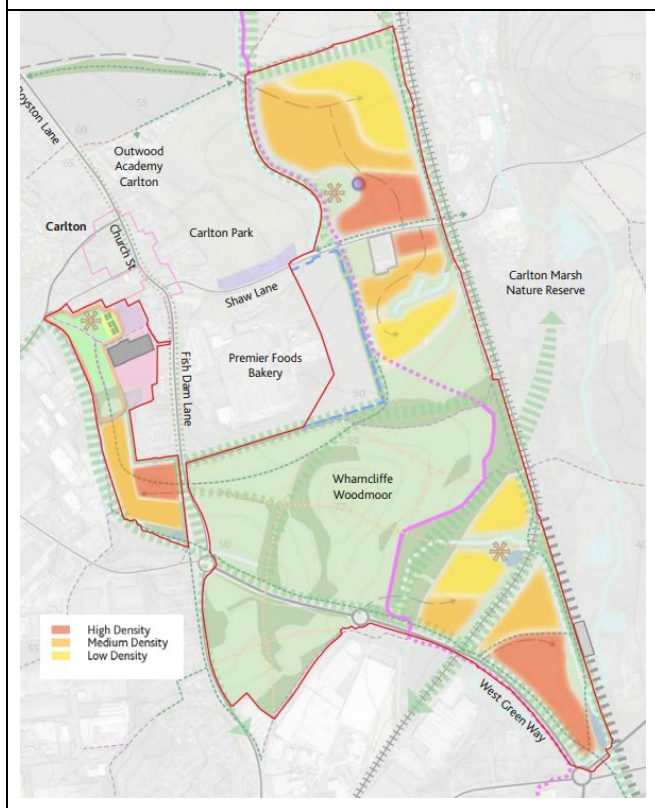
2.19 IPaD have demonstrated that by redesigning the Shaw Lane/ Church Street/ Fish Dam Lane junction to include a signalised junction, along with the updated Transport Assessment Surveys demonstrated by Pell Frischmann, the Proposed Development will provide a betterment to the existing highways infrastructure which doesn’t have a severe impact, in addition to providing better pedestrian safety over and above the existing situation.

2.20 As stated, there is a minor departure from this section of the CMF with regards to phasing, further justification is provided later on in this Compliance Statement.

Masterplan Reference: Section 5 – Masterplan Framework

Para 5.1 The Masterplan

Relevant Section of the Carlton Masterplan Framework (CMF):



How the proposed development complies with the CMF:

- 2.21** The CMF divides the land use within the allocation into three density zones in order to achieve a diverse mix of housing types and tenures. High density zones should achieve 40-45 average dwellings per hectare, Medium density zones to achieve 35-40 average dwellings per hectare and Low density zones to average 30-35 dwellings per hectare.
- 2.22** In accordance with the CMF, the Application Site should demonstrate higher densities (40-45 DPH) on land closest to Shaw Lane and more medium densities (35-40 DPH) further north in the Site. The Illustrative Masterplan Layout Plan shows the following uses within the Application Site:

Land Use	Area (Ha)	Area (Acres)	Homes	Density (DPH)	Area %
Residential (medium density)	2.46	6.07	82	33.4	32%
Residential (High density)	3.28	8.10	133	40.6	43%
POS incl. Local Area of Equipped Play	1.14	2.82			15%
SUDS	0.293	0.75			4%
Infrastructure (Primary Road)	0.402	0.99			5%
TOTAL	7.57	18.71	215	-	

2.23 This demonstrates that the Proposed Development is compliant with the requirements of the higher density zones but falls slightly short in the medium density zones requirement.

2.24 The proposed layout is compliant with Open Space Provision on New Housing Developments SPD (adopted May 2019) which states a minimum of 15% of the gross site area is required for developments of 20 or more dwellings. Other

