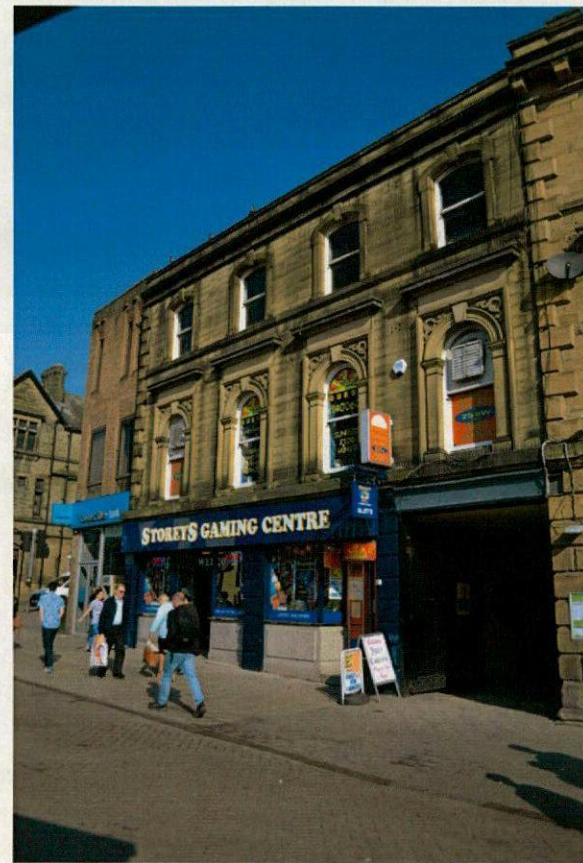
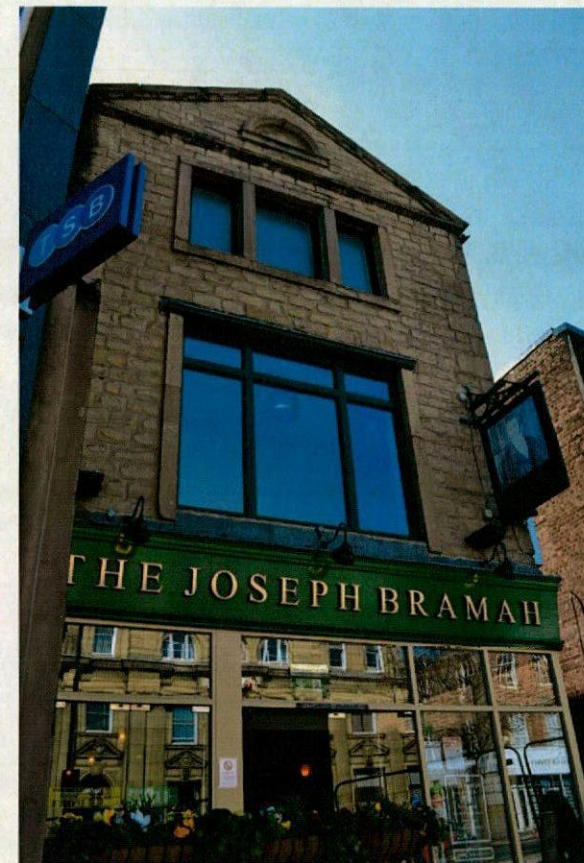




9



10



11

Impact

The proposed development does not directly affect any built heritage assets. However the sites proximity to the conservation area and several of the assets listed, requires that the impact of the development proposal upon the 'setting' be considered.

The buildings identified within the site area for demolition where constructed in the late 20th Century and are of poor quality design. Their massing, form and appearance do not provide a suitable setting for the assets in close proximity or the adjacent conservation area and therefore their demolition along with the refurbishment of the Metropolitan Centre provide a unique opportunity to positively impact the surrounding context.

Of the eighteen listed buildings within the surrounding area, four have direct views into the site area (Buildings 1, 2, 8 & 5) and are therefore considered in more detail.

