

**THURNSCOE REDEVELOPMENT
BARNESLEY, SOUTH YORKSHIRE**

DESIGN & ACCESS STATEMENT

Outline Application - October 2009



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Documents Submitted with Application

- Planning Report – Indigo Planning Ltd.
- Archaeological Desk-Based Assessment – CS Archaeology
- Desk Study & Geo-Environmental Report – ARP Geotechnical Ltd
- Residential Travel Plan – Savell Bird & Axon
- Ecological Impact Assessment – SLR Consulting
- Flood Risk & Drainage Impact Assessment
- Noise Report – Blue Tree Acoustics
- LZC Feasibility Study – Anderson Goddard Ltd
- Transport Assessment - Savell Bird & Axon
- Tree Survey

1.0 - Overarching Vision for Thurnscoe

Transform's vision for South Yorkshire HMR Pathfinder is 'to build and support sustainable communities and successful neighbourhoods where the quality and choice of housing underpins a buoyant economy and improved quality of life'. This is supported by a series of strategic objectives which aim to improve the character and diversity of local neighbourhoods and expand the choice and quality of local housing to meet the aspirations of existing, emerging and incoming households. With reference to this, our vision for Thurnscoe aims to support Barnsley's housing market by providing a variety of housing types and tenures in an attractive and well maintained neighbourhood, which benefits from a rural outlook and proximity to local services.

Thurnscoe's role as a residential settlement serving wider employment markets, will be strengthened through new housing investment and improved linkages to the local station. The growth in households in Thurnscoe will help to support local shops and services and create a vibrant, but compact local settlement.

Our proposals for Thurnscoe introduce significant green space and amenity value through the creation of a green space network, which aims to capitalise upon existing site characteristics and compliment the strategic location and outlook of the site. Households will benefit from attractive views across formal and informal open spaces, which provide a variety of use and activity, including formal areas of play, enjoyment and relaxation.

We will create a series of character areas, defined by planning strategy to ensure the development of an integrated neighbourhood. Thurnscoe will benefit from a clear street network to create a well connected and legible residential neighbourhood, which provides safe passage for all users, whether on foot, bike or by car.

Best practice in design and build standards will create an exemplary scheme, which not only serves to raise the perception of Thurnscoe in the wider housing market, but acts as a benchmark to the Barnsley and wider

Transform HMR programme. Development activity in Thurnscoe will act as a catalyst in raising the profile of the Dearne Valley by providing attractive and affordable residential communities. Attracting new residents into the Borough and providing a greater choice of housing for existing local households.

Our vision is underpinned by the goals of the sustainable communities' agenda in creating settlements which are: active, inclusive and safe; well run; environmentally sensitive; well designed and built; well connected; thriving; well served; and fair for everyone.



2.0 - Our Vision for Thurnscoe:

Our vision is for Thurnscoe to play its full role in the revitalised economy of Barnsley and the wider South Yorkshire region, throughout the life of the Housing Market Renewal Initiative. The area will have a positive and dynamic image and an effectively-functioning and sustainable housing market, which meets the aspirations of its diverse and expanding population, by reducing the supply of obsolete housing for which there remains little or no demand, and creating sustainable, well managed neighbourhoods offering a choice of quality homes at a range of values and tenures. This vision will define the housing market characteristics we intend to establish through transformational intervention to achieve the strategic objectives of Barnsley MBC and the Transform South Yorkshire HMR Pathfinder.

The government is committed to boosting the supply of housing nationally. In the Housing Green Paper, the government set out its ambitious plans for three million new homes by 2020. In the same document it set out commitments to more social housing, increasing low cost home ownership solutions and greener homes.

This scheme will contribute to the Green Paper growth agenda by provision of 892 contemporary homes, a range of affordable and low cost home ownership solutions and by achieving a minimum standard of Code for Sustainable Homes (Level 3 rating).

Within South Yorkshire, the Housing Market Renewal initiative sets the sub-regional context for investment in Thurnscoe. The Transform South Yorkshire initiative seeks to “tackle the problem of failing housing markets, where low demand or abandonment is occurring, to create sustainable, attractive and vibrant places for people to live now, and in the future”.

The scheme will contribute directly to Transform’s agenda, securing the improvement of the housing market by providing a diverse range of new homes for sale and rent, many of which will be affordable to local

residents and help to meet local housing needs. The development has been designed to reflect a truly mixed tenure/ type layout and, in addition to catering for locally derived needs, will have a wider mainstream market appeal.

The development contains a proportion of larger family and aspirational homes that will help to attract new households to the area and contribute to the creation of a mixed income community. The creation of mixed neighbourhoods is central to the government’s sustainable communities agenda and that of Housing Market Renewal across the Transform area.

The scheme is underpinned by a robust and exciting design concept and this will help to create a lasting appeal to the new neighbourhood. The development will specifically contribute to strengthening the housing market in the following ways:

- **Meeting Defined Affordable Housing Requirements** - The 2005 Housing Needs/ Markets/ Affordability Study identifies a requirement for circa 203 affordable homes in the Dearne HMR area over the 5 year period 2005-2010. This development will help to supply against this target and address a continuing historic shortfall in the supply of affordable homes. Approximately 22% of all units within the scheme will be affordable, significantly contributing to the overall affordable housing requirement for Thurnscoe.
- **Providing Homes that address unmet Housing Needs** -The 2005 Study identifies a predominant need for smaller 1 and 2 bedroom general purpose housing within Thurnscoe. It also suggests that existing bungalows and flats/ apartments are under demand pressure. The scheme is configured to offer a mix of dwellings including a significant proportion of 2 bedroom apartments, houses and bungalows for sale, rent and intermediate sale.



- **Offering tenure choices that respond to areas of weakness and pressure in the local housing market** -The 2005 Study highlighted that Thurnscoe has unmet affordable housing requirements and demand pressure on intermediate tenure products. The scheme directly responds to this unmet need by providing a range of tenure options for households. These include fixed equity (discounted sale) properties and Home-Buy units in addition to the provision of social rented units. All tenures are effectively integrated to create a tenure blind layout and encourage a mixed income community to form.
- **Helping to create mixed income communities** -In addition to meeting identified needs for smaller housing, the scheme also provides for a range of 3 and large 4 bedroom accommodation. Supply of 4 bedroom homes has been identified as an area of demand pressure in the locale as evidenced by the 2005 Housing Need Study. This scheme will contribute a mix of two/ three storey 4 bedroom homes. Supplying a range of contemporary larger homes will help to balance the stock profile as well as attracting new households to the area. Attracting households with higher income profiles will ultimately assist in meeting housing market renewal objectives as well as reinforcing the income base for local shops and services.



3.0 - Design Statement

This section has been structured to include the following:

- Introduction
- Approach
- Highways
- Arrival, Layout and Aesthetics
- Housing Provision
- Green Space and Footpaths
- Green Space Design Concepts
- Car Parking
- Secured-by-Design
- Boundary Treatment
- Public Realm Material
- Energy Challenge and Protection of Environment

3.1 - Introduction

Thurnscoe deserves a new and exciting environment where people wish to live, enjoy success and grow old together in a friendly environment, which supports all their needs throughout their lifetime. Thurnscoe provides a unique opportunity to achieve this by working alongside the community; local authority and stakeholders to develop a high quality development of mixed tenure housing that will stand the test of time and remain sustainable in its surroundings. More than this we hope to signify that something special is happening in Thurnscoe in order to draw the attention of investors and prospective residents etc.

