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BOND BRYAN

BARNSELY LEVELLING UP FUND - YOUTH ACTIVITY PARK

DESIGN AND ACCESS REPORT

BALU-BBA-YAP-XX-RP-L-2001-P01
REPORT 15th July 2024

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• BARNSELY LEVELLING UP FUND, BARNSELY YOUTH ACTIVITY PARK

DESIGN AND ACCESS STATEMENT

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1.0 INTRODUCTION & PROJECT BRIEF

• 1.1 Project Brief

The primary objective of this Report is to outline the design intentions for the proposed development of the Youth Activity Park. This report is specifically prepared to support a Reserved Matters Planning Application RIBA Stage 3 Developed Design to inform costing and Technical Coordination.

The initially submitted hybrid planning application No.. 2022/0434 resulted in the conditional approval of full planning permission for the Youth Zone and outline planning permission for the Youth Activity Park area, with all matters reserved except the means of access. The boundary of the Youth Activity Park is depicted on the aerial image (Figure 1).

• 1.2 Site Location

Barnsley Youth Activity Park (YAP) is located on the Eastern Gateway, near Schwäbisch Gmünd Way, Harbrough Hill Road, and Mottram Street.

Residential terrace housing borders the northern part of the site, while larger detached and semi-detached residences line Harbrough Hill Road to the east. To the south, there's an electricity distribution site and a bingo hall. The site, previously vacant for a while, is now being used for storage as part of the town centre redevelopment.

The Youth Activity Park has the potential to offer a skate park, parkour, active recreation routes and a concession space with toilet facilities for mass gatherings.

The site undergoes significant level changes of more than three metres from surrounding road level and is higher on the south east gradually draining towards North west. This level change can be used to advantage of cut and fill requirements of the site and especially using them positioning the skating and pump track areas.



FIG 1. Aerial image showing Youth Activity Park site

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2.0 SITE CONTEXT

The site was subject to several surveys undertaken prior to the issue of the alternative design option. These include:

- Tree Survey [TS]
- Topographic Survey
- Drone photographic surveys
- Ground investigations
- Noise Impact Assessment
- BNG assessment (partially)

GENERAL FINDINGS

The site covers approximately 1.7 hectares and is largely vacant, predominantly covered in concrete. It was formerly utilised as an electricity board depot until the 2000s when it became unused. Vegetation is primarily concentrated around the edges and in the southeast corner, where two trees are safeguarded by a Tree Preservation Order. Additionally, some natural growth is emerging through cracks in the deteriorating concrete.

Figure 2 illustrates the positions of existing trees on the site, emphasising the importance of adhering to Arboriculture Impact Assessment guidelines when undertaking any works near these trees.

The site's terrain varies, with elevated hard surfaces above Schwäbisch Gmünd Way and Mottram Way due to an embankment. The main portion of the site aligns with the level of Harborough Hill Road on its eastern boundary. The natural slope of the site is indicated by blue arrows.

The supporting report provided for the outline planning application of the Youth Zone highlights the need for further coordination across the design team to integrate the site's levels and topography effectively into the design. This will also ensure sustainable drainage solutions are incorporated across the site in subsequent stages.



FIG 2. Site layout showing current context and constraints

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3.0 INHERITED OUTLINE PLANNING LAYOUT REVIEW

The proposed site plan, which has Outline Planning approval, was initially devised by others and was part of the briefing for RIBA Stages 0-1 (See Fig.03). This plan was developed in consultation with Barnsley Metropolitan Borough Council, the end user. It outlined the initial version of the Activity Park, featuring a BMX track, a skate bowl, two activity play areas, a Parkour Area, Jump Section, and a café.

Bond Bryan Architects used this preliminary plan to develop the initial Landscape Concept option. An initial analysis identified potential challenges regarding DDA compliant access at the southern and northern access points of the site. Additionally, it was recommended that the Activity Park would benefit from additional connections to the existing pedestrian and active travel network, such as the Active Travel Route - A61 (Town Centre to Royston), to create an attractive new gateway into the town centre.

Given that the initial version of the Activity Park has been granted outline planning permission with all matters reserved except means of access, it was decided to maintain the initially proposed access from Harborough Hill Road.

An alternative design option was also developed and presented during a public engagement meeting, aiming to depart from the traditional arrangement of play and activity elements.

Following consultation and engagement with Regeneration Team it was agreed that the provision of children's play areas and Club House cafe were not appropriate or required as part of the provision and funding for the scheme going forwards.



FIG 3. Outline Planning approved layout showing Youth Activity

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4.0 STAKEHOLDER ENGAGEMENT & FEEDBACK

Public Engagement- Barnsley Big Weekend Festival July 2023

The initial informal stakeholder engagement was coordinated by Currie Brown and occurred on 15th June 2023. This event aimed to introduce an alternative design option and gather valuable feedback from potential users and stakeholder groups. It proved to be highly successful, providing honest feedback on the existing layout and helping to define the desired expectations for the new Barnsley Activity Park. (Refer to Fig. 4.)

KEY OUTCOMES FROM THE PUBLIC ENGAGEMENT ARE AS FOLLOWS:

- Huge interest in Skateboarding, BMX pump track, Parkour and Jump Section
- Public toilets are important to have in parks. WCs (M/F, Accessible, Gender Neutral)
- A reasonable entry fee to use the services may be acceptable for special events
- Walking area for local residents that should cater all age group users of the park with clear visibility through the park, even at night. CCTV secured area is needed to monitor anti-social behaviour
- Dedicated spaces for individual skill level for each activity
- Maximum covered seating options with the opportunity to host events
- Maintained and looked after

SEND Participation officer

- It was suggested to re-label the zones based on difficulty level with possible use of a colour scheme (e.g. blue zone)
- Dedicated secured play space for young kids and people with special needs
- Dedicated parking provisions for blue badge holders / a secured drop off area
- Low level railings to be considered as barriers to avoid accidents

South Yorkshire Crime Prevention Officer

- Safety of girls and women to be considered and recent safety guidelines published on the matter to be implemented
- Adjacent Train station / Bus travel interchange is a hotspot for crimes especially on football match days.
- Consideration should be given to the design of the park to assist the police in diverting away fans immediately to the right when leaving the train station. Potential gate to 'Entrance' adjacent train station entrance to be considered.
- Setting park rules / identifying purpose of park, which police could enforce, could be displayed on signage to mitigate anti social behaviour.
- Hedges, knee rails and bollards to be used appropriately to act as defensive barrier and restrict unauthorised entry
- Unmonitored hidden areas to be avoided. 'What three words' reference to be marked on the floor at all entry gates

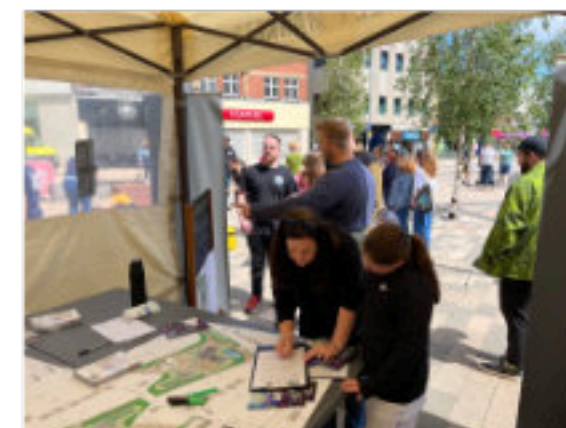


FIG 4. Images showing Public engagement at The Big Weekend, Barnsley

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5.0 EARLY STAGE 2 DESIGN CONCEPT

Following Engagement and Consultation, An alternative design concept was formulated through a series of Design Team Meetings (DTMs), consultation with Barnsley Metropolitan Borough Council (BMBC), and the incorporation of valuable feedback gathered during public engagement. These processes led to the following decisions:

- **Sunken Pump Track:** Designed with pedestrian footpath over bridges, providing a smooth transition for BMX users, utilising the site's topographical changes, and reducing the risk of collisions between park users.
- **Skating Areas:** Trees have been strategically avoided within the skating area to prevent leaves from hindering skating and obstructing visibility. Additionally, sitting steps along the main circulation road on the northern side offer spectators a place to watch others perform.
- **Omission of Play Area and Cafe:** These elements have been excluded from the design.
- **Health & Safety Considerations:** A previously suggested large attenuation pond has been replaced with several smaller Sustainable Urban Drainage System (SUDS) elements such as rain gardens.
- **Enhanced Visual Surveillance:** Maximising visual surveillance throughout the park is deemed essential to discourage anti-social behaviour.
- **Relocation of Entrance Drop-off:** Originally proposed for Harborough Hill Road, the entrance drop-off has been relocated to Mottram Way.
- **Maintenance of HGV Access:** Access for Heavy Goods Vehicles (HGVs) to the Electricity Distribution site has been retained.
- **Provision of Covered Canopy Structures:** Covered canopy structures with seating benches have been incorporated into the design.

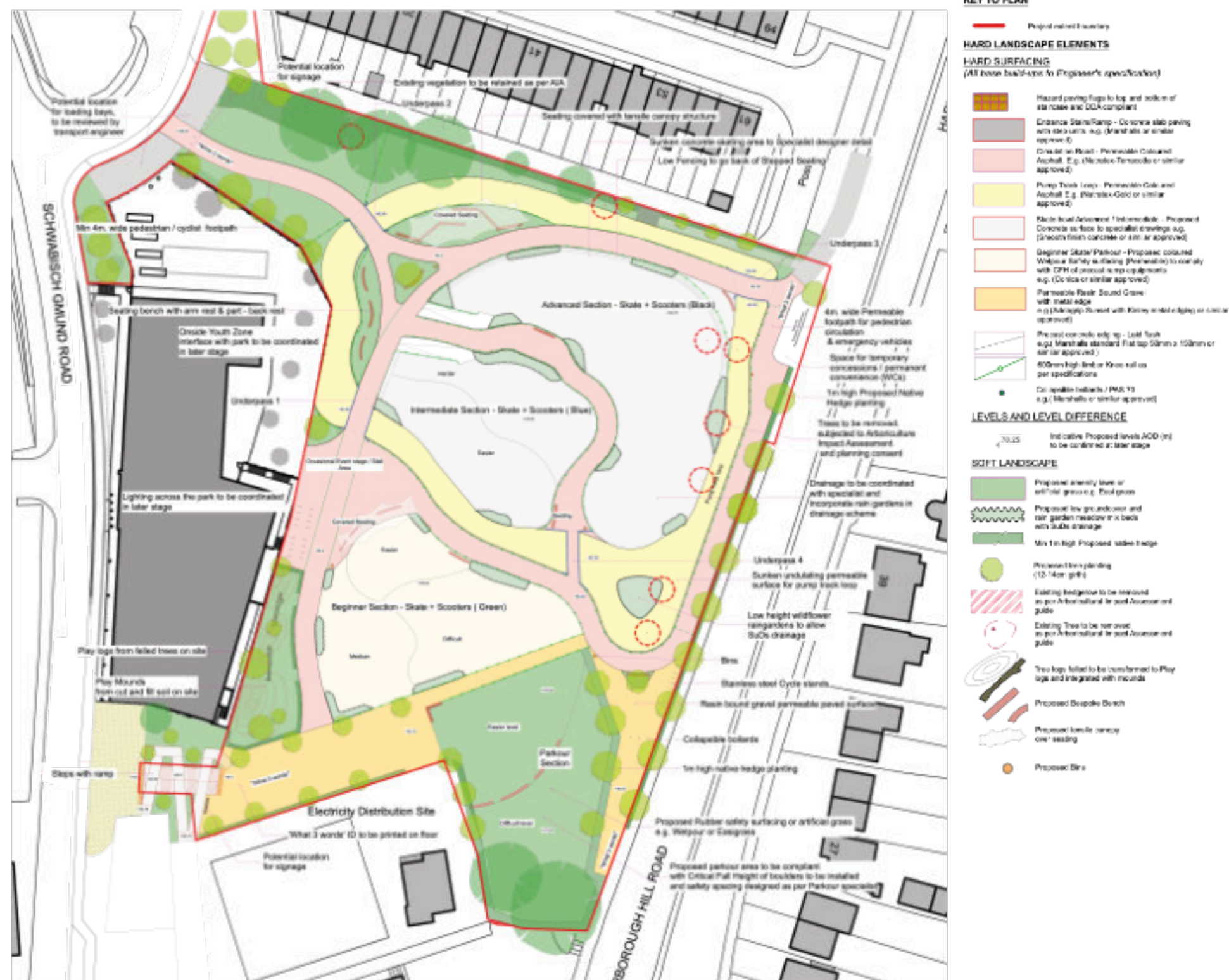


FIG 5. BBA Design concept. Option 1

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5.1 DESIGN CONCEPT- COMMENTS

At the beginning of 2024 the concept, which had been previously developed (to bring the proposals to realisation), received pre-application comments along with additional design changes suggested by the client and stakeholders.

Planning and highway-led changes.

- Despite approval at the outline planning stage, vehicle access from HHR is unlikely to be deemed safe.
- The proximity of the activity zones to the residential buildings raised concerns.
- The safety and feasibility of the active travel route running parallel to the HHR are questionable-objective is to direct through the site.
- Concept design is distinctly different from the design concept submitted as part of the outline planning application.

Client-led changes.

- Provide additional space for events.
- Provide sufficient space for temporary toilets.
- Provide space for ice cream, pizza, and event vans.
- Upon clarification of land ownership, it was necessary to exclude the strip of land adjacent to Harborough Hill from the design.
- Previous agreement to reroute underground cables was deemed impractical due to prohibitive costs. An additional 6-meter easement was requested for the existing retained cable routes.
- Retain and pedestrianise the existing access road parallel to HHR.

Northern Powergrid-led changes.

New instructions regarding access arrangements to the electricity distribution site have been received from the stakeholder, necessitating occasional, but unrestricted emergency access for 45-ton vehicles. A reinforced concrete surface measuring 4.5 meters wide has been specified as the preferred solution. Additionally, feedback received prohibits the passage of 45-ton vehicles over the cable route due to assumed shallow placement of cable conduits. The existing NP site lacks adequate space for vehicle reversing and thus must be provided outside the site.

6.0 DESIGN RESPONSE. -STAGE 2 STRATEGY AND CONCEPT

As part of the Stage 2 design process, all of the aforementioned changes necessitated a full redesign of the park, leading to the development of a new DESIGN STRATEGY (FIG. 6) with the following changes:

- Re-routed HGV access from Harborough Hill Road to Mottram Way.
- Proposed complete closure of the previous access point from Harborough Hill Road. Additional grass strip and pedestrian footpath have been added.
- Positioned removable bollards 16.5 meters away from the highway edge of Mottram Way, creating a pocket capable of accommodating the full length of HGVs serving the electricity distribution site.
- Integrated a turning head into the design to facilitate HGV reversing. This area will form a pedestrian plaza or surface suitable for skating, cycling and social activities.
- Add an additional tree buffer to shield the park from Harborough Hill Road and adjacent properties.
- Add extra connections to the existing Active Travel Route - A61 (Town Centre to Royston).
- Introduce a new fenced-off biodiversity area to address safety concerns related to low visual surveillance for the zone hidden by the electricity distribution site.
- Implement DDA-compliant access for the southern site access.
- Combine a series of small fragmented rain garden/ swales into two SUDS areas positioned in the lower levels part of the site.
- Retain the previously suggested skill-based approach to active zones, including a parkour area as well as a circular pump track.

The above changes resulted in a Developing Stage 2 Design strategy and concept in which to base the final design coordination with the appointed detailed design and delivery team for RIBA Stage 3.

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6.1 STAGE 2 LANDSCAPE STRATEGY



FIG 6. Design Strategy

- ↔ • Active travel route
- ↔ • Key pedestrian circulation routes
- ↔ • Service HGF route to electricity distribution site
- ▨ • Pump track
- • TPO'd tree

PRECEDENTS



PUMP TRACK AND ACTIVITY AREA (MUELLER SKATEPARK)



SKATING BOWL. AROVISTA SKATEPARK



PUMP TRACK FOR KIDS

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6.2 DEVELOPING DESIGN - RIBA STAGE 2 CONCEPT



FIG 7. Developed New Design Concept

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RIBA STAGE 2 REPORT

7.0 DETAIL DESIGN - RIBA STAGE 3

7.1 CLIENT ENGAGEMENT PROCESS AND DETAIL DEVELOPMENT

Over the course of the Detail Design Development further detailed focused Client Engagement Meetings (CEM) have been carried out with Barnsley Regeneration, Parks, Maintenance, Youth Services and SEND focusing on specific elements of the proposal and to determine the finalised design for Reserved Matters Planning Submission

Additional discussions were also carried out with Highways and Designing Out Crime Officer to ensure compliance with regulations and requirements.

The following summarises the key points and outcomes of these engagements.

CEM 01

- Initial design review of skate park detail layout- scheme rationalised to reduce impact and reduction of green space/ infrastructure.
- Skate park pump track rationalised to provide 2 pump tracks.
- Levels and constraints- feasibility of cut and fill- scheme levels developed to reduce amount of cut.
- Agreement to create zones for skate activity types and allocation of social zone.
- Accessibility routes and challenges faced for Active Travel Route.

CEM 02

- Review of developing skate park details and location of pump tracks
- Inclusion and accessibility- provision for level access into and around site. Provision of Toilets agreed not part of the proposals.
- Use of social zone for youth groups and supervision of younger ages- provision and location of junior pump track to southern area.
- Type of shelter/ canopy and design proposals/ options. - requirement for strong durable canopy that cannot be climbed, easy to maintain and good passive security (no screens or walls)
- Provision of seating elements and inclusions for wheelchairs, surface to deter skateboarding in these areas.

CEM 03

- External materials and elements discussions - all furniture to be suited to the Barnsley street furniture in use through the Borough, suppliers provided.
- Finalisation of Junior Pump track location and parental supervision allowance.
- Review of alternative wheelchair route through western wildflower grass area.
- Review of embankments treatment and edge protection to back of Raised Skate Park areas.- Wildflower embankment with max 1m edge / upstand to skate park.

CEM 04

- Provision of additional seating elements around the skate park concrete areas.
- Issues around service vehicle access, gradients and accessible / compliant routes on the Active Travel Route. - Levels to be assessed and reported back to enable Highways Engagement.
- Coordination with adjacent boundaries and provision of screening / buffer zone to the North.

CEM 05

- External materials and elements discussions - all furniture to be suited to the Barnsley street furniture in use through the Borough, suppliers provided.
- Parkour Area review and discussion on location of traversing wall , to be relocated to provide overlooking/ cctv view and passive security.

- Provision for compliant access and re-routing of the Active Travel Route to provide inclusive access- as result of levels and intent to reduce cut and fill.
- Drainage strategy principles agreed to provide trench and swale type system wherever possible- extents of drainage carried out as part of skate park and connection/ collection.

CEM 06

- Finalised review of materials with Barnsley Parks and Maintenance Team- agreement on proposed reached. Street furniture products agreed and colours (Black)
- Review of the developed planting palette and agreement of principles for low maintenance grasslands, embankment/ gradients of 19o for mowing. Tree Planting sizes as Advanced Nursery stock or similar approved, with 1.8m mesh protection tree guards to trees adjacent to active areas.
- Agreement of treatment to back of skate park embankments to be a bound surface due to maintenance and abuse.
- Finalised treatment for Boundary and edge treatments: Use of low level kneerails to deter access from vehicles and guide pedestrians. (metal type product), 1-1.1m high metal railings to Eastern Boundary, 1.8m Railings to Nature Zone.
- Refuse collection strategy, agreed daily litter collection, bins to be provided throughout, would prefer too much than not enough. In logical locations that are easily accessible.

Highways further engagement.

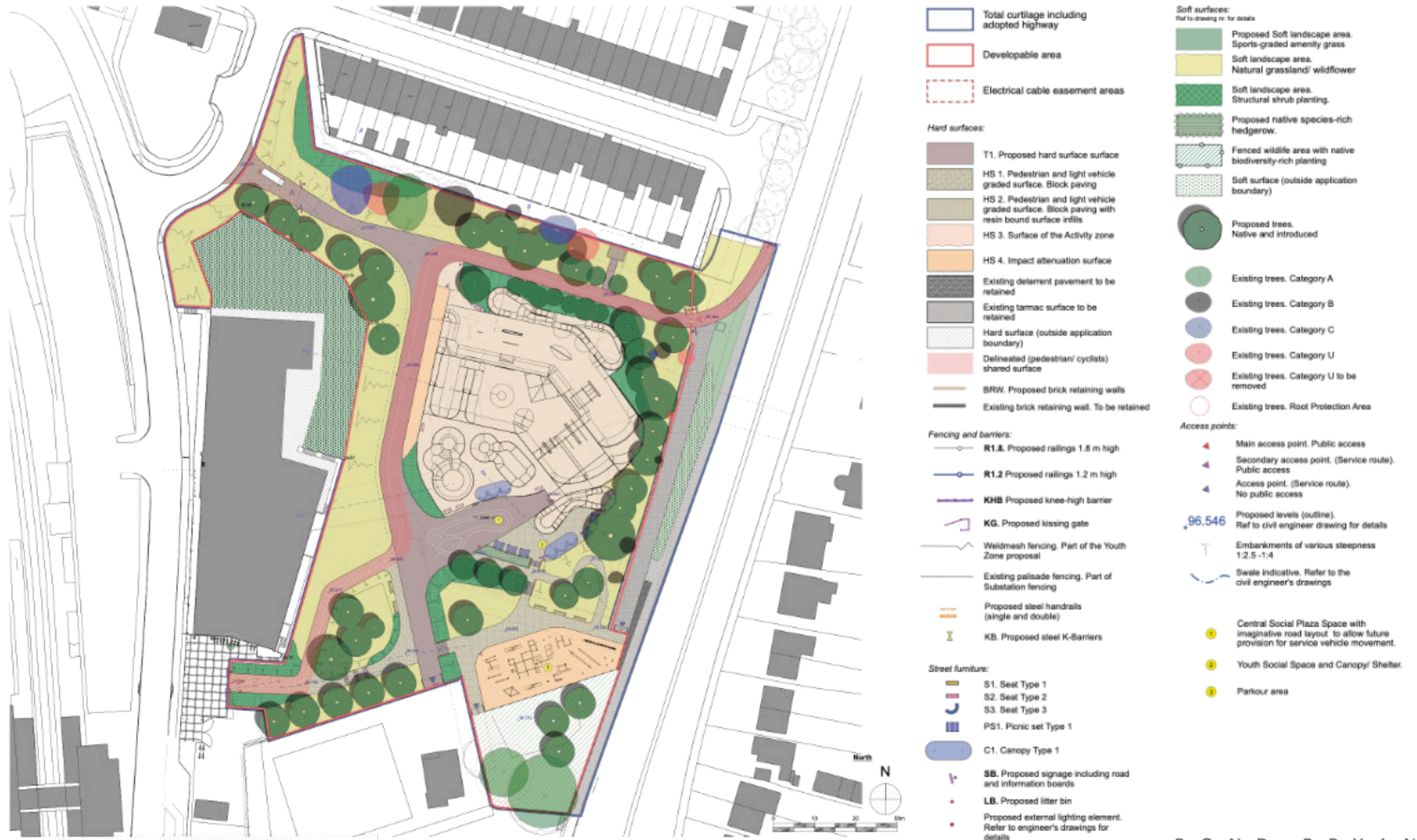
- Agreeing the rationalised principle of amending Active Travel Route due to non compliant levels as a result of natural landform landform levels.
- Provision of hard standing area at service entrance that does not conflict or block Mottram Way Highways. Use of Drop Bollards and Gateway 17m into the site entrance.
- Defining the route and separation/ definition of the Active Route Cycle Path.
- Use of K-Barriers at other entrance to prevent motorcycles.
- Defensive barrier/ fence along length of Harborough Hill Road, to prevent users encroaching onto busy highway and to guide users to safe pedestrian routes.

Crime Prevention Officer Engagement/ Designing out Crime

- Clear definition of The Park Rules through signage at key points.
- Controlled access entrances to prevent abuse of motorcycles, quads and other unauthorised motor vehicles- but allowing Cycles, Buggies/Pushchairs and mobility / wheelchairs.
- Provision of good passive security and overlooking of active areas from Harborough Hill Road and the new Activity Zone Building first floor.
- Prevention of hidden/ alcoves and screening to design out opportunity for criminal activity, attack, violence.
- Demonstrate a site wide lighting proposal to ensure that during nighttime and dusk hours sufficient illumination is provided.
- Define and demonstrate locations of CCTV as a crime deterrent and monitoring of activity.

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7.2 DEVELOPED FINAL DESIGN PROPOSAL- RIBA STAGE 3



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7.3 ACCESS AND CIRCULATION

A primary principle for the success of the Park will be the access and inclusivity for all public to enjoy and use the facilities.

As the site sits approx 3.5m above the adjacent Swabisch Gmund Way and entrance to the New Activity Zone building, it is essential that compliant access is provided. A key challenge has been to incorporate the original proposed Active Travel Route running from East to West on the North part of the site. The level differences in this zone dictated a 1:12 gradient pathway that was not feasible or achievable, therefore a new Active Travel route has been proposed to run North East to South West along an accessible route that is no steeper than 1:21.

Two main entrance routes are proposed at the North East and South West corners of the site forming the new Active Travel Route and direct connectivity with the Barnsley Interchange. These routes are to be restricted access K-Barrier type gateways, that will restrict motorcycles, quad and other vehicles. This route will also allow for wheelchair and limited mobility access and connect with the wider areas and key spaces of the site, also allowing level access into the Skate Park and Parkour Areas.

The active travel route will define clear separation routes designated for pedestrians and cyclists in accordance with standards and regulations.

An additional access route is also proposed to the North East, which is to provide an informal pedestrian route at 1:12 slope and service maintenance vehicular access into the Park, this will also provide service for the infrequent Heavy Goods Vehicle Access to existing substation to the south as indicated below on engineers vehicle tracking assessment.



FIG 8. HGV Service Vehicle Swept Path

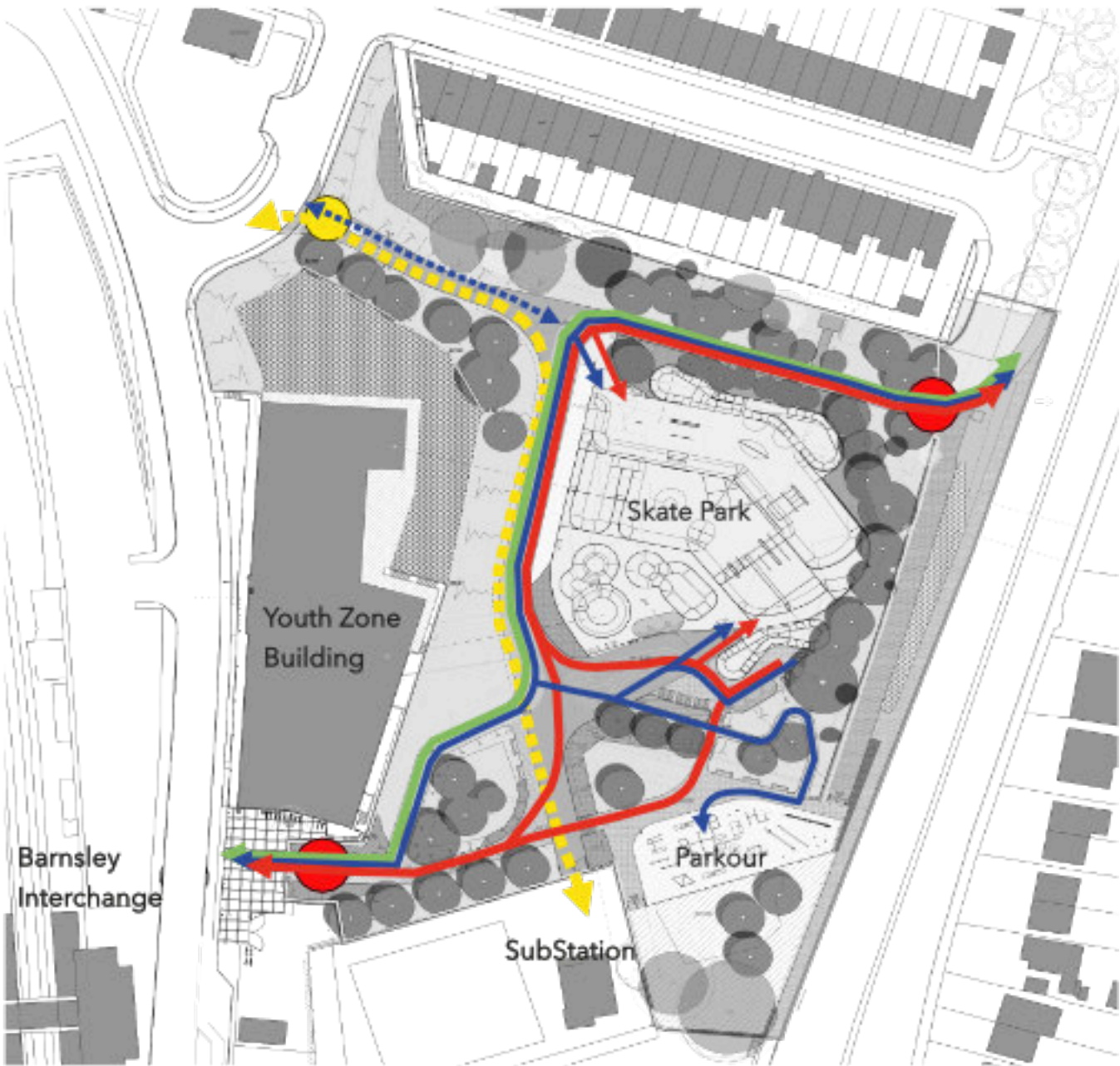


FIG 9. Access and Circulation Routes

- Main Entrance Routes
- Service Access point
- Main Pedestrian Routes
- Inclusive/ Accessibility Routes
- Active Travel/ Cycle Routes
- Maintenance & Service Routes
- ... Informal 1:12 slope access route

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7.4 BOUNDARIES & GREEN LINKS

Boundaries and Gates

Although the site is intended to be open 24hours, there is still a requirement to define boundaries to prevent unauthorised access of vehicles and to control pedestrians from cutting through onto neighbouring land and highways.

Use of low prevention barriers such as metal knee rails and 1.1m high railings are proposed along the public fronting boundaries. A new 1.8m high metal railing is proposed to create a secure habitat/ ecology environment to the south east.

The entrance to the North East Service Access Route will be controlled by a primary and secondary access control in the form of removable bollards along the highway edge to allow vans and small vehicles to enter, and secondary main access gate set 17m from the highways to allow for a larger HGV to be permitted into the site.

A Pedestrian kissing gate will allow for public access, with restriction to prevent motorcycles and unauthorised vehicles.

2 K-Barrier- Motorcycle restriction barrier are provided at the 2 Active Travel Route Entrances.

Green Infrastructure Links

Existing vegetation and trees are to be retained where deemed safe and feasible, these will aid the formation of new Structural Green Links of tree planting through the site running along the East and West boundary from North to South. Additional northern boundary enhancements of native tree species will create a strong buffer/ woodland corridor and provide dense undergrowth/ understorey scrub shrub to prevent access.

Throughout the site natural corridors will be formed of native shrub and scrub species with a variety of character areas such as shaded woodland, semi wetland areas/ SuDs zones and more seasonal ornamental aesthetic edges.

Additional larger expanses of landscape will be formed of natural grasslands and wildflower meadows as a secondary low level layer. These will provide valuable habitat for insects and birds as well as creating textural aesthetic elements.

The rich variety of proposed green infrastructure will create a wide range of habitats of high ecological value, urban greening and cooling value and a sense of place with character and diversity.



FIG 10. Boundary Treatments

- Limited access- barriers/ motorcycles restriction (K-Barrier type)
- Vehicle Access Barrier- Gates (managed for service/ maintenance)
- New Mesh fencing by Youth Zone Building.
- New boundary definition low railings to park.
- New secure railings to Nature Zone
- New Low level Knee rail (Vehicle deterrent)
- Existing Boundary Fencing.

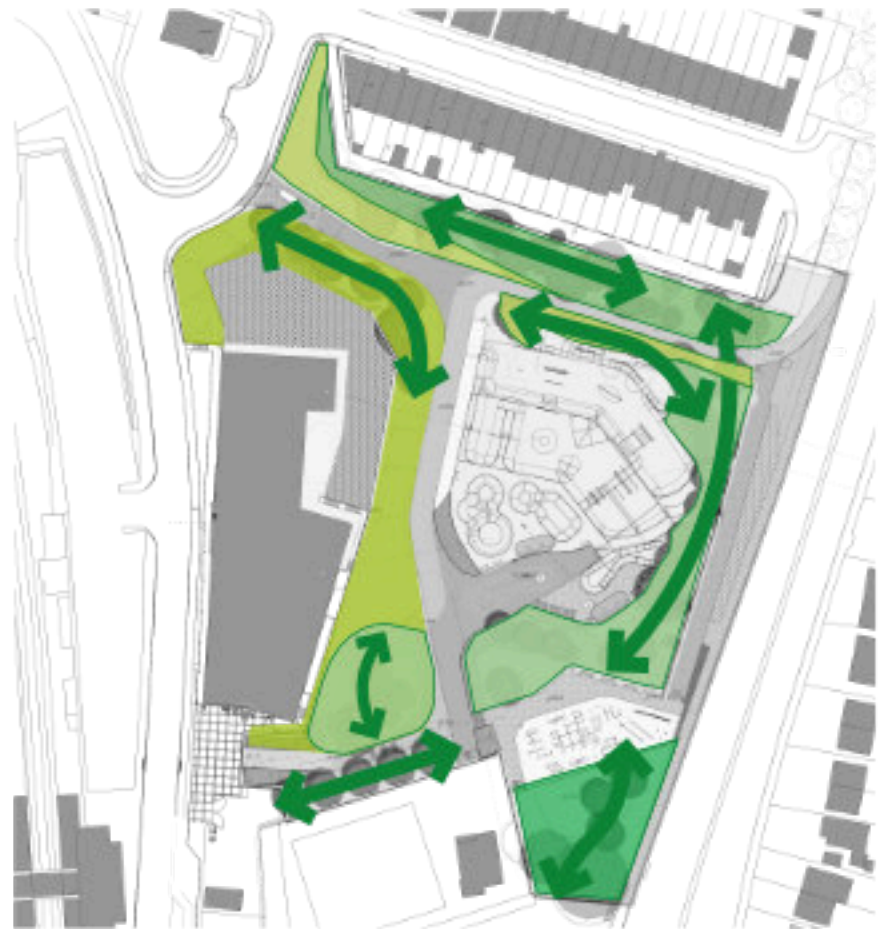


FIG 11. Green Structure and Links

- ↔ Green Infrastructure Links, Tree Planting and Scrub/ Shrub Habitats.
- Understorey Native Shrub, Screening and Ornamental Planting Areas (biodiversity and habitat links)
- Lower storey- natural grasslands and wildflower meadows- (biodiversity and habitat links)

8.0 KEY DETAIL AREA: SOCIAL ACTIVITY ZONE AND SHELTERS.

At the core centre of the Park, will be located a social active zone. This area will provide for seating, youth groups and general "Hanging Out" for mixed age ranges. This Social Zone is located at an elevated position that has good permeable / passive security views from the main Active Travel Route, Skate Park and The Youth Activity Building.

Provision is to be made for mixed types of seating, benches/ tables and sheltered canopies, one within the Social Zone and one located directly opposite on the edge of the Skate Park Zone. The shelters will stand 3.6m high and have been selected through consultation to provide a simple robust solution in the form relating skateboards.

The Social Zone will create a transitional space between the Parkour Area and Skate Park and will aim to deter use of skateboards within seating areas to prevent abuse, damage.

A small junior pump track has also been located within this area to provide younger age groups/ siblings the opportunity to develop skateboard, scooter and bmx scales within a safer and more confident environment, also allowing for parents/ guardians to oversee from seating areas.

There is a requirement for the HGV Service Turning, to allow access to for reverse manoeuvre into the Substation Area. This will be used infrequently and when required there will be a managed solution in place to provide segregation and safety, however, the main use of the turning area will provide for younger age range fun cycle and scooter circuit with road markings.

The zone will be surrounded by hardy planting of shrubs and herbaceous grasses providing all year round interest and larger sized tree planting to provide an established canopy providing shelter and shade.

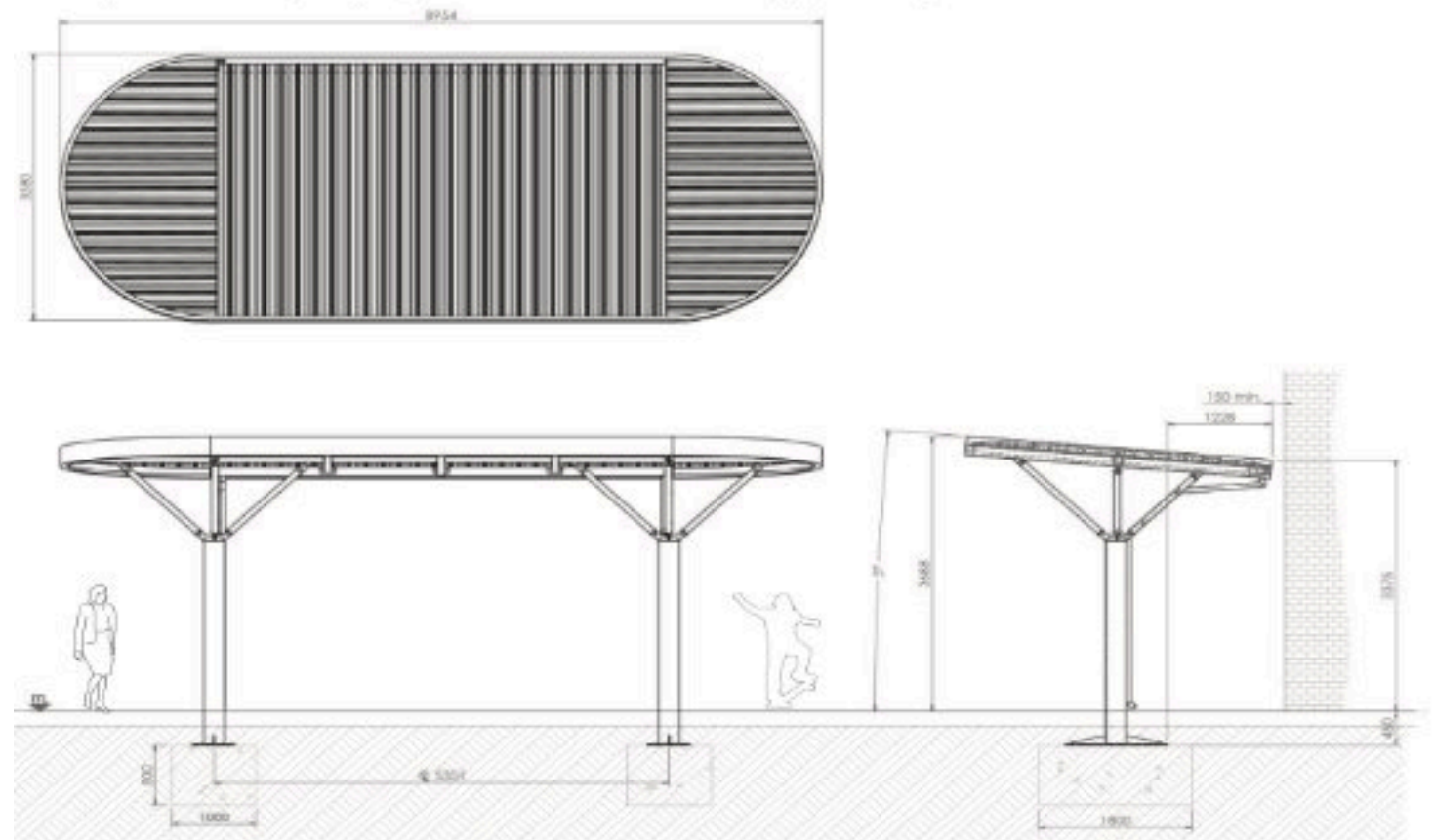


FIG 12. Proposed Canopy Elevation Details.



FIG 13. Active Social Zone Area.



Stadium Canopy

The Stadium Canopy is a cantilevered freestanding steel structure that slopes to the rear to divert rainwater into the aluminium drainage system. The name is derived from the 440-stadium-lf-shaped corrugated steel roof. The design utilizes below-ground fixings and a branching structure to secure the canopy in 8 points.

Customisable options include:

- Powder coating in a range of RAL colours
- Bespoke sizes available on request
- Green roof options

Materials, Finishes & Options

Cellular	Available in all ages as type of BM, cellular.
	One must be informed of use.

Our most popular colors are:

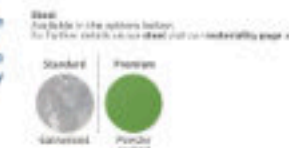


FIG 14. Proposed Canopy Information.

The Soft Landscape Strategy features strategically placed native plants and tall canopy trees to enhance visibility and create framed vistas and views. Tree species and sizes have been selected through workshops with Barnsley Parks and Maintenance to ensure successful establishment and reduce maintenance requirements. Within adjacencies to the Skate Park species are proposed that are either evergreen or deciduous with leaf retention through autumn and winter in order to reduce leaf drop onto the skate park.

Use of low maintenance under storey shrubs and native species will also assist to define boundaries, provide additional structural screening, ecological/ habitat benefits and create a coherent and solid green link through the site in several key edge and areas.

A key structural feature to larger swathes of the park is the use of wildflower meadows and natural grassland. These are proposed to form less formal edges and allow clear lines of sight and visibility over active areas from pathways and the New Youth Zone building. Maintenance is to be limited to once a year cutting.

A comprehensive landscape management and maintenance plan on the basis of natural rewilding will be produced and implemented to ensure successful establishment and long term success of the planting is achieved with minimum intervention.



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10.0 MATERIALS & EXTERNAL ELEMENTS SPECIFICATION

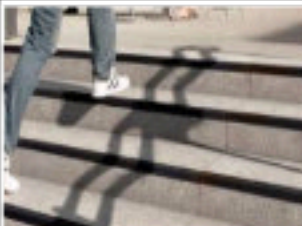
The following materials shown on the opposite schedules indicate the intended specification, which has been developed in detail and coordinated through the RIBA Stage 3 Design Process.

Surfaces aim to be robust and durable for the required performance and use, and whenever possible, recycled sustainable content and materials requirements will be specified.

In addition to durability, the sustainability of the materials is a key consideration. It is advised to minimise the environmental impact of the project by choosing materials with low embodied carbon, high recyclability, and minimal resource depletion. Furthermore, prioritising materials that have been locally sourced will help reduce transportation emissions. By making these sustainable choices, not only will the long-term resilience and performance of the landscape be ensured, but also the overall environmental sustainability of the project will be enhanced.

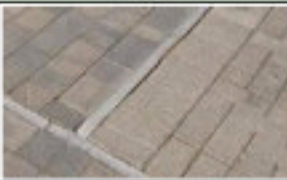
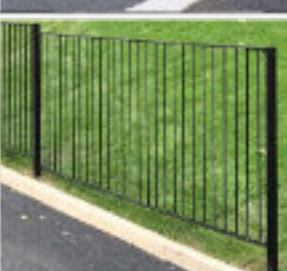
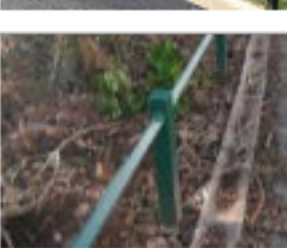
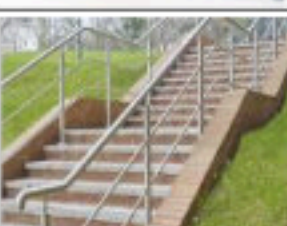
Extensive discussion, consultation and engagement with Barnsley Parks, Maintenance and SEND Teams has been carried out through Engagement Meetings with the resulting elements complying and meeting a "Barnsley Ready" supply that are aligned with wider town centre/ borough palettes and materials for ease of supply and replacement.

Access routes for Service and Future Substation HGV maintenance access are to be built to required standards for heavy goods vehicle loading with sufficient turning provisions.

REFERENCE	TYPE/ FINISH	LOCATION	SUPPLIER	PRODUCT REF	DESCRIPTION	PRODUCT/ SUPPLIER LINK	IMAGE
T1	Vehicle graded bitumen macadam	HGV Access road and part of active travel route	Contractor's choice	Emm dense bitmac top course	Compliant to BS 598187	NA	
HS1	Block or flag paving	Main entrance	Tectonix or similar approved	Tapado Granite, Green Schist, Cambrian Granite	Slabs cut to size, 600 x 400mm, 400 x 400, slabs	https://www.tectonix.co.uk/products	
HS2	Combined block paving / resin bound surface	Canopy and social area	Quicksetts or similar approved	Speed bumps	Combination between block paving and resin bound surface.	https://quicksetts.com/uses/	
HS3	Concrete surface of the activity zone	Activity zone	To be determined by the specialist designer	To be determined by the specialist designer	Reinforced concrete surface to specialist designer's specification	https://bondcrete.co.uk/	
HS4	Surface of the park and to border edge between skate park and access road.	Activity area	Tiger mulch or similar approved	Autumn	Surface to comply with BS EN117 and BS7188	https://www.tigermulch.co.uk/	
BRW	Brick retaining wall	Southern part of the park	Contractor's choice	Colour and product to be determined	F2/S2 rated bricks Mortar group 1 Weepholes at 900 mm intervals	https://www.winsorbricks.co.uk/	
PS	Proposed precast step	Stair cases	Marshall's or similar approved	Conservation X Step Units	Conservation X Textured Step 350 x 150 x 1000 Colour: Charcoal Grass-rubber composite material with hard wearing slip-resistant finish	https://www.marshall.co.uk/commercial/product/conservation-x-single-solid-step-unit/	
CRD	2 rows of Corduroy paving each	Top and bottom of staircase at station side entrance	Marshall's or similar approved	Corduroy Paving Colour - Buff	It should be installed at 90 degrees and 400mm from any potential hazards & DDA compliant. 400mmx400mmx50mmx5mm	https://www.marshall.co.uk/commercial/product/tactile-hazard-warning-paving/	

• BARNESLEY LEVELLING UP FUND, BARNESLEY YOUTH YOUTH ACTIVITY PARK

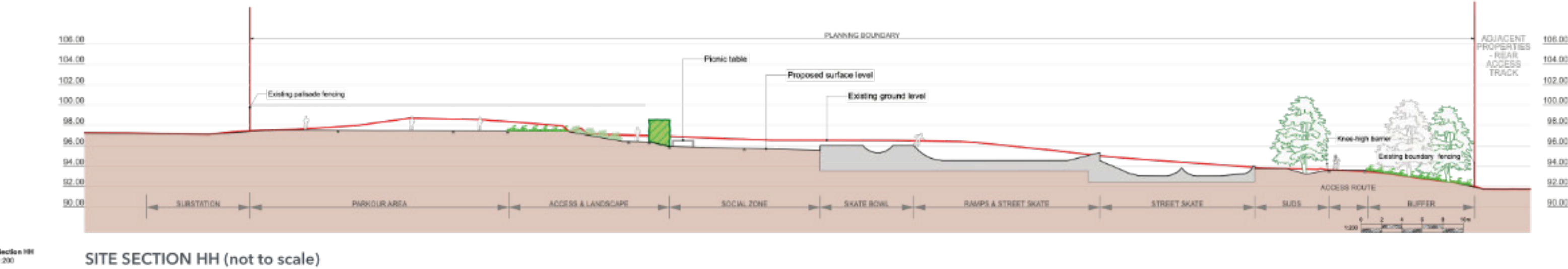
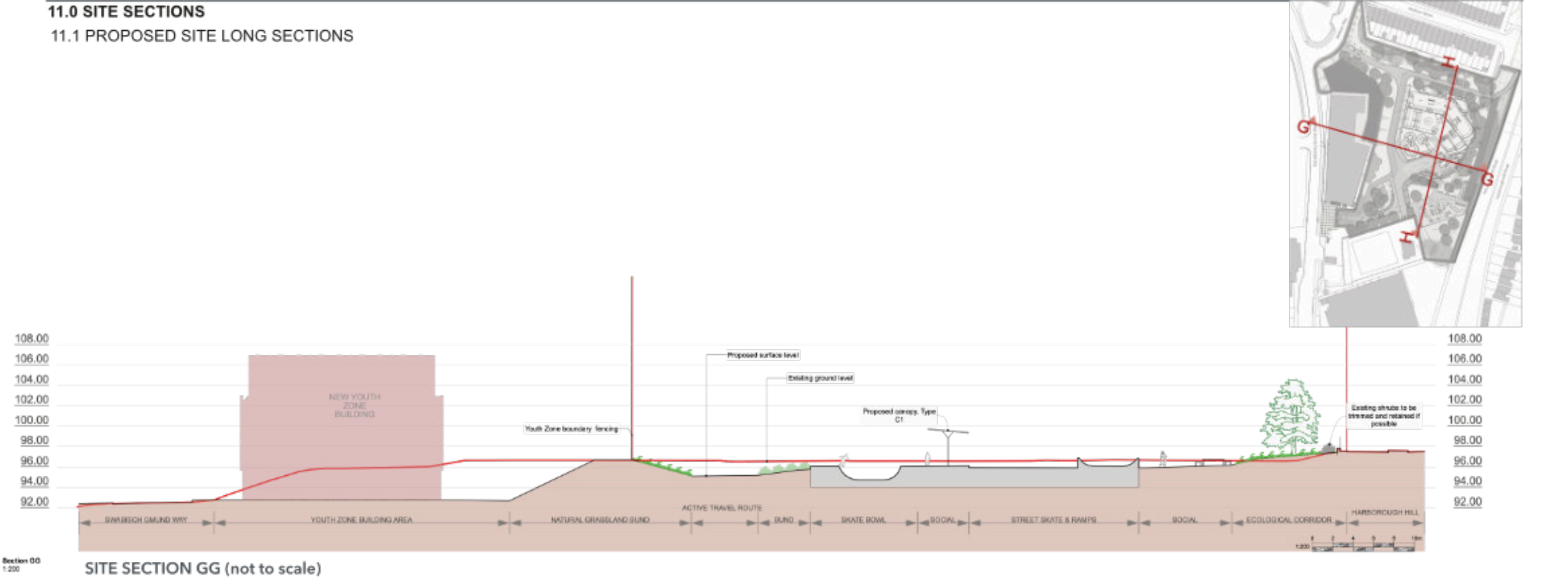
10.0 MATERIALS & EXTERNAL ELEMENTS SPECIFICATION

REFERENCE	TYPE/ FINISH	LOCATION	SUPPLIER	PRODUCT REF	DESCRIPTION	PRODUCT/ SUPPLIER LINK	IMAGE
Edging	PK1	Precast concrete edging	Contractor's choice	Finish: As cast Colour: Grey	50 x 50 x 150mm	NA	
	K, DK	H82 Kerb, half buttend	Contractor's choice	Finish: As cast Colour: Grey	Standard: To BS EN 1240 Size (width x height x length): H82 Kerb (ref. as K1): 125 x 255 x 915 mm Special shapes: Crossover Kerbs - left hand and right hand Centre Kerbs and - Corners external angle kerbs	https://media.marshall.co.uk/images/uploads/1516179-477/Marshall-F5-40-Kerb-9602.pdf	
Fencing and barriers	RL1, RL2	1.8 or 1.2 m high flat top pedestrian guardrail/ barriers	WE or similar approved	Pedestrian Guardrails	Panel: manufactured to BS 1722 Part 9. Panel with 16mm diameter solid rod infills. Additional intermediate supports for panels to prevent sagging. For all elements - Hot Dip Galvanising to BS EN ISO 1461 Finishing - Polyester Powder Coated - colour black Method of setting posts: Root or plate fixed foundations to comply with the design loading requirements	https://lee.co.uk/product/fencing/pedestrian-guardrails/	
	RHB	Knee-high barrier 0.5 m high	WE or similar approved	Contractor's choice	Steel SHS post and rail. For all elements - Hot Dip Galvanising to BS EN ISO 1461 Finishing - Polyester Powder Coated - colour black Method of setting posts: Root or plate fixed foundations to comply with the design loading requirements	https://lee.co.uk/	
	WG	Kissing gate	SL Jones or similar approved	Hot Dip Galvanising - Standard Anti-Motorcycle Motorised Wheelchair / Pushchair Friendly Self Closing Side Panels Unlock to Allow Large Vehicle Access	3.6m Wide Self Closing Kissing Gate with Accessible Padlock For all elements - Hot Dip Galvanising to BS EN ISO 1461 Finishing - Polyester Powder Coated - colour black Method of setting posts: Root fixed	https://www.sljones.co.uk/playgrounds.co.uk/playground-equipment/locking-gates/3-6m-wide-self-closing-locking-gate-with-accessible-padlock-detail	
	HR	Handrail to external steps	Contractor's choice	Contractor's choice	Stainless or galvanised steel	Stainless or galvanised steel	
	KB	K-barrier	C Barriers or similar approved	Dual adjustment K-barrier	Barrier gates choice for managed / controlled entry	https://www.kbarriers.co.uk/dual-adjustment/	

REFERENCE	TYPE/ FINISH	LOCATION	SUPPLIER	PRODUCT REF	DESCRIPTION	PRODUCT/ SUPPLIER LINK	IMAGE
S1	Round Bar Seat	Southern part of the park	Lightman or similar approved	UNFB5201	Dimensions: 1800mm length 870mm height 550mm depth For all elements - Hot Dip Galvanising to BS EN ISO 1461 Finishing - Polyester Powder Coated - colour Black Method of setting posts: Root fixed	https://www.lightman.co.uk/products-items/round-bar-seat/	
S2	Concrete straight bench	Activity area	Benzoncrete or similar approved	NA	Dimensions: 1800mm length 450mm height 550mm depth Colour: Natural	https://benzoncrete.co.uk/	
S3	Concrete curved bench	Canopy area	Benzoncrete or similar approved	NA	Dimensions: 450mm height 550mm depth Colour: Natural	https://benzoncrete.co.uk/	
PS1	Picnic seat	Canopy and social area	Lightman or similar approved with wheelchair accessibility	UNFPT100	Dimensions: 1500mm length 820mm height 1440mm depth For all elements - Hot Dip Galvanising to BS EN ISO 1461 Finishing - Polyester Powder Coated - colour Black Method of setting posts: Root fixed	https://www.lightman.co.uk/products-items/flat-bar-picnic-table/	
SF4	2 x 6m Steel canopy	Seating area	Bailey Structures	STACUM CANOPY	Height varies of individual canopies RAL colours and final design TBC	https://www.baileysteelstructures.co.uk/stacum-canopy/	
S8	Freestanding interpretation display and signage	Spread over the park	Fitzpatrick Woodman or similar approved	Caveller™ Interpretation display or similar approved	Height up to 2.2 m to accommodate a screen of up to A0 format	https://www.fwdf.co.uk/	
UB	Urter Bin	Side wide	BWS Wheelie Bin Cover by wyborne or similar approved	Galvanized Inner bin	Dimensions: Overall Height- 1300mm Width- 674mm Depth- 613mm Weight- 125kg, (240 litres), gold letter plated, with smoking tray and dog waste integrated, ground fixed	https://wyborne.co.uk/products/wheelie-bin-cover/	

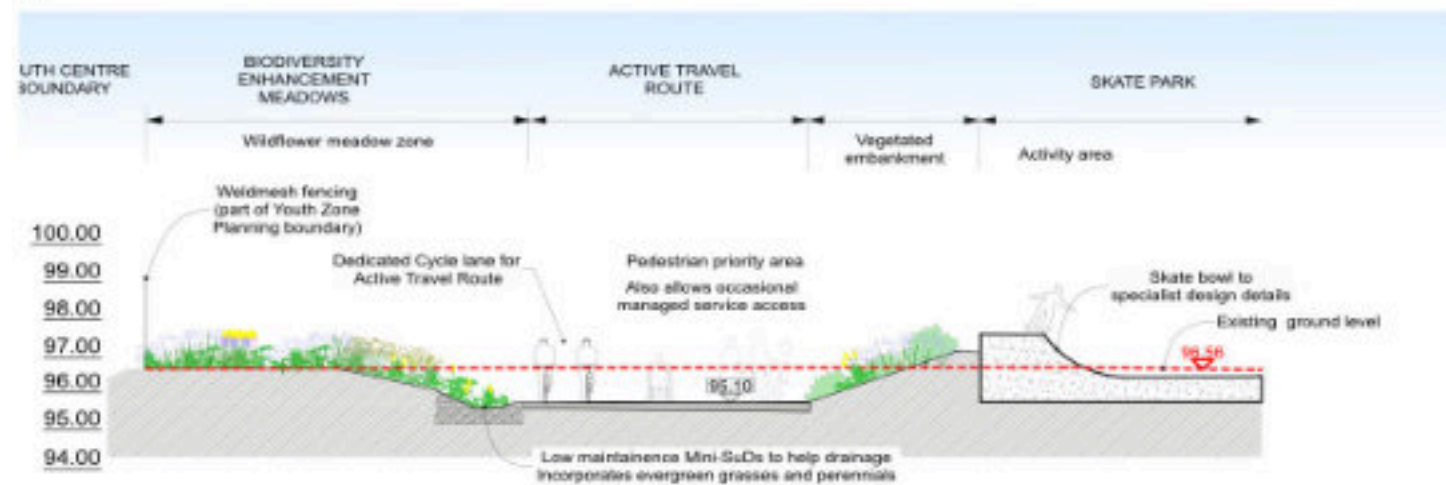
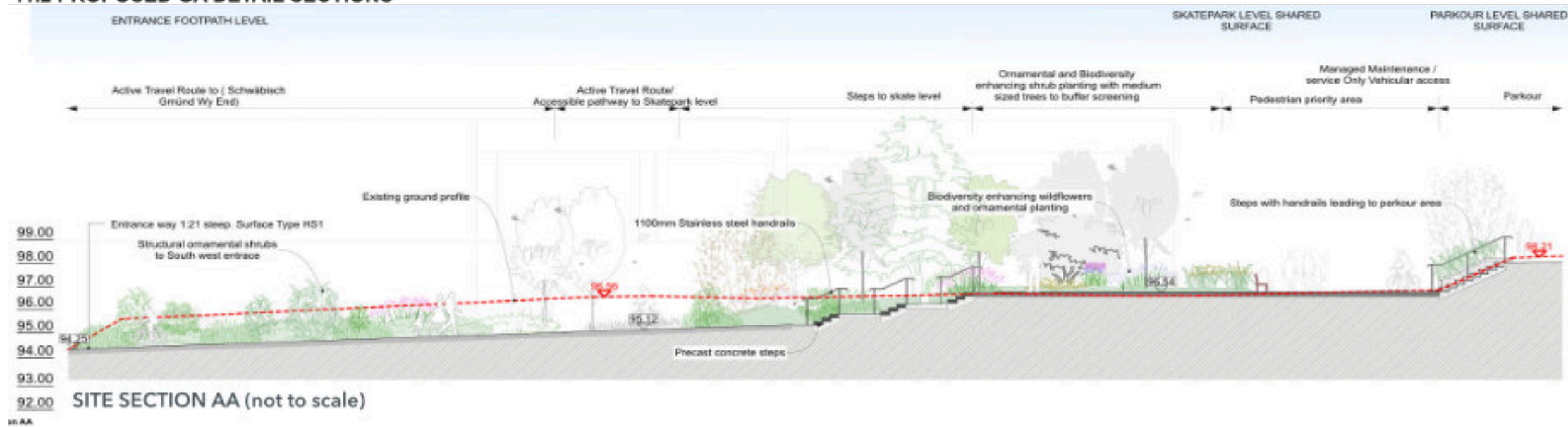
11.0 SITE SECTIONS

11.1 PROPOSED SITE LONG SECTIONS



• BARNESLEY LEVELLING UP FUND, BARNESLEY YOUTH YOUTH ACTIVITY PARK

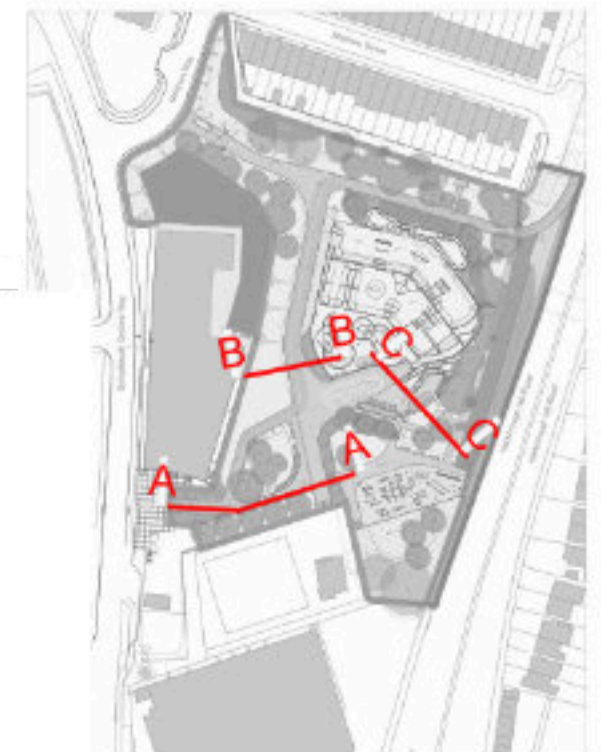
11.2 PROPOSED GA DETAIL SECTIONS



SITE SECTION BB (not to scale)



SITE SECTION CC (not to scale)



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12.0 LANDSCAPE DESIGN STATEMENT SUMMARY

The final Stage 3 Developed Design for the New Youth Activity Park is a result of consultation and collaboration with Stakeholders, Consultants and the Wider Barnsley Regeneration, Parks and Associated Team.

The proposal will provide a much needed centre piece and destination for day to day local youth groups and general public and may attract wider interest and visitors from further afield. A clear sense of ownership and identity will be paramount to ensure respect and stewardship by all users and it is expected that this will be achieved through the engagement with end users and public.

The park will offer a wide variety of mixed sporting activity uses from Skateboarding, Scooters, BMXing to Parkour and younger age range wheeled activity.

The scheme will be well connected directly through the centre, by the introduction of a more rationalised and accessible Active Travel Route that will provide a safe and welcoming link direct to the Barnsley Interchange and wider City Centre, cycle routes will be defined clearly by materials and areas of pedestrian only zones will be defined with bound surface and rough block paving elements to deter skateboarding (such as within the central Social Zone)

Existing Green Infrastructure will be protected and enhanced through the introduction of planting character types and different height levels to form a variety of habitat types from grassland/ meadows to dense native scrub and woodland edges. Further habitats may be created through user group engagement and introduction of hibernacules, bird and bat boxes. Trees have been selected for their suitability to the local climate and benefits of reduced leaf drop where adjacent to skate park and pathways to reduce maintenance and will be protected with tree guard mesh until fully established.

Centrally to the site will be a key feature social zone that will allow for varied age groups, parents, supervisors and youth outreach workers to engage and socialise in a friendly belonging environment and further social seating areas will be spread throughout the site. All areas will be accessible for disabled users and with limited mobility to ensure inclusivity for all.

Within the central area provision for infrequent service vehicle turning is provided, this will mainly be used for day to day activity and with future potential of specific featured event days as well.

The New Youth Activity Park will be a valuable asset to not just Barnsley Council but all users and local communities that visit and use the space. A sensitive approach to the environment will ensure that this once degraded site will now flourish with youthful activity, green space and nature.



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13.0. SITE VISUALISATIONS:

13.1. EXISTING AND PROPOSED SITE VIEWS



Existing Site -Birds Eye view northwards.



Proposed Site -Birds Eye view northwards.

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13.2. PROPOSED ILLUSTRATIVE ENTRANCE VIEWS AND ACTIVE SOCIAL AREA



01. Proposed Entrance Route
From Swabisch Gmund Way
-Viewing North East



02. Proposed Entrance
Route From Harborough
Hill Road- Viewing South



03. Proposed Activity Social
Zone and Mini Pump Track
Area- Viewing South West



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14.0 SKATE PARK AND PARKOUR ACTIVITY AREAS DESIGN STATEMENT

14.1 Brief and Consultation

The design brief for the skatepark was to provide a modern, inclusive facility that would be suitable for use by local BMX bikes, skateboards, scooters and skaters and would cater for beginners to more experienced riders. The Park was to provide bowl, ramp and street features to keep users challenged and engaged, whilst allowing beginners to learn the basic skills. The design was to ensure that the skatepark would be welcoming and interesting to visitors of the park. The park will be a destination park and will attract visitors from all over the country.

The Parkour design was to not only introduce the sport to a wider audience but to cater for those already experienced in Parkour. The design should offer challenges for beginners whilst allowing progression for the new and younger users.

Parkour offers users:

- Full body workout - Parkour workouts encompass total body fitness. Running and jumping over and through obstacles requires work from all muscles. Parkour adds a fun twist to your usual static gym routine. It encourages play while tackling practical and fundamental movements.
- Promotes quick-thinking skills - Parkour requires participants to negotiate obstacles quickly. These sudden moments require you to exercise your brain and think on your feet. Practicing instinctive decisions making skills in parkour can lead to participants trusting their instinctive decisions in everyday life.
- Fosters creativity - Parkour encourage\
- es participants to use their creativity. Every obstacle you meet in parkour won't have an obvious solution, so you must use your creativity to overcome it.
- Boosts confidence - Parkour builds confidence by allowing people to be able to conquer things they would never have even attempted before. For example, when you see a large wall that before seemed like an impossible feat and you learn how to scale and get over it you may feel as though you can accomplish anything.
- Skill-related fitness - Skill-related fitness includes agility, balance, power, speed, coordination, and reaction time. In parkour you have to call upon these skills when jumping, climbing and balancing through obstacles. Though these skills aren't required for everyday life (imagine using parkour to get to work!) they are still very beneficial to have in your arsenal to ensure your physical fitness.
- Builds core strength - The core is the centre of your entire body and is responsible for helping you bend, twist and transfer power and strength across your body. Developing a strong core through parkour exercises also helps to prevent lower back injuries. Having a strong core fostered by parkour helps you manoeuvre through obstacles with ease.
- Bone strength - Like many other high impact sports, parkour helps develop bone strength. You do a number of lower body and upper body high impact movements, enabling your body to build stronger bones from the impact they endure.
- Cardiovascular endurance - Parkour requires participants to be extremely active. The constant moving and jumping leads to increased stamina by participants, ensuring your heart is strong and enabling increased oxygen supply to your body.

- Reduces antisocial behaviour - Parkour has been proven to reduce antisocial behaviour. In a study conducted through a youth incentive in Westminster in conjunction with parkour coaching, crime rate between youth ages 8-19 was reduced by 69% during the time they coached parkour. Parkour gives people a positive way to direct their time and energy by presenting them with new challenges and obstacles each time they engage in the activity.

- Anyone can do it - Popular media makes Parkour seems like it consists of only large movements and flips, however, that is not all there is to it. Most parkour movements come from simple movements that easy to learn.

Consultation.

Barnsley Metropolitan Council have undertaken an extensive consultation process that included:

Engagement with various youth groups

Consultation at the Barnsley Big Weekend in 2023

The consultation data overwhelming showed the need and desire for a skatepark, pump track and parkour facilities over traditional play facilities.

Bendcrete will also be holding further consultations of the attached designs at the Barnsley Big Weekend 2024 to review the designs with the skateboarding and parkour communities in Barnsley to ensure they meet with their aspirations for their new parks.

• BARNSLEY LEVELLING UP FUND, BARNSLEY YOUTH YOUTH ACTIVITY PARK

14.0 SKATE PARK AND PARKOUR ACTIVITY AREAS DESIGN STATEMENT

14.2 Design Statement Skate Park Zone

The skatepark and pump tracks have been designed to challenge experienced riders, whilst offering beginners lower-level ramps and key features to develop and practise skills on. Experienced riders will also use these features, but the low-level ramps will give younger and inexperienced riders confidence and time to develop the skills before trying the higher and more technical features in the park. The skatepark also ensures excellent vision across the park so that riders will always be aware of where other riders are in the park and help to reduce collisions. The new design will also help to make the park more attractive to girls as it will be open, have a variety of features for different abilities and a seating area.

We have ensured that the design will be:

- Suitable for all ages.
- Suitable for all wheel types.
- Have features for beginners.
- Have flow lines to challenge experienced riders.
- Be bespoke.
- Be accessible.
- Features will be appropriately spaced to enable safe riding.
- Will meet BSEN14974:2019 standard.
- Have seating areas.

The design creates an organic, flowing skatepark with the potential to be used by a whole range of skill levels and wheel types. There are many street and ramp features which have been designed with a modern, progressive attitude to form and have been carefully positioned and thought out to achieve a good flow with minimum potential for collisions.

The design offers both bowl, transition ramps, street features and beginner and advance pump tracks to ensure that all riders are catered for at the park. The areas have been split to help avoid collisions as street riding is much slower than transition and bowl riding. Transitions offer an array of trick options as well a tool for directing the flow of traffic around the park and these have been carefully considered and laid out. The ramps also allow riders to stay within the ramp area on busy days and not conflict with other riders in the street area. The street area is where you'll find the features that imitate obstacles a rider may find in an urban environment which are: ledges, hubbas, rails and banks. The range of heights and gaps offers a variety of options for users of different abilities.

The layout of the design lends itself to good flowing lines no matter how busy the skatepark is. Flow is key in any skatepark. Good flow means continual riding and use of multiple features, but also means there is the opportunity for multiple riders riding simultaneously. On quiet days riders will be able to utilise the whole skatepark by carving around ramps transferring from feature to feature. The skatepark has been designed with busier days in mind and a wealth of platform space will accommodate larger groups of riders where they will wait for their turn to ride and socialise. The design ensures that skatepark users will have a clear view of the whole area.

The pump track will attract and appeal to a wide range of users, but particularly younger, scooter riders. The low level ramps will allow younger users to safely practise riding away from the main skatepark and will also help to reduce collisions with more competent riders on the skatepark. The beginner pump track has been located by the main seating area to allow parents and carers to be close by.



BARNSELY YOUTH ZONE ACTIVITY PARK, SKATEPARK LAYOUT

• BARNSELY LEVELLING UP FUND, BARNSELY YOUTH YOUTH ACTIVITY PARK

14.0 SKATE PARK AND PARKOUR ACTIVITY AREAS DESIGN STATEMENT

14.3 Parkour Zone

The parkour design has been carefully thought out and features spaced appropriately to allow users to progress from single use features to combining features whilst working all the muscle groups. Users will progress from simple low jumps to more complex running and jumping from obstacle to obstacle. The variety of heights and materials will offer the user different learning and challenging lines and build up skills to tackle the central more complex features. The features replicate many obstacles park and free runners meet in the urban environment.

We have ensured that the design will be:

- Suitable for all ages.
- Have features for beginners.
- Have flow lines to challenge experienced users.
- Be bespoke.
- Features will be appropriately spaced to enable safe jumping.
- Will meet BSEN16899:2016 for Parkour and BSEN12572:2017 for climbing standards.
- Have seating areas.

The parkour facility also features a bespoke traversing wall to offer climbers an outdoor facility to train on. Handholds will be carefully spaced and colour coded with routes of different difficulties.

The area has lots of free or negative space to allow users to safely warm up before using the features. Many of the features can also be used for full body calisthenics and gym workouts.

14.4 Construction Statement

The skatepark, pump tracks and parkour facility will be constructed by Bendcrete Leisure Limited, a specialist leisure construction company. The skatepark and pump track will be constructed from smooth, spray concrete and will have all joints sealed and level. Galvanised steel copings and edgings will protect the edges of the concrete from damage. The skatepark will carry a 20-year guarantee. A concrete skatepark requires very minimal maintenance. The skatepark will be constructed by Bendcrete's in-house construction teams who are highly experienced at building concrete skateparks. The skatepark will be set to falls (1:100) and surface water will be drained off. The skatepark will meet RoSPA and BS EN14974:2019 safety standards.

The parkour facility will also be constructed by Bendcrete and will use steel and concrete to form the features. A safety surfacing will be installed to the relevant critical fall heights of the equipment.



BARNSELY YOUTH ZONE ACTIVITY PARK, PARKOUR LAYOUT



• BARNSELY LEVELLING UP FUND, BARNSELY YOUTH YOUTH ACTIVITY PARK

14.0 SKATE PARK AND PARKOUR ACTIVITY AREAS DESIGN STATEMENT

14.5 Social Impact

Participation in community sports encourages and develops activity and fitness. The physical exertion involved in wheeled sports and parkour is often under-estimated by observers and does generate a high level of physical fitness. Wheeled sports and parkour facilities are proving a valuable environment for young people to develop in a higher risk (but controlled) environment. Psychologists and educational thinkers agree that young people need risk to fully develop their potential – a factor denied through risk adverse design and standard playground equipment. The sports encompasses risks where confidence, skill and hazard are calculated before commitment to a move. In towns without skateparks, these skills are often practised in the street where the consequences of a mistake can be life changing.

The installation of a well designed and constructed urban activity facility will offer an inclusive facility to a multi-generational community. Mental health and lack of physical wellbeing in children and young adults has become a serious issue. A skatepark and parkour facility offers a safe environment for users to learn not only physical skills, but an opportunity to develop life-long friendships, communication skills, and social skills. Traditional and competitive team sports do not suit all people and many give up being physically active as they cannot find an alternative place where their interests are accepted.

Communities sometimes believe that the construction of a skatepark and or parkour facility will bring a rapid increase in anti-social behaviour from young people. In fact, many studies have shown that well designed and located skateparks and skatepark users are not associated with anti-social behaviour. The urban activity zone provides an environment where users can develop social and physical skills and where respect of the facility and other users is very apparent. An urban activity zone offers an environment for both young children to adults to learn from each other in a way that few other sporting facilities do. A visit to a well adopted urban zone with a good user group shows the best environment for youth development. Skateboarding and parkour has been proved to offer young people an alternative to gang culture and teaches respect, social, physical and communication skills. Skateboarding, BMX and climbing are also now Olympic sports and it is important to offer future generations the opportunity to develop skills and aspirations for future success in the sport.

Community involvement and community adoption of the project is vital to the success of the facility. This process ensures that the group are involved in the whole process, from design consultation, throughout the construction phase, and to ongoing maintenance and improvements. If consistently consulted and involved, users will take pride in the park that they have helped create. This also helps to ensure that the park is looked after by this group and that anti-social behaviour is not tolerated at the park.

14.6 Benefit to the community

The construction of the new urban activity zone will benefit the local community, local shops and other amenities. It will also ensure that the whole park is well used and will become a focal point for a diverse, multi-generational and vibrant local community. This will have a positive impact on not only the local community, but also on real estate, as the area will offer a varied multi-sport/play area that will appeal to a wide cross section of the community. The urban activity zone will be one of the largest in the country and will attract visitors to Barnsley to try out the new facilities.

The new urban activity zone will also give another option for people to access a new leisure facility, which will improve both physical and mental health. All facilities that give the opportunity to increase time spent outdoors and to improve the physical activity of children has to be welcomed. Obesity and inactivity in children is currently a crisis we are facing. The Covid pandemic has shown the importance of being physically fit and active and the value of free, outdoor sport and recreational facilities.

A study by the British Heart Foundation has shown that by age 11 there is a significant drop in physical activity compare to children at age 6 and the drop was particularly steep for girls, who fell from 54 to 28 per cent by the time they finished primary school. The report went on to recommend that these numbers prove that more needs be done to ensure children keep active as they approach adolescence.

Developing early intervention strategies that help children retain activity levels could include after school physical activity opportunities, focusing on participation and enjoyment in sports – and a greater emphasis on promoting weekend activities. The variety of heights and types of features within the park, as well as the addition of the pump track in this proposal will ensure that all ages and all skill levels will be able to access the park.

There is an increasing awareness that planning and public spaces are dominated by men and that we need to ensure that all spaces are designed to meet everyone's needs. Girls feel that parks are unsafe and offer nothing for them due to their design. Research has shown that from the age of 8 the imbalance between boys and girls was 80/20 and that teenage girls felt ten times more unsafe in public spaces. The new facility will be more welcoming, offering a lower barrier to entry, seating and lower level features to develop confidence on. The installation of footpaths and benches will also ensure that users feel safe accessing the facility. CCTV throughout the park will also give users more confidence in using the facilities.

Following the completion of construction, coaching in Parkour and Skating should be encouraged by the local user groups. Girl-only sessions will give girls confidence and skills to use the facilities without feeling intimidated.

• BARNESLEY LEVELLING UP FUND, BARNESLEY YOUTH YOUTH ACTIVITY PARK

15. LIGHTING, CCTV AND SECURITY

In response to the developed detailed design, consultation/ workshops and Designing out Crime, the site wide proposal for lighting will ensure that the site is illuminated at controlled times throughout the evenings and dusk period.

Lighting is to be directional focused lighting on the main activity and access areas and will prevent light spill to more naturalised areas and northern residential boundaries.

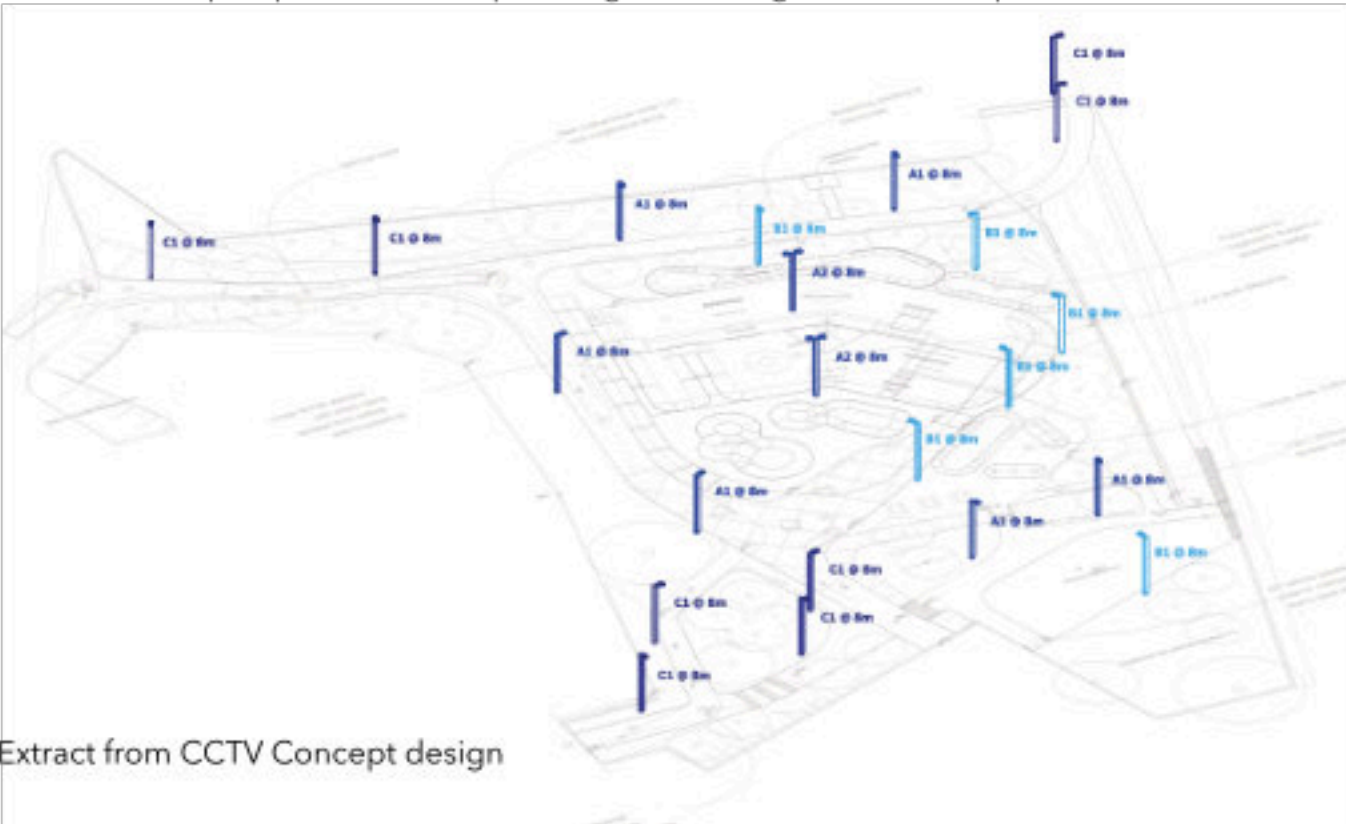
CCTV cameras are to be installed throughout the site and will provide 360 views to cover accessible areas, particular focus on Social Activity Zones, Skate Park and Parkour Area.

Detailed technical proposals and coordination are to be progressed over the coming months for RIBA Workstage 4.

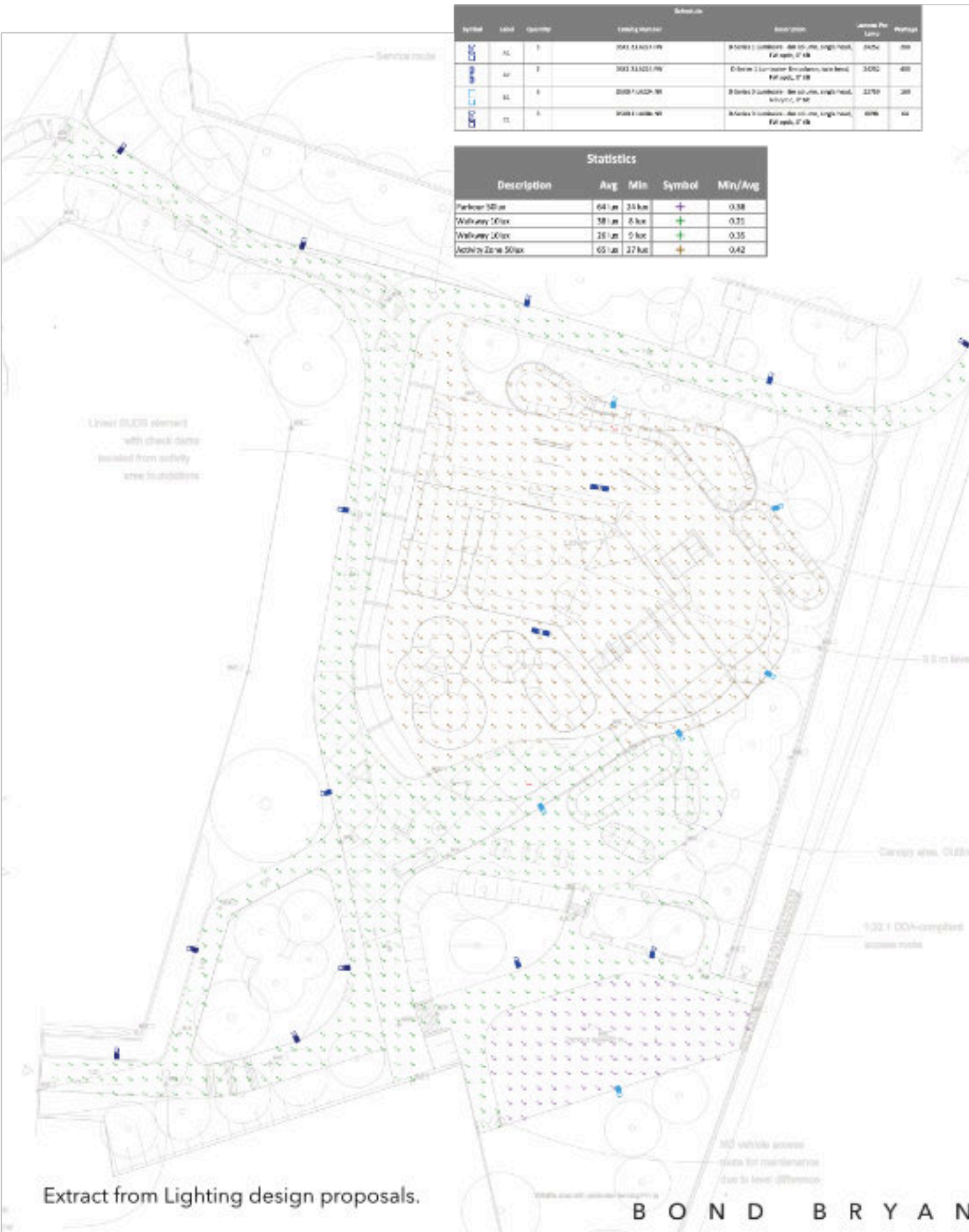
The site is intended to be fully open 24hrs and used extensively throughout the day, with good public access and multi use provision for a number of age and user groups, this will provide a sense of ownership and identity with the general public.

The new Youth Zone Building will overlook the site,. By providing an open grassland area between the Youth Zone Building and Activity Zone Park will offer passive security and viewing over the primary active areas.

Areas have been designed to create openness and clear lines of sight , limited places/ screens that are hidden away from public view. The site will be publicly maintained on a daily basis at peak usage to ensure maintenance and upkeep therefore also providing a sense of good stewardship.



Extract from CCTV Concept design



Extract from Lighting design proposals.

16.1 Drainage and SUDs Proposal Statement

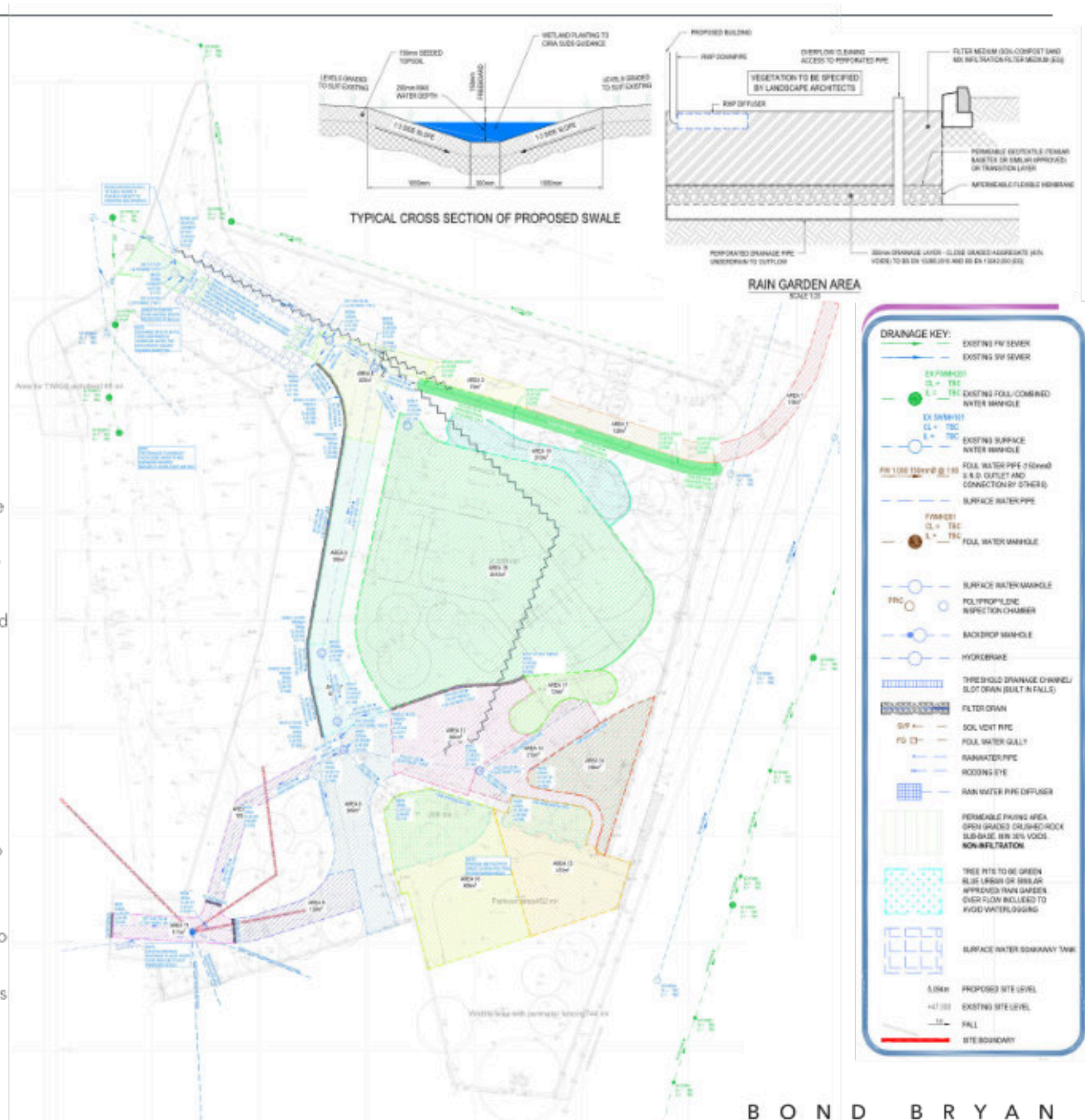
The existing site has large areas of hard standing in either tarmac or concrete which are positively drained. Some of the areas are floor slabs from demolished buildings. The existing drainage flows by gravity to the north western area of the site and outfalls into the existing network in Mottram Way.

The proposed drainage has been designed in accordance Part H of the Building Regulations and with CIRIA SUDS guidance hierarchy which states that surface water should be discharged from new development in accordance with the following hierarchy;

- By infiltration to the ground via soak-away or other infiltration device.
- To surface water body / watercourse
- To a public sewer.

Due to the geology of the proposed site and soak-away testing from the adjacent site, discharge of surface water by soak-away is not considered suitable. No watercourses are located in close proximity to the site, therefore, discharge to watercourse is not considered suitable. The proposed drainage has been designed to discharge by gravity into the existing surface water network that flows by gravity into Mottram Way. A pre-development enquiry has been applied for with Yorkshire Water and the proposed discharge rate has been indicated at 66.0 l/s which has been calculated to be a 30% betterment over the existing flow rate from site. Confirmation of this is being sought from Yorkshire Water.

The Lead Local Flood Authority (LLFA) for the site is Barnsley Council. The LLFA has requested that the surface water drainage for the site be designed with multiple SUDS features included. The drainage for the site fall by gravity to the north western corner where a flow control and geocellular attenuation tank are located prior to discharge into Mottram Way. A swale is located to the north of the site to collect drainage from the footpath and parts of the skate park. The main access into the site and the turning area/ social area to the south of the skate park drain into filter drains which then discharge into the main network. The footpath on the south western area drains by permeable paving into filter drains and is then discharged into the network. The parkour area and footpaths are to drain into the adjacent tree pit/rain garden areas. The southern areas of the skate park and the seating area behind it is to drain by both permeable paving and tree pit/ rain gardens.



• BARNSELY LEVELLING UP FUND, BARNSELY YOUTH YOUTH ACTIVITY PARK

16. DRAINAGE, SUDS AND LEVELS

16.2 Levels and Cut & Fill



Levels

A requirement for HGV access from Mottram Way up to the electricity sub-station has lead to a maximum gradient of 1 in 12 has been stipulated. The access from Mottram way is set to this gradient with transition gradients of 1 in 24 at the bottom and top. A DDA compliant footway for cyclists and pedestrians is then indicated with a maximum gradient of 1 in 21 up to the vehicle turning area adjacent to the sub-station. This area is also to be used as a social area and has a gradient of 1 in 35. The Footpath ties into the levels adjacent to the existing highway in the north eastern area of the site. The proposed levels for the parkour area and footpaths are to fall at a shallow gradient to the tree pit/rain garden areas. The entrance and levels to the skate park area have been set by the entrance which is located adjacent to the footpath to the north west area of the site.



Cut and Fill

Due to the existing topography of the site and the requirement to have access from Mottram Way, there is a difference of level between proposed and existing of up to 3.0m along the HGV access. Due to this and the skate park proposed levels, the cut and fill analysis has indicated that the site will produce a cut volume which will need to be removed from site.

CUT AND FILL BY DEPTH BANDING			
BAND	MINIMUM LEVEL	MAXIMUM LEVEL	COLOUR
1	-0.000	0.000	Red
2	0.000	1.000	Orange
3	1.000	2.000	Yellow
4	2.000	3.000	Green
5	3.000	5.000	Blue

CUT AND FILL NOTES

WARNING
NO SLOPE FACTOR HAS BEEN INCLUDED IN THE VOLUME CALCULATIONS.

REMARKS
NO FILL VOLUMES HAVE BEEN INCLUDED IN THE DRAINAGE CALCULATIONS.

FORMATION DEPTH
THE DEPTH FOR THE PROPOSED FILL IS 0.20m.

CUT = 100m³
FILL = 100m³
NET = 0m³ CUT (TO BE REMOVED FROM SITE)

ADDITIONAL
THE VOLUME OF MATERIAL OFFSET BY DRAINAGE AND FOUNDATIONS HAS NOT BEEN TAKEN INTO ACCOUNT.

TOTAL VOLUME = 100m³ CUT (TO BE REMOVED FROM SITE)

ADDITIONAL
ADDITIONAL VOLUMES MAY BE REQUIRED ON SITE FOLLOWING GRADING.





B O N D B R Y A N

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