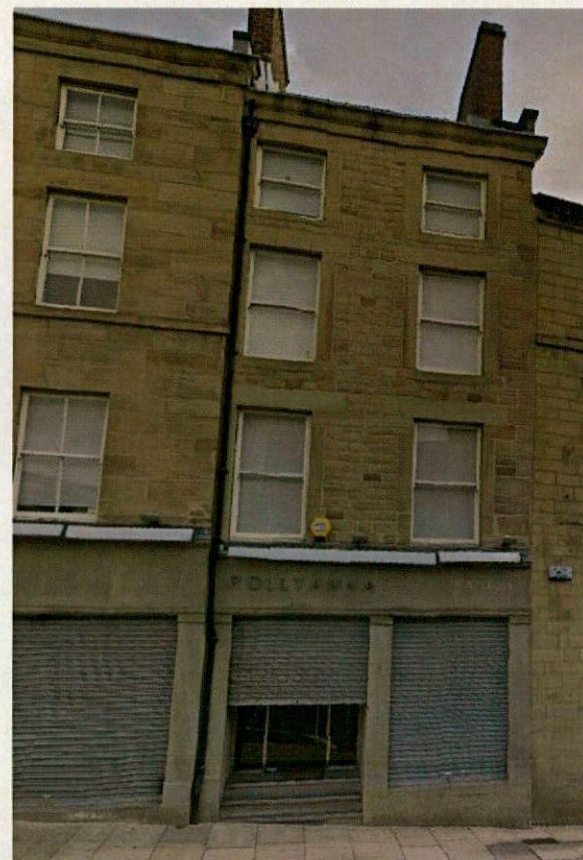
The Civic Hall (1) is sited on Eldon Street to the north of the site and has direct southerly views of the majority of the development site. The setting of this asset will be directly affected by the demolition of buildings A-C and the proposed development.

The creation of a Town Square on the former site of Central Offices (C) and the refurbishment of the Metropolitan Centre will provide direct visual links between the Civic, the Town Square and Markets. The new buildings constructed on the former sites of May Day Green (A) and the TEC Building (B) will frame the views to and from the Civic. In particular the proposal for new high quality retail development on the site of the former TEC building (B) will provide an opportunity to construct a building which enlivens Eldon Street and is of a more suitable massing and scale. Similarly the construction of an iconic new Library for the Town on the site of the May Day Green retail units (A) will enhance the setting of the Civic.

The Yorkshire Bank buildings (2 & 8) which are sited on opposite corners of Market Hill hold views both along Eldon Street and Queen Street to the development area. The Cooperative Building (5) holds views to the northeast along New Street. Due to the separating distance between these assets and the development site, their 'setting' is unlikely to be directly affected. However by the demolition and refurbishment of the existing poor quality structures to provide high quality buildings, the views to and from these assets will be improved.



