

Design and Access Statement

in support of a Full Planning Application

1249 Regeneration Partnership LLP
Barnsley MBC
Yorkshire Forward

Barnsley Markets

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Design and Access Statement

May 2011

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1.0 Introduction

Introduction

Objectives

1.01 CZWG Holder Mathias has been instructed by 1249 Regeneration Partnership LLP to produce this Design and Access Statement to accompany the application for full planning approval for the project known as Barnsley Markets, situated between Cheapside, Kendray Street and the main railway line at Barnsley, South Yorkshire.

1.02 This statement should be read in conjunction with the accompanying documents, particularly the application drawings scheduled in Appendix A.

1.03 The purpose of this statement is to examine the character and structure of the development in accordance with the requirements for Design and Access Statements defined within DCLG Circular 01/2006 "Guidance on Changes to the Development Control System".

Approach

1.04 In order to consider and explain the principles and concepts that have been applied to particular aspects of the proposal, this statement is divided into the following sections:

Section 1: Introduction
Outlines the background, the purpose of the document and the team involved in its preparation.

Section 2: Assessment
An assessment of the site and its surroundings.

Section 3: Involvement
Outlines the consultation process with relevant stakeholders.

Section 4: Evaluation
Identifies the site constraints and opportunities in order to establish the design parameters for the project and subsequent design objectives which underpin the development of the site.

Section 5: Design Proposals
Presents the design proposals, including the uses proposed, the amount, layout and scale of development, landscaping and appearance.

Section 6: Access
An assessment of the access arrangements across the complex.

Section 7: Conclusion
Provides an overview of how the development proposals achieve the development principles and the design objectives established.

1.05 The wider issues of urban design, visual impact and landscape assessment are reviewed separately in the Environment Statement.

Project Team

1.06 The team involved in designing the project and contributing towards this statement have included:

Client
1249 Regeneration Partnership LLP
Tony Baker
Ian Moorcroft
Nick Davies
Will Robinson
Mark James

Design Progress and Review
Remaking Barnsley
Mahmood Azam
Richard King
Claire George

Yorkshire Forward
Elizabeth Motley

Architects
CZWG Holder Mathias Architects
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Sammy Bikoulis
Piers Gough
Bianca Mader
Peter Mathias
Max Poole

Landscape Architects
CZWG
Geoff Southern

Structural and Civil Engineers
White Young Green
Les Jones

Services Engineers
Hulley and Kirkwood
Bill Kilpatrick
Steve Dewberry
Paul Wright

Transport Engineers
MVA
Duncan Irons
Geraint Moore

Planning Consultant
Signet Planning
Simon Chadwick
Carl Stott

Cost Consultant
Gleeds
Keith Baker

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Fig 1.1Location in Barnsley



Fig 1.2 Existing Site - NTS

2 Assessment



Fig 1.3 Semi Open Market Entrance from May Day Green



Fig 1.4 Queen Street looking North West



Fig 1.5 Meat and Fish Market



Fig 1.6 May Day Green /Cheapside Panorama view - 2011

Site Description

2.01 The site is located in Barnsley Town Centre. Barnsley is a large Market Town within the administrative area of Barnsley Metropolitan Borough Council (BMBC) in South Yorkshire.

2.02 Barnsley is a former industrial town with its heritage deeply rooted in the coal and glass making industry. Especially during the Victorian times it experienced a huge growth and made a name for itself as a thriving Market Town. The town is suffering the consequences of the decline of the coal industry in the 20th Century . However Barnsley Market is still one of the most popular markets in the region with a notable reputation with over 760 years of continuous trading.

2.03 The site of the proposed development is situated just south of the new Transport Interchange. It is bordered to the north by Kendray Street and the west by Cheapside. The A61 is immediately to the east (and also further to the south) and the south boundary is marked by the Alhambra Shopping Centre and car park. A railway dissects the eastern part of the site. The most Eastern part of the site is known as the CEAG site. The total area of the site comprises of 4.65 ha of which the CEAG site is 0.78ha.

Fig 1.1 places the site in its urban settlement context; Fig 1.2 identifies its town centre location; Fig 1.3 to 1.6 illustrate its current state.