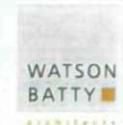
As a precursor to the scheme, the principle of the bridge link between the Top Estate and the new sites will provide a much stronger link with the surrounding area, improving connectivity and ensuring that close community relationships can be developed between neighbours and neighbourhoods.

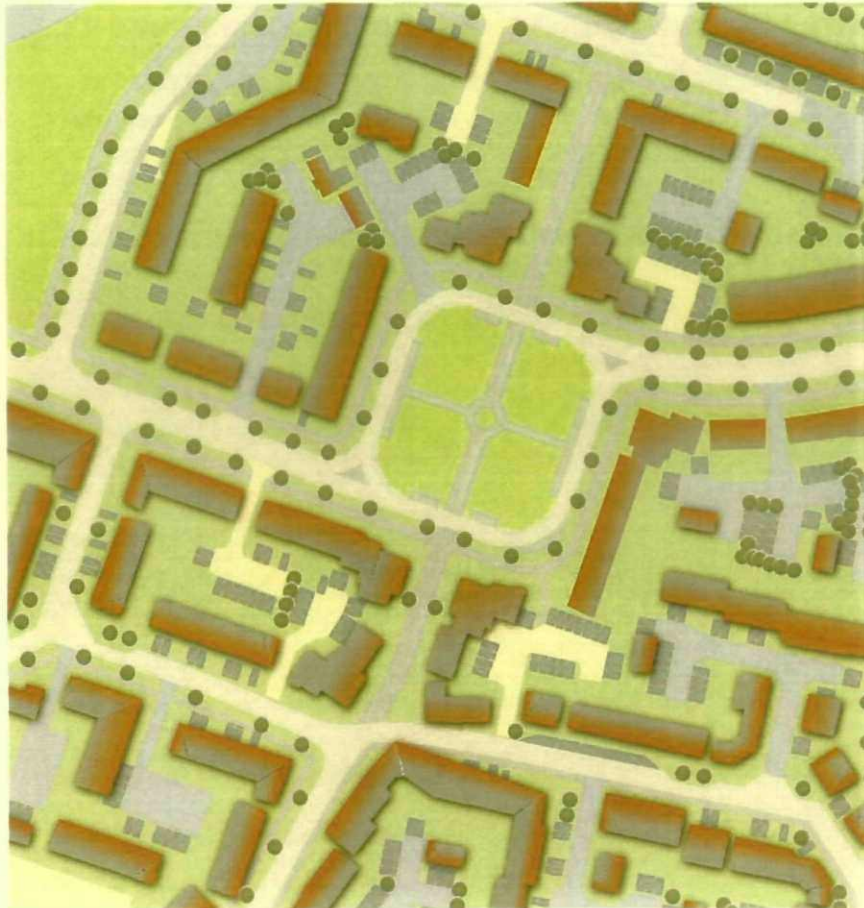
3.2 - Approach

The approach to the new development will be defined by built form of enhanced architectural quality, indicating to visitors and passers by that something special has been achieved. Indeed the intention will be to create a series of visual reference points to reinforce local identity and create sense of place, and help to reinforce pride within the community.

Initially the first phase will be cautious in its approach to design, concentrating on achieving a pleasing and fresh aesthetic. Design will focus on detailing, layout and composition, creating a cohesive combination of design parameters that retain strong visual links with the best design in the surrounding area.

As the phases progress, our vision is to develop a more contemporary design in a progressive and sensitive manner. We will work with residents and stakeholders to create a built form that reflects the positive and innovative approach that has led to change in Thurnscoe becoming a reality.





3.3 - Highways

Highway provision has been a very important consideration in the design and emphasis has been placed on highway safety through re-alignment,

provision of traffic calming and shared surfaces that go beyond the general concept of home zones to provide a visual and textural environment that contributes to the experience for visitor or resident. It will also allow the creation of tactile stimulation through surface change, allowing the provision of safer routes for all users, including the visually impaired.

By careful consideration of surface and level change in the form of plateaus and by utilising material change through the use of pavements with colour variation, we will be able to make the motorist aware of the dangers to pedestrians on the more formal routes. Treatment to roads and courtyards directly serving the community will be articulated and informal, creating an obvious shared surface to the areas around the dwellings.

By adopting this approach, we intend to improve safety by slowing traffic speeds and increasing awareness. At the same time providing an integrated approach to highway and dwelling layout that actually enhances the character of the external environment, and does not rely on speed humps that look unsightly and are noisy in use.

3.4 - Arrival, Layout and Aesthetic

We have mentioned that each phase will progress to a more contemporary form of architecture, taking subtle steps between phases. However, whilst aesthetic treatment may vary, a consistent form and mass of building and public realm will serve to integrate different phases of the development.

Key entrance points and vistas within the development will be marked by a strong urban form and focal building mass, which will: create touchstone that gives a location a strong identity, allowing visual memory to enable navigation; provide a quality statement or feature, whilst helping to integrate the changes in architectural style; and signify that Thurnscoe is not just another housing development, but a very special place that will make its mark in providing high quality housing. In addition these

bookends will help send a message to potential residents and investors that something different is happening in Thurnscoe.



3.5 - Housing Provision

A range of housing type and tenure is proposed for the development, with the social and low cost housing options integrated into the overall layout.

The location and orientation of dwellings is organised to provide adequate private garden spaces, semi private and public realm, and to ensure that maximum safety and security is provided to neighbouring properties, footpaths and other communal spaces. Consideration has been given to maximise experience and interest in the public realm and intermediate areas.



A variation in house types and aesthetic treatment will help to achieve visual interest and create strong character in street scenes, where a mixture of brickwork, texture and render will contribute to a rich palette of materials achieving interest and best value.

We are proud that our range of accommodation has received the highest acclaim and we are confident that they will meet the needs and aspirations of the community well into the future.

3.6 - Green Space and Footpaths

The Green space has been designed to achieve safe links through the surrounding area with nodes of activity or interest along the route. To ensure the maximum safety for users, housing is organised to ensure that the maximum of natural surveillance and visual interest will be achieved, which together with well lit footpaths and low lying shrubbery, will create a safe zone for the user or resident.

Public realm and green space has been considered as an integral part of the design and forms an important part of our strategy within the overall site layout, taking into account communications links; potential activity zones; and play provision that sensibly caters for the community's needs and future growth.

Water features and other interesting features set within the public realm will improve the environmental quality in and around dwellings. The final solution of how these aims integrate with the housing will be achieved with safety and amenity in mind.

In particular, green space will produce a variety of functional open spaces offering opportunities for informal play, seating areas, equipped children's play or simply areas for walking and enjoying the exercise and views.



Transition of green space and footpaths in the form of landscaped areas will be achieved with tree lined avenues further defining communication routes and softening the hard landscaping in the area.

Substantial corridors of green space have been created providing an asset for the community, whilst attracting wildlife migration and improving biodiversity. As with the smaller green spaces, these corridors will be well overlooked from surrounding properties to ensure the maximum safety for users.

