

Shaw Lane, Carlton

Design and Access Statement

Network Space - Revision B

January 2023



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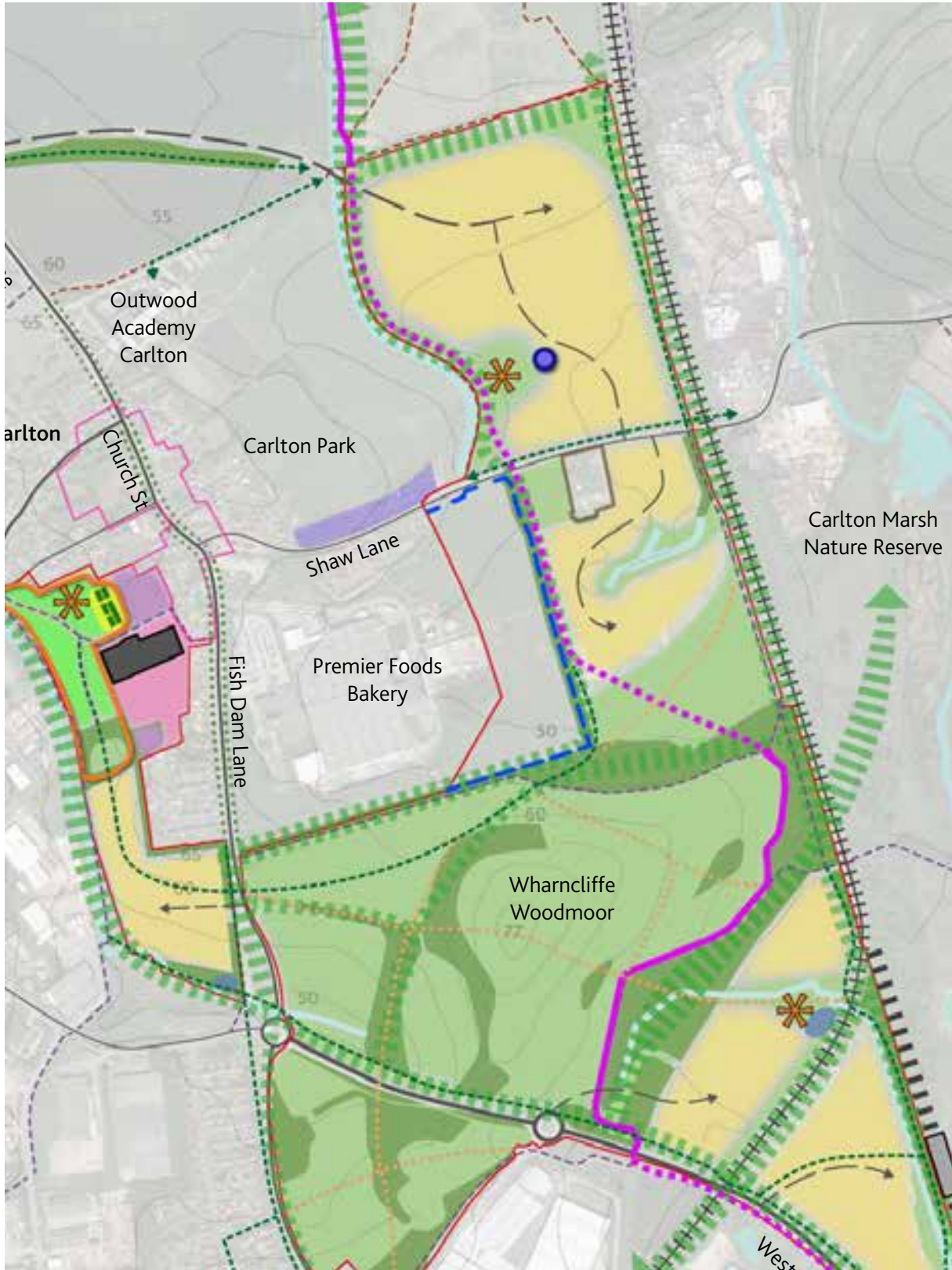
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Introduction



Carlton Masterplan Framework Plan
(BMBC, Arup, Gillespies-Adopted Nov 2021)

Brief

This document has been prepared as a Design and Access Statement to support the outline planning application for Shaw lane, Carlton, Barnsley. The document describes the masterplan that has been developed for Network Space Ltd.

The outline application is for 215 number of homes within an area identified as phase 3 of the Carlton Masterplan.

The proposal integrates with the wider masterplan for the area, ensuring that routes for connectivity and landscape corridors connect beyond the site boundary.

This statement is informed by the National Design Guide planning practice guidance document. It considers the following:

- Site Context and Identity
- Built Form
- Homes and Buildings
- Resources and Lifespan
- Conclusion

This report should be read in conjunction with the Planning Statement prepared by Spawforths and the following technical papers produced by:

- Planning and Masterplanning - Spawforths
- Utilities Report - Tetra Tech
- Ground Investigation - Tetra Tech
- Transport Assessment - Pell Frishmann
- Flood Risk and Drainage Design – Tetra Tech
- Ecology Assessment - Rachel Hacking Ecology
- Arboricultural Report - Tetra Tech
- Air Quality Report - Tetra Tech
- Noise Report - Tetra Tech
- Archaeology - Wardell Armstrong





Royston




The Site

Shaw Lane

Shaw Lane

Church Street

KEY

 THE SITE

Site Location Plan

Context



Carlton Masterplan Framework Plan
(BMBC, Arup, Gillespies-Adopted Nov 2021)

Site Location

The context of the site will change significantly in the future. The site is located within the masterplan area MU3 to the east of Carlton. The masterplan area covers the majority of the land between footpath no 17 at the northern end and Cudworth Parkway to the south with the railway forming the eastern edge.

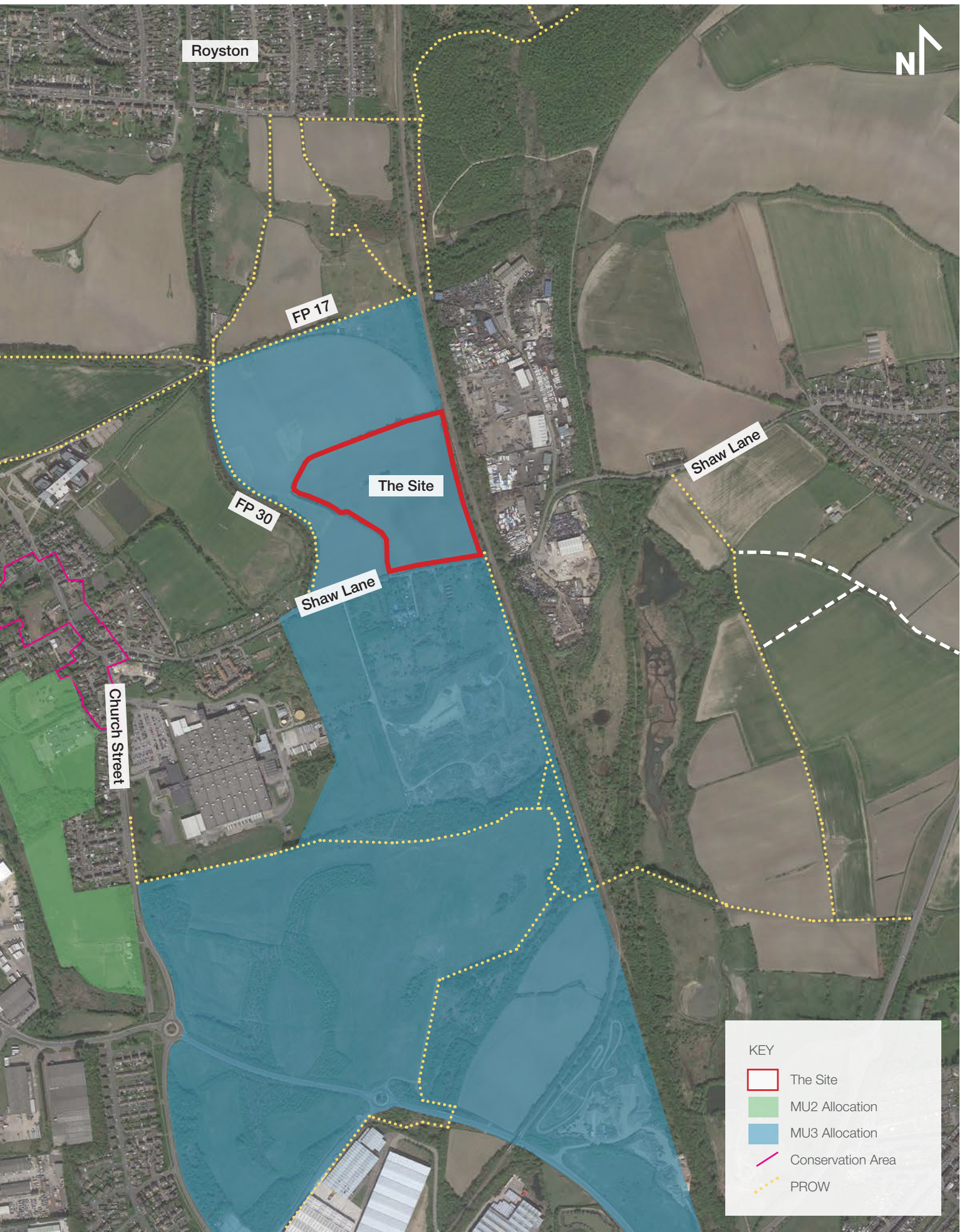
Extensive proposals have been prepared by Barnsley Council for Carlton with two areas proposed for masterplanning. The MU2 allocation seeks to regenerate a piece of land in the centre of Carlton whilst the MU3 allocation creates a sustainable urban extension to the east of the town.

The site forms a central part to the MU3 allocation masterplan, located to the north of Shaw Lane. The site follows the ownership boundaries in this location with third parties controlling the land between the site and the Barnsley Canal (west) as well as to the north of the site.

The site, therefore, 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.





KEY

- The Site
- MU2 Allocation
- MU3 Allocation
- Conservation Area
- PROW

Site Location Plan with Masterplan Areas Identified

Context

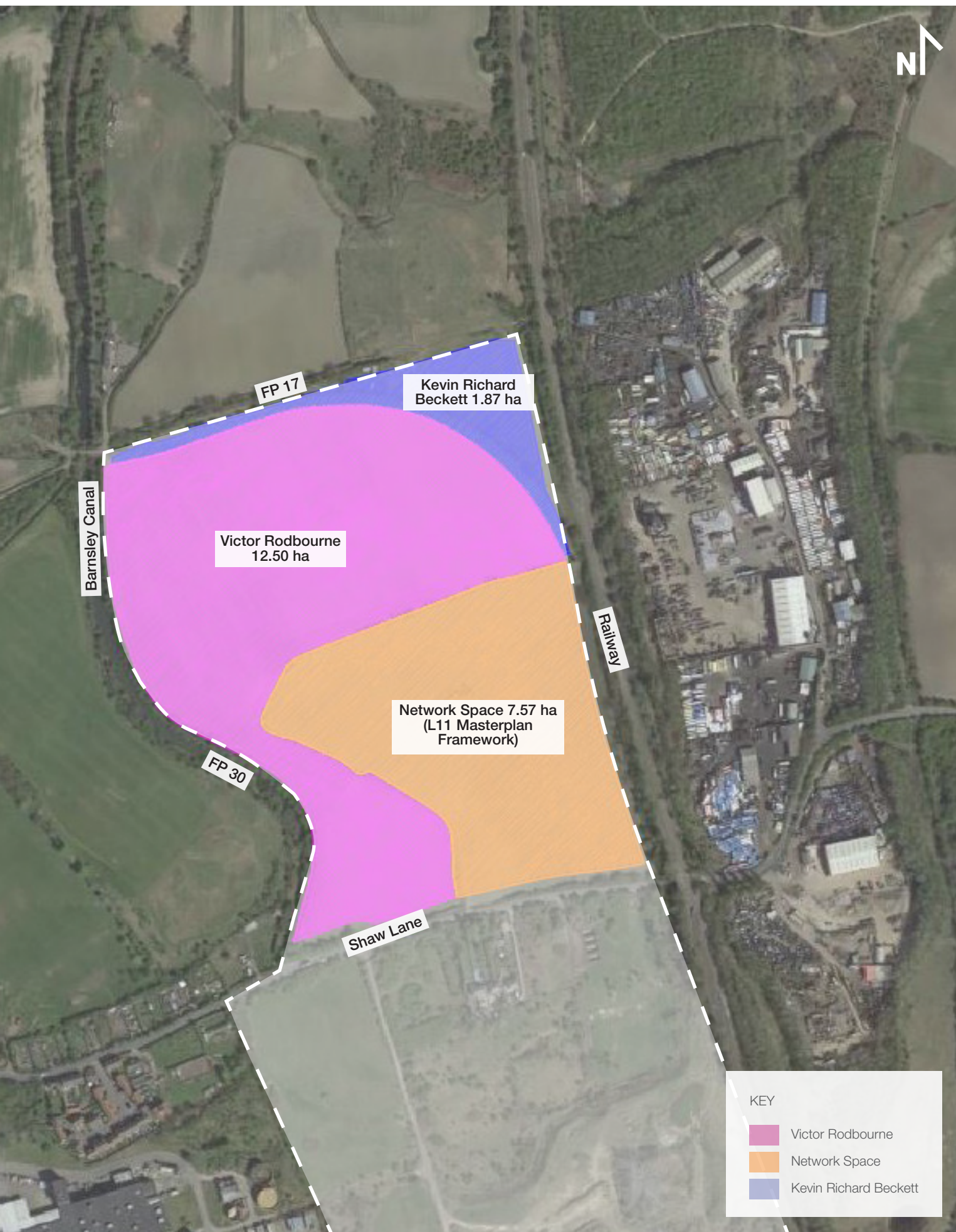
Land Ownership

The land is referred to in the Masterplan Framework as ownership L11.

The site is owned in its entirety by Network Space and the access is controlled.

The plan opposite shows the adjacent ownerships, also included within the masterplan. These areas of the masterplan will need to be accessed through the site.