Fig 2.1 Cheapside looking North during construction of the current Metropolitan Centre in the 1970s

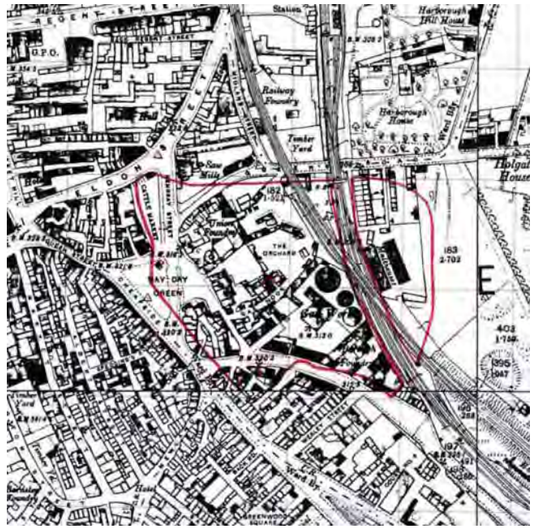


Fig 2.2 Development Site - 1893 - NTS

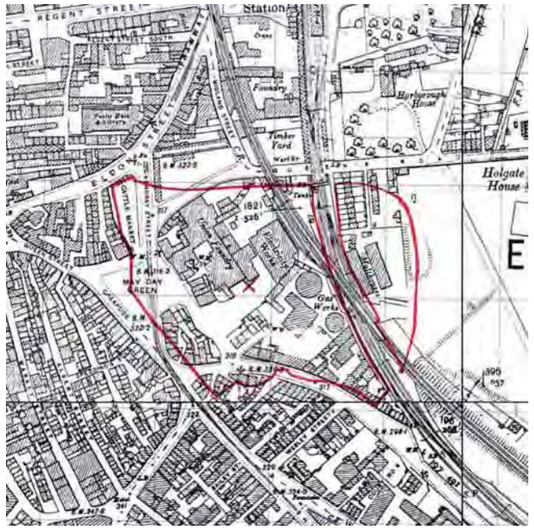


Fig 2.3 Development Site - 1906 - NTS

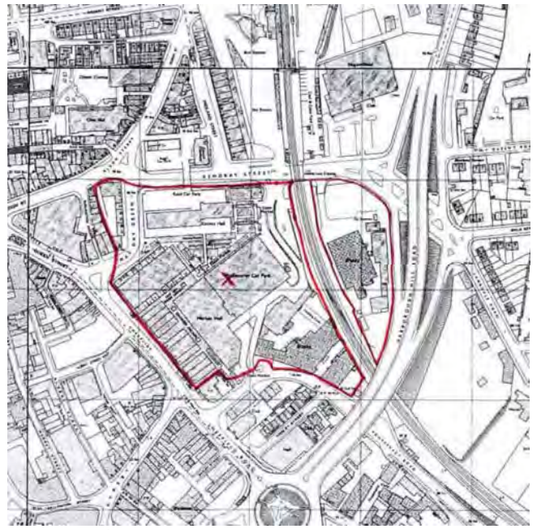


Fig 2.4 Development Site - 1977 - NTS



Fig 2.5 May Day Green looking South West - 1902



Fig 2.6 Cheapside - about 1900



Fig 2.7 View down Queens Street - Pre WWII

Historic Context

2.04 Both, Barnsley's industrial and market heritage is reflected in the history of the development site. Earliest maps available for review show the site consisting of industrial land use with foundries and gas works including two gasholders as well as the cattle market along former Kendray Street. There was some terraced housing in the south western corner as well as in the north east directly adjacent to the malt house. At that time two railway lines ran across the site. (see Fig 2.2)

2.05 Around the turn of the last century electricity works had been built on the site of "The Orchard" and a tramline ran north to south from Eldon Street into former Kendray Street and turning south east into Cheapside to continue along Sheffield Road. (see Fig 2.3)

2.06 During the early part of the last century market use of the site clearly expanded while its industrial use declined. The gas works as well as the electricity works and the foundries disappeared over the years. The market area spreads further to the west where the Union Foundry was located and photographs of the time show a flourishing market area with open market stands, shops, public houses and hotels (see Fig 2.5 to 2.7)