At this stage in the design process, the bridleway has been retained in its existing location and enhanced in relation to its purpose, whilst being improved as part of the public realm. A secondary benefit is that the bridleway acts as a sound and landscape buffer against the railway. Nodal points have been created along the bridleway, which act as key activity areas, and enhance the level of permeability into the scheme through natural surveillance.

3.7 - Green Space Design Concept

3.7.1 - Green Space Concept

Local functional green space is made available to the individual housing areas with links to existing routes and open countryside, facilitating pedestrian permeability through and into housing areas. Local open spaces, 'greens', offer opportunities for informal play, seating areas and equipped children's play. By linking these individual smaller spaces together by street trees and 'green ways', natural corridors are created to allow wildlife migration, drawing the countryside into the residential areas.

3.7.2 - Circulation

From the existing bridleway/pedestrian route in the south east to Lingamore Leys, a direct north south route provides pedestrian access to

nearby public rights of way, the open countryside and the town centre. The number of crossing points across vehicular traffic is kept to a minimum along this route to provide a secure safe access for local residents.

A variety of pedestrian routes have been provided, which are designed to be open and accessible with surveillance from nearby properties.



3.7.3 - Green Space Strategy

A series of interconnecting green spaces are proposed, creating green corridors for the benefit of local amenity, circulation routes and supporting wildlife biodiversity. The spaces vary in size from a local neighbourhood green space, within Site 1, to local 'greens' overlooked by surrounding housing. The larger spaces offer opportunities for the provision of a LEAP children's play area, while the smaller more intimate spaces could hold quiet seating areas and equipped play areas for younger children. The spaces will vary in character from natural green space, street trees, to quiet more intimate spaces and open grass areas for informal play within the larger LNGS. Further detail on our Green Space Strategy and open space provision for Thurnscoe can be found in Section 6.0.

A small number of 'greens', small parks overlooked by nearby properties are proposed, which act as breathing spaces within the built form, bringing in opportunities for larger scale trees, formal or informal paving layouts and seating areas. These areas offer future scope for community involvement as the 'greens' become adopted by local residents as their space.

3.8 - Car Parking

Our design proposes a mixture of in-curtilage car parking to the fronts of properties and secure courtyard parking.

We are confident that our design minimises the impact of car parking and that vehicle movement through the site is considered in a sensitive way. A variety of options for parking in residential areas are considered, which offer surveillance from adjacent properties:

3.8.1 - In curtilage

The key objective is to minimise the opportunities for crime and enhance secure by design principles by providing in-curtilage parking where

possible. To avoid long lines of cars parked in front of the houses in a street, the housing layout should be broken up to reduce the visual intrusion of a mass of cars parked along the street.

3.8.2 - Parking courts

Where parking courts are necessary, they will be in small secure groups, close and adjacent to and preferably within view of the owner's property. Garages, if provided, have the entrances located towards the front of the property where they can be observed.

3.8.3 - Lay-by parking

There are opportunities to provide a range of solutions for parking within the housing development depending on which is the most appropriate for the type of property and immediate surroundings.

3.9 - Secured by Design

Our approach to maximising community safety through design is provided further in the document. However, it is important to note that passive and active surveillance is an important consideration in providing safe footpaths and green spaces together with creating secure gardens, parking and other public areas.

3.10 - Energy Challenge and Protection of the Environment

3.10.1 - Retention of existing vegetation

The development site consists of arable farmland with boundaries of neglected hawthorn hedgerows, which have limited ecological value. The boundary hedgerows to the south east of the site will be retained and enhanced with additional planting of a variety of native species.

3.10.2 - Protection of existing vegetation during construction works

Existing vegetation retained within the development will be protected during construction and according to BS5837 2005, Trees in relation to construction

Recommendations.

- Retention and storage of existing topsoil for reuse
- The handling and storage of existing topsoil present will be according to BS 3882 Specification for topsoil. Topsoil will be retained on site for reuse within the soft landscape areas.
- Selection of sustainable materials ideally sourced locally.
- For construction of the soft and hard landscape areas, materials will be sourced locally where feasible. Timber will be specified and sourced from a sustainable forest as per the Trada recommendations. Native plant material will be sourced from a UK seed source where feasible.

4.0 - Secured By Design

Safety and security together with crime and other anti-social behaviour will be one of our highest priorities when considering solutions in the Thurnscoe Redevelopment masterplan. It will also be fundamental that we address issues of safety and security by looking at “Secured by Design” principles and using innovative layout and the introduction of additional windows to provide the maximum natural surveillance across public open spaces footpaths and car parking areas.

We believe a significant part of the exercise will be looking at the immediate environment around properties to achieve usable private garden space, achieve in-curtilage or dedicated car parking and reduce the number of rat-runs through the area, which should help keep the potential for car crime to a minimum. We need to consult with the police at the earliest stage to ensure “Secured by Design” and other such issues are taken into account and potential problem areas and dangers including anti-social behaviour are being designed out.

It is of vital importance that we continue to consult directly with the local Architectural Liaison Officer (ALO) for the Thurnscoe area so we can establish and deal with the relevant issues specific to this scheme. The Secured by Design guidelines act as a useful shopping list of design principles that can tackle crime and reduce the fear of crime. However there is always the need to fully understand the local issues.

During our work to date on the East Thurnscoe Master-plan, Watson Batty consulted with the local ALO Susan Turton and the Crime and Disorder Reduction Officer Chris Squires, who contributed to, and influenced the design process, by highlighting examples of real criminal activity in Thurnscoe.

Their comments ensured that the designs of any public spaces that were not naturally overlooked or were poorly-lit were avoided. They also suggested that we resisted the introduction of isolated seating areas as this is known to attract groups of youths. We were also fortunate enough

to speak to Alan Sneddon who is the Tasking Officer for the Dearne Community Partnership. He has spent considerable time and effort dealing with youth crime and anti-social behaviour in the Thurnscoe area.

He has found that it is the consumption of alcohol in public places that influences disruptive behaviour. There is a suggestion that some form of youth ‘drop-in’ centre/ facility should be provided to encourage young people to gather together in one place. It is of course the intention that our site layout and specification will fully take on board the principles of Secured by Design but we will also try to establish links with the younger members of the community to create a wish-list of how potential crime and anti-social behaviour can be avoided.

4.1 - Key Secured by Design Issues:

A safe and secure environment is the prime objective of the Secured by Design requirements and recommendations. To achieve this objective, equal weight should be given to both environmental design and physical security. The principles of designing out crime must be incorporated, and the application of these principles in the design details of the particular development must be agreed between the developer, the police ALO/CPDA, the local planning authority (e.g. Planning Officer, Architect, Landscape Architect and Community Safety Officer as appropriate).

To date the scheme layout has been carried out with equal consideration to achieving natural surveillance to ensure that potential offenders are strongly deterred and that a sense of care and responsibility can quickly develop between neighbours.



5.0 – Building for Life Standard

'Building for life is the national standard for well-designed homes and neighbourhoods.

It is led by CABE and the Home Builders Federation and backed by the housing Corporation, English Partnerships, The Civic Trust and Design for Homes.

The building for Life standard is made up of 20 criteria that embody the partners' vision of what housing developments should be: functional, attractive and sustainable. These principles are founded on government policy and on guidance developed by CABE in partnership with Design for Homes. The Building for life criteria are used to evaluate the quality of schemes at both the pre-planning and post-construction phases.'