Ownership Plan

Context

Settlement Analysis

The Site is situated approximately 10 minutes from Barnsley Town Centre, within the town of Carlton.

The Site is located on the eastern edge of the MU3 allocation to the east of Carlton.

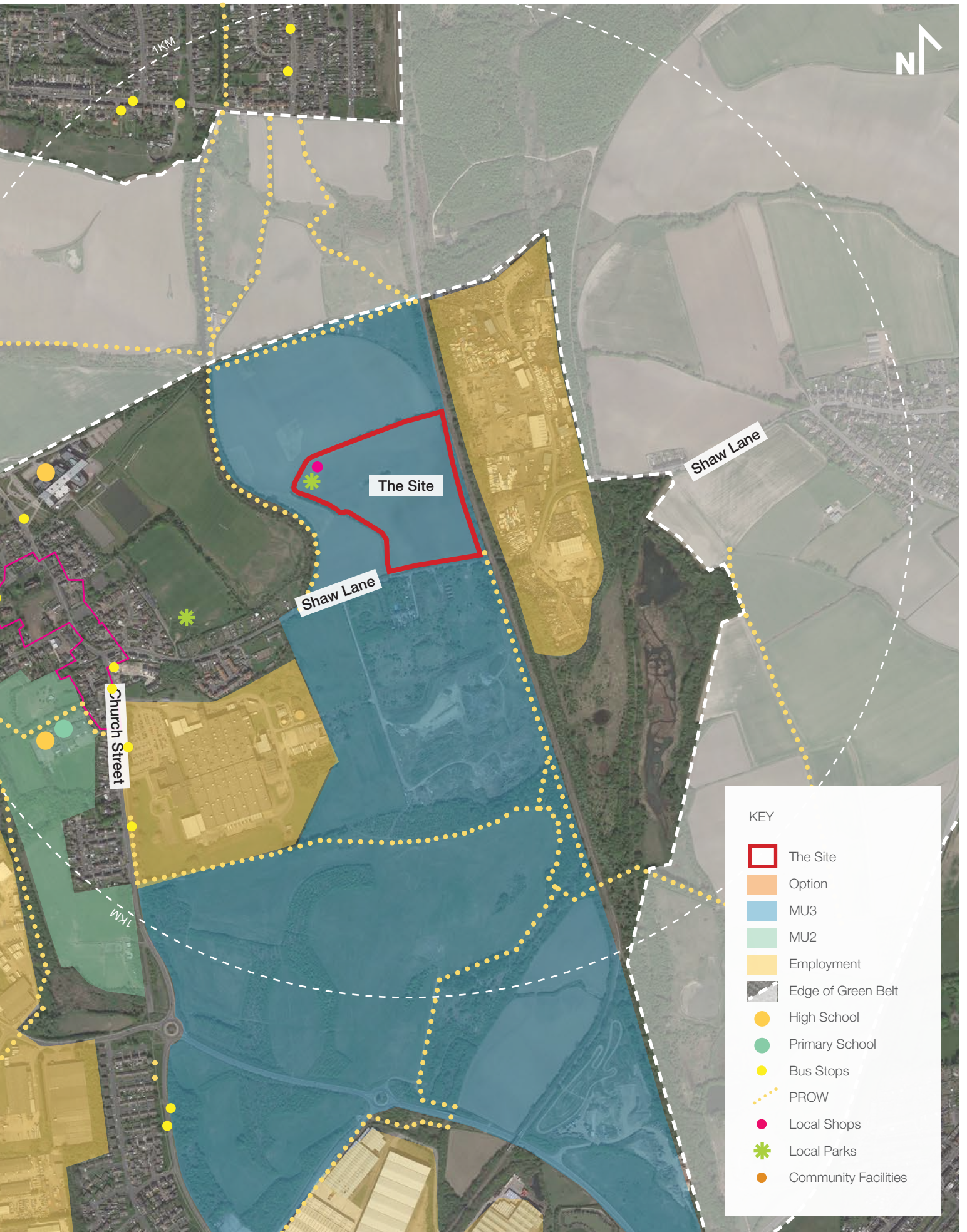
There are bus stops with onward connections to Barnsley Town Centre, Wakefield City Centre and Royston within approximately 600m of the site.

The Site is also within walking distance of three local schools: Outwood Grange Academy, Holy Trinity and Carlton Primary School.

Several large employment areas are close by, including Carlton Industrial Estate and Premier Food bakery, with sustainable transport connections to these.

The masterplan proposes that the MU3 allocation in the vicinity of the site should include an Equipped Area of Play (EAP) and a local shop (500m²).





KEY

- The Site
- Option
- MU3
- MU2
- Employment
- Edge of Green Belt
- High School
- Primary School
- Bus Stops
- PROW
- Local Shops
- ✱ Local Parks
- Community Facilities

Context

Constraints and Opportunities

Constraints and opportunities have been identified through the assessment process and were used to inform the design of the proposal for the site.

The site itself is relatively level, with a slight incline towards the canal path to the west. The canal path is raised by a few metres from the site.

The eastern edge of the site adjoins a railway line that is also raised upon an embankment and is at a higher level than the site. Beyond the railway line to the east are a number of scrap yard businesses.

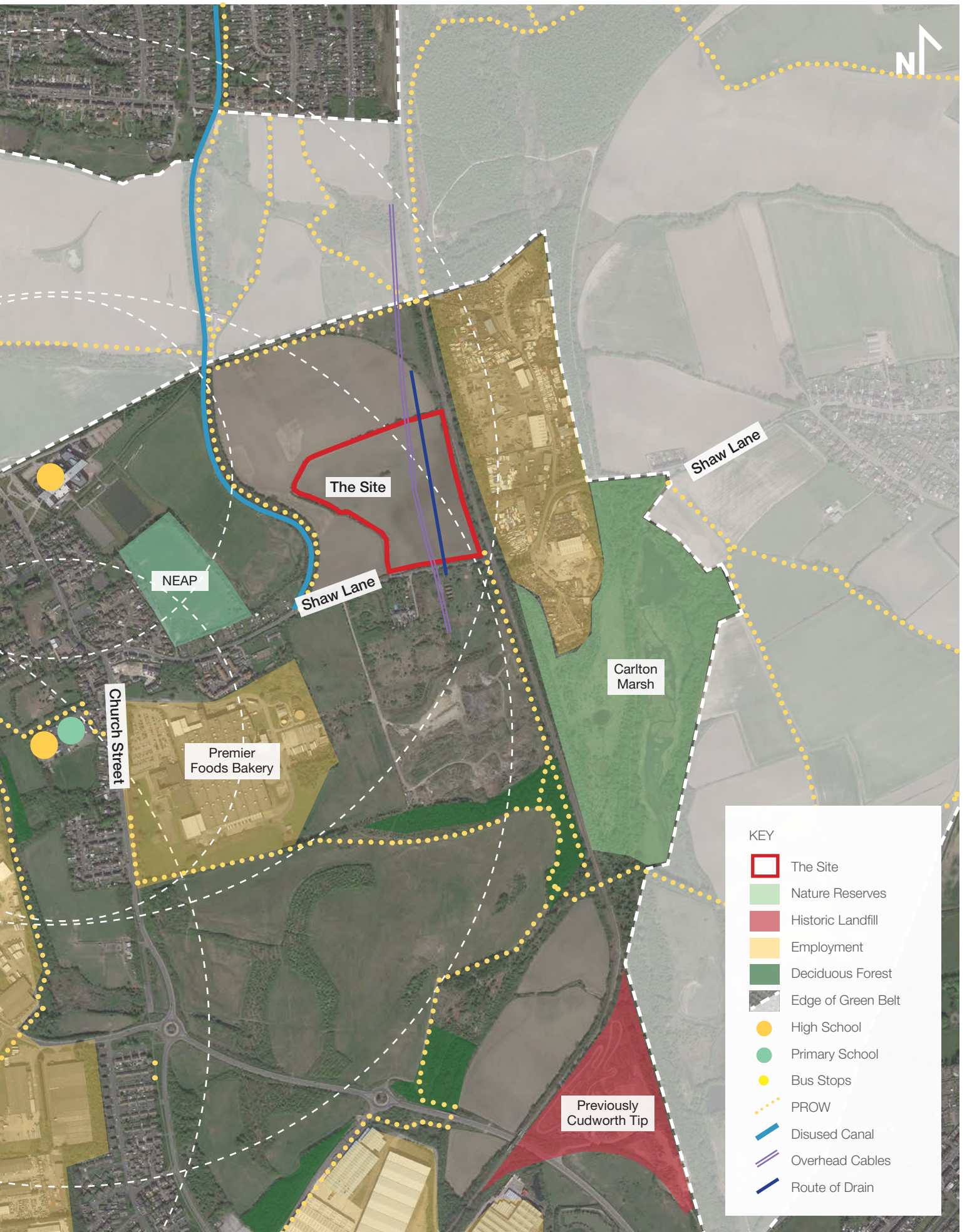
The wider topography of the region is categorised by spoil heaps which have been regenerated into parks, some of which are prominently visible from the site.

The site benefits from connections to a considerable number of walking routes which pass close to or touch the edge of the site. The site is connected via these public rights of way to the disused Barnsley Canal and onto Royston, Carlton and beyond.

A new park and shop are proposed within the MU3 masterplan either within close proximity or on the site.

Overhead cables run from north to south over the site, with drainage running parallel to these.





Constraints and Opportunities Plan



Photographic Survey Plan



Photographic Survey



A site visit was conducted along with a photo survey of the site context. This included the public right of ways connected with the site, the canal path and Shaw Lane and adjacent to the railway line.

Barnsley Canal provides a beautiful setting for fishing and walking/cycling for the local residents as illustrated by photographs 1 and 2.

The canal is raised above the site with views from the canal across both the site and the part of the MU3 allocation which separates the site from the canal. These views are illustrated in photographs 3, 4 and 5.

To the east of the railway the topography rises up towards Shafton and Cudworth, away from the site. The topography allows views to the west across the railway, the site and Carlton as illustrated in photograph 6.

Shaw Lane provides the main access to the site. The road drops down towards the site with a higher point to the west. Shaw Lane runs parallel to the southern boundary of the site with a footpath on the southern side of the road, as shown in photograph 8.

Immediately to the east of the site Shaw Lane narrows to pass under the railway, with no footpath present. This is illustrated in photograph 7.



Carlton Masterplan Framework

The Barnsley Local Plan was adopted in January 2019 and required that a number of site allocations were supported by Masterplan Frameworks to inform any future planning applications. The Carlton Masterplan Framework should be read in conjunction with the adopted Local Plan and the Supplementary Planning Documents.

The Masterplan Framework for Carlton is based around the seven placemaking principles set out in the graphic below.



The main focus is to ensure quality and sustainability, these principles will be embedded throughout the process of planning and delivering Carlton's new communities.

The site is included within MU3 Masterplan Framework area.

The masterplan indicates that the site should allow for a road passing through the site and adjacent land eventually linking Royston Lane to Shaw Lane.

Also shown is a small, local shop within the site and an equipped play area close to the western boundary of the site. These are proposed as facilities serving the northern part of the area.

The equipped play is proposed to include naturalistic play equipment within a park and having an adjacent shop. It is specified that the equipped play should be located close to the locations shown in the Masterplan Framework.

Also indicated is a landscaped, active travel route running along the eastern and southern edges of the site. These routes link into the existing routes alongside the railway (to the south of the site), Barnsley Canal and the public rights of way to the north of the site.

The Masterplan Framework was adopted at a Cabinet Meeting in November 2021 and therefore has become the policy setting for the site.

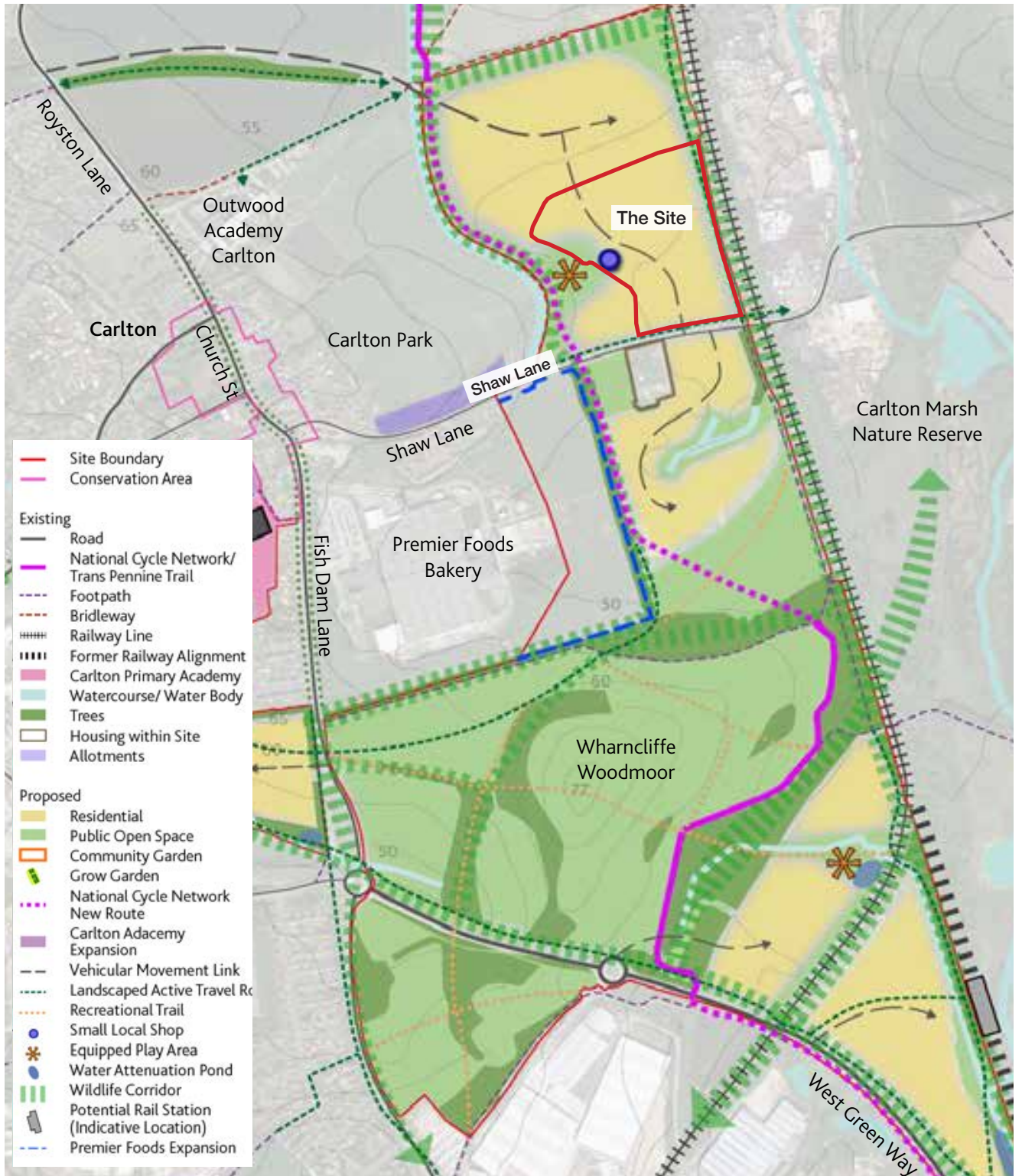
Draft Masterplan Framework Proposals

Public Consultation

Review Feedback and Identify Changes



Stage of Carlton Framework Masterplan Consultation



Carlton Masterplan with site identified

Statement of
Community Engagement

Refine Masterplan
Framework Proposals

Council Approval
and Publication

Nov 2021

Design Development



Pre-Application Discussion

A pre-application discussion was undertaken with the Local Authority to discuss the masterplan in relation to the Masterplan Framework, which at the time of the pre-application meeting had not been finalised or adopted.