2.07 In the 1960s and 70s a large part of the buildings as well as the tramline and one of the two railway lines on the site were demolished and replaced with the so called Metropolitan Centre. It currently comprises the Market Hall with a small area of a semi-open market, retail units and disused Council offices. The street structure has been amended too and Kendray Street now runs east west replacing Queens Road to the north while May Day Green is extended northwards into Kendray Street (see Fig 2.1 and Fig 2.4)

2.08 The site remains largely unchanged from then on up to this date.



Fig 2.8 Current Context Plan

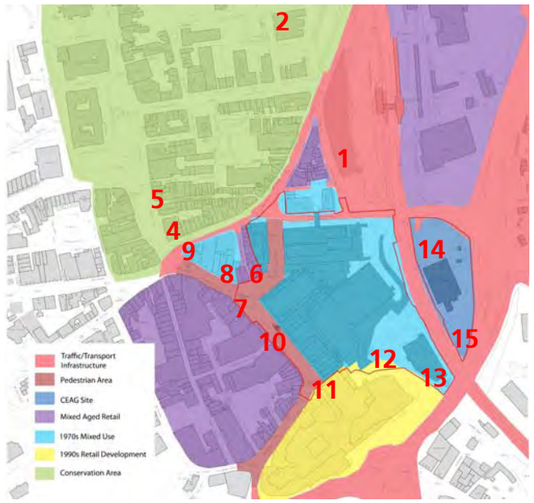


Fig 2.9 Urban Character Areas



Fig 2.10 Birds Eye view of the site - 2007

Urban Context

Overview

2.09 A thorough analysis was undertaken at the outsetof the existing site conditions and the project's urban context.

2.10 The existing site comprises a built-up urban area. It consists of office, car park, pedestrian and retail areas. Key buildings on the site are the council's former central offices, a multi-storey car-park, a 19th Century building (referred to as the CEAG building see photo 14), a relatively recent retail unit (referred to as the Carpet Warehouse building see photo 13), the Metropolitan Shopping Centre and related market halls as well as the Barnsley open markets area. There are further open area car parks and pedestrian areas. Both the former BMBC office blocks as well as the CEAG building have been vacant for a number of years.

Physical context

2.11 A number of distinct areas can be identified directly surrounding the development site and are illustrated in Fig 2.9 and corresponding photographs 1 to 15 in Fig 2.11.

Traffic and Transport Infrastructure

2.12 Photo 1 (Fig 2.11) shows the new Bus Station with the link bridge to the Train Station in the background. The new Transport Interchange is the heart of the public transport system in Barnsley.

Pedestrian Area

2.13 Photos 6 to 11.

CEAG Site

2.14 The former mill development now comprises a vacant office building (CEAG building) and a car park. See photos 14-15.

Mixed Aged Retail

2.15 Photos 6 to 10.

1970s Mixed Use

2.16 Figs 1.3 to 1.6 in the previous section show the existing Metropolitan Centre from May Day Green and Cheapside.

1990s Retail Development

2.17 Photos 11 and 12 show the Alhambra shopping Centre . Photo 11 from Cheapside and Photo 12 show the rear areas including Lambra Road and the vacant Carpet Warehouse beyond.

Conservation area

2.18 Photos 4 and 5 are examples of the existing context to the North of the Development Site within the Conservation Area.