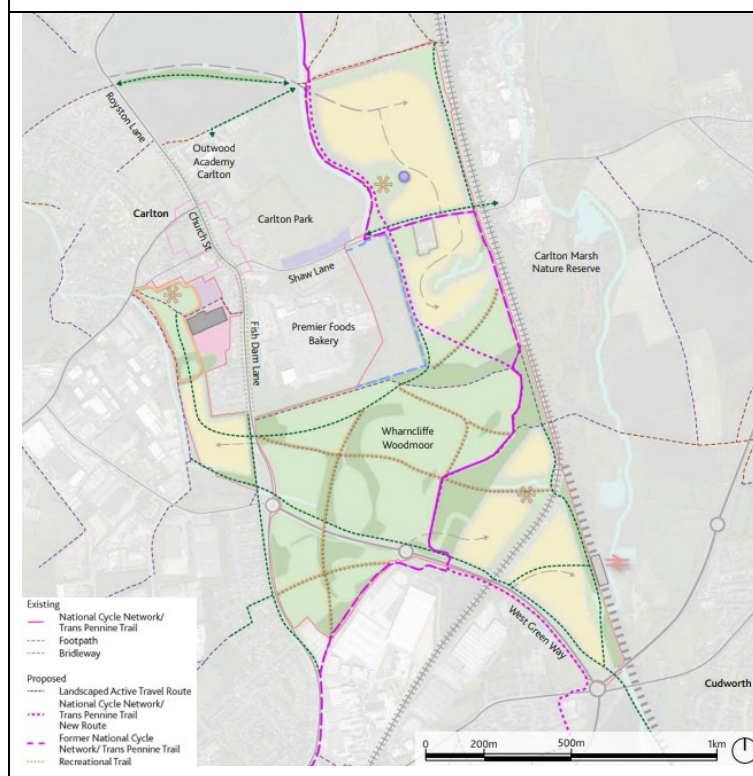
onsite requirements such as infrastructure, SUDS and biodiversity net gain will make up the rest of the site composition.

2.25 It is also of note that these figures are based on an illustrative layout plan due to the application being for outline with all matters reserved except for access. A Reserved Matters application will provide the detail on layout, scale, appearance and landscaping.

Masterplan Reference: Section 5 – Masterplan Framework

Para 5.2 Movement Framework – Active Travel

Relevant Section of the Carlton Masterplan Framework (CMF):



How the proposed development complies with the CMF:

- 2.26** As part of the Proposed Development, alterations and improvement to the existing pedestrian and active cycle routes along Shaw Lane will be provided. The existing footpath and bridleway network which surrounds the masterplan will be connected through the Site with new green routes. These serve to create habitat routes and attractive routes to encourage pedestrians and cyclists.
- 2.27** The proposal includes the delivery of part of the proposed Northern Link Road between Royston Lane and Shaw Lane. It also includes the provision of part of an improved active travel route, linking the existing bridleway in the southeast to the proposed new road, and to part of the route along the Barnsley Canal.
- 2.28** Specifically, the active travel route will be provided across the southern edge of the Site (Shaw Lane) to allow the potential link Barnsley Canal to the existing footpath 31 (to the southeast of the Site). An off-road active travel route will be provided adjacent to the new spine road within the Site, which will follow street design requirements. A further active travel route can be achieved to the east of the Site.
- 2.29** The extract below from the Design & Access Statement shows the extent of the proposed pedestrian and cycle routes:

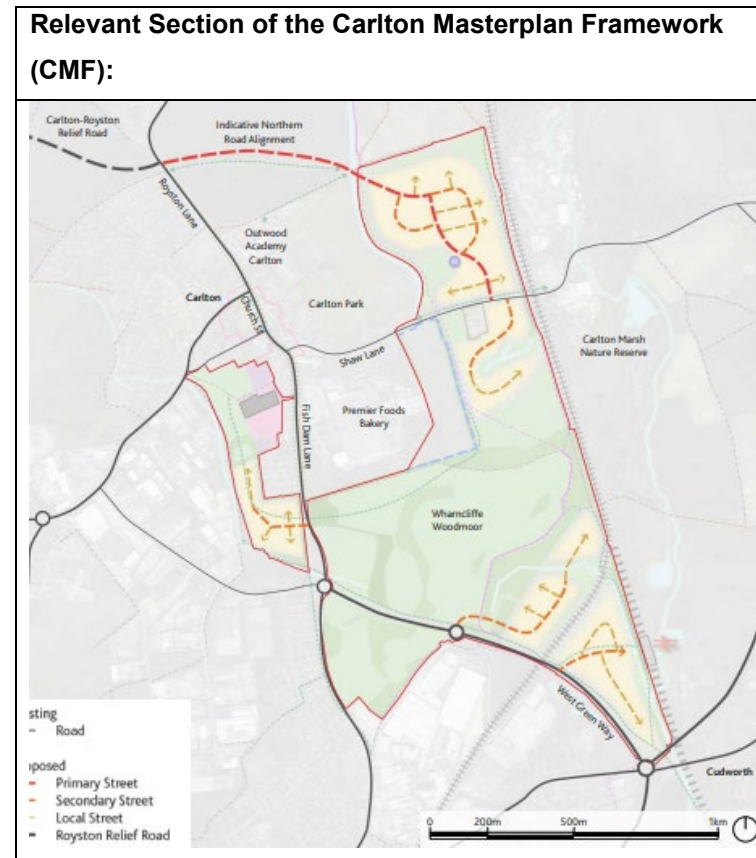


Extract from Design & Access Statement

- 2.30** A two-way cycle path and footway will form an active travel route. It will border the access to Shaw Lane, connect the Site to the west giving access to Local Shop before connecting to a new route bordering Barnsley Canal.
- 2.31** As previously stated within this Compliance Statement, the proposed access from Shaw Lane has been amended to facilitate improvements. The Site access was moved further to the east in order to improve sight lines at the junction, and the introduction of a toucan crossing has been included on Shaw Lane to make it easier and safer for pedestrians and cyclists using Shaw Lane to access the active travel route within the Site.
- 2.32** The Proposed Development accords with the CMF in this regard.

Masterplan Reference: Section 5 – Masterplan Framework

Para 5.2 Movement Framework - Highways



How the proposed development complies with the CMF:

- 2.33** Section 5.2 of the CMF states that ‘an indicative alignment of the Carlton Royston Relief Road is shown within the Movement Framework. Whilst this route does not form part of the Carlton site proposals, it is a strategic ambition for BMBC and will reduce the impact of development traffic on existing communities of Carlton and Royston. It is to be delivered by BMBC and forms an external highway connection’.
- 2.34** Additionally, on the Council’s website there are Frequently Asked Questions relating to the CMF. One FAQ listed is ‘Why are there two movement strategies?’ and the Council have stated ‘There is only one difference between the two movement framework options. One of the options (Option A) includes a northerly vehicle movement link from Royston Lane to the north west of the MU3 allocation. This would tie in with Barnsley’s strategic transport ambitions for a relief road from Lee Lane, Royston, via Carlton towards the A628. Option B does not include the northerly vehicular movement link’.
- 2.35** The requirement for the Northern Link Road is still to be confirmed, however the Illustrative Masterplan shows a primary route through the Application Site which adequately provides safe travel in and around the Site, as well as access through to neighbouring and future development plots. Whilst the plans are indicative, a scheme has been produced to show how the Application Site and neighbouring Site can both come forward without prejudicing one another and the potential Northern Link Road.
- 2.36** The CMF goes on to explain that ‘Shaw Lane shall be improved to provide sufficiently wide footways on both sides of the carriageway and appropriate cycling provision in both directions. All improvements shall be in accordance with

LTN120. Appropriate streetscape and a speed limit review shall take place to ensure it's a safe environment for all users'.