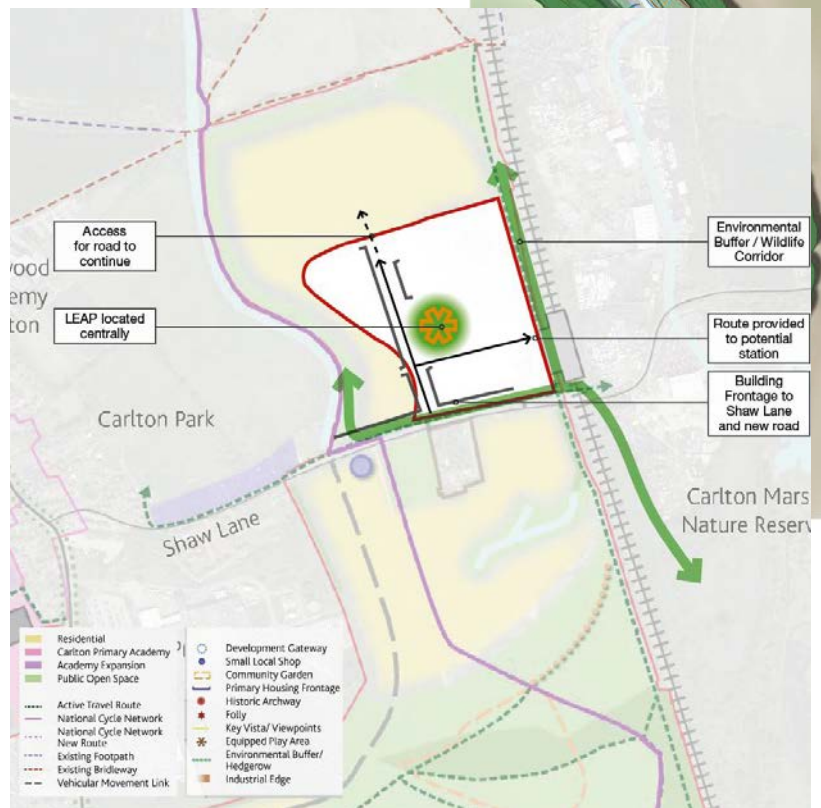
The layout indicated during the pre-application discussion proposed to align with the Masterplan Framework (which had been published for the consultation period which ran 16 June-28 July 2021).

At this stage the masterplan indicated the delivery of a Equipped Area of Play on the western edge of the site, close to the railway and showed the provision of a new railway station with access through the site.

The pre-application proposal for the site proposed that the play area be relocated to the centre of the site to act as a focal point to the scheme with the main road passing by it. This feature was liked by the urban design officers and the principles have sought to be retained in the proposals for the site.

A route was also retained through the site to provide access to the station.

The consultation responses to the pre-application were positive. This feedback along with the revision of the masterplan have helped to evolve the scheme.



Conceptual approach to incorporating the Masterplan principles within the site submitted for the pre-application discussion



Illustrative masterplan of the scheme submitted for the pre-application discussion

Framework Principles

The Carlton Masterplan provides a framework into which the subsequent development proposals should fit. The site seeks to deliver a proposal which aligns with the principles established in the framework whilst also delivering a viable and attractive housing site which will support subsequent development.

Development Gateway

The proposal seeks to create a development gateway from Shaw Lane, which includes informal green space and a potential local shop.

Local Shop

A local shop is proposed within the development gateway to allow early delivery of this facility. The shop will serve passing trade as well as new homes within the development.

Equipped Area of Play

The equipped area of play will be located within the site, but in a location which will be easily accessible to the surrounding proposed development and from the Barnsley Canal Active Travel Route.

New Road

The new road will be delivered to serve the site and the adjacent sites to the north and west within the allocation.

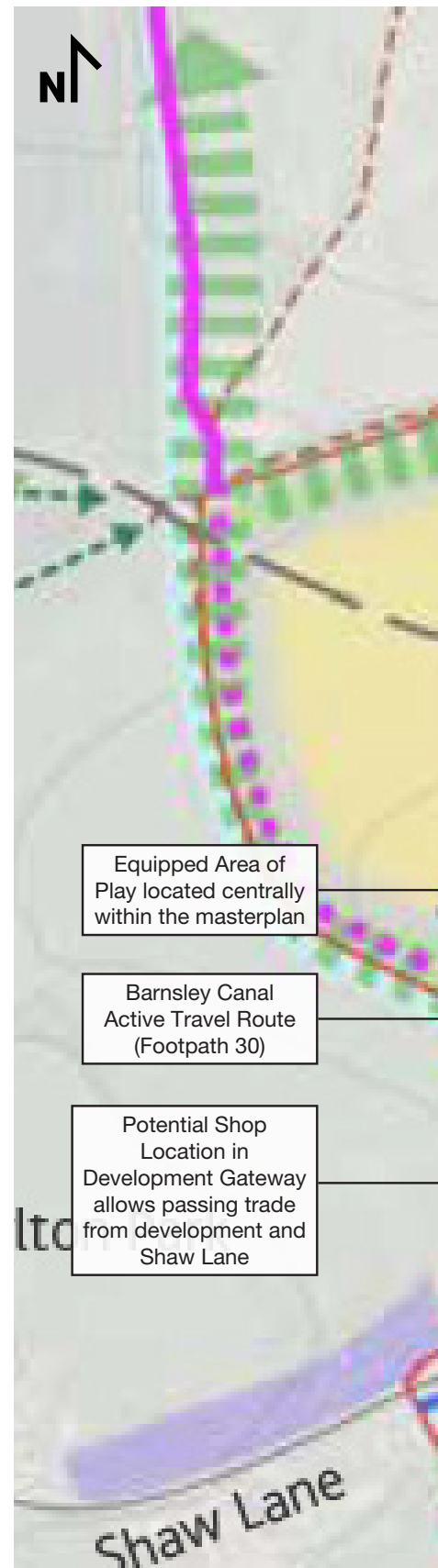
Active Travel

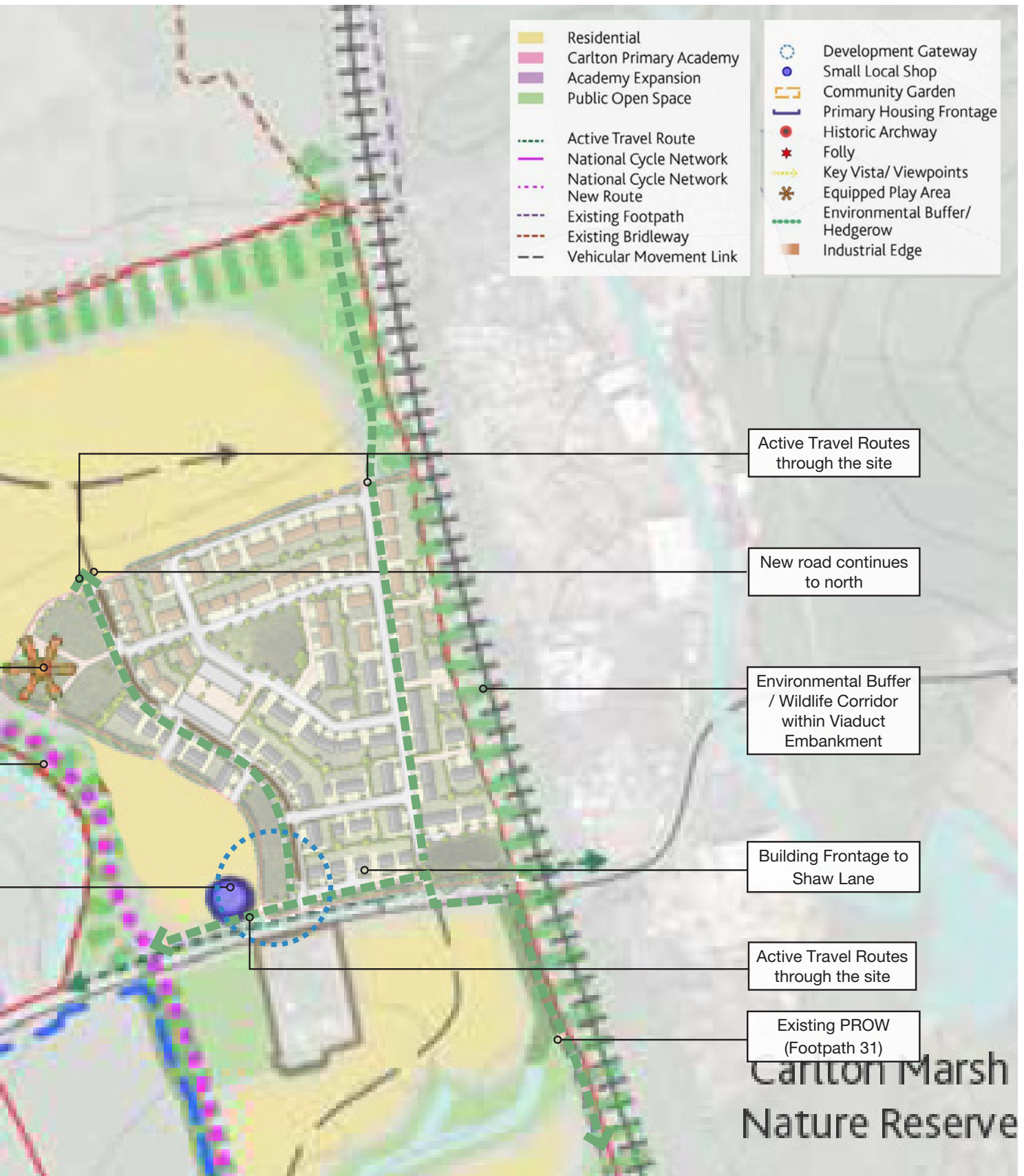
The active travel routes through the site and the surrounding area are proposed to be consolidated through the site. An active travel route will be provided across the southern edge of the site to allow the potential to link Barnsley Canal to the existing footpath 31 (to the south-east of the site)

An off-road active travel route will also be provided adjacent to the new road, which will follow street design requirements.

A further active travel route can be achieved to the east of the site.

It is considered that the proposed scheme could therefore deliver the necessary new homes and comply with the principles of the Masterplan Framework.





The illustrative masterplan of the scheme overlain onto the masterplan framework

Design Iterations

The illustrative layout has been evolving in parallel with the preparation of the Carlton Masterplan Framework. As such the approach to the site has evolved to accommodate principles established within the masterplan.

Initial iterations of the Masterplan Framework sought to create a railway station on the viaduct to the north of Shaw Lane. The scheme therefore sought to incorporate a route to access this facility.

The initial proposals for the site created a central area of public open space within the heart of the scheme, adjacent to the proposed new road through the site. A highway was located on top of the location of the sewer to allow this area to form part of the developable area.

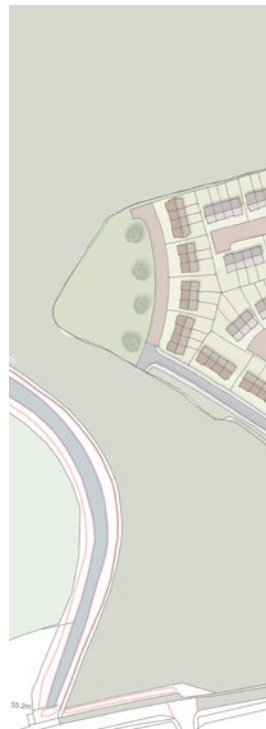
The masterplan then removed the requirement for the station, altered the indicative road alignment and added an equipped play area and shop to this area of the masterplan.

As such the scheme evolved to provide the equipped play area in a location central to all the sites in this area of the masterplan with opportunity for access to Barnsley Canal. The new road continues to pass the main area of public open space allowing this area to become a focal point and landmark for the new community.

A further area of landscaping is then provided to create a gateway to the site from Shaw Lane and a more quiet area of public open space is within the heart of the masterplan.

A further iteration of these plans was produced in relation to the comments received from BMBC in relation to the outline application.

The site access was moved further to the east in order to improve sight lines at the junction and a toucan crossing added to make it easier for pedestrians and cyclists using Shaw Lane to access the active travel route within the site.





Initial illustrations showing a focus on the central green space



This option explored a reduced density within the site.



This option explored a higher density within the site.