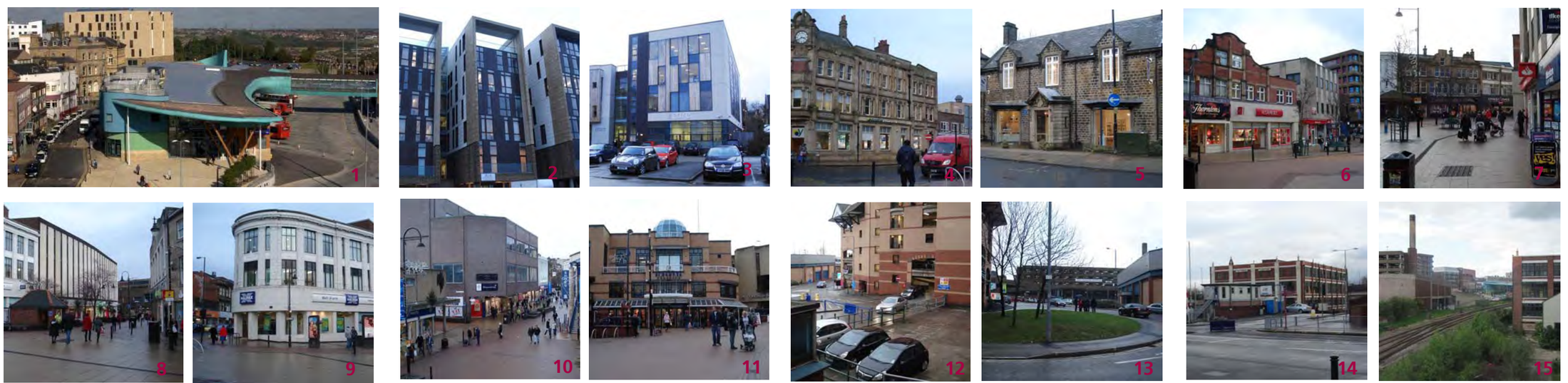


Fig 2.11

Planning Policy Context

Introduction

2.19 The proposed development the subject of this application has been formulated in light of the relevant policies of the development plan (the saved policies of the Barnsley Unitary Development Plan [UDP] and the Yorkshire and Humber Regional Plan), and national planning guidance within Government PPG's and PPS's. These are considered in more detail in the accompanying Planning Support Statement and Environmental Statement, though those considered to be of particular relevance to issues of design and access are set out below:

National Planning Guidance

PPS1: Delivering Sustainable Development (2005)

2.20 PPS1 sets out the Government's objectives for the planning system and states at paragraph 1 that:

"Planning shapes the places where people live and work and the country we live in. Good planning ensures that we get the right development, in the right place and at the right time. It makes a positive difference to peoples lives and helps to deliver homes, jobs and better opportunities for all, whilst protecting and enhancing the natural and historic environment, and conserving the countryside and open spaces that are vital resources for everyone".

2.21 Policy EC10 establishes the criteria for determination of planning applications for economic development and advocates the adoption of a positive and constructive approach and with the favourable treatment of planning applications that would secure sustainable economic growth. This policy states, at paragraph EC10.2, that:

"All planning applications for economic development should be assessed against specific impact considerations, including, (inter alia):

- The accessibility of the proposal by choice of means of transport including walking, cycling, public transport and the car;
- Whether the proposal secures a high quality and inclusive design which takes the opportunities for improving the character and quality of the area and the way it functions."

PPS4: Planning for Sustainable Economic Growth (2009)

2.22 PPS4 establishes the Government's overarching objectives for the delivery of sustainable economic growth.

2.23 Policy EC10 establishes the criteria for determination of planning applications for economic development and advocates the adoption of a positive and constructive approach and with the favourable treatment of planning applications that would secure sustainable economic growth. This policy states, as paragraph EC10.2 that:

"All planning applications for economic development should be assessed against specific impact considerations, including, (inter alia):

- The accessibility of the proposal by choice of means of transport including walking, cycling, public transport and the car;
- Whether the proposal secures a high quality and inclusive design which takes the opportunities for improving the character and quality of the area and the way it functions;
- The impact on economic and physical regeneration in the area."

PPG13: Transport (2001)

2.24 The emphasis in PPG13, as set out in the introduction to that guidance, is to see the integration of transport and land use planning. The objectives of the guidance, as set out in paragraph 4 are to:

- Promote more sustainable transport choices for people and moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling;
- Reducing the need to travel, especially by car.

2.25 Paragraph 6 lists those matters that local planning authorities should take into account when considering planning applications, with these including the scale of parking provision and facilities for pedestrians and cyclists.

2.26 PPG13 encourages the efficient use of land, and the placing of the needs of people before ease of traffic movement. In this respect, paragraph 76 and 77 seek to promote walking and cycling.

PPG17: Planning for Open Space, Sport and Recreation (2002)

2.27 PPG17 gives advice in respect of providing the opportunities for open space, sport and recreation. Paragraph 20 establishes the general principles for planning for new open space and sports and recreational facilities, with these including, inter alia:

- Promoting accessibility by walking, cycling and public transport and ensuring that facilities are accessible for people with disabilities;
- Improving the quality of the public realm through good design.