It is a criterion of the Thurnscoe development that, as a whole, the scheme should be of a design standard that will be able to achieve Building for Life Silver Award as a minimum. This will be achieved through the following consideration of the 20 criteria.

5.1 - Does the scheme feel like a place with a distinctive character?

Creating a 'sense of place' in a new development is challenging because many of the environments that exhibit this character have evolved over a long period of time, and their richness and vitality are often derived from repeated overworking, habitual usage, well weathered materials and mature landscape.

The design concept for the redevelopment of Thurnscoe has been to create a stimulating environment with a unique sense of identity. This has been achieved by designing a series of linked character spaces that act together to create a strong sense of place. In all instances built form is used to enclose space, and the dwellings - often in traditional terraced

forms - work together to create a strong sense of place that overrides the individual house and creates a sense of shared identity.

A common architectural language will be used throughout the scheme to unite the different character areas, although changes in materials occur in some places to add richness to the environment. A high quality hard and soft landscaping scheme compliments the architecture and helps to relate the development to its immediate context.

5.2 - Do the buildings exhibit architectural quality?

Architectural quality will be achieved through careful consideration of built form and how the massing of buildings comes together. Stepping of buildings and a combination of building height and sensitive use of materials will provide an interesting character and form.

Window openings and door positions are considered in relation to the effect of solid to void properties and the roofscape if further broken with innovative bays that adds character to the façade and interior of the dwellings.

At key locations within the estate, certain buildings will be treated to architectural enhancements that will act as a visual focus of high interest when viewed from key access points or from a distance. These focus points are further enhanced with axial or similar rational within the external works and landscape to further reinforce the sense of place created through the public realm to the point of interest.

Detailing will be important to ensure that flashing and other such issues do not destroy the pure aesthetic and this has been considered by providing sufficient set back to allow a neat approach to the flashing detail.

To reinforce the building statement external works will be carefully considered to enhance the built form. In addition car parking provision is provided for in a variety of methods to prevent a streetscape dominated by cars.



Innovation in design will help to provide detailing and utilise components such as windows and canopies etc to improve architectural interest without the use of pastiche or having to resort to kitch. The success in architectural quality will be that if a scheme which is visually highly stimulating whilst still being sympathetic with the surrounding, whilst not limiting the use of innovation or contemporary design as the scheme develops.

5.3 - Are the streets defined by a well-structured building layout?

Creating a sense of enclosure is particularly important to placemaking as at a psychological level it appears to define the 'hereness' or 'being somewhere' that people need in order to feel comfortable in the public realm. Enclosing space with buildings creates intimacy and provides a spatial container for public life. The shared sense of identity and increased activity that derive from this encourage and support good neighbourliness and a strong community spirit.

At Thurnscoe, a sense of enclosure has been created by using buildings to define a series of discreet spaces, and connecting streets. For the most part, *terraced dwellings forms have been used, which create a strong building line and make a clear distinction between public and private space.*

5.4 - Do the buildings and layout make it easy to find your way around?

The ability to navigate easily through an urban environment appears an obvious approach to design but was one of the major contributing factors to the failure of developments built during the 1960's. Beyond the practical purpose of simply finding where they are going, a well-structured environment contributes to a general sense of security because at a psychological level it can allay the anxiety of a pedestrian becoming lost.

Wayfinding is a key aspect of the urban design approach taken on the Thurnscoe scheme and this has been achieved through several means. Firstly, an easily understandable network of roads that creates a logical movement pattern. These form a hierarchy from the main spine route, through 'residential access ways' down to home zones, each of which will have clear character. Memorable buildings that close views or act as focal or pinch points further add to the legibility of the environment, and each character area is organised around a focal space with its own distinct identity.

5.5 - Does the scheme exploit existing buildings, landscape or topography?

Exploiting existing buildings, landscape or topography is a powerful urban design device that helps new development relate to an existing context in a sympathetic manner, giving it a sense of belonging in a particular location. It also allows the development to 'borrow' mature forms that help mitigate against the initial sense of newness that is an inevitable characteristic of all recently completed projects.

The nature of the development opportunity at Thurnscoe means that there are no existing buildings and relatively few valuable landscape features. The topography however has played an important role in the development of form with the main landscaped space and adjacent housing being laid out in direct response to the form of the land.

5.6 - Does the building layout take priority over roads/car parking?

A shift has taken place over recent years - with the recognition that overly rigid adherence to highway design standards and the needs of the car have been responsible for creating developments that not only lacked in character, but were also hostile to pedestrians and cyclists.

The response to this at Thurnscoe has been to start the design process by creating a series of character neighbourhoods, each focused around a memorable space, overlooked by buildings. Whilst the design team have taken into account access for emergency and refuse vehicles – their impact on the scheme has been kept to a minimum. Using home zones, the scheme has also focused on switching the priority of use in streets away from the car and encouraging more sustainable modes of transport such as walking and cycling. Across the site a strategy has been employed to minimise the impact of car parking on the building layout - with different characters of parking type used (curtilage/courts/on street) and groupings of cars kept relatively small, positioned out of sight of the main spaces and well landscaped.

The benefits of this approach are not only the creation of more visually interesting environments, but also of public spaces that allow for social interaction such as children playing.

5.7 - Are the streets pedestrian, cycle and vehicle friendly?

Promoting the use of public space, whether along streets or in squares, is vital for placemaking because it creates an animated environment. The presence of people improves the security of a neighbourhood and acts as a draw for others.

One of the strongest design features of the Thurnscoe scheme is the design of a highly permeable pedestrian network. A series of 'pedestrian green ways' connect together the main landscape spaces through the scheme and lead out of the scheme with connections to existing pathways. In many instances these are located in home zones – areas where pedestrians have priority and the car is a guest. Cycle links follow the pedestrian routes and the quality of this network makes it more likely that people will choose alternative modes of transport to the car for local journeys.

The layout is vehicle friendly in that it is easy to navigate, and that parking is provided for residents adjacent to dwellings. The scheme, however, will be a very low speed environment to encourage walking and cycling.

5.8 - Is the car parking situated so as to support the street scene?

Although our overall aim must be to reduce our dependency on the car – with improvements to public transportation - in the short term this has to be balanced with peoples needs for personal mobility. High levels of car ownership not only consume natural resources and create pollution, but without careful thought they can also be a blight on placemaking.

In the Thurnscoe scheme, car parking has been closely related to its residential unit to allow for the safe and convenient unloading of children and shopping. This also benefits security as cars that are not overlooked can encourage crime. Visitor parking is an important consideration and have been located to serve as many units as possible. A reasonable level of car parking can animate an environment but needs careful consideration if it is not to detract the street scene

Overall the strategy for dealing with car parking has been to break it down into small amounts and use a variety of parking types to ensure that they do not dominate the layout. The different approaches to parking include:

- **Parking Courts** - Small parking courts are used to accommodate cars which are overlooked by adjacent properties for security, and generally concealed from the main spaces with high quality landscaping to further lessen their impact.
- **On-Street Parking** - Low levels of on-street visitor parking are provided only where necessary, in order to promote the use of streets and spaces by pedestrians and cyclists.
- **In-Curtilage** - In-curtilage parking is provided for many of the housing units integrated into front gardens using landscaping. In many instances, the use of shared surfaces removes the need for crossovers.