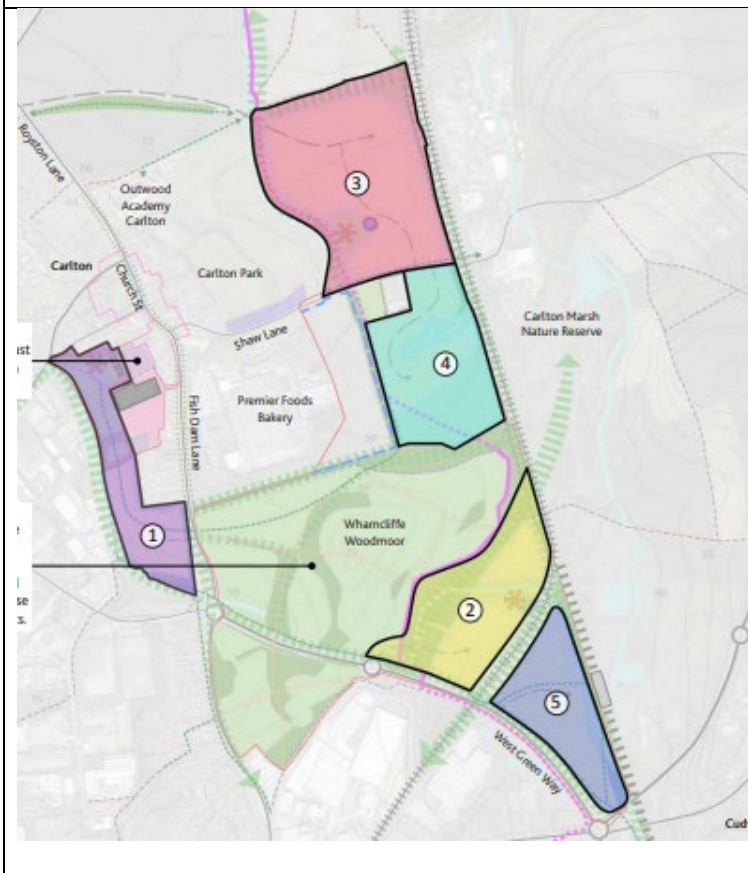
- 2.37** The former section of this Compliance Statement (Para 5.2 Movement Framework – Active Travel) states how the active travel route coming forward as part of the Proposed Development extends along and includes Shaw Lane. This is further outlined in the highways drawings issued by IPaD and the Transport Assessment by Pell Frischmann.
- 2.38** The Applicant is committed to providing linkages to neighbouring Sites and delivering the phase of the Northern Link Road through the Application Site, in line with the Councils aspirations. With the proposed mitigation and improvement works to the Shaw Lane/ Church Street/ Fish Dam Lane junction, there is not considered to be any compromise for vehicles or highway safety, but rather an improvement beyond the existing position.
- 2.39** The Transport Assessment confirms that the development is consistent with the provisions of the NPPF which states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. The Proposed Development successfully mitigates any severe impact associated with the development and improves highways safety at the Shaw

Lane/ Church Street/ Fish Dam Lane junction and along Shaw Lane itself.

- 2.40** The requirement for the Northern Link Road is stated to be related to the congestion within the existing highway infrastructure. The Transport Assessment has demonstrated that the Site can come forward within the existing infrastructure, with the delivery of a junction improvement scheme at Shaw Lane/ Church Street/ Fish Dam Lane. Furthermore, that these improvements create additional spare capacity at this junction, which would serve to facilitate the delivery of wider development. The Assessment concludes that the scheme as proposed, is capable of coming forward in advance of the completion of the Northern Link Road, and critically, the design and location of the access to the Site, will not hinder the delivery of the link road.
- 2.41** With regards to the Vehicular Movement Strategy Plan depicted in Figure 17 of the CMF, the Proposed Development complies with the CMF. A primary road runs north to south with access from Shaw Lane and provides future access through to the neighbouring Site to the north which will also from part of the Northern Link Road should the Council pursue that option.
- 2.42** The Proposed Development conforms with the CMF.

Masterplan Reference: Section 6 – Phasing and Delivery

Relevant Section of the Carlton Masterplan Framework (CMF):



How the proposed development complies with the CMF:

- 2.44 The CMF identifies that Application Site coming forward within Phase 3 of the MU3 allocation. The accompanying CMF Delivery Strategy states that *“it is expected that development of the site [MU3] will come forward in a series of phases. Illustrative phasing is depicted in Figure 2 [as above]. It is noted that phases will not necessarily be delivered sequentially, however the delivery of certain phases will be dependent upon the availability of infrastructure networks (e.g. highways, drainage, utilities, etc.) to serve the respective parts of the site.”*
- 2.45 This clearly suggests that there is flexibility within the phasing of delivery. It is stated that the delivery of Phase 3 is subject to infrastructure provision and that due to congestion in existing highways infrastructure, it expects access to the Site from the Northern Link Road from Royston Lane. As previously set out within this Compliance Statement, the delivery of this Site will not prejudice development within neighbouring plots coming forward, negatively impact upon highways safety or prejudice the potential delivery of the Northern Link Road.
- 2.46 The delivery of the Northern Link road is not precluded by the development, the location of and design of the access has been designed to facilitate the delivery of the proposed new Primary Road, the route will be safeguarded through the parameters plans, and significantly with the mitigation of the junction at Church Street, Fish Dam Lane, and Shaw Lane, the scheme can be delivered without an adverse impact on the highway infrastructure.
- 2.47 The Consultation version of the CMF demonstrated the Application Site coming forward as Phase 1 and post consultation it was amended to Phase 3. This suggests that

this Site was previously considered as an appropriate Site for early delivery of MU3. It was amended to Phase 3 due to the Northern Link Road requirement, which is still only aspirational and not a requirement.