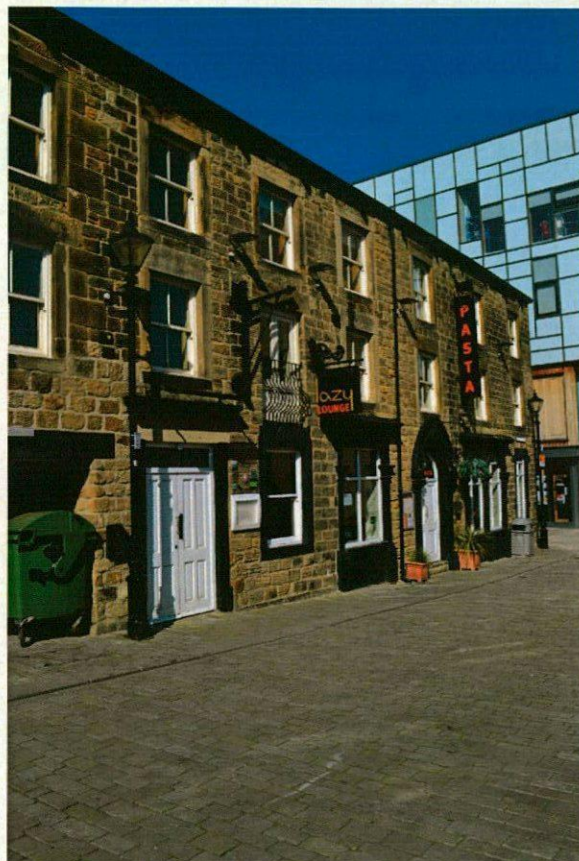
12



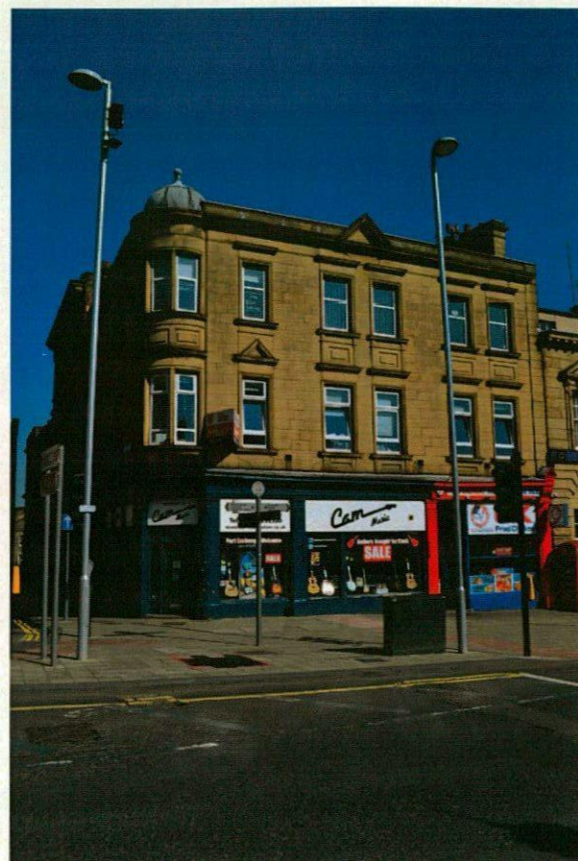
13



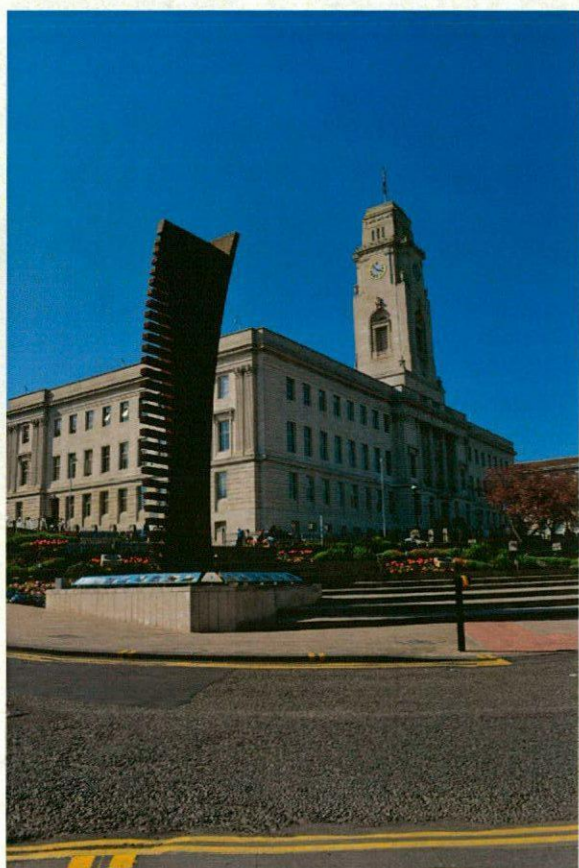
14



15



16



17



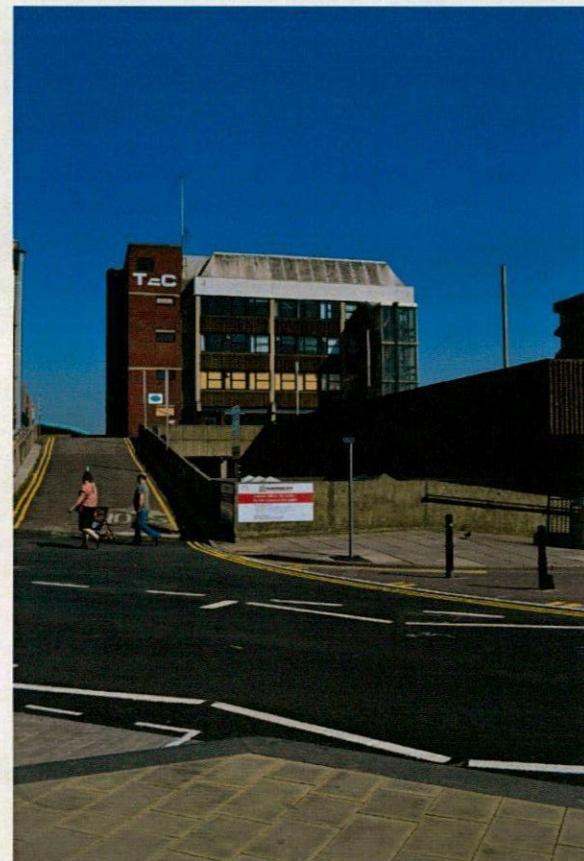
18

Listed buildings

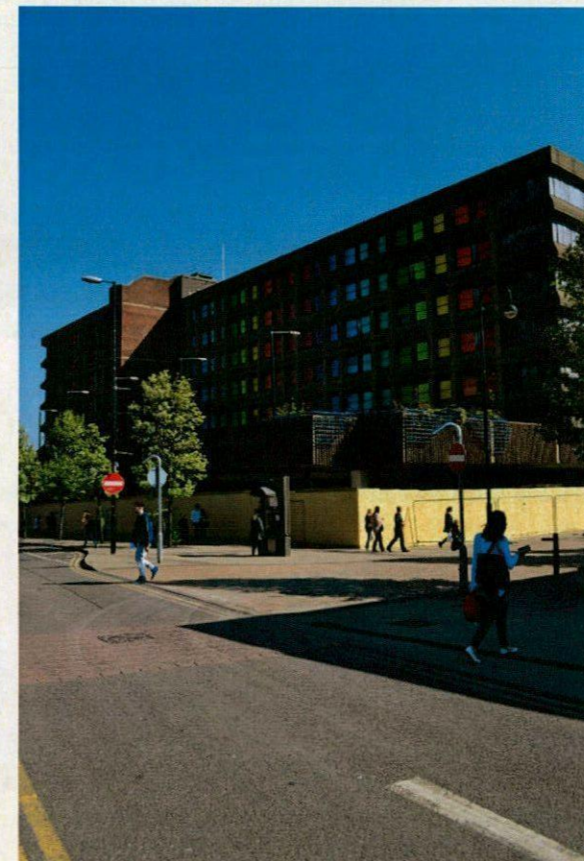
Building	Grade	Listed	List no.	EH ID	Built
1. The Civic Hall, Eldon Street Eldon Street S70 2JL	II	1986	1151151	333717	1877
2. Yorkshire Bank Market Hill S70 2QE	II	1986	1191723	333731	1903
3. 1 Queen Street 10 Market Street, S70 1RJ	II	1980	1315037	333747	Late C18
4. Co operative store Wellington Street, S74 0JQ	II	1986	1191770	333736	1911
5. Co operative store - Barnsley British 64 Market Street, S74 0JQ	II	1976	1192019	333763	1886
6. Co operative Jewellers Wellington Street, S74 0JQ	II	1986	1315040	333762	1885
7. The Theatre Royal Wellington Street, S74 0JQ	II	1985	1151126	333764	1898
8. Yorkshire Bank Market Hill, S70 2QE	II	1986	1191865	333741	1857 Tasker
9. 1 & 3 Peel Square Peel Sqr, S70 2QT	II	1986	1151160	333742	1857 Tasker
10. The White Hart Public House Peel Sqr, S70 1YA	II	1986	1191881	333743	Late C19
11. 15 Market Hill Grahams Orchard S70 2PX	II	1986	1191744	333733	Mid C19
12. The Old No 7 Public House 10 Grahams Orchard S70 2PX	II	1986	1151158	333732	Mid C18
13. 12 & 14 Market Hill 12 & 14 Market Hill, S70 2QE	II	1986	1286924	333730	Late C18
14. 16 Market Hill George Yard S70 2QE	II	1986	1151157	333730	Mid C18
15. Warehouse Building at East End George Yard S70 2QE	II	1986	1191618	333720	Late C18
16. The Royal Hotel Royal Street, S70 2AD	II	1986	1151142	333695	Late C18
17. Town Hall & attached railings Lancaster Gate S70 2AD	II	1986	1151143	333696	1933
18. War memorial front Town Hall Church Street, S70 2TA	II	1986	1151144	333698	1920