The scheme evolved to create an area of public open space which could form the heart of the masterplan

Use and Amount

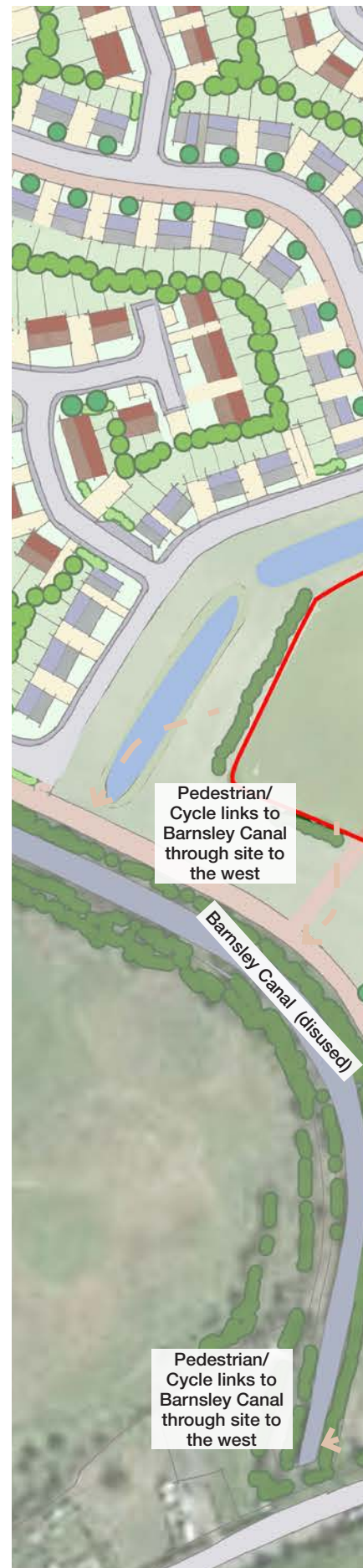
The outline planning application is for 215 dwellings and associated facilities.

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 inc Local Area of Equipped Play	1.14	2.82			15%
SUDS	0.293	0.72			4%
Infrastructure (Primary Road)	0.402	0.99			5%
Total	7.57	18.71	215		

The illustration opposite indicates how the site could be laid out to achieve the areas laid out in the table above.

These areas align with council policies for public open space .

The medium density housing area provides a slightly lower density than that indicated in the masterplan. It is considered that the Reserved Matters Submission may be able to increase the density in this area slightly.





The illustrative masterplan of the scheme overlain onto an aerial image

Parking

Whilst the details of this outline application do not include parking, the illustration opposite indicates that the required amount of parking can be achieved in line with Barnsley MBC requirements.

There is opportunity for the site to provide on and off-street parking to accommodate requirements of the highways authority whilst also creating attractive and healthy streets which are not car dominated.





The illustrative masterplan of the scheme indicating car parking locations

Scale and Appearance

The parameters plan proposes that the higher density development area to the south of the site should accommodate buildings up to 3 storeys tall and the medium density development area up to 2.5 storeys tall.

The appearance of the development is not being determined within this outline application.

However it is considered that as the first application to be submitted within the Carlton Masterplan Framework area, this site provides an opportunity

for modern housing which references the key materials and details of Carlton highlighted in the Masterplan Framework.

The site is an opportunity to set the standard for subsequent development.



Secured by Design

The illustrative masterplan indicates how enclosed urban blocks will be created, with clearly delineated public and private space. This will establish a principle which allows Secured by Design Standards to be incorporated into later Reserved Matters submissions.



The illustrative masterplan of the scheme with urban blocks identified

Technical Assessments

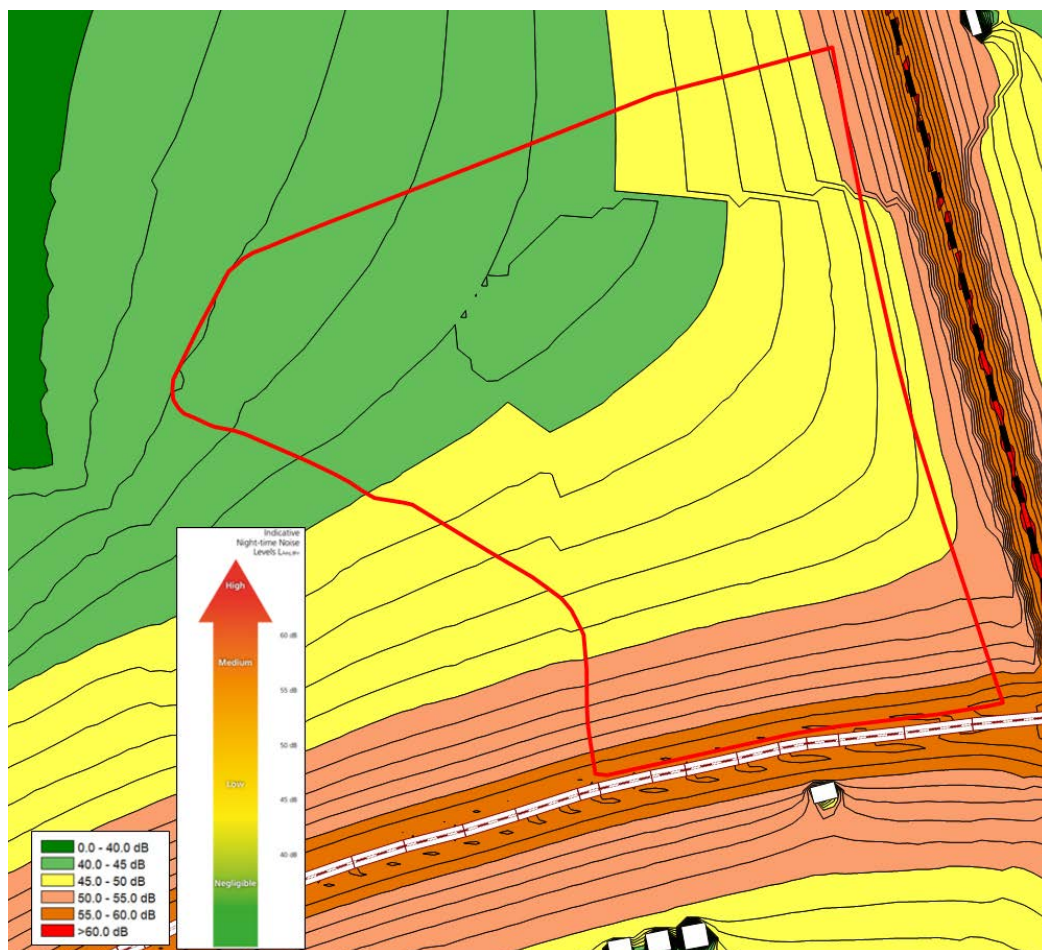


Noise Assessment

The proposed development will not have a ‘significant adverse impact’ on health or quality of life. All the potential noise impacts on health and quality of life can be mitigated by the use of an appropriate glazing strategy with alternative means of ventilation.

The proposed scheme will include a glazing and ventilation strategy to achieve internal daytime and night-time levels which are suitable to the uses proposed in the dwellings rooms.

Where noise levels are higher the windows will be supplemented by an alternative means of ventilation to provide sound reduction. Also, along the eastern boundary garden fences should be at least 2.2m in height.



Stage 1 Noise Risk Contour Plot Night-time LAeq,8hr (Grid Height 4.0m) by Tetra Tech

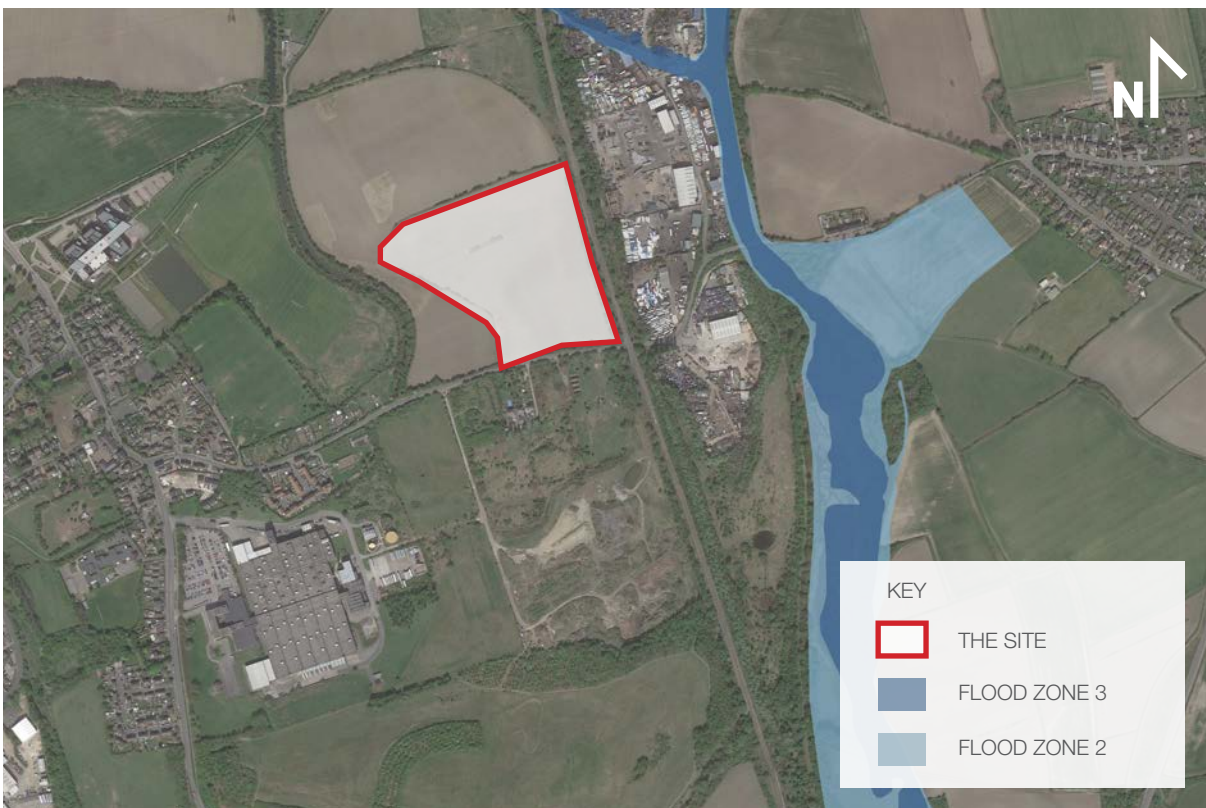
Flood Risk and Drainage

The site lies entirely within Flood Zone 1, with no history of flooding on the site.

The Yorkshire Water drainage records shows a combined sewer crossing the site from the north to the south. A foul pumping station is located to the south of Shaw Lane, adjacent to the site at its south east corner. A rising main is located within Shaw Lane to the east and west of the pumping station.

The developments gravity foul sewer system will drain to the existing Yorkshire Water combined sewer network and outfall to the adopted system at a suitable location.

Within the site, a variety of SuDS techniques may be suitable to provide attenuation and improve water quality. However, large scale infiltration SuDS are not considered appropriate.



Flood Risk from Rivers

Ecology and Habitat

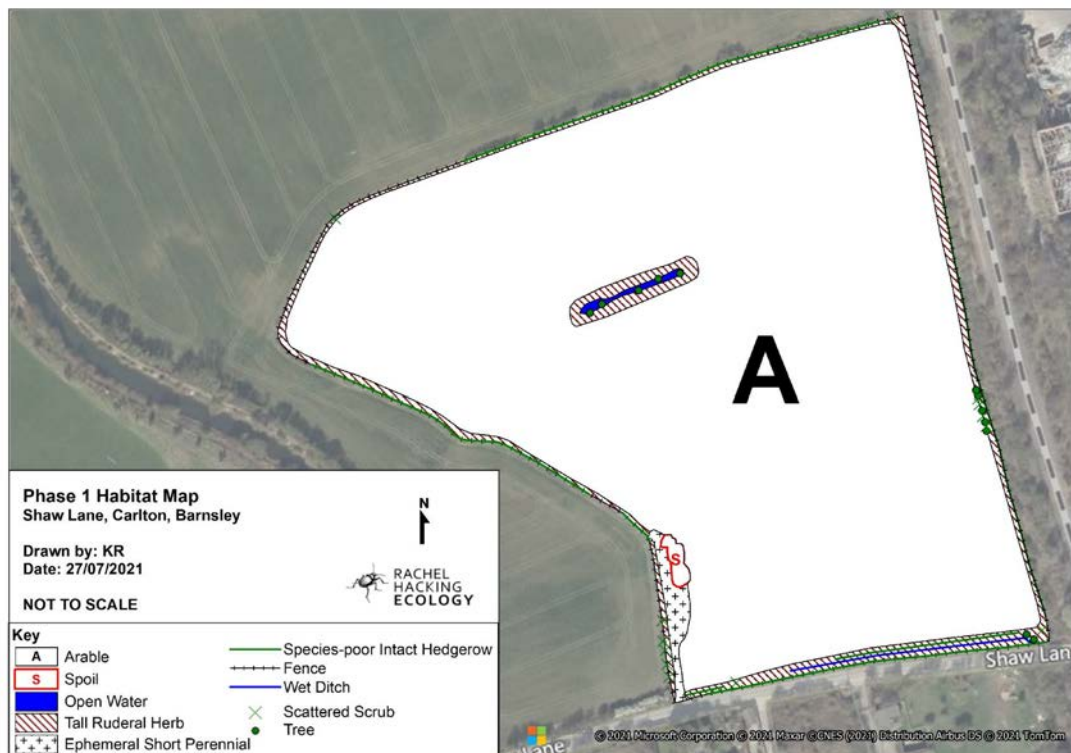
The site offers limited ecological value and the proposed development aims to retain the boundary habitats where possible. The low ecological value habitats within the site will be removed to allow the development. The provision of garden planting and landscaping on the site will increase the biodiversity value.

The site supports and area of arable land with a small pond in the middle and tall ruderal herb and scrub on the field margins. The site boundaries are marked with fences, hedgerows and a small number of scattered trees.

Arable crop is the dominant habitat on site. This offers limited ecological value including little cover for wildlife and a limited source of nectar and pollen for invertebrates. The boundary habitats and the pond are the

most ecologically valuable habitats. They provide a nectar source, cover from predation, and foraging and overwintering opportunities. The hedgerows, scrub and scattered trees also offer nesting habitat for birds.