- 2.48** The Proposed Development, with the updated and amended highways junction designs, demonstrates that the Site is capable of being accessed via Shaw Lane and can come forward in advance of the delivery of the Northern Link Road, and that it will not impede the provision of a Northern Link Road, should this be achievable, deliverable and viable.
- 2.49** This is a departure from Figure 23: Phasing Strategy (as depicted above) of the CMF, however the CFM Delivery Strategy states that *“it is noted that phases will not necessarily be delivered sequentially”*. As flexibility is allowed

and clearly stated within the CFM and the CFM Delivery Strategy, it is not considered that the Proposed Development goes against the CFM.

- 2.50** It is not considered that the Proposed Development negatively impacts upon the deliverability of neighbouring plots to the Application Site or further sites within the MU3 allocation. The submission package that accompanies this Masterplan Compliance Statement evidences that the Proposed Development can come forward independently without the other Phases being delivered in advance.
- 2.51** The Housing Land Supply for Barnsley, with specific reference to the allocation Site is set out below in the following section, highlighting how the MU3 allocation is already being the proposed delivery timescales.

03 Housing Land Supply

- 3.1** The Barnsley Five Year Deliverable Housing Land Supply Report (April 2021 – March 2026) shows that 7,637 net dwellings can be delivered which equates to 5.6 years supply.
- 3.2** The Housing Trajectory Report (April 2021) appends the Housing Five Year Deliverable Housing Land Supply Report which states the 5.6 year supply. In addition to this, the Councils website shows the previously produced Housing Trajectory Reports which was published in July 2020.
- 3.3** The below tables are an extract from the Housing Trajectory Reports showing both the July 2020 and the April 2021 figures, which specifically relate to allocations MU2 and MU3 which form the sites at the centre of the CMF.

July 2020														
LP ref./ Address	Phasing in CMF	Indicative yield	No. in Plan Period	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33
MU2 – Land between Fish Dam Lane and Carlton Road	1	294	294	14	40	40	40	40	40	40	40	0	0	0
MU3 – Land off Shaw Lane, Carlton	3	1683	960	0	40	40	80	80	120	120	120	120	120	120

April 2021														
LP ref./ Address	Phasing in CMF	Indicative yield	No. in Plan Period	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33
MU2 – Land between Fish Dam Lane and Carlton Road	1	152	152	0	30	45	45	32	0	0	0	0	0	0
MU3 – Land off Shaw Lane, Carlton	3	1346	1070	0	35	45	90	90	135	135	135	135	135	135

- 3.4** As per the contents in the tables above, the delivery of MU2 and MU3 are now expected to start at the same time, as opposed to MU2 coming forward a year in advance of MU3. The April 2021 Housing Trajectory Report shows they are now both due to come forward in 2023/24, which is the period we are currently in.
- 3.5** At the time of writing this report in May 2023, there is no live planning applications or secured planning permissions for residential development or MU2 (known as Phase 1 in the CMF) or MU3 (relating to Phases 2-5 in the CMF). For context, Phase 1 is for 152 dwellings; Phase 2 is for 230 dwellings; Phase 3 is for 584 dwellings (with the Application Site providing up to 215 of those 584 dwellings); Phase 4 is for 244 dwellings; and Phase 5 is for 288 dwellings.
- 3.6** There is one application specific to MU3 (Phase 4) that has been submitted (ref: 2020/0150) in February 2020 and is still awaiting a decision. This application is to vary conditions in relation to planning permission 2017/1401 to provide for a residential standard remediation strategy. The Planning Support Statement accompanying this applications states that the “remediation works could take up to 3 years to complete, it will be necessary to commence the remediation works as soon as possible”. A further reserved matters

application will need to be submitted and determined prior to residential development commencing on site, which suggests that there will not be the delivery of any dwellings on this site within the next 5 years.