5.9 - Does the scheme integrate with existing road, path and development?

The integration of new schemes with existing roads, paths and development is important for permeability - which is to say the overall interconnectedness of an area. In order to be truly successful - new places need to act as a logical or natural extension to the surrounding environment and encourage people to use them.

The proposed development at Thurnscoe has been carefully designed to ensure that all movement occurs in a clear and logical fashion and is structured around a hierarchy of streets, cycle ways, paths and spaces that are continuous with existing network.



5.10 - Are pedestrian routes overlooked and do they feel safe?

Creating a sense of security is crucial to placemaking as it is one of the main factors in determining whether people feel they can relax and inhabit public space. By far the most appropriate and natural approach is to make places safe 'by design', and to utilise natural surveillance by structuring the environment so that the entire public realm is overlooked.

The Thurnscoe redevelopment scheme has been designed so that all of the major spaces and routes through the site are all addressed by building frontages and will encourage the pedestrian movement that is vital for the animation of the public realm.

The frontages have clearly articulated entrances addressing the main thoroughfares and the feeling of 'eyes on the street' - the natural surveillance that helps police pedestrian behaviour, is accentuated by orientating rooms that have major usage such as kitchens or lounges, towards the street. Minimising housing set backs and the use of high levels of street lighting will further enhance the sense of security.

Where cars are parked in courtyards these areas have been designed such that passive overlooking from adjacent residences or from rooms over garages will ensure that they remain safe for users.

5.11 - Is the design specific to the scheme?

The layout is most certainly specific to the scheme having evolved through a series of meetings with the client, planning officers and stakeholders taking into account the brief and known community aspirations. Following these meetings, a strong concept in relation to built form, public realm and communication routes catalysed a masterplan for the area.

Only when an acceptable principle in terms of general layout and space around the buildings was achieved did the solution become evident taking

into account the general principle, detailed design of the unit layout to create interest, safety and the ingredients for a highly sustainable development that would be welcomed by the community.

The design of house types will evolve around a series of standard house layouts that have been market tested with excellent feedback from households. Having accommodation that stands out in the market place, the elevational treatment and positioning of property types has been specific to Thurnscoe to provide an aesthetic that sympathises with the surrounding area and at the same time enhances the design quality of the area.

5.12 - Is public space well designed and does it have suitable management arrangements in place?

The Green Space Strategy produces a variety of functional open spaces, overlooked by adjacent properties that provide valuable passive surveillance. The strategy takes into consideration links with existing circulation routes, the optimisation of views into the wider landscape and creation of a green edge to the proposed settlement onto the open countryside.

The objective is to utilise the existing site features, working with the existing ground levels, to produce a design that sits easily within the local topography. The drainage will naturally follow the gradients accordingly. The requirement for a sustainable drainage system, whether it is the use of balancing ponds or underground attenuation tanks, produces a long-term solution that will marry with the local landscape topography.

There is an opportunity to provide a number of local neighbourhood green spaces. A key space is the area located within the natural undulation in the North West corner of the site. The key attraction could be the utilisation of the existing watercourse reintroduced to the surface as a stream with surrounding marginal vegetation which will provide an attractive feature within the park. A series of smaller public spaces are located within the

built areas, overlooked by adjacent residential properties offering a variety of activities and functions.

A sustainable long term solution is required for the maintenance and upkeep of the public open space. The proposal is to use an endowment as a secure long-term protected source of income. A third party would be engaged responsible for the day-to-day maintenance of the green space and engaging with the local community to cultivate interest and ownership for their local green space.

5.13 - Do the buildings/spaces outperform statutory minima such as Building Regs?

The statutory minima laid down by the government in legislation such as the Building Regulations should not be considered to be best practice approaches. Rather, they represent the lowest level of achievement deemed satisfactory for their purpose.

The Thurnscoe scheme is currently predicted to score a 3 star rating according to the Code for Sustainable Homes and has only been achievable through out performance of building regulations requirements. This includes the Dwelling Emission Rate being 25% below Part L of the Building Regulations, and the 'U' value rating of building fabric also exceed the requirements of Part L.

The supporting Energy Statement prepared by Anderson Goddard Ltd also demonstrates that the development will achieve a 10% target reduction in CO₂ emissions.

5.14 - Has the scheme made use of advances in construction / technology that enhance its performance, quality & attractiveness?

The predicted achievement of a 3 star rating demonstrates how the proposed specification will ensure enhanced performance of the buildings.

At this early stage the method of construction has not yet been agreed, although it is planned to build apartments with timber frame construction.

5.15 - Do internal space and layout allow for adaptation, conversion or extension?

Internal space and layout certainly allows for adaptation, conversion and in the majority of cases extension to certain areas. The house types being utilised in plan form are of the same layout that has achieved the Building for Life silver standard in previous schemes, and the scheme which has resulted in further resolution of the house types. Composition and layout maximises the requirements for density and security whilst allowing a degree of flexibility for the individual properties.

The provision of flexible accommodation is an important factor in the development of sustainable communities as it can help foster social stability. Developing housing that is responsive to the changing needs of its inhabitant's means that people possess a genuine alternative to moving. They are able to retain local friendships and involvement with organisations and facilities such as churches, schools, surgeries, interest group, and sporting teams. Remodelling space can be considered in relation to three specific needs:-

- **Requirement for more space** - Typically affecting young families, the addition of further children can place pressure on space - and with older children settled in schools - moving house can be highly disruptive. Similarly the sudden need for additional space may arise with the need to care for a sick or elderly parent or other close relative.
- **Changing circumstances** - As people there is a natural desire to stay in their own home - as their health or mobility falters there may be a need to adapt the layout of their accommodation to better suit their circumstances.
- **Shifting patterns of living** - Perhaps one of the most difficult aspects to plan for - shifting patterns of living might cover

adaptations that stem from a desire for open plan living or the need to create a home working environment.

5.16 - Does the development have easy access to public transport?

Ease of access to public transport is critical for a number of reasons.

- Firstly at an environmental level - if the level of car use is to be reduced in Britain, people must be provided with a viable alternative. The use of trains, buses, trams and other form of mass transportation reduce both pollution and the use of fossil fuels, and can have a major impact on easing congestion in towns and cities - which makes for a safer and more attractive environment.
- Secondly, ease of access to public transport is critical in the building diverse communities - allowing people who can't drive (the elderly or disabled, or those who can't afford to - to locate in a particular area and hence protecting against social stratification.



The Thurnscoe scheme has been designed from the outset to be fully integrated into the local bus network with a frequent service envisaged. Bus stops are positioned at key locations within the site serving their immediate neighbourhood.

Our Transport Assessment concludes that Thurnscoe is highly accessible by sustainable modes of travel and that there is extensive provision for pedestrians within the locality of the site. Bus services operate within close proximity of the site and Thurnscoe Train Station is located within walking distance.

5.17 - Has the development features that reduce its environmental impact?

Over the last decade the biggest challenge facing residential development has been the need to address issues of sustainability and environmental

impact. The best measure for understanding the environmental impact of projects like Thurnscoe is The Code for Sustainable Homes which covers a wide range of issues including energy, water, materials, surface water run-off, waste, pollution, management and ecology.