APPENDIX A PHASE 1 HABITAT MAP



EXTENDED PHASE 1 HABITAT SURVEY AT 45 BUTTERMERE ROAD, GATLEY 2021



1:

Phase 1 Habitat Map by Rachel Hacking Ecology

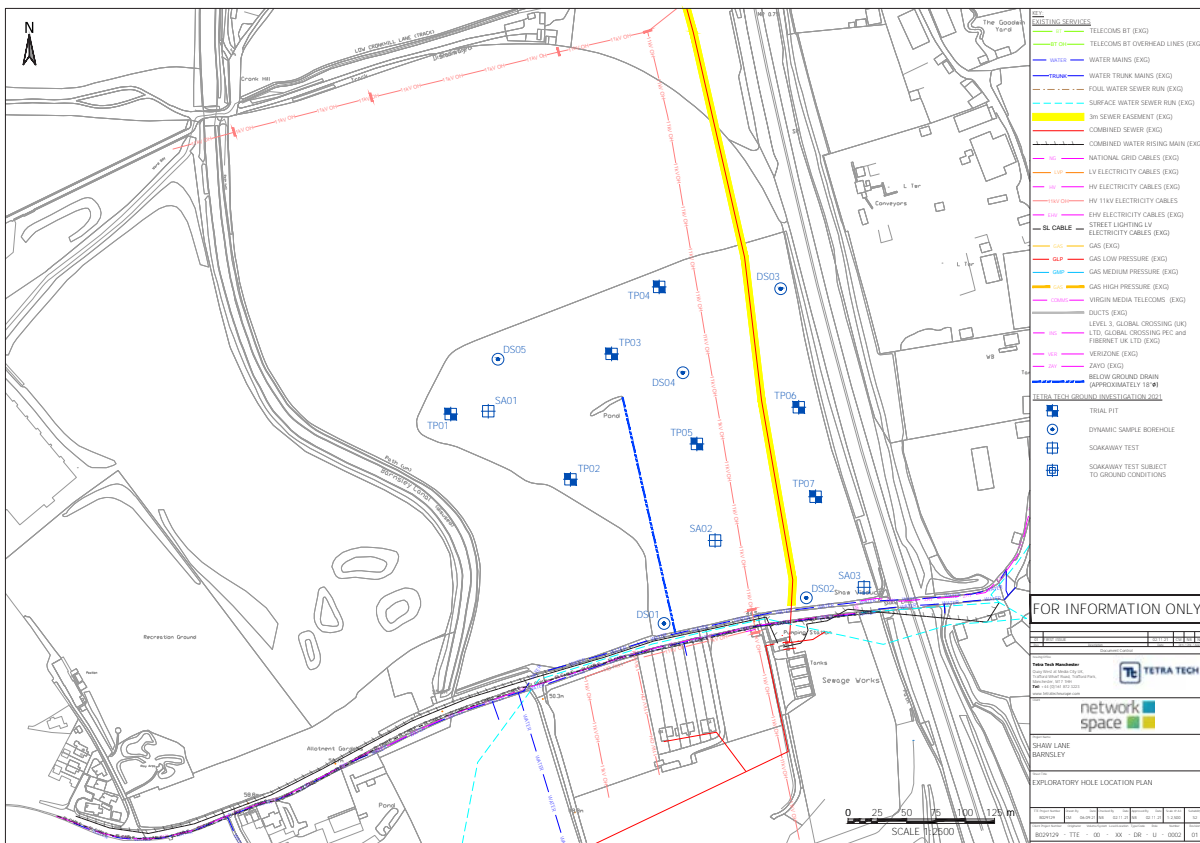
Ground Investigation

A Phase 2 Ground Investigation has been undertaken to understand the ground conditions and geotechnical and contamination risk associated with the site. There was nothing identified within the investigation to prevent the development of the site.

There are areas of made and infilled ground within the site but these are not likely to cause a problem for development.

It is unlikely that soakaways will be feasible due to the ground conditions.

Traditional strip foundations will be suitable with trench fill foundation in the areas of made ground.



Exploration Hole Location drawing by Tetra Tech

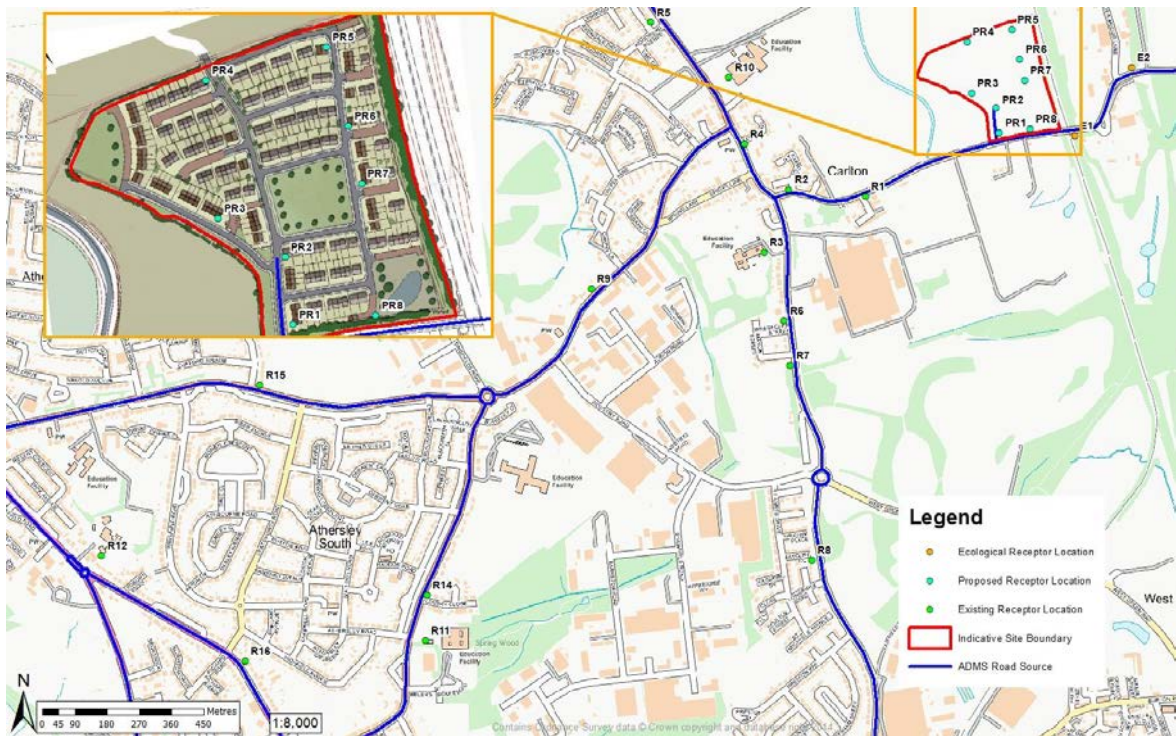
Air Quality Assessment

The air quality mitigations required for the site relate to the construction phase and the vehicle movements within the operational phase (once complete). There are no issues that cannot be mitigated during the delivery of the site.

Air Quality Assessment

Shaw Lane, Carlton, Barnsley, S71 3HJ

Figure 4-3. Sensitive Receptor Locations



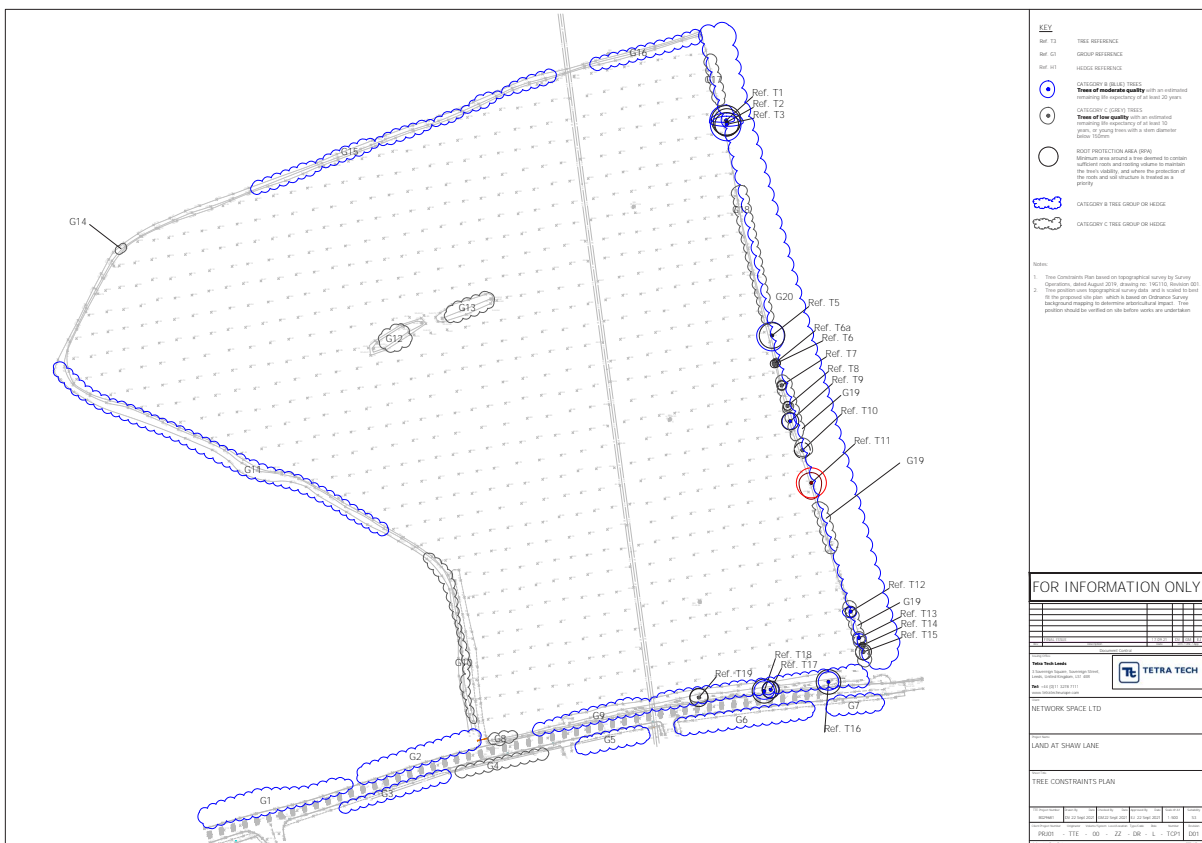
Tree Survey

The tree survey identified a number of trees and hedges which could be retained within the development as well as a small number that could be removed.

The majority of the trees are located on the eastern and southern edges of the site whilst all boundaries have long runs of hedgerows/tree groups.

In the centre of the site are two small groups of trees. No trees/hedgerows were identified which would have a detrimental effect on the delivery of the site.

on the delivery of the site.



Tree Constraints Plan by Tetra Tech

Transport Assessment

It is considered that the proposed development is broadly in accordance with both local policy and the NPPF. The proposals will improve highway safety at the junction of Church Street, Shaw Lane and Fish Dam Lane and the access proposals will support BMBC's ambition for a link between Shaw Lane and Royston Lane.

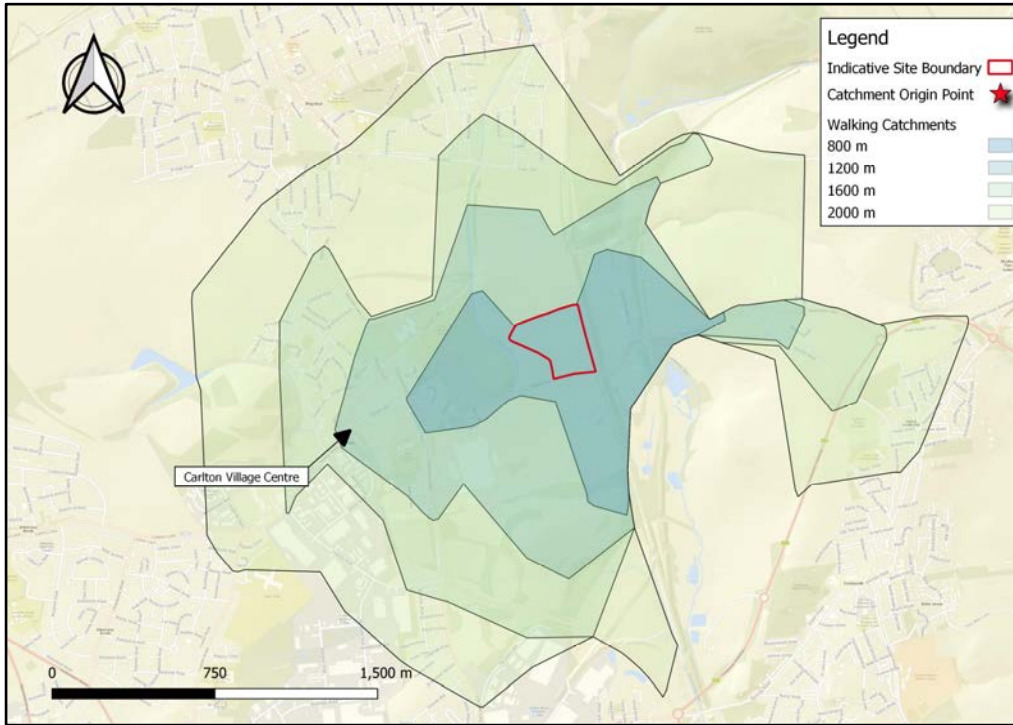
It is considered that the site is in a relatively sustainable location and that this will improve as the Masterplan Framework's vision is delivered.

The site currently lies within walking distance of Carlton Village Centre and both employment and primary and secondary schools.

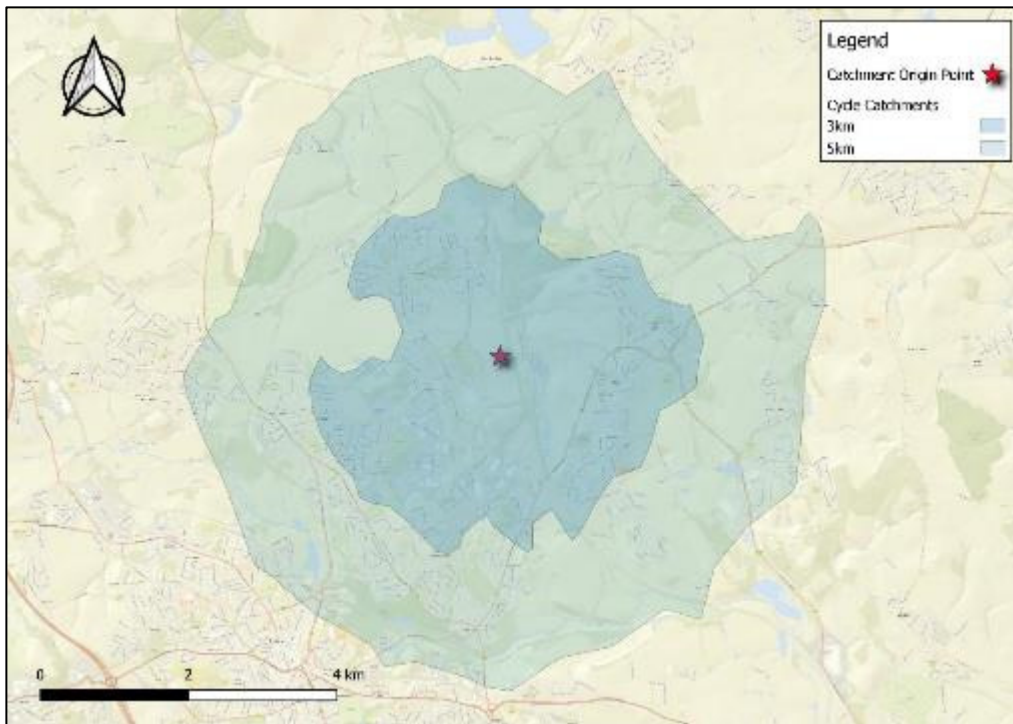
The proximity of the site to the Trans-Pennine Trail creates opportunity for cycling for commuting or for leisure.

Currently the nearest bus stop is located on Fish Dam Lane, approximately 700m from the site. The services from this stop are at least every 15 minutes between Royston and Barnsley.

It is believed that as the Masterplan is delivered the footpath, cycle and public transport network will improve as the MU3 site becomes a part of the urban area.



Current Walking Catchment Plan by Pell Frishmann



Current Cycling Catchment Plan by Pell Frishmann

Access



Further work has been undertaken to assess the safety of the proposed new junction with Shaw lane. Visibility at the junction has been improved and the proposed active travel route has a proposed toucan crossing to improve safety for pedestrians and cyclists using Shaw Lane.

It is considered that the site is in a relatively sustainable location and that this will improve as the Masterplan Framework’s vision is delivered.

The site currently lies within walking distance of Carlton Village Centre and both employment and primary and secondary schools.

The proximity of the site to the Trans-Pennine Trail creates opportunity for cycling for commuting or for leisure.

It is believed that as the Masterplan is delivered the footpath, cycle and public transport network will improve as the MU3 site becomes a part of the urban area.

A toucan crossing from the site to the footway on the southern edge of Shaw Lane can provide a safe crossing for pedestrians and cyclists from the site into the wider area.

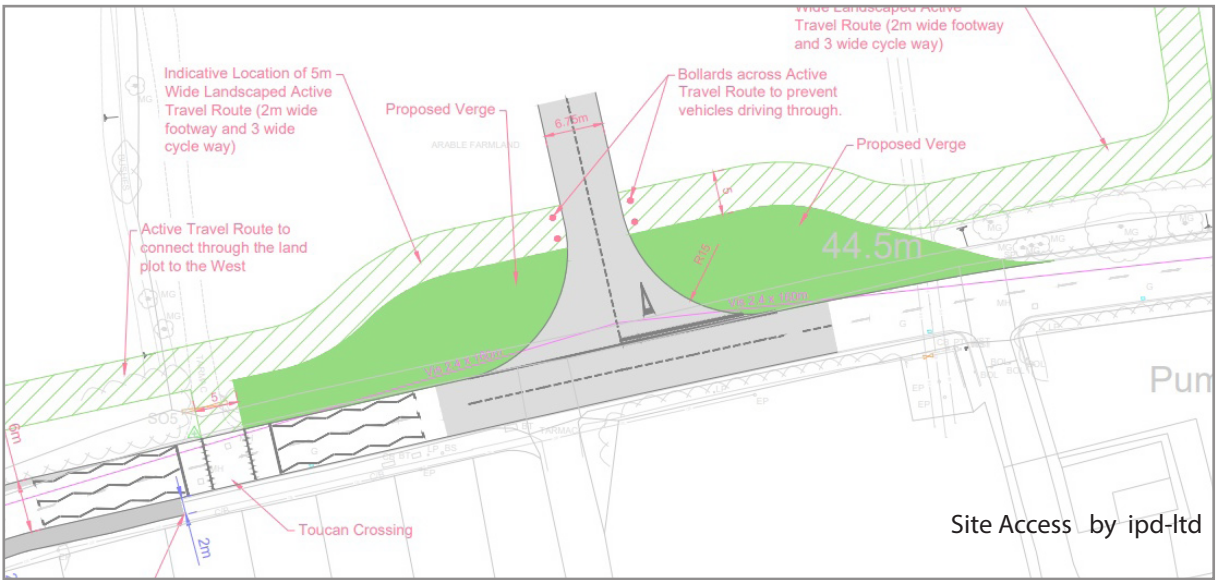
Further traffic counts have been undertaken which indicate modest traffic queuing at the junction of Shaw Lane with Fish Dam Lane and Church Street at peak times. This could enable development of this phase of the masterplan from Shaw Lane in advance of the new road link.

Notwithstanding this, the junction could be upgraded and visibility improved by bringing stop lines forwards and traffic lights added. Pedestrian safety could be improved by providing

a clearance of 2m where the poles for traffic lights are positioned. Wider footways and traffic lights can be provided whilst accommodating turning and tracking for larger vehicles.

Currently the nearest bus stop is located on Fish Dam Lane, approximately 700m from the site. The services from this stop are at least every 15 minutes between Royston and Barnsley.

The internal layout of the proposed masterplan has been deigned to provide a temporary access and turning loop to enable bus access into the site, until such time as the new road link from the north is provided.



Carlton Design Code Compliance



Carlton Masterplan Framework Cover Illustration
(BMBC, Arup, Gillespies-Adopted Nov 2021)

Design Principles Parameters

The site is located within the MU3 site allocation and forms part of the Carlton Masterplan area. In addition further constraints and opportunities have been identified through the assessment process. Addressing the policies, masterplan and constraints and opportunities has informed the design proposal.

Residential Density

The Carlton Masterplan specifies the required density. It divides the site into two separate areas with higher density (40-45dph) to the south and medium density (35-40dph) to the north.

Open Space

The masterplan shows an Equipped Area of Play (EAP) and a Local Shop close to or within the site. This proposal provides an equipped area of play within the site, in an area close to Barnsley Canal and in a location that can be complemented by green space within the adjacent development proposals.

Local Shop

This proposal indicates that the shop should be visible from an existing highway, that being Shaw Lane. This will allow the retailer to benefit from passing trade as soon as the local shop is delivered, as well as when the proposed road through the site is also delivered.

Active Travel

The masterplan proposes active travel routes alongside the canal, alongside the proposed road and alongside the railway. It is considered that there are too many north-south connections within close proximity. Therefore, this proposal removes the eastern active travel and provides a route alongside Shaw Lane to link the existing route (south of Shaw Lane) to the proposed road route.

Connections

The proposal includes a number of links to the adjacent sites within the masterplan. These include a route for the proposed road to link Shaw Lane to Royston Way, as well as an opportunity for pedestrian access through the site to Barnsley Canal.

Green Corridors

The masterplan proposes green connections for wildlife and active travel throughout the site. These routes will pass through POS within the scheme and form part of a wider network as shown in the masterplan.

KEY

- Site Boundary
- Higher Density (approx 40dph)
- Medium Density (35-40dph)
- Potential highway links to adjacent sites
- Green Corridors (within site)
- Green Corridors (outside site)
- Public Open Space
- Local Equipped Area of Play





Design Principles Parameters Plan

Urban Form Parameters

The Carlton Masterplan includes a Design Code which establishes the urban form principles to be included in forthcoming applications. These have been considered within the proposals for the site and demonstrates how the proposed urban form complies with the Design Code.

Development Blocks

The proposal creates a number of perimeter blocks which define public and private space. These provide continuous frontage onto streets and public spaces. The blocks will allow for continuation of blocks on the adjacent development sites within MU3.

Fronts and Backs

Building frontages will be clearly defined to provide clear definitions of public and private space within the scheme.

Edges

The eastern and northern edges of the scheme will ultimately be adjacent development. The proposal allows for interaction and connection with these future developments.

Building Lines and Setbacks

The development blocks create continuous building lines to define the edges of streets and public spaces. In key locations the building line can be set back to create attractive spaces. Key landmark buildings may also be stepped forward from the building line to emphasise gateways.

Well-defined Public and Private Space

Public Open Space will be overlooked by building frontages to provide overlooking of these spaces with boundary treatments to clearly define the change from public to private space.

Within development blocks privacy will be achieved through providing 21m back-to-back distance or by preventing direct views between properties.

Corner Treatment

Corner buildings will provide a dual-aspect with the primary frontage looking onto the higher order street. Some of these corner buildings will also create landmarks and act as gateways to the development.

Landmarks

Along key streets further landmarks will be created to book-end key views or create recognisable features in the street.

KEY

- Site Boundary
- Development Block
- Private Space
- Public Open Space
- Landmark Corner Turning Building
- Corner Turning Building





Indicative Urban Form Plan

Connection Parameters

The Carlton Masterplan Design Code seeks to ensure that the development integrates into the surroundings by reinforcing existing connections and creating new ones.

Ease of Movement

The proposal seeks to provide a highly permeable scheme which provides active travel routes to link existing cycling and walking routes through the site into the wider masterplan area.

Green Movement Network

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. The green network will connect to the proposed public open space bringing the scheme together at these focal points.

Improved connectivity to Surrounding Centres and Facilities

The proposal includes the delivery of part of the proposed link road between Royston Lane and Shaw Lane. It also includes provision of part of an improved active travel route linking the existing bridleway in the south-east to the proposed new road and part of the route to Barnsley Canal.

Focal Points

The proposal creates a number of new green spaces which will act as focal points for the site and the wider masterplan. This includes a green gateway at the entrance from Shaw Lane to create a focal point at the entrance to the masterplan area and a pleasant setting for the local shop to overlook. The POS in the north-west is located so that this area can grow as adjacent sites come forward to create a focal point for the MU3 area. A further green space is located within the site to create a focal point for the development.

Landmarks

The majority of the proposed landmarks will form part of the built form along Shaw Lane and the proposed link road. Additional landmarks are located at the end of vistas within the scheme.

Vistas

Vistas will be created as linear views towards the proposed landmark buildings with views along the link road being a key priority.

KEY

- Site Boundary
- Green Movement Network (within site)
- Green Movement Network (outside site)
- Pedestrian/Cycle Movement Network (along residential streets)
- Vehicular Connections
- Public Open Space
- Landmark Building
- Vista to Landmark Building





Street Hierarchy Parameters

The Carlton Masterplan Design Code seeks to ensure that the buildings define and enhance streets and spaces in a well connected formation with clear hierarchy.

Permeable and Interconnected Street Network

The proposal creates an interconnected network of streets and movement corridors.

These streets and routes follow a clear hierarchy, which encourages pedestrian and cycle movement to the focal points of the scheme and the wider masterplan.

Active Frontages

The proposed streets will be overlooked by active frontages with regular openings and details to create an attractive aesthetic.

Active Travel

A two way cycle path and footway will form an active travel route. It will border the access at Shaw lane, connect to the site to the west giving access to Local Shop before connecting to a new route bordering Barnsley Canal. A toucan crossing will afford safe access to the footpath to the south of Shaw Lane which gives access to the centre of Carlton.

Street Design

The proposal incorporates a street hierarchy which complies with the design code.

The primary link road will pass through the site from Shaw Lane linking to the adjacent future development to the north. This will also have the ability to act as a bus route.

The secondary routes will create a loop from the primary road into the development. Further secondary routes will connect to the edges of the site on the northern and western boundaries to allow for future connectivity to the adjacent development parcels.

The tertiary/local access roads will complete the remainder of the street network complemented by single-sided development and active travel routes on the northern and southern boundaries.

KEY

- Site Boundary
- Active Frontages
- Primary Street
- Secondary Streets
- Tertiary/Local Access Streets
- Single Sided Development Street
- Active Travel Routes
- Potential Toucan Crossing





Street Hierarchy Plan

Street Hierarchy Parameters

The Carlton Masterplan Design Code provides clearly defined guidance for the street hierarchy. The illustrations below indicate how these could be incorporated to create successful streets within the scheme.

Primary Route

Primary Route/ Bus Route

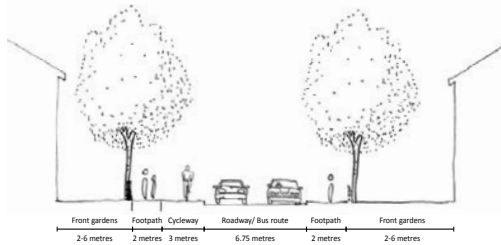


Fig. 30: Typical street section - Primary Route

CarltonMasterplanPrimaryStreetCross-section

Secondary Routes

Secondary Route

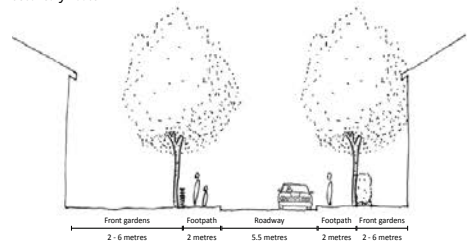


Fig. 31: Typical street section - Secondary Route

CarltonMasterplanSecondaryStreetCross-section



Illustration indicating frontage onto primary route



Illustration indicating frontage onto secondary routes

Tertiary Routes

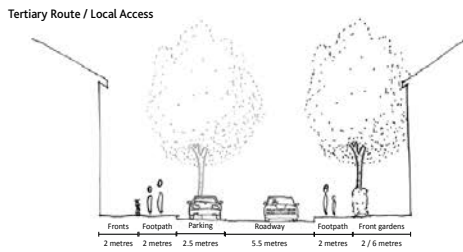


Fig. 32: Typical street section - Tertiary Route

Carlton Masterplan Tertiary Street Cross-section



Illustration indicating frontage onto tertiary routes

Single-sided Development

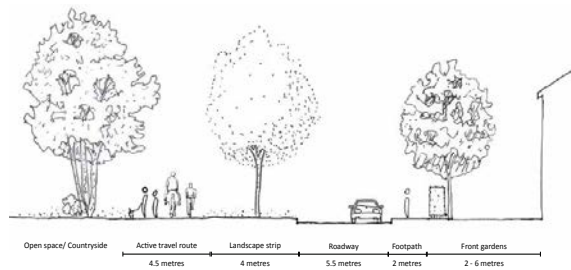


Fig. 33: Typical street section - Single Sided Development

Carlton Masterplan Single-sided Street Cross-section



Illustration indicating frontage from single-sided development

Landscape and Public Realm Parameters

The Carlton Masterplan Design Code seeks to create a Green Infrastructure network of well vegetated active travel routes and semi-natural greenspace throughout the site to promote health and wellbeing and create a unique sense of place.

Strategic Green/Wildlife Links

The proposal creates a network of green spaces throughout the site which will connect with the strategic wildlife corridors and green links proposed within the masterplan. These connect the western edge of the site, close to the canal, with the railway embankment to the east and link through the proposed public open spaces.

Sustainable Urban Drainage

This is located at the lowest point of the site, in the south-eastern corner. This drainage basin will also form part of the green infrastructure of the site and the masterplan.

Neighbourhood Parks

The public open space is divided into three areas. A gateway park to the north of Shaw Lane, a park for the use of residents of the proposal and a neighbourhood park in the north-western corner close to Barnsley Canal. The neighbourhood Park is located so that the scale of this park can be increase by adjacent developments contributions to the masterplan and allow the space to link to the canal.

Play Areas

The equipment play area identified in the masterplan will be located in the neighbourhood park accessible to adjacent developments.

Gardens and Green Roofs

The majority of the proposal is for housing with private gardens. These will contribute to the green space with the site.

High Quality Public Realm

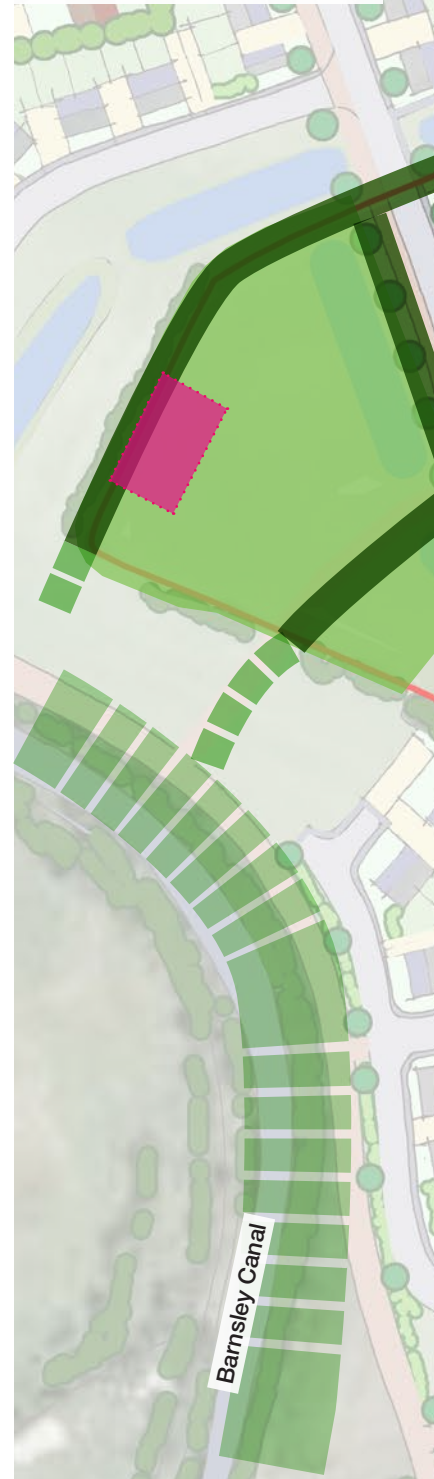
The public realm will be designed to meet with the requirements of the local authority in terms of robustness and design. It is important that there is consistency of language across the masterplan. As an early proposal, the site will set the standard for adjacent developments to align with.

Ecology

The scheme will seek to deliver a Biodiversity Net Gain across the site to contribute to the improvement in habitat across the masterplan area.

KEY

- Site Boundary
- Strategic Green/Wildlife Links (within site)
- Strategic Green/Wildlife Links (outside site)
- Local Equipped Area of Play
- Public Open Space
- Sustainable Urban Drainage





Local Shop

Shaw Lane

Building for a Healthy Life Score

The table below demonstrates that this outline planning application can achieve a high score when assessed using Building for a Healthy Life. A breakdown of the assessment is provided on the following pages. The majority of the ambers are scored where there is insufficient detail, due to the outline nature of the application.

		Building for a Healthy Life Score
Integrated Neighbourhoods	Natural Connections	Green
	Walking, cycling and public transport	Green
	Facilities and services	Green
	Homes for Everyone	Yellow
Distinctive Places	Making the most of what's there	Green
	A memorable character	Yellow
	Well defined streets and spaces	Green
	Easy to find your way around	Green
Streets for All	Healthy streets	Green
	Cycle and car parking	Yellow
	Green and blue infrastructure	Green
	Back of pavement, front of home	Yellow

Natural connections



What 'green' looks like

- ✓ Edge to edge connectivity.
- ✓ Respond to pedestrian and cyclist desire lines.
- ✓ Connected street patterns. These work best when they include straight or nearly straight streets to makes pedestrian routes as direct as possible.
- ✓ Filtered permeability. A useful technique that designs out 'rat running' and creates a pleasant low traffic environment around people's homes whilst still allowing pedestrian and cycle movement.
- ✓ Continuous streets (with public access) along the edges of a development. Private drives can frustrate pedestrian and cycle movement along the edges of a development.
- ✓ Connecting existing and new habitats; safeguarding existing or creating new movement corridors for nature.
- ✓ Where retained, keeping hedgerows within the public realm, safeguarding their future retention and management.
- ✓ Streets and routes that can be extended in the future.
- ✓ Adoption to site boundaries.

Relevant "natural connections" requirements	Notes	Building for a Healthy Life Score
Edge to edge connectivity.	The proposal looks beyond the site boundary creating opportunity for pedestrian, cycle and vehicular connection through the site in a way to complement the masterplan framework.	
Respond to pedestrian and cyclist desire lines.	The desire lines, linking through the site into the surrounding development sites and to active travel routes are included to complement the masterplan framework.	
Connected street patterns. These work best when they include straight or nearly straight streets to makes pedestrian routes as direct as possible.	A connected pattern of streets have been created forming a robust urban form creating legible and alternative routes through the proposal and into the surrounding area.	
Filtered permeability. A useful technique that designs out 'rat running' and creates a pleasant low traffic environment around people's homes whilst still allowing pedestrian and cycle movement.	The site is permeable, yet the primary road will continue to be the focus for the majority of vehicle traffic. The permeability of the site will encourage sustainable movement.	
Continuous streets (with public access) along the edges of a development. Private drives can frustrate pedestrian and cycle movement along the edges of a development.	Private drives are proposed in limited locations where public access is not required. On the southern edge of the site the active travel route runs parallel to the private drive to allow movement in this area.	
Connecting existing and new habitats; safeguarding existing or creating new movement corridors for nature.	The existing areas of habitat around the edge of the site are to be maintained only broken in places to allow access to the adjacent sites. New habitat will be created in the landscape and public open space linked by street trees and informal landscaping.	
Where retained, keeping hedgerows within the public realm, safeguarding their future retention and management.	The existing hedgerows on the northern and southern boundaries are maintained in the public realm. The majority of the hedges on the western boundary also remain in the public realm. Trees and bushes on the eastern boundary are mainly in private gardens.	
Streets and routes that can be extended in the future.	The continuation of routes beyond the site boundary are created by the scheme.	
Adoption to site boundaries.	The adoption of highways and active travel routes will be supported by the scheme.	
Overall Score	The scheme creates a permeable site which incorporates natural connections which link to the edges of the site and will allow links to adjacent sites to be created.	



What 'green' looks like

- ✔ Share street space fairly between pedestrians, cyclists and motor vehicles.
- ✔ Cycle friendly streets (see Local Transport Note 1/12) with pedestrian and cycle priority (and protection) with across junctions and side streets.
- ✔ Nudge people away from the car. Offer cycle (and cargo bike) parking closer to the entrance of commercial, leisure and community facilities than car parking spaces.
- ✔ Provide scooter and cycle parking at schools. Scooters can encourage younger children to get active on the way to school.
- ✔ Design out school runs dependent on cars.
- ✔ Demand Responsive Transport⁸, car clubs and car shares.
- ✔ Start or contribute to the delivery of a Local Cycle and Walking Strategy Infrastructure Plan.
- ✔ Short and direct walking and cycling connections that make public transport an easy choice to make.
- ✔ Zebra, parallel⁹ and signalised crossing.
- ✔ New or improved Park and Ride schemes.
- ✔ Tight corner radii (<3m) at street junctions and side streets.
- ✔ 20mph design speeds, designations and traffic calming.
- ✔ Concentrate new development around existing or new transport hubs.
- ✔ Protected cycle ways along busy streets.

Building for a Healthy Life

Walking, cycling and public transport

Relevant "walking, cycling and public transport" requirements	Notes	Building for a Healthy Life Score
Share street space fairly between pedestrians, cyclists and motor vehicles.	The street hierarchy will share the street space between pedestrians, cyclists and motor vehicles.	
Cycle friendly streets (see Local Transport Note 1/12) with pedestrian and cycle priority (and protection) with across junctions and side streets.	Whilst prominent active travel routes are defined the majority of streets will prioritise pedestrians and cyclists.	
Nudge people away from the car. Offer cycle (and cargo bike) parking closer to the entrance of commercial, leisure and community facilities than car parking spaces.	The masterplan and the scheme encourages people to use active travel routes by creating direct routes which may be more direct or quicker than travelling by car.	
Tight corner radii (<3m) at street junctions and side streets	Tight corner radii will be used at street junctions	
Short and direct walking and cycling connections that make public transport an easy choice to make.	Short and direct routes to the primary road and Shaw Lane are provided. These are where future public transport routes will be located.	
20mph design speeds, designations and traffic calming.	Other than the primary road the streets will be designed to 20mph standards	
Protected cycle ways along busy streets.	Protected cycle ways will be provided along Shaw Lane and the new road	
Overall Score	The scheme will integrate well with the masterplan and encourage healthy behaviours and encourage less car use.	

Facilities and services



What 'green' looks like

- ✓ Intensifying development in locations that benefit from good public transport accessibility, in particularly around public transport hubs such as train stations and bus interchanges.
- ✓ Reserving land in the right locations for non-residential uses.
- ✓ Active frontages.
- ✓ Clear windows along the ground floor of non-residential buildings (avoid obscure windows).
- ✓ Mixing compatible uses vertically, such as placing supported accommodation at the heart of new developments above active ground floor uses.
- ✓ Giving places where routes meet a human scale and create public squares.
- ✓ Frequent benches can help those with mobility difficulties to walk more easily between places.

Relevant “facilities and services” requirements	Notes	Building for a Healthy Life Score
Intensifying development in locations that benefit from good public transport accessibility, in particularly around public transport hubs such as train stations and bus interchanges.	Higher density development will be located closer to Shaw Lane where future public transport will be provided as part of the masterplan.	
Reserving land in the right locations for non-residential uses.	The public open space in the scheme is located in the north-western corner to allow access to this space from adjacent development sites and the canal.	
Active frontages.	Urban blocks have been created to provide active frontages onto public spaces and streets.	
Clear windows along the ground floor of non-residential buildings (avoid obscure windows).	This can be achieved, although not yet defined as part of this application.	
Giving places where routes meet a human scale and create public squares.	Public open spaces are proposed at the intersection of key routes within the scheme and also those of the masterplan.	
Frequent benches can help those with mobility difficulties to walk more easily between places.	This can be achieved, although not yet defined as part of this application.	
Overall Score	Where elements can be assessed within the masterplan the scheme scores green	



What 'green' looks like

- ✔ Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences.
- ✔ Apartment buildings might separate tenure by core but each core must look exactly the same.
- ✔ A range of housing typologies supported by local housing needs and policies to help create a broad-based community.
- ✔ Homes with the flexibility to meet changing needs.
- ✔ Affordable homes that are distributed across a development.
- ✔ Access to some outdoor space suitable for drying clothes for apartments and maisonettes.
- ✔ Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes; balconies and terraces for homes above ground floor.

Building for a Healthy Life

Homes for everyone

Relevant "homes for everyone" requirements	Notes	Building for a Healthy Life Score
Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences.	This can be achieved, although not yet defined as part of this application.	
Apartment buildings might separate tenure by core but each core must look exactly the same.	This can be achieved, although not yet defined as part of this application.	
A range of housing typologies supported by local housing needs and policies to help create a broad-based community.	This can be achieved, although not yet defined as part of this application.	
Homes with the flexibility to meet changing needs.	This can be achieved, although not yet defined as part of this application.	
Affordable homes that are distributed across a development.	This can be achieved, although does not form part of this outline planning application	
Access to some outdoor space suitable for drying clothes for apartments and maisonettes.	This can be achieved, although does not form part of this outline planning application	
Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes; balconies and terraces for homes above ground floor.	This can be achieved, although does not form part of this outline planning application	
Overall Score	The scope of the outline application does not allow it to be determined whether this is being achieved.	