- 3.7** According to the Housing Trajectory Report (April 2021), development in MU2 and MU3 is now due to start at the same time, in 23/24, or now. At the time of writing this (May 2023), there are currently no signs of development coming forward on Phases 1 and 2. This further delays the delivery of housing associated with MU3 by a substantial amount and the validity of timescales documented in the Housing Trajectory Report (April 2021) are considered to be outdated, unrealistic and unachievable within the timescales supplied. This is therefore prejudicing the delivery of the Application Site.
- 3.8** It is worth emphasising that all these phases of development that are due to be delivered prior to Phase 3 (the Application Site) are included within the Council's Five Year Housing Land Supply as being delivered from 2023/24, or effectively now. As the prior phases are not currently being delivered or showing signs of imminent delivery, it is considered that the Housing Land Supply figures are not an accurate representation of the current position.
- 3.9** This further suggests that the phasing of delivery as stated in the CMF is not accurate.

04 Conclusion

- 4.1** The Proposed Development is for an outline planning application for up to 215 dwellings (Use Class C3) with associated car parking/garages, landscaping, public open space, SUDS and drainage, with details of a new vehicular access onto Shaw Lane.
- 4.2** Whilst the Carlton Framework Masterplan has been subject to a public consultation exercise, it is not subject to examination in public on behalf of the Secretary of State. In consequence, having regard to Sections 17, 37 and 28 of the Planning and Compulsory Purchase Act 2004, it cannot be a development plan document and therefore is not the development plan or a part of the development plan for the purposes of Section 38(6) of that same Act.
- 4.3** Given that the CMF has been through a form of public consultation and has been adopted by the Local Planning Authority for development control purposes, it will be a material consideration in the consideration of a planning application, though it will attract less weight than a development plan document or policy would.
- 4.4** The Masterplan Compliance Statement, along with the update suite of documents submitted, demonstrate that the Proposed Development has the ability to come forward, in advance of other phases within the MU3 allocation, without prejudicing the delivery of neighbouring residential plots or the potential Northern Link Road.
- 4.5** For the most part, the Proposed Development is compliant with the Carlton Masterplan Framework. The two deviations from the CMF relate to the dwellings per hectare achieved on Site and the phasing of delivering MU3. Whilst the CFM states that the Application Site falls within Phase 3, it also clearly states that the phasing of delivery is considered to be flexible. All other aspects of the CMF have been adhered.
- 4.6** The Proposed Development falls short of the dwellings per hectare that should be achieved on Site. That said, the Application is an Outline application with all matters reserved except access. Therefore, there is the opportunity to amend this at Reserved Matters stage when a detailed design is submitted.
- 4.7** The Proposed Development is ready to come forward (as soon as possible). It is considered as Phase 3 as per the MU3 allocation and the CMF, however there are currently no live planning applications for MU2 or Phases 1 and 2 of MU3 which are prejudicing the delivery of the Application Site. All these phases of development that are due to be delivered prior to Phase 3 (the Application Site) are included within the Council's Five Year Housing Land Supply as being delivered from 2023/24, or effectively now. As the prior phases are not

currently being delivered or showing signs of imminent delivery, it suggests that the Housing Land Supply figures are not an accurate representation of the current position.

- 4.8** When reviewing the process undertaken in preparing the CMF and the terminology used in the Committee Report when it was adopted, the Carlton Masterplan Framework is not a Supplementary Planning Document. The CMF and the Committee Report only refer to the Local Plan specifying the need for a Masterplan Framework. Therefore, the document has only been adopted in essence for development control purposes.
- 4.9** This Compliance Masterplan Statement shows that the Proposed Development has the ability to come forward now, deliver much needed housing to the District, facilitate the highways infrastructure required to sufficiently deliver the development, as well as improving the existing highways network capacity, provide much improved active travel routes for users of the Site and Shaw Lane, and provide the infrastructure for the potential Northern Link Road.
- 4.10** In light of the above, we respectfully request that the Application proposal be permitted and supported by the Local Planning Authority, in line with paragraph 11 of the NPPF which states 'approving development proposals that accord with an up-to-date development plan without delay'.