

## DESIGN:

The proposed development has been informed by pre-application discussions with the local planning authority, feedback provided through the design review panel and Carlton Masterplan Framework. The design response reflects these early engagements, with careful consideration given to layout, access, character, housing mix and the relationship of development to surrounding areas, ensuring a high quality and well integrated scheme.

The site is accessed from Shaw Lane, which provides the principal vehicular, pedestrian and cycle access into the development. The access arrangement has been designed to create a clear and legible entrance, reinforcing Shaw Lane through adding active travel link along within boundaries of the site.

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.

At least 15% of the dwellings are proposed as affordable housing, split between affordable rent and shared ownership tenures, with the remainder delivered for open market sale. The affordable housing is integrated throughout the site to promote a cohesive and inclusive residential environment.

The housing typologies include detached dwellings with either integrated or free-standing garages, semi-detached houses and terraces of either 3 or 4 dwellings. 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.



Figure 19- Proposed site plan

Visitor parking is distributed evenly across the site to ensure convenience for residents and visitors while avoiding localised parking pressure.

Boundary treatments at the site entrance include a dry stone wall fence, reinforcing local character and creating a strong sense of arrival. Prominent plots within the development incorporate brick

## MOVEMENT STRATEGY:

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. This 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 connections enhance recreational opportunities and accessibility of green infrastructure.



Figure 21 - Active travel route



Figure 20 - Movement Links

- Pedestrian / Cycle Way
- Canal Footpath
- Bus Route
- Footway

## STREET HIERARCHY:

The proposed development establishes a clear and legible street hierarchy that promotes permeability, accessibility and sustainable movement, while responding to the site context and future connections.

The primary street forms the main spine of the scheme, providing a direct connection from the site entrance at Shaw Lane through to future development land to the north. This route is designed to accommodate a bus service and functions as the principal movement corridor for vehicles, pedestrians and cyclists. The street incorporates continuous pedestrian footways, a dedicated cycle route and a tree-lined verge.

A secondary street runs broadly north to south, providing a secondary connection between the primary street and future development areas.

A small number of additional secondary streets connect the primary street with the north-south secondary street.

Mews courts, parking courts and private drives are accessed from both the primary and secondary streets. These routes serve limited numbers of dwellings and are of low scale, residential function, with low traffic speeds and a strong emphasis on pedestrian safety. Their design reinforces the hierarchy of the street network, ensuring that quieter spaces are clearly subordinate to the main movement corridors while providing convenient access to homes and parking.

Overall, the street hierarchy has been designed to balance movement, accessibility and placemaking, while allowing for logical integration with future development to the north.