The rating system runs from 1 star to 6 stars (a zero-carbon home) and the current predicted code rating for the Thurnscoe scheme is 3 stars, achieved through a wide variety of sustainable strategies.

At a detail level, a feature of the housing development of Thurnscoe will be the enhancement of the northern boundary onto the greenbelt and open countryside. To reduce the visual impact of the new settlement onto the greenbelt and open countryside a landscape buffer functioning as natural green space offers opportunities to provide a green edge to the proposed built form.

5.18 - Is there a tenure mix that reflects the needs of the local community?

Healthy communities depend upon a diverse population that can only be ensured by having a range of tenure that makes the place affordable to all sections of society. Lack of diversity in tenure can lead to social stratification in which sections of society end up living in places with similar people whether they like it or not.

There is a pressing need for good quality private residential units in this area of Thurnscoe, both houses and flats, and in a variety of sizes. The scheme provides this mix of accommodation and integrates within it the social tenants currently resident on the site. These new social units are 'pepper-potted' across the early phases and will be 'tenure blind', that is, indistinguishable in architectural form and character from the private units.

5.19 - Is there an accommodation mix that reflects the needs and aspirations of the local community?

Creating a mix of accommodation in a neighbourhood is important for the creation of a diverse and healthy community. If a range of unit types and sizes are available, this can prove attractive for people from all life stages, including young first time buyers, single people, couples, young and mature families, and older people. Creating a mix of accommodation also assists the long term stability of a community, as individuals or families can move property according to their current needs but remain within an existing neighbourhood, which preserves social ties and relationships with schools, doctors and other social infrastructure.

5.20 - Does the development provide for (or is it close to) community facilities such as schools, parks, play areas, shops, pubs or cafes?

The scheme is in close proximity to community facilities including schools and local services detailed on the Concept Plan attached in Appendix 1. The site benefits from close proximity to the local train station and a 10 minute walk from local shops and services. Given the sites rural outlook, the scheme is also within walking distance of the open countryside and large parkland areas such as Phoenix Park. The proposed development includes a bridge link that further brings facilities within easy reach. Overall the layout provides excellent and safe connectivity between neighbourhoods and community facilities.

6.0 – Green Space Strategy

6.1 - Introduction

The Greenspace has been considered as an integral part of the design and forms an important part of our strategy within the overall site layout, taking into account communications links; potential activity zones; and play provision that sensibly caters for the community's needs and future growth.

The key objective is to produce a variety of functional open spaces, overlooked by adjacent properties that provide valuable passive surveillance. Other key aspects to the design of the greenspace for the residential development are the creation of a green edge to the proposed settlement onto the open countryside, providing pedestrian and cycle routes linking with existing circulation patterns and public open space, retention and enhancement of existing vegetation and the optimisation of views into the wider landscape.

Valued existing site features will be retained. The layout will endeavour to work with the existing ground levels to produce a design that sits easily within the local topography. The drainage will naturally follow the gradients accordingly. The requirement for a sustainable drainage system produces a longterm solution that marries with the local landscape, providing additional opportunities for habitat creation.

Local open spaces, 'Greens', offer opportunities for informal play, seating areas and equipped children's play. By linking these individual smaller spaces together by Street Trees and 'Green ways', natural corridors are created to allow wildlife migration, drawing the countryside into the residential areas.

There is an opportunity to provide a local neighbourhood green space located within the natural undulation in the topography in Site 3. The existing underground watercourse could be re-introduced to the surface as

a stream with surrounding marginal vegetation which will provide an attractive feature within the park. It is likely the surface water runoff from the nearby residential properties and road surfaces will be handled separately via a sustainable drainage system.



6.2 - Existing Landscape Character and Site Features

The development site is located within the magnesian limestone belt, on land with a south facing aspect. The land surrounding the REEMA estate is currently used as arable farmland. The eastern boundary is bordered by the Leeds to Sheffield railway line aligned in a north to south direction. The land is free draining with a natural undulation caused by an existing watercourse, (now culverted) in the western part of the site. The land slopes southwards towards Thurnscoe. Views are available from the development site in all directions across open countryside to the north and west and to the settlement and residential areas of Thurnscoe to the south, east and south west.

Existing public rights of way, bridleways and green ways border the development site to the east alongside the railway line, south into Thurnscoe, and west through the REEMA site into the adjoining housing. To the north lies the Barnsley Boundary walk, a Greenway circumventing the farmland in an east-west direction.

The development site will lie along the existing Green belt boundary which denotes the settlement edge to the north of Thurnscoe. The existing housing has an abrupt edge onto the adjoining farmland with a perimeter hawthorn hedge denoting the boundary. The hedge neglected and with gaps in places, offers little in the way of screening, shelter or wildlife value.

The area is typified by the gently rolling landscape punctuated by villages and settlements on the high ground built in the past using local stone from nearby quarries. The housing areas of East and West Thurnscoe, formerly a mining community are typified by the semi detached red brick housing style which has an abrupt edge onto the surrounding countryside. Occasional copses and woodland punctuate the landscape of the surrounding open arable farmland with a hedgerow boundary treatment of hawthorn.

6.3 - Key Objectives to Design of Public Realm

Following the principles outlined in the Barnsley MBC Green Space Strategy, our proposals have adapted and responded to the key objectives necessary for the successful design of the public open space. We list below how our design meets with these core objectives:

- **Legible design** - The Greenspace Strategy Plan illustrates the layout of green space that overlays the design of the residential development. The proposal shows the defined pedestrian routes leading to destination points with a series of functional public spaces. The open space is woven within the residential development providing direct routes along Green ways or through neighbourhood green space.

- **Formal / informal surveillance** - The building footprint has been planned to ensure that all public spaces are overlooked to ensure surveillance. Properties are aligned to ensure a clear definition between private and public space with clearly defined property boundaries. Pedestrian and bridleway routes are visible from ground floor windows with boundary treatments proposed at low to medium height.





- **Lighting** - Pedestrian routes are lit by either street lighting or if located within public spaces, the main routes will be lit by column lighting to ensure community safety.
 - **Clear sightlines** - Pedestrian routes are designed to be as direct as possible. Pedestrian routes are linear, avoiding corners or difficult angles. Where routes are alongside planted areas, the planting or meadow is kept low on either side for a minimum distance of 5m from the edge of the footpath. This has been shown to be the desired distance whereby a pedestrian is comfortable in terms of security.
 - **Physical Access** - Pedestrian routes are designed to be as direct as possible providing ease of access to the station and town centre to the north, retail and schools to the east and west and links to the countryside to the north. Cul de sac layouts are kept to a minimum to ensure routes are leading directly from one side of the development to the other.
 - **Accessibility** - The design will be compliant with the 'Access for all' principles in compliance with the requirements of the BMBC Council and Government policy. Throughout, levels have been planned to comply with the recent (2001) British Standard on accessibility, offering gentle grades for ease of access for wheelchairs. Signage will be clear and legible with consideration given to the needs of others.
- **Good Maintenance** - A skilled competent workforce with adequate resources working alongside the community will ensure the long term resilience of a quality landscape design. A prompt response in tackling graffiti, vandalism and litter raises the standards expected by the local community and engenders a sense of pride in the place. Further information is provided later in this chapter.
 - **Diversity in Facilities** - A range of different types of green space offer opportunities for varying uses and functions within the residential development from a local community square to children's play areas, quiet seating areas and footpath links.
 - **Signage and Materials** - A suite of signage will be produced working alongside the local community and Barnsley Parks.
 - **Activity and Recreational Programming and Citizen Involvement** - As the community develops and with the developing feeling of ownership to the local green space, activities and events will become a feature of the local park whether it is a guided walk, school trip or informal ball game.
 - **Promotion of biodiversity.**- The residential development offers opportunities for the creation of habitats identified as part of the Barnsley Biodiversity Action Plan. Specific habitat types have been targeted by the Council and several are relevant to the Thurnscoe area. There are opportunities to create 'hedgerows', 'running water', 'ponds', 'reedbeds', 'urban built up areas' with the variety of garden microhabitats that they contain and 'lowland meadow'.