Making the most of what's there



What 'green' looks like

- ✓ Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as features.
- ✓ Using existing assets as anchor features, such as mature trees and other existing features.
- ✓ Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character.
- ✓ Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other.
- ✓ Remember the 'four pillars'¹² of sustainable drainage systems.
- ✓ Protecting and enhancing existing habitats; creating new habitats.
- ✓ Interlocking back gardens between existing and new development (where existing back gardens adjoin a site boundary).

Relevant “making the most of what’s there” requirements	Notes	Building for a Healthy Life Score
Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as features.	The scheme seeks to build on the assets of the existing place, retaining and connecting to existing landscape character features. The masterplan creates a new place with a new character.	
Using existing assets as anchor features, such as mature trees and other existing features.	The majority of the existing trees and hedgerows within the site will be used as an anchor to provide mature landscaping within the new development.	
Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character.	The masterplan seeks to create a new place. The characteristics proposed within the Masterplan Framework and Design Code have been incorporated into the scheme.	
Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other.	The masterplan seeks to create a new place. It will be important that the sites within the masterplan area complement each other, although the scheme is the first to be designed.	
Remember the ‘four pillars’ 12 of sustainable drainage systems.	Sustainable urban drainage will be incorporated into the scheme with storage provided in basins in the SE corner and under landscaping and public open space.	
Protecting and enhancing existing habitats; creating new habitats.	The majority of existing hedgerows will be maintained through the site with new habitat and routes created through the site.	
Interlocking back gardens between existing and new development (where existing back gardens adjoin a site boundary).	Urban blocks are proposed. Where housing backs onto the adjacent sites it is proposed that future development will back onto these.	
Overall Score	The scheme creates a new place within the structure of the Masterplan Framework. The site retains and links to existing landscape features which will provide a mature setting for the new development.	



What 'green' looks like

- ✔ A strong, hand drawn design concept. To find the right solution a number of different ideas and options might need to be explored.
- ✔ Drawing inspiration from local architectural and/or landscape character.
- ✔ Reflecting character in either a traditional or contemporary style.
- ✔ Structural landscaping as a way to create places with a memorable character.
- ✔ Memorable spaces and building groupings.
- ✔ Place names that have a connection to the locality can help stimulate ideas and design thought. A place name like 'Valley View' will always be more helpful on larger, multi-developer developments than generic terms such as 'Parcel R5.1'.

A Memorable Character

Relevant "a memorable character" requirements	Notes	Building for a Healthy Life Score
A strong, hand drawn design concept. To find the right solution a number of different ideas and options might need to be explored.	The scheme has been designed to fit with the strong concept within the Masterplan Framework	
Drawing inspiration from local architectural and/or landscape character.	This can be achieved, although does not form part of this outline planning application	
Reflecting character in either a traditional or contemporary style.	This can be achieved, although does not form part of this outline planning application	
Structural landscaping as a way to create places with a memorable character.	The scheme creates a network of landscape and public open space which will help to create memorable spaces and gateways for people entering by vehicle, cycle or on foot.	
Memorable spaces and building groupings.	Buildings will be positioned to create landmarks to assist with wayfinding. When combined with the landscaping a memorable place can be created.	
Place names that have a connection to the locality can help stimulate ideas and design thought. A place name like 'Valley View' will always be more helpful on larger, multi-developer developments than generic terms such as 'Parcel R5.1'.	This can be achieved, although does not form part of this outline planning application	
Overall Score	As the scheme is part of the creation of a new place there is opportunity for this area to have a new built character which is defined by the design Code and does not form part of this application.	

Well defined streets and spaces



What 'green' looks like

- ✓ Streets with active frontages.
- ✓ Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define spaces.*
- ✓ Cohesive building compositions and building lines.
- ✓ Front doors that face streets and public spaces.
- ✓ Apartments that offer frequent front doors to the street.
- ✓ Dual aspect homes on street corners with windows serving habitable rooms.
- ✓ Perimeter blocks.
- ✓ Well resolved internal vistas.
- ✓ Building typologies that are designed to straddle narrow depth blocks.

Relevant “well defined streets and spaces” requirements	Notes	Building for a Healthy Life Score
Streets with active frontages.	Perimeter urban blocks and active frontages are proposed throughout the scheme.	
Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define spaces.*	The scheme provides well defined streets and spaces with buildings enclosing the streets and landscaping.	
Cohesive building compositions and building lines.	Continuous building lines are created	
Front doors that face streets and public spaces.	Front doors will be able to face onto the streets and public spaces	
Apartments that offer frequent front doors to the street.	There is opportunity for apartment front doors to open onto the street.	
Dual aspect homes on street corners with windows serving habitable rooms.	Corner turning units are proposed	
Perimeter blocks.	Perimeter blocks are proposed	
Well resolved internal vistas.	Internal vistas to landmark buildings within the site and beyond the site boundary are proposed.	
Building typologies that are designed to straddle narrow depth blocks.	The urban blocks have been proposed to overcome this.	
Overall Score	The scheme will create well defined streets and spaces where the built form supports the enclosure of the public realm.	



What 'green' looks like

- ✔ Designing for legibility when creating a concept plan for a place.
- ✔ Using streets as the main way to help people find their way around a place. For instance, principal streets can be made different to more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments.
- ✔ Navigable features for those with visual, mobility or other limitations.
- ✔ Frame views of features on or beyond a site.
- ✔ Create new legible elements or features on larger developments – further reinforce legible features where necessary through the landscape strategy, building and layout design, hard landscaping and boundaries.
- ✔ Simple street patterns based on formal or more relaxed grid patterns.

Building for a Healthy Life

Easy to find your way around

Relevant “easy to find your way around” requirements	Notes	Building for a Healthy Life Score
Designing for legibility when creating a concept plan for a place.	The illustrative masterplan for the site seeks to create a clearly legible place which fits into the Masterplan Vision for the wider area.	
Using streets as the main way to help people find their way around a place. For instance, principal streets can be made different to more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments.	The street hierarchy and the use of landscaping within the scheme will create a legible structure for helping people to navigate the place.	
Navigable features for those with visual, mobility or other limitations.	This can be achieved, although does not form part of this outline planning application	
Frame views of features on or beyond a site.	Views to landmarks within the site and beyond the site boundary are proposed.	
Create new legible elements or features on larger developments – further reinforce legible features where necessary through the landscape strategy, building and layout design, hard landscaping and boundaries.	The scheme seeks to provide the legible features proposed within the Masterplan Framework such as the new road, the public open space and links to the Barsley Canal.	
Simple street patterns based on formal or more relaxed grid patterns.	The scheme proposes a simple, grid-like street pattern.	
Overall Score	The scheme will deliver a new place which is easy to find your way around and which meets with the ambition of the Masterplan Framework.	

Healthy streets



What 'green' looks like

- ✓ Streets for people.
- ✓ 20mph (or lower) design speeds; 20mph designations.
- ✓ Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place.
- ✓ Tight corner radii (3m or less).
- ✓ Places to sit, space to chat or play within the street.
- ✓ Pavements and cycleways that continue across side streets.
- ✓ Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between).
- ✓ Landscape layers that add sensory richness to a place – visual, scent and sound.

Relevant “healthy streets” requirements	Notes	Building for a Healthy Life Score
Streets for people.	The street heirarchy proposed will create streets for people	
20mph (or lower) design speeds; 20mph designations.	20 mph design speeds will be incorporated	
Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place.	Trees will be incorporated into the new road through the scheme (in line with the Design Code). In other places trees will be located into public open space and landscaping adjacent of the streets.	
Tight corner radii (3m or less).	This can be achieved, although does not form part of this outline planning application	
Places to sit, space to chat or play within the street.	This can be achieved, although does not form part of this outline planning application	
Pavements and cycleways that continue across side streets.	Pavements continue across side-streets on the eastern edge of the site.	
Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between).	Pedestrian and cycle desire lines are created throughout the scheme	
Landscape layers that add sensory richness to a place – visual, scent and sound.	This can be achieved, although does not form part of this outline planning application	
Overall Score	The scheme will create healthy streets which are pleasant to be in and walk and cycle along.	



What 'green' looks like

- ✓ At least storage for one cycle where it is as easy to access as the car.
- ✓ Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities.
- ✓ Shared and unallocated on street car parking.
- ✓ Landscaping to help settle parked cars into the street.
- ✓ Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so.
- ✓ Anticipating and designing out (or controlling) anti-social car parking.
- ✓ A range of parking solutions.
- ✓ Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms.
- ✓ Staying up to date with rapidly advancing electric car technology.
- ✓ More creative cycle and car parking solutions.

Cycle and car parking

Relevant “cycle and car parking” requirements	Notes	Building for a Healthy Life Score
At least storage for one cycle where it is as easy to access as the car.	This can be achieved, although does not form part of this outline planning application	Yellow
Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities.	This can be achieved, although does not form part of this outline planning application	Yellow
Shared and unallocated on street car parking.	This can be achieved, although does not form part of this outline planning application	Yellow
Landscaping to help settle parked cars into the street.	This can be achieved, although does not form part of this outline planning application	Yellow
Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so.	This can be achieved, although does not form part of this outline planning application	Yellow
Anticipating and designing out (or controlling) anti-social car parking.	This can be achieved, although does not form part of this outline planning application	Yellow
A range of parking solutions.	This can be achieved, although does not form part of this outline planning application	Yellow
Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms.	Parking courts are only proposed for apartments	Yellow
Staying up to date with rapidly advancing electric car technology.	Electric car charging points will be incorporated in line with Council policy	Green
More creative cycle and car parking solutions.	This can be achieved, although does not form part of this outline planning application	Yellow
Overall Score	As this outline planning application does not define elements such as car parking and cycle storage. This element cannot be scored.	Yellow

Green and blue infrastructure



What 'green' looks like

- ✓ Biodiversity net gain.
- ✓ Movement and feeding corridors for wildlife, such as hedgehog highways. Bird boxes, swift nesting bricks and bat bricks may be appropriate.
- ✓ Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'. Be more specific about the function and character of public open spaces.
- ✓ Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interaction.
- ✓ Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Allow people to connect with water.
- ✓ Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass.
- ✓ Provide natural surveillance opportunities.
- ✓ A connected and accessible network of public open spaces with paths and other routes into and through.
- ✓ Species rich grasslands.
- ✓ Well considered management arrangements whether public or privately managed.

Relevant "green and blue infrastructure" requirements	Notes	Building for a Healthy Life Score
Biodiversity net gain.	Assessment demonstrates that biodiversity net gain can be achieved on the site.	
Movement and feeding corridors for wildlife, such as hedgehog highways. Bird boxes, swift nesting bricks and bat bricks may be appropriate.	Ecological movement routes have been incorporated into the scheme. The details of provision to support wildlife are not yet defined as part of this application.	
Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'. Be more specific about the function and character of public open spaces.	The landscape design details of the site do not form part of this outline planning application.	
Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interaction.	Activity routes are proposed within the Masterplan Framework. The scheme proposes that these are incorporated through the site.	
Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Allow people to connect with water.	The densities of the development proposed within the Masterplan Framework limits the ability to accommodate open water features with SUDS limited to the SE corner in the illustrative masterplan.	
Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass.	A habitat network has been created which provides links through the site to the nearby habitat and landscape features.	
Provide natural surveillance opportunities.	Natural surveillance of the habitat routes, public open space and landscape has been incorporated.	
A connected and accessible network of public open spaces with paths and other routes into and through.	The scheme demonstrates that a connected network of public open space and landscaping can be created.	
Species rich grasslands.	The landscape design details of the site do not form part of this outline planning application.	
Well considered management arrangements whether public or privately managed.	The management details of the site do not form part of this outline planning application.	
Overall Score	A network of green and blue infrastructure can be created throughout the site which connect to strategic routes proposed within the Masterplan Framework. Landscape details will form part of Reserved Matters submissions	



What 'green' looks like

- ✔ Defensible space and strong boundary treatments.
- ✔ Boundary treatments that add ecological value and/or reinforce distinctive local characteristics.
- ✔ Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street.
- ✔ Front garden spaces that create opportunities for social interaction.
- ✔ Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas.👤
- ✔ Consider providing terraces or balconies to above ground floor apartments – these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air.👤
- ✔ No left over spaces with no clear public or private function.
- ✔ Consider apartment buildings whose access is from a deck rather than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed.👤

Back of pavement, front of home

Relevant “back of pavement, front of home” requirements	Notes	Building for a Healthy Life Score
Defensible space and strong boundary treatments.	This can be achieved, although does not form part of this outline planning application	
Boundary treatments that add ecological value and/or reinforce distinctive local characteristics.	The landscape design details of the site do not form part of this outline planning application.	
Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street.	This can be achieved, although does not form part of this outline planning application	
Front garden spaces that create opportunities for social interaction.	This can be achieved, although does not form part of this outline planning application	
Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas.	This can be achieved, although does not form part of this outline planning application	
Consider providing terraces or balconies to above ground floor apartments – these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air.	This can be achieved, although does not form part of this outline planning application	
No left over spaces with no clear public or private function.	This can be achieved, although does not form part of this outline planning application	
Consider apartment buildings whose access is from a deck rather than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed.	This can be achieved, although does not form part of this outline planning application	
Overall Score	As this outline planning application does not define elements such as boundary treatments and waste storage locations. This element cannot be scored.	

Conclusion



Conclusion

Illustrative Masterplan

The proposed scheme is the first application to come forward within the Carlton Masterplan Framework area. Network Space are therefore keen that their site embeds the principles of the masterplan and sets the standard for the adjacent sites.

The site can deliver circa 215 houses, with a number of different housing densities throughout the site. The development can provide and deliver areas of public open space, which will contribute and be accessible to the wider masterplan framework.

The proposed new road will run through the site and provide an onward connection through adjacent land and on to Royston Lane.

Sustainable connections will be provided in the form of pedestrian, cycle and habitat connections in line with the masterplan. These routes will create safe and attractive routes to key destinations that have been identified within the masterplan.

This outline application and the proposed Shaw Lane development address the multiple design principles highlighted in the Carlton Masterplan. The development will therefore create an attractive gateway to the overall Carlton masterplan and further developments as they move forward.

The illustrative masterplan demonstrates that the site can be brought forwards whilst supporting and enabling the comprehensive development of the wider site area.





The illustrative masterplan of the scheme overlain onto an aerial image