Figure 23 - Street hierarchy- Bus route

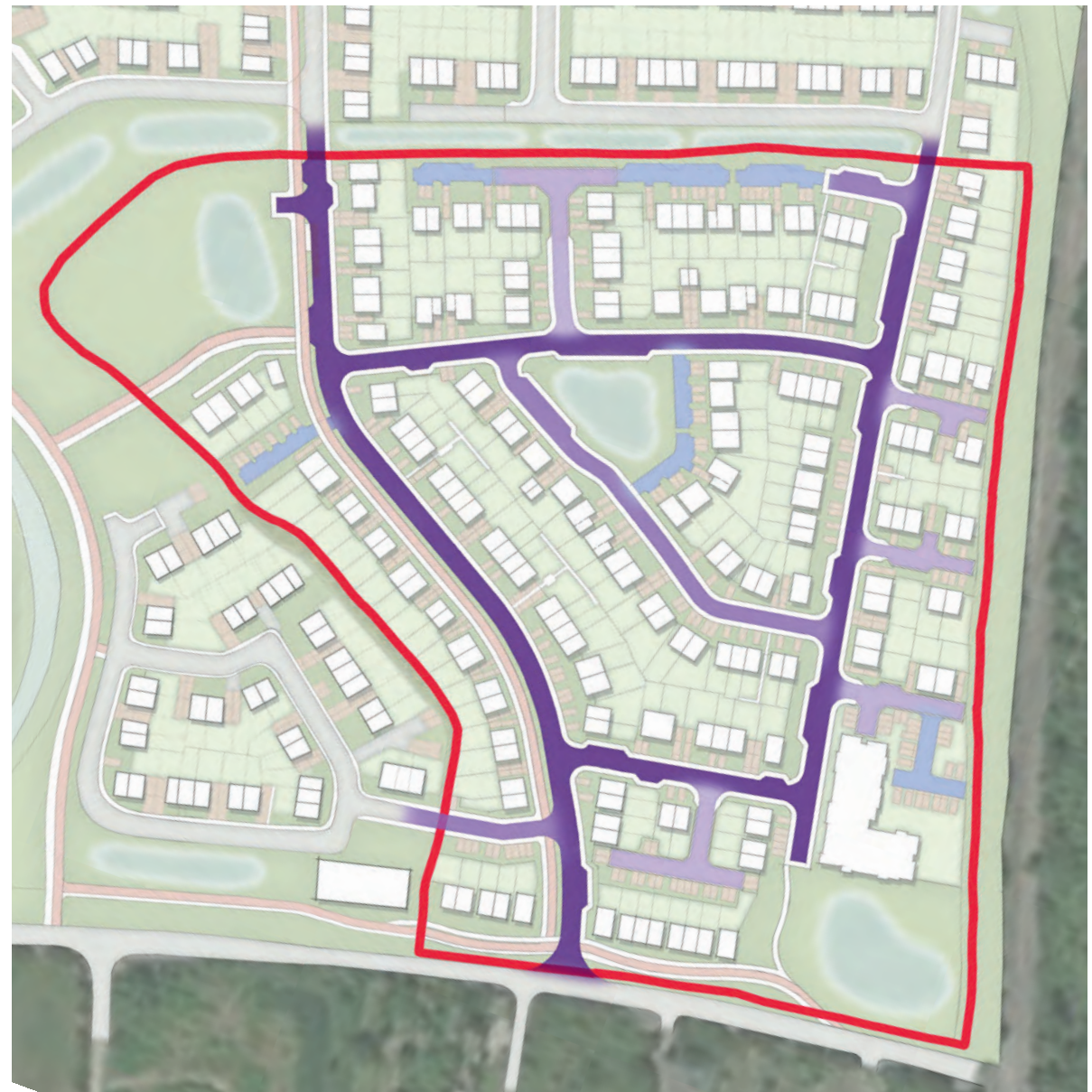


Figure 22 - Street hierarchy



## DENSITY:

Preferred residential land use is divided into three density zones within the Carlton Masterplan Framework.

The Masterplan Framework Residential Density Plan shows higher density development located in most central parts of site whilst lower on the edges.

The proposal responds to Framework requirements and assumes higher density areas located in the front of the site and along eastern boundary, served by primary streets and connecting adjacent development. Those include 2.5 storey terraces of dwellings and apartment building.

Medium densities can be found located centrally within the site, these are predominately a mix of semi-detached dwellings.

Lower densities are located in less central areas of the site - typically around the periphery and overlooking the POS, the dwellings consist of detached houses served by private drives.