- The periphery Green Way routes to the east, west and north offer opportunities for scrub, hedgerow and woodland creation where trees and shrubs will be chosen to attract birds, butterflies and other insect life. If space permits,

habitat diversity will be further enhanced by providing a small pond with reed beds and other marginal and aquatic planting. The existing watercourse offers opportunity for a small stream planted with marginal vegetation attractive to birds and invertebrates.



6.4 - Access and Circulation

Functional green space is made available to the individual housing areas with links to existing routes and open countryside, facilitating pedestrian permeability through and into housing areas. Pedestrian routes are designed to be direct with strong north south linear links via the local neighbourhood green space, creating Green Ways connecting to existing periphery routes. Easy access is provided through and to local destinations of the community hub, town centre, schools, shops and children's play. Small scale green spaces offer opportunities for informal play, seating areas and equipped children's play. By linking these individual smaller spaces together by street trees and 'Green ways', natural corridors are created to allow wildlife migration, drawing the countryside into the residential areas.

Segregation of pedestrian movements from vehicular traffic is mixed with footpaths created alongside or away from highways providing a variety of types of environment, active and passive. Footpaths are designed to be open and accessible with surveillance from nearby properties to add to security. Narrow passageways and a multitude of routes are avoided to ensure maximum security and open views to add to the feeling of security.

The bridleway from the south that runs alongside the railway line crosses the railway line linking up with the route to the north. There is an opportunity to extend the route of the bridleway northwards on the western side of the railway providing an easier access to the BMBC Boundary Walk. The number of crossing points across vehicular traffic is kept to a minimum along this route to provide a secure safe access for local residents. This green route offers the opportunity for wildlife habitat creation with tree, shrub planting and wildflower meadow. A secondary benefit is that the bridleway acts as a sound and landscape buffer to the railway. Nodal points have been created along the bridleway which act as key activity areas allowing a level of permeability into the scheme whilst providing safety in the way of natural surveillance.



The green infrastructure for the proposed housing development has been designed to achieve safe circulation links with nodes of activity and interest along the routes. To ensure the maximum safety for users, housing is organised to ensure that the maximum of natural surveillance and visual interest will be achieved, which together with well lit footpaths and low lying shrubbery, will create a safe zone for the user or resident.

6.5 - Types of open space

A series of linear interconnecting green spaces are proposed creating green corridors for the benefit of local amenity, circulation routes and encouragement of wildlife biodiversity into residential areas bringing the countryside into the town. The spaces vary in size from a Local Neighbourhood Green space within Site 1 to local 'Greens' overlooked by surrounding housing. The larger spaces offer opportunities for the provision of a LEAP Children's Play area while the smaller more intimate spaces could hold quiet seating areas and Equipped Play areas for younger children. The spaces will vary in character from natural green space, street trees, to quiet more intimate spaces to open grass areas for informal play within the larger LNGS.

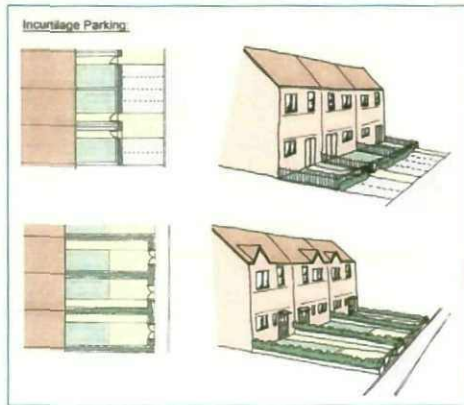
Set within the housing areas are a small number of 'Greens', small parks overlooked by nearby properties which act as breathing spaces within the built form, bringing in opportunities for larger scale trees, formal or informal paving layouts and seating areas. These areas offer future scope for community involvement as the 'Greens' become adopted by local residents as their local space.

6.6 - Parking Strategy

We have outlined the individual elements to be found within the public realm in terms of parking strategies for the different types of properties and street scene; boundary treatments to individual properties; and materials to be used within the green spaces/public open space.

A variety of options are available for treatment of parking for residential areas which offer surveillance from adjacent properties:

6.6.1 - In curtilage



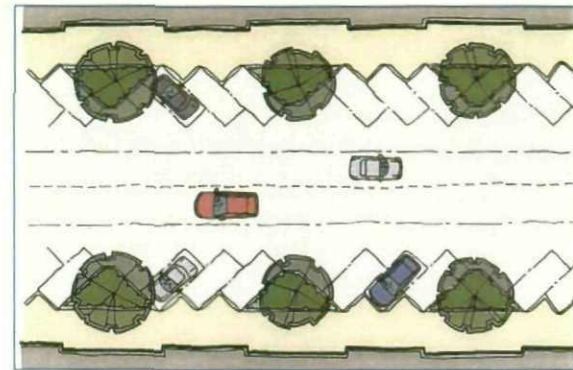
The key objective is to minimise the opportunities for crime and enhance security by design principles by providing in-curtilage parking where possible. To avoid long lines of cars parked in front of the houses in a street, the housing layout should be broken up to reduce the visual intrusion of a mass of cars parked along the street.

6.6.2 - Parking courts

Where parking courts are necessary, they will be in small groups, close and adjacent to and preferably within view of the owner's property. Garages, if provided, have the entrances located towards the front of the property where they can be observed.

6.6.3 - Lay-by parking

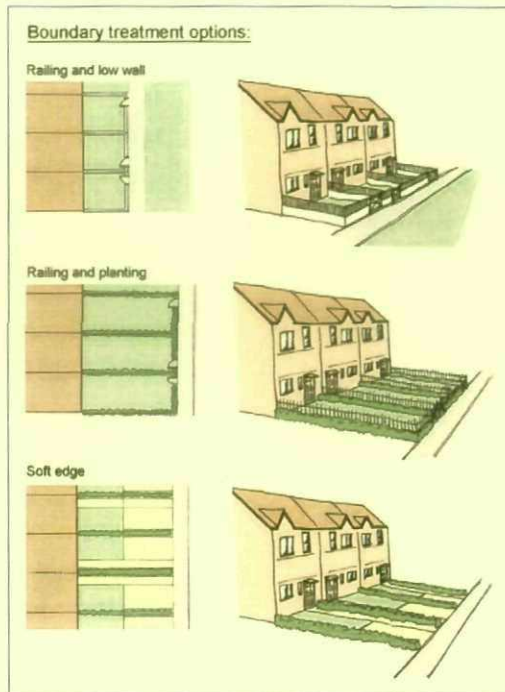
There are opportunities to provide a range of solutions for parking the housing development depending on which is the most appropriate for the type of property and immediate surroundings.



