

Shaw Lane, Carlton

Building for a Healthy Life Assessment, February 2026

ACANTHUS
ARCHITECTS
Vistry Group



Introduction




Building for a Healthy Life is the latest edition of Building for Life 12, written in partnership with Homes England, NHS England and NHS Improvement. Building for a Healthy Life (BHL) updates England’s most widely used design tool for creating places that are better for people and nature. The original 12-point structure and underlying principles within Building for Life 12 are at the heart of BHL and the new name reflects changes in legislation as well as refinements made to the 12 considerations in response to good practice and user feedback.





BHL recognises the findings of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement, incorporating the principles of ‘Putting Health into Place’. Many Local Authorities across the country have cited Building for Life 12 in their Local Plans and Supplementary Planning Documents.



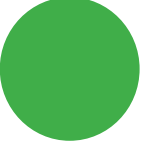

Organised across 3 headings, 12 considerations are included within BHL to help those involved in new developments think about the qualities of successful places and how these can be best applied to the individual characteristics of a site and its wider context;

Intergrated Neighbourhood	Distinctive Places	Streets For All
1. Natural connections	5. Making the most of what’s there	9. Healthy streets
2. Walking, cycling and public transport	6. A memorable place	10. Cycle and car parking
3. Facilities and services	7. Well defined streets	11. Green and blue infrastructure
4. Homes for everyone	8. Easy to find your way around	12. Back of pavement, front of home

BHL is foremost a design process structure, not a scoring system and a traffic light system (Red ●, Amber ●, Green ● - RAG) is used to assess proposals against the 12 considerations. Good practice highlighted by a green light and poor practice is highlighted with a red light. The objective is to minimise the number of amber lights and avoid red lights.

Consideration	Response	RAG
INTEGRATED NEIGHBOURHOODS		
<p>1. NATURAL CONNECTIONS Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?</p>	<p>The site forms a central part to the MU3 allocation masterplan, located to the north of Shaw Lane. The site creates the gateway to the northern parcels of land within the masterplan and to the potential vehicular link to Royston Lane, identified in the masterplan. Shaw Lane provides a direct link into the centre of Carlton and the conservation area. Principles of the Masterplan focus on providing high quality dwellings through out the site with active travel routes and green/wildlife corridors, connecting key open spaces and surrounding towns, villages and nature reserves.</p>	
<p>2. WALKING CYCLING AND PUBLIC TRANSPORT Does the scheme have a good access to public transport to help reduce car dependency?</p>	<p>The site movement strategy has been developed to promote safe, legible, and sustainable movement for all users, with a clear hierarchy of routes prioritising pedestrians, cyclists, and public transport and providing base for wider connections onto the future developments of surrounding areas. Pedestrian and cycle movement is a key component of the strategy. An active travel route is provided along the southern edge of the site, offering a dedicated and attractive connection for pedestrians and cyclists, linking the development with surrounding destinations and the wider travel network. A further pedestrian and cycle route runs along the primary street, forming a strong north–south connection through the site and linking directly to the northern edge with future development connectivity in mind. The primary street is designed as a key movement corridor and also accommodates bus services, ensuring that public transport is integrated within the heart of the site and remains easily accessible to all dwellings. Dedicated pedestrian paths branch out from the site to provide future connections to the Barnsley Canal. These connection enhances recreational opportunities and accessibility of green infrastructure. The nearest bus stop is on Church Street approximately 800m away from the site.</p>	
<p>3. FACILITIES AND SERVICES Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés?</p>	<p>The site lies within walking distance of existing residential areas and Carlton Village Centre which offers a range of employment and retail opportunities as well as primary and secondary schools.</p>	

Consideration	Response	RAG
<p>4. HOMES FOR EVERYONE Does the development have a mix of housing types and tenures that suit local requirements?</p>	<p>A range of homes is provided to meet the current and future needs of the locality and correspond with Local Authorities planning policies. The proposal comprises a total of 214 dwellings, delivering a balanced and varied housing mix. This includes approximately 29% two-bedroom houses, 42% three-bedroom houses and 36% four-bedroom houses, alongside apartments accounting for approximately 12% of the total provision. The apartment accommodation comprises 18 one-bedroom apartments and 8 two-bedroom apartments, including 6% M4(3) dwellings. Fifty percent of the dwellings are proposed as affordable housing, split between affordable rent and shared ownership tenures, with the remaining fifty percent delivered for open market sale. The affordable housing is integrated throughout the site to promote a cohesive and inclusive residential environment.</p>	
<p>DISTINCTIVE PLACES</p>		
<p>5. MAKING THE MOST OF WHAT'S THERE Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and micro-climates?</p>	<p>The proposed scheme responds to the existing topography of the site. The characteristics of the existing areas of ecological value along the eastern boundary will be extended through the active travel route by bringing the existing hedgerow on Shaw Lane back into positive management and enhancing this with new native planting. This approach strengthens ecological connectivity while providing a landscape buffer between Shaw Lane and the active travel route. Boundary Enhancements - retention and enhancements of existing hedgerows along north, south boundaries and new hedgerow planting along western boundary providing vertical screening from future neighbouring developments.</p>	
<p>6. MEMORABLE CHARACTER Does the scheme create a place with a locally inspired or otherwise distinctive character?</p>	<p>There are a variety of non distinct styles in the area. The design seeks to reflect the urban grain of the area. The simple and well detailed design creates a traditional aesthetic whilst adopting locally used materials connects the development to it's surroundings.</p>	
<p>7. CREATING WELL DEFINED STREETS AND SPACES Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?</p>	<p>The layout has been carefully arranged to maximise the relationship between dwellings and the designed areas of open space, creating attractive outlooks and active frontages. Development along Shaw Lane provides a strong and visually appealing frontage, with parking discreetly accommodated within parking courts to reduce visual impact and maintain a high quality streetscape. The apartment block is positioned to benefit from a large, dedicated residents' amenity area, providing high quality shared outdoor space and contributing positively to the overall open space network within the site. Key views and vistas are terminated with corner turning plots that provide dual frontages. These plots enhance legibility, natural surveillance and townscape quality at important junctions and along principal routes.</p>	

Consideration	Response	RAG
<p>8. EASY TO FIND YOUR WAY AROUND Is the scheme designed to make it easy to find your way around?</p>	<p>The proposed development of 214 dwellings adopts a coherent yet varied materiality approach, with elevation treatments designed to create visual interest, reinforce local character, and ensure a high-quality residential environment. The elevation strategy delivers a balanced, legible streetscape with sufficient variation to avoid uniformity, while maintaining a united design approach appropriate for a large-scale residential development.</p>	
STREETS FOR ALL		
<p>9. HEALTHY STREETS Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?</p>	<p>Highways have been designed to promote 30mph and 20mph speed limits. Longer highway stretches incorporate traffic calming measures. There are a hierarchy of streets – traditional estate road, shared surface ‘mews court’ and private drives.</p> <p>The layout accords with secure by design principles with strong passive surveillance of streets. Rear boundary walls adjacent to the highway are kept to a minimum.</p> <p>Street trees within a verge soften much of the route through to the public open space creating a ‘green corridor’.</p>	
<p>10. CYCLE AND CAR PARKING Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?</p>	<p>Car parking is in accordance with Local Authority policy. All private parking is located within the curtilage of the dwelling and interspersed with front gardens to reduce vehicle domination. Each dwelling is provided with cycle storage. The apartment block building benefits from secure cycle parking which can be used by residents and visitors. Visitor parking is located within the green verge where strategic tree planting will further minimise impact.</p>	
<p>11. GREEN AND BLUE INFRASTRUCTURE Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?</p>	<p>North-west central open space will be defined by the tree avenue to the northeast connecting the POS of adjacent site when developed</p> <p>Two pocket parks along the secondary street will add additional amenity and play opportunities. Central and south-eastern SUDs ponds will further enhance the amenity spaces for residents.</p>	
<p>12. BACK OF PAVEMENT, FRONT OF HOME Is there adequate external storage space for bins and recycling as well as vehicles and cycles?</p>	<p>Whilst boundary treatment at the front of the houses has been kept to a minimum the defensible space is clearly defined. Adequate space is provided for car parking within the curtilage of the dwelling. Direct rear garden access allows ample storage for dustbins and cycles, allowing them to be stored out of sight. Rear gardens are generally 10.5m in depth providing ample amenity space, whilst allowing nationally recognised space standards between houses to be met.</p>	