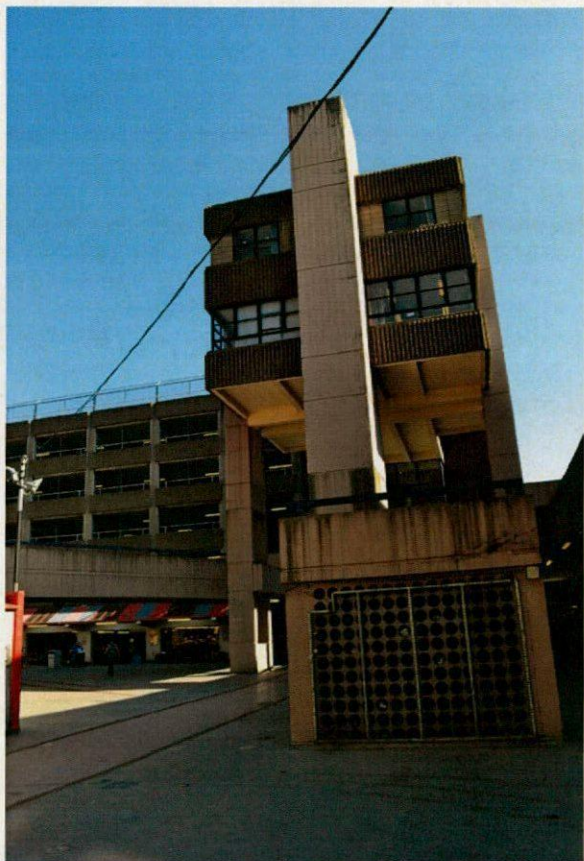
A



B



C



D, E



F



G

The Site

The proposed development site (as indicated on the adjacent plan), encompasses a significant area of the Town Centre and is bordered by Eldon Street to the northwest, Cheapside to the west, the railway line and Harborough Hill Road to the east and the Alhambra Shopping Centre to the south.

The South Yorkshire Historic Characterisation Study notes that:

One of the oldest landscapes to be overwritten by the replanning of Barnsley was that of May Day Green. When Barnsley was relocated from Old Town to focus around Market Hill, in around the 13th century, this land remained common land (Elliot 2002, 27-9). By the 18th century, the green had been surrounded by wiremakers' workshops and cottages but the triangular form of the green remained largely unchanged throughout the 19th and early 20th centuries, only for it and much of the street patterns to the south and east to be radically altered by the construction of the covered markets and surrounding shopping precincts in the 1970s and 80s. However, the edges of the green are partially preserved by existing roads (May Day Green and Cheapside). This street layout and arrangement will remain unaltered.

In order to facilitate the development a number of modern structures within the site area have been identified for demolition (adjacent A to F) more details of which are provided in the demolition plan within this document. The Metropolitan Centre (G) along with the below ground service deck will be retained, extended and refurbished to provide accommodation for the Markets and retail.

The mixed use development proposal is of a similar nature to the applications registered in 2006 (Ref:1082) and 2011 (ref:0714) and incorporates a new library, town square, markets, retail, leisure and parking.

There are no registered heritage assets (Listed buildings) or Scheduled Monuments within the defined site area. However the site abuts the Regent St/ Market Hill/ Church Street Conservation area to the north of the site area along Eldon Street and 18 Listed Buildings have been identified within the surrounding area. A more detailed description and photographs of the assets are provided in Appendix XX.



6. Design development

Introduction

The design has evolved over a period of months with detailed consultations with Barnsley Metropolitan Borough Council and project stakeholders via the extensive public consultation process.

This iterative process - with the council, design team and project stakeholders working in partnership - has been critical to developing a project brief and subsequent design solution that will serve the needs and aspirations of all those parties.

Discussions with Barnsley MBC planning officers has also been undertaken throughout the design development process to ensure the project achieves the relevant urban design and development objectives.

Extensive studies have also been undertaken with a retail consultant to ensure that the proposals are efficient, flexible and attractive to potential retailers.

This section describes the design has been developed.

Development objectives

The objective is to transform the town centre into a commercially successful high quality destination with a **scheme that makes effective and efficient use of the available land.**

The brief is to create a new urban quarter, which is retail led with the markets at it's heart within a high quality public realm.

The development requires the physical transformation of the town centre, with the Metropolitan Centre at it's core, to create a new retail and leisure destination to secure the long term vitality and viability of the town.

To ensure the project is commercially viable and therefore deliverable within normal market conditions a series of objectives have been developed with the Council and their Project Team which have provided a consistent point of reference during the development of the design;

Urban design

The development should improve the existing urban realm through reconciliation of the conflicting geometries of the original town centre and subsequent 1960's developments. It should re-establish and enhance connections through the site and wider town centre to increase the legibility and clarity of the urban structure. It should understand and engage with the existing streets and urban fabric whilst allowing individuality in the design of new elements and maintain a coherent character for the town.

Public realm

The development should significantly improve the pedestrian environment and experience through and around the development site. A square should be created which will achieve the Council's aspirations for a significant civic space; **It should: Relate to the use, particularly ground floor uses, of the surrounding buildings; Provide good all-round views and vantage points both within and out of the space; Be attractive to people and be located where people want to stay; Be an appropriate scale relative to the proposed surrounding buildings; Be well located in term of connectivity to other spaces and routes; maximise the amount of sunlight; Have a defined role which relates to the uses within the adjacent buildings - in particular the proposed refurbished market and public library.**

A mix of uses

The development should achieve a balanced mix of primary uses which will create 'critical mass' and which will give the masterplan longevity in terms of retail market sector demand and a sustainable night time economy; supported by complementary ancillary uses and car parking etc. Retail and leisure units should be located appropriately to provide active frontages and ensure a flow of people across the town centre not just on Cheapside.

Servicing

Servicing shall generally take place at basement / undercroft level with discrete areas formed as permitted by the existing building levels and topography. The relationship with public open space should be taken into account when planning service areas so that the pedestrian experience is protected. Limited street level access can be permitted but must be carefully managed and controlled.

Phasing

To ensure the scheme is deliverable the phasing of the development should be considered so that it allows existing businesses to continue throughout the construction phases but also so that the development sites have the flexibility to respond to market demand.

Sustainability

The development must; Meet all legislation concerning the protection of the environment and regard such legislation as the minimum standard; Meet the minimum standards contained within Barnsley MBC's Environmental Policy; Meet BREEAM Very Good in so far this is commercially viable.

Car parking

Car parking is to be provided having regard to the current demands and Highways Authority requirements. The location of the main car parking provision needs to be carefully considered in terms of highways and access and the proximity to the retail offer and leisure uses. Consideration must also be given to visitor parking, disabled access, drop-off zones, servicing etc.

Design response

The design process has been comprehensive and considered, involving engagement with a range of stakeholders during the formulation and assessment of a range of options.

Evolution

The starting point of design proposals has been Barnsley MBC's vision for a comprehensive, high quality, sustainable, mixed-use development informed by rigorous analysis of the town centre and guided by the clear set of design objectives described.

The design has been progressed iteratively through a number of options, often focussing on particular aspects of the site or parameters for development, as well as considering an holistic Illustrative Masterplan.

The development of conceptual proposals for buildings and spaces has occurred in parallel with thinking on transport, utilities and sustainability. These various factors have been discussed at a series of Design and Project Team meetings and at a number of 'workshop' sessions with officers from Barnsley MBC's Planning Department and a range of project stakeholders.

Additionally a number of external consultees have influenced the design process at various stages, as described in the Statement of Community Consultation.

Evaluation

At regular points during the design process proposals have been evaluated against a number of criteria:

- How the proposals meet Barnsley MBC's Vision and their Development Objectives
- How the The comprehensive urban design and site analysis studies
- Compliance with local, regional and national planning policies and guidance.
- How the proposals can integrate successfully with the local transport network.
- How the proposals address good practice design principles and guidance.
- How the proposals address comments from all parties consulted during the design process.
- How the project ensures that proposals have assessed and responded to the specific local context.