Regional Planning Policy

The Yorkshire & Humber Regional Plan (2008)

2.28 Policy SY1 provides the sub-area policy for South Yorkshire and seeks to transform the sub-regional town of Barnsley, particularly the town centre, to a vibrant, healthy, accessible, attractive and safe place where more people live, visit and work.

2.29 Policy E2 relates to town centre and major facilities and states, inter alia, that development, environmental enhancements and accessibility improvements should take place to create a distinctive, attractive and vibrant sense of place and identity for each centre.

Local Planning Policy

Saved Policies of the Barnsley UDP (2000)

2.30 Policy BE5 relates to the improvement of existing areas of poorer quality built environment and states that the Council will seek to enhance the environmental quality of existing housing, commercial and industrial areas.

2.31 Policy BE6 relates to design standards and seeks to achieve good design for all types of development in terms of, inter alia, layout, scale, landscaping, design detailing, materials and context.

2.32 Policy TC20 seeks to maintain high standards of design and materials for new development in the town centre, including the replacement of poor quality buildings, where appropriate.

2.33 Policy TC21 relates to landscaping and seeks good standards of design for both hard and soft landscape treatment.

2.34 Policy TC22 seeks to achieve acceptable standards of design and for proposals involving shop fronts, signage and security shutters.

2.35 Policy TC25 requires all new development to pay specific attention to the need for additional public space

2.36 Policy TC27 requires new development proposals to take the needs of disabled and mobility impaired groups into account.

2.37 Policy TC31 relates to the defined pedestrian zone and seeks to maximise the precedence given to pedestrians and reduce conflicts arising from vehicular traffic.

2.38 Policy TC35 states that new development proposals should make suitable provision for cyclists.

3 Involvement

Approach

3.01 A wide ranging series of consultations have taken place during the design of the revised Barnsley Markets scheme. These have been held with various key stakeholders including other important bodies such as: Barnsley Council Design Review Panel; Independent Design Review Panel; Market Traders Federation and the general public.

3.02 This section outlines the approach adopted rather than reports on the finer detail of what was said at each meeting. It will highlight the key comments and the responses from the design team.

Briefings

3.03 Over the past eight months a number of council groups have been consulted over the development proposals. The objectives of these briefings were to ensure that all bodies were in agreement with the emerging designs so that if there were any fundamental issues they would be raised and dealt with accordingly.

3.04 The main design issues which have been discussed over the past months have been centred around the external appearance of the development, the use of colour and the design of the external landscaping and its interface with the existing buildings / public realm. A number of Highways meetings have been held to determine that the access proposals sit comfortably within the overall highways system.

3.05 The groups consisted of a Members Group; Leader and Cabinet Group and other bodies such as the Highways Group, Scrutiny Commission and a group focussing on Phasing/Project Management. The following schedule highlights the key meetings:

25/10/2010 – Barnsley Members Briefing
14/12/2010 – Barnsley Highway Meeting
26/01/2011 – Barnsley Leader Briefing
16/02/2011 – Phasing Review Barnsley Cabinet Meeting
01/03/2011 – Barnsley Members Briefing
31/03/2011 – Barnsley Project Management Review
11/05/2011 – Barnsley Cabinet Meeting
12/05/2011 – Barnsley Public Consultation
16/05/2011 – Barnsley Scrutiny Meeting

Workshops

3.06 The key representatives within this group consisted of the council's Remaking Barnsley's team Allen Parks, Richard King, Mahmood Azam and Joe Jenkinson along with Elizabeth Motley, a representative from Yorkshire Forward .

3.07 There have been five scheduled meetings in a workshop environment over the past eight months which focused generally on the external appearance and the public realm. In addition to this, the group looked to reaffirm the key principles as set out in the original development brief.