6.7 - Boundary Treatments

To ensure a clear definition of the division between private and public space a range of treatments are available to the front and rear boundaries of individual properties. Boundary treatments enable a clear definition of the different ownerships of public versus private, which are on the whole respected by the local community. The following images offer potential solutions which may be appropriate for Thurnscoe:

- Low freestanding brick wall
- Wall and railing
- Metal Railing
- Hedgerow
- Kerb line and soft landscape edge



6.8 - Public Realm Materials

6.8.1 – Paving

In order to present a clear message on orientation and circulation, we have developed a hierarchy of footpath and paving layouts and materials. The most generous circulation spaces are found at the main crossing points, seating areas and meeting points. Here, to welcome and help direct visitors and to offer visual relief, a paving pattern using sets, flags or blocks with distinct margins, may be provided to complement the

architecture. Setts may additionally be used as channel materials to assist drainage. The more peripheral footpaths are generally tarmac with timber edgings. The flexible nature of this material permits a more meandering layout through informal recreation areas. Parking Areas

For in-curtilage parking within residential properties a variety of permeable materials will be used, i.e. gravel, or permeable concrete blocks. For parking within parking courts, setts or blocks will be used.

6.8.2 - Play Areas and Trim Trails

Children's Play facilities will be located and designed in accordance with the requirements of Barnsley Metropolitan Borough Council. Play areas will be overlooked from either nearby residential properties or footpath/cycleways.

6.8.3 - Soft Landscape

Best practice in sustainability and secure by design principles will underpin the design and maintenance of all soft landscape areas. In practical terms for examples this means the use of natural mulches such as bark to minimise the need for herbicides in weed control.

A wide mix of predominantly indigenous trees and shrubs will be used for the periphery scrub and woodland structure planting. Species will be selected for their hardiness in the north, for their seasonal interest, and their ecological value. High maintenance flower beds would generally be avoided at the early stages although it would be recognised as part of the design for opportunities for bedding plants should be made available as the community begin to take ownership of their local green space. Bulb planting will be used within informal natural style plantings where they provide visual impact and in formal shrub beds in central locations.



Across the site we will seek to retain as much of the existing vegetation as possible. As much of this is peripheral to the site, very often our proposed planting is intended to bolster existing borders to assist in shelter and provide a greater depth of habitat to retain and protect wildlife.

Not all grassed areas will need to be close mown. There will be areas of amenity grassland on the periphery of the residential development containing areas of long grass and wild flower meadow mown perhaps only once or twice a year after setting seed. Footpath edges will be strimmed twice a year to control overhanging vegetation.

6.8.4 - Street Furniture

A range of robust furniture will be selected from a reputable UK manufacturer to ensure ease and speed of replacement of any damaged elements. **However we would also like to explore an opportunity for local residents to learn and participate directly in arts and**

crafts by providing some bespoke furniture with interchangeable panels. This has been successful in a number of SLR's projects where children designed cut-out steel panels to enliven otherwise ordinary stretches of railings. These one-off features and sculptures all have the potential both to link with the curriculum and to help give the place local distinctiveness. A bespoke railing is already used in Thurnscoe Town Centre and a similar style could be used to border central public green spaces. Finally, for the provision of site furniture and art works we propose to use sustainable materials such as hardwoods and softwoods from certified renewable timber reserves.

6.8.5 - Signage

Signage will be kept to a minimum. For major open spaces or points of nature conservation or historic interest, there are opportunities to provide interpretation signage for education and local community interest and local waymarks.

6.9 - BMBC Green Space Requirements

Within the Barnsley district the following types of open space have been identified within the Green Space Strategy:

- Parks and open spaces
- Child and youth facilities
- Outdoor sports facilities
- Green ways
- Natural and semi-natural areas
- Allotments

The brief for the provision of the different categories of green space within the Thurnscoe housing redevelopment is listed overleaf:

BMBC Green Space Provision Requirement

Type	Size	Definition
Local Neighbourhood Green Space	Approx 3 x 4000m ² (1.2ha)	A casual area of open space to meet local recreation needs. While not often equipped, they may have some play equipment or hard surfaces.
Equipped Play Area	Between 400m ² to 2,500m ²	Mostly for young children and are close to houses. They tend to be small areas with some play equipment.
LEAP	Between 400m ² and 2,500m ²	Mainly for 4-8 yrs, these have at least 5 types of fixed play equipment.
Natural Green Space	Between 2,000m ² and 2.5ha (may be provided beyond the developable area)	These are spaces that contain plants, trees and are used for wildlife. They can be land, water or geological features such as a cave.
Green Way – Watercourse	Links as required	Paths and other open routes that provide links between housing, countryside and services. They are used for leisure, for access to work and services areas and for wildlife migration.

The proposal originally requested a District level of open space, approx 2.0ha. With the existing extensive areas of public open space to the south and east at Phoenix Park and Thurnscoe Park, the Keepmoat proposal focused on the needs of local residents in providing 'village green's', facilities for children's play and links to the nearby countryside.

Due to the topography and presence of local facilities, the creation of large areas of open space for sports provision were considered unnecessary

within the BMBC brief. We understand the Outdoor Sports facilities provision is to be met off site at Thurnscoe Park/Hickleton Sports Ground. Also, there is ample provision of Allotments within the Thurnscoe area.

The Green Spaces are designed to act as a multi-functional piece of infrastructure which provides ecology, social, economic and cultural benefits. Within the Keepmoat proposal the linear layout of the green spaces are designed to form a network of routes for pedestrians, cyclists and also act as wildlife corridors for birds, invertebrate and reptile movement to link the countryside into the new semi-urban fabric.

Set within the housing development are a series of core green spaces which act as the focus for the local community. These small parks or 'greens' act as a focal point for events and will provide a variety of functions, both quiet spaces for relaxation and active areas for children's play. The 'greens' will become locally important for events and activities initiated by the nearby residents as the sense of ownership is developed by the surrounding community.

To the north of the housing development is an opportunity to provide a 'green edge' to the Thurnscoe settlement fronting onto the green belt of the open countryside. This key green edge, of natural green space will provide access to nearby routes for pedestrians and cyclists, add nature conservation interest, improve the local microclimate for local residents and visually assist in screening the built form from views to the north.

The plan illustrated in the Appendix shows the indicative proposed areas for green space.

We propose the shortfall of Children's equipped play areas for this area of Thurnscoe has been met within our proposals. A series of LAP play facilities will be provided for younger children within in Sites 1 to 3. Within the larger areas of public open space, of 2,00m² +, Children's LEAP play areas will be provided in Sites 1, 2 and 3. As each phase of housing is developed, the public open space provision will be created concurrently to ensure residents have access to the play facilities at the earliest stage.

6.10 - Public Consultation

As the housing areas develop there will be opportunities for consultation with the new and relocated residents in order to engage with them taking on board their concerns and aspirations in relation to the public space provision. This could be alongside the Green Flag scheme, local Britain in Bloom group or a newly created residents group. On completion of Play Areas, events will be arranged to announce the new facility and engage with the local community by arrangement of an Open Day publicised by local press