Figure 25 - Site entrance

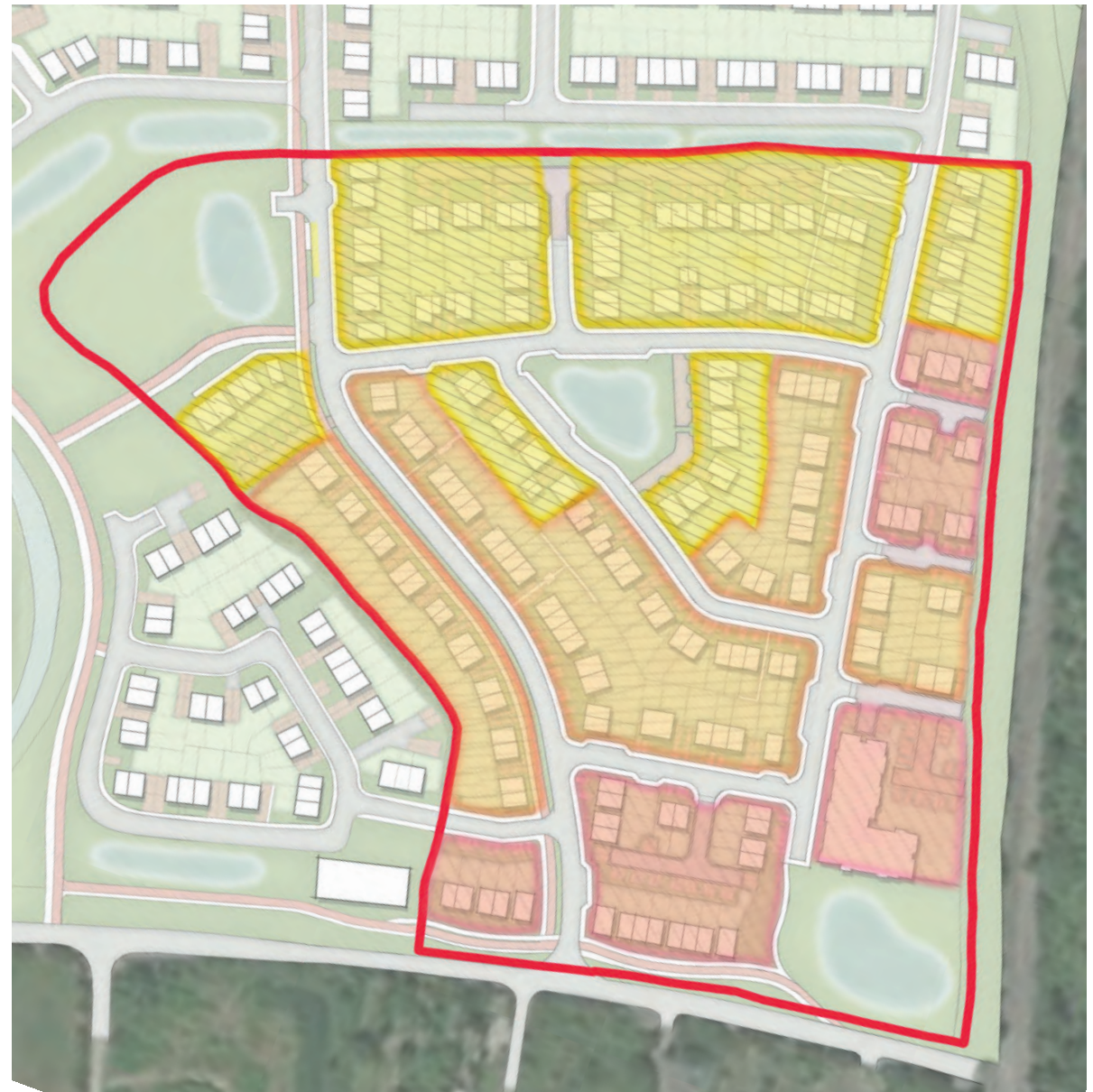
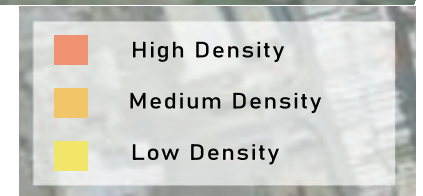


Figure 24 - Development density map



## PUBLIC OPEN SPACE & LANDSCAPE STRATEGY:

**Active Travel Route** - 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.

**Street planting** - tree avenue will be introduced along the primary street, complemented by ornamental hedging to plot frontages. Secondary streets will be enhanced through block planting with scattered trees. On lower hierarchy streets plot landscaping will be more informal, this will include shrub planting with scattered trees.






**Public Open Spaces**- north-west central open space will be defined by the tree avenue to the northeast, providing potential connectivity routes to Barnsley Canal, fitted out with timber play equipment. Two pocket parks along the secondary street will add additional amenity and play opportunities. Central and south-eastern SUDs dry ponds will further enhance the amenity spaces for residents.



Figure 27 - Public Open Space area



Figure 26 - POS areas and landscaping strategy

-  Primary Street with avenue tree planting & hedge to plot frontages.
-  Secondary street with block planting and street trees.
-  Pocket parks.
-  Open space.
-  Landscape buffer to site edges.

## MATERIALITY:

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 main body elevation materials comprise a mix of render, buff brick or red brick, applied across the site in varying proportions to establish diversity while maintaining a consistent overall palette. Brickwork forms the dominant, grounding material, while render is used selectively to articulate corner dwellings, providing contrast and helping to define key points within the street scene.

Buff brick is utilised to introduce lighter tones and variation within the streetscape, helping introduce distinctiveness to streets, whilst red brick provides a more traditional and robust appearance, reflecting established residential character. The combination of brick types is carefully arranged to avoid repetition and to reinforce individual identity among dwelling groups and aid wayfinding.

All window and door openings are detailed with brick heads and brick cills, ensuring depth, shadow, and connection. These details contribute to a consistent architectural language across the development and enhance the durability and visual quality of the elevations.

The elevation strategy delivers a balanced, legible streetscape with sufficient variation to avoid uniformity, while maintaining a cohesive design approach appropriate for a large-scale residential development.



Figure 29 - Active travel route



Figure 28- Material plan

- Red brick multi.
- White Render.
- Buff Brick.



Figure 30 - Typical Street Scene



Figure 31 - Typical Street Scene

### **STREET SCENES:**

The proposed streets are designed to create a high quality, people focused residential environment, where buildings and landscape elements take visual precedence over vehicles. The layout carefully balances built form, parking provision, and planting to achieve residents oriented streets.

Parking is sensitively integrated throughout the development, with large percentage of parking spaces located between dwellings and within small parking courts, rather than dominating the street frontage. Up front parking is spaced to not exceed 4 parking spaces in a row.

Soft landscaping is provided to the front of properties, including private front gardens and boundary planting, enhancing visual amenity and contributing to biodiversity.

Rows of dwellings incorporate variation in height, roof form, and material treatment, avoiding uniformity and repetition. Subtle changes in storey height, combined with alternating use of render, buff brick, and red brick, introduce visual interest and help define character areas, while maintaining a cohesive overall identity across the scheme.



Figure 32 - Typical house elevation



Figure 33 - Typical house elevation



Figure 34 - Typical house elevation



Figure 35 - Typical house elevation

## HOUSES:

The proposed development consists of predominantly 2 storey properties with some 2.5 storey dwellings distributed around the site.

Following a site assessment it was deduced that the local materials include, red brick, buff brick, art stone and render, grey and red concrete tiled roofs, artstone and brick window heads & cills all in a mix of architectural styles.

The scheme aims to reflect the material selection of the surrounding area, proposing mix of render, red & buff brick, tied together by soldier course red brick heads and cills across all dwellings and picking up elements of more traditional architectural detail.



Figure 36 - Apartment Block Elevation



Figure 37 - Apartment Block Elevation

### **APARTMENT BUILDING:**

The proposed apartment block is designed as a two-storey residential building with an articulated elevation to reduce perceived mass and create a more domestic, house like character. The building form incorporates projecting bays along the length of the elevation, introducing depth and visual rhythm. These projections break up the overall massing, avoiding a flat or monolithic façade and instead creating the appearance of a series of individual dwellings.

The materials in use correspond with the elevation treatments of the houses.



Figure 38 - Typical 2 Bedroom M4(3) compliant apartment



Figure 39 - Typical 1 Bedroom M4(3) compliant apartment



Figures 40, 41, 42, 43, 44, 45 - Indicative home office solutions.



## **ACCESSIBILITY AND SPACE STANDARDS:**

The development looks to provide 13no. of M4(3) wheelchair user dwellings, which equates to 6% of total number of units on site. These are to be located within the ground floor of the proposed apartment building. Size of the apartments vary from 51 sqm for a 1 Bed and between 71 and 75 sqm for a 2 Bed. The dwellings will benefit from generous entrance halls with wheelchair storage space, open plan kitchen/ dining/ lounge areas, large store rooms, shower rooms and functional bedrooms.

26% of the houses will be M4(2) compliant.

All dwellings are designed to Nationally Described Space Standards and benefit from internal space suitable for home office provision.



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