3.08 Throughout this process a number of issues were identified resulting in the design team exploring a number of options that were then presented in more detail. In particular the colour and pattern of the Market hall was studied in great detail through the use of CGI imagery, 3D modelling and elevation studies. The workshops were held as follows:

25/10/2010 – Barnsley Design Workshop No1
12/01/2011 – Barnsley Design Workshop No2
01/03/2011 – Barnsley Design Workshop No3
31/03/2011 – Barnsley Design Workshop No4
03/05/2011 – Barnsley Design Workshop No5

Independent Design Reviews

3.09 The scheme proposals were reviewed twice by an Independent Design Review Panel comprising local, regional and national panellists from various backgrounds but facilitated by CABE. This provided a high level independent appraisal sought by the local authority. They took place on:

01/02/2011 – Independent Design Review No1
03/05/2011 – Independent Design Review No2

3.10 Key comments from Review No 1 were:

a. Reconsider using the adjacent site for parking and the proposed demolition of a distinctive building
b. Look in more detail at Market Square with particular regard to microclimatic conditions
c. Let the designers choose the colours and explore their application - though the view was taken that the current arrangement of colours was too relentless
d. Use environmental targets as design drivers
e. Refine the public realm

3.11 Design Team Response:

a. Various alternative uses have been considered for the CEAG site adjacent to the railway. One of the main driving principles of the development is to ensure that there is an adequate provision of parking spaces within the town centre.
b. The form, scale and colour of Market Square was considered in more detail. For example the upper level of the retail block adjacent to the railway forming the curved frontage was set back to provide an improved sun path.
c. The detail of the elevations were developed providing a system of architectural steelwork into the shop fronts including a variety of shop front heights. Individual windows and unit signage have been provided to incorporate a finer level of detail into the elevations.
d. A BREAAM pre-assessment already underway was finalised after this review which aligns with the council's aspirations.
e. Enhancements to the public realm were designed into the scheme with a special focus on Market Square and Mayday Green. More information on 'green' soft landscaping and external furniture was provided.

3.12 The comments from Review No 2:

i Look to refine Market Square: there are still questions about its function given its size and orientation.
ii Reinvigorate the Market exterior: the change of colour has had a detrimental effect on both narrative and playfulness. There is merit in addressing this.
iii Decide a use for the public realm on May Day Green: it has the potential to be a performance space or a resting space and needs to be designed accordingly. Explore how the public realm joins the existing streetscape: it is currently not clear how smooth the transition will be.
iv Look at ways to animate views towards the car park: the railway elevation and access ramp in particular are areas that may benefit.
v Aim to improve environmental performance where possible: there are constraints but any resource savings would be beneficial.
vi Ensure the level of quality proposed for the retail units can be delivered: the detailing and choice of materials works well and should not be compromised.

3.13 Design Team Response:

i Comment noted.
ii A number of options were investigated with the design team and council.
iii Consideration to the type of activities proposed within this area are under review with the client and council. A wider town centre strategy will inform the final design.
iv A wider contextual analysis has been undertaken to examine these areas.
v Further development of the BREEAM assessment to be considered in the Design Development stage.
vi Working up more detailed envelope information to review with suppliers and contractors.

Market Traders

3.14 The scheme for the market hall was developed in accordance with the original principles of moving the market and traders hall only once. The scheme has been scrutinised by the key representatives of the Market Traders Federation and the town centre managers with the key objectives of agreeing the internal planning and management of the market hall. Further key meetings were held with the MTF and client representatives throughout the design evolution.

25/10/2010 – Market Traders Meeting No1
03/11/2010 – Market Traders Meeting No2

Public Consultations

3.15 The public exhibition event was run over three days (12 May to 14 May 2011) with a later opening on Thursday until 7pm to give people the best possible chance to visit the exhibition. The venue was an unused retail unit on May Day Green in the heart of Town Centre adjacent to the Barnsley Markets Project site with a high level of footfall from both residents and town centre users.

3.16 There were representatives from Barnsley Council, the developers (1249 Regeneration Partnership) and the architects available at all times for discussion.

3.17 Display boards were showcased for people to see the plans and computer generated images. There was also a 3D model and a DVD flythrough running on a large TV screen showing what the new scheme would look like. A 2-sided A4 information flyer featuring contact details was available at the exhibition and feedback forms were available to collect comments and people's views on the project. Fig 3.1 alongside is the introductory panel to the exhibition.

3.18 Key stakeholder groups and special interested parties such as the market traders and disabled access groups, were specifically invited to attend to ensure that their views were sought.

3.19 In total 1,121 people attended the exhibition with a further discussion held with the Youth Chamber consisting of 21 people. To date 95 responses have been received. 73 are wholly positive; 17 are Positive / Supportive with constructive comments; 5 are wholly negative.

3.20 Feedback was provided direct at the exhibition to people asking questions. Comment forms were also collected at the exhibition and also via a feedback form on the website. A contact telephone number was also provided on the flyer.

3.21 The design team has reviewed all the responses and concluded that no fundamental changes were required to the design of the project. However, both the designers and the council noted one or two matters to be addressed during the detailed design and the later operational stages.



Fig 3.1 Public Consultation Panel



Fig 3.2 Public Consultation May 2011

4.0 Evaluation

The Brief

4.01 The original architectural and urban design brief for the project was a combination of the competition documents published by the Council in early 2004, along with the commercial requirements of the project and the client embodied in the original competition entry.

4.02 The brief was modified and updated as the project progressed, adopted and reported in:

- Development Agreement Design Report (December 2005)
- Outline Application Design Statement (June 2006)
- Reserved Matters Design Statement (September 2007)

4.03 The brief was also informed by the following statutory and advisory documents:

- Building Survey Of May Day Green (Sep 02)
- Building Survey of Metropolitan Shopping Centre (Sep 02)
- Building Survey of Enterprise Centre (Oct. 02)
- Initial development brief and request for expressions of interest (Nov. 03)
- Remaking Barnsley, Strategic Development Framework 2003-2033 (02/03)
- Regional Economic Strategy - Ten Year Strategy for Yorkshire & Humber 2003-12
- Barnsley Unitary Development Plan, adopted Dec. 2000
- Brief asset condition reports for the lifts and escalators located in metropolitan shopping centre, Barnsley (09 Oct. 02)
- Building survey of Enterprise Centre, Barnsley (Oct. 02)
- Barnsley Metropolitan Shopping Centre - brief survey of building services (Oct. 02)
- A628 corridor study; Townend to Koyo roundabout - Study Report (Jul)
- Barnsley Transport Interchange Briefing Pack (Oct. 03)
- Barnsley Transport Interchange Taxi Operators Briefing Pack (Feb. 04)
- Barnsley Transport Interchange Traders Briefing Pack (Apr. 04)
- Barnsley Transport Interchange Briefing Pack 2 (Apr. 04)
- Barnsley Transport Interchange Briefing Pack for Charlotte Atkins MP (Oct. 04)
- Barnsley Markets, Stage 2 Development Brief Pack and CD - Appendix B. (May 04)
- Adopted Highways Map - Draft (May 05)
- 1- A Baseline environmental information appendices to support an EIA by Envios Consulting Limited; December 2004 (Yorkshire Forward- Barnsley Markets Project)
- 2- A Baseline environmental information appendices to support an EIA; December 2004 (Yorkshire Forward- Barnsley Markets Project)
- 3- South Yorkshire Mining Advisory Mineral Report (Oct. 03)

4.04 Design work was undertaken within the guidelines set out by the Commission for Architecture and the Built Environment (CABE), and in particular reference was made to the following publications:

- By Design – urban design in the planning system: towards better practice. *May 2005*
- Design Reviewed Town Centre Retail: lessons learnt from projects reviewed. *May 2004*
- Design Reviewed Masterplans: lessons learnt from projects reviewed. *April 2004*
- Paving the Way: how we achieve clean, safe and attractive streets. *July 2002*

Constraints and Opportunities

4.05 A thorough analysis was undertaken of the existing site conditions and the urban context of the project at the outset. Key constraints and opportunities were identified during the original design process and these have been modified as issues were clarified and many overcome. The following remain as significant.

Constraints

- The provision of an uninterrupted service access to the Alhambra;
- The level of the Sough Dyke crossing the site and the location and depth of a fibre optic cable alongside Kendray Street;
- Need to relocate existing market in one move and retain its critical mass, variety and vitality;
- Existing townscape and adjacent building massing;
- Recognise existing urban grain and street pattern;
- Respond to existing historic townscape, building forms and materials where appropriate;
- Views from Harborough Hill Road and the railway;
- Accommodate major space users and scale of shopping required in a commercially successful setting;
- Provide 24/7 pedestrian access in all public areas ;
- Recognise the changes implemented in the Barnsley Public Realm policies.

Opportunities

- Improve town centre access from Sheffield Road;
- Create improved linkage to new transport interchange;
- Relocate market closer to the Transport Interchange;
- Provide a new and exciting shopping experience with new operators not hitherto attracted to the town centre;
- Create a focus on new civic spaces – with the potential for performance and assembly;
- Provide a good and safe parking experience;
- Through a contemporary use of a range and mixture of building materials, create a quality design.

Commercial Parameters

4.06 Since the brief was first articulated and the constraints and opportunities identified, key parameters have changed as a result of the global economic and financial crisis of recent years and the impact this has had on the property and investment market and retailers. The occupational needs of retailers and operators have also changed significantly over the same period.

4.07 The main thrust and philosophy of the Barnsley Markets regeneration project has not changed, but the following additional or modified criteria have been built into the programme:

- Reduce the overall amount of retail floor space and the formation of a greater number of shops with potentially larger footprints.
- Abandon the requirement for first floor shopping galleries, although many shop units will still trade at a first floor or mezzanine level.
- Whilst retaining the principles of the street pattern and the general form of the shopping layout, reduce the numbers of streets to secure a greater intensity of activity.
- Reduce the size and form of the basement service area without reducing the numbers of large vehicle loading bays.
- Provide a surface car park on the CEAG site, with other car parking provision at two levels above the retail shops.
- Omit the roof covering to the streets and in particular the complex roof structure over Market Parade.
- Provide a more accessible location for the cinema and restaurants direct from street level.
- Omit any residential provision.

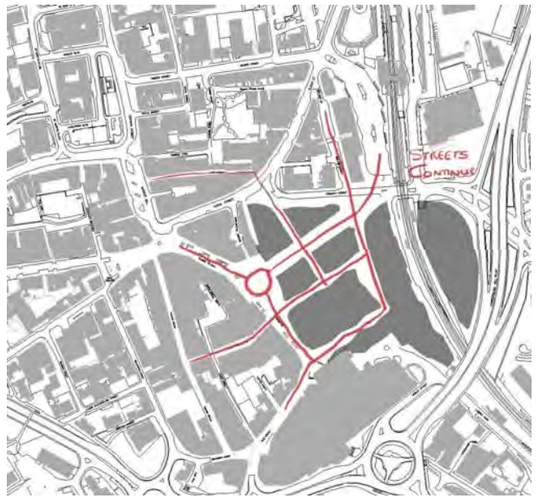


Fig 4.1 2004 Originally Proposed Context Plan



Fig 4.2 2011 Proposed Context Plan

Linkages

4.08 One of the overriding demands of the brief was that the design continues to be based upon the notion of extending Barnsley's street pattern, principally from the north and west. The objective was that the form and shape of the resulting urban blocks should reflect the existing context of Barnsley town centre with straight or slightly curved streets.

4.09 As well as embracing the linkages within the town centre, particularly to the new transport interchange, a high level of permeability and legibility should be retained as illustrated in Figs 4.1 and 4.2 above.

Design Objectives

4.10 The principle design objectives of the proposal are:

- To relocate the existing market in a new building, fit for the 21st century, retaining and enhancing its current vibrancy, a building that will be a catalyst towards the regeneration of the Town Centre.
- To bring qualities and character of the past successful markets of the town to a new Open Market integrated with the new Covered Market.
- To create a legible high quality public realm, creating interesting and viable public spaces that connect seamlessly into the existing town centre.
- To provide an easily accessible scheme.
- To provide new shops which allow for flexibility, restaurants, cafe's and cinemas which add vibrancy and activity to the Town Centre helping to increase economic activity.
- To provide buildings of quality that will be an asset to the town for years to come, leaving a lasting legacy.
- To integrate and exploit different uses within the scheme in order to ensure day and night time activity.

Design Evolution

4.11 Market conditions and tenants' requirements have changed considerably since the first scheme was developed. In order to make the project viable and sustainable the current scheme has had to respond to these accordingly.

4.12 The main features of the previous approved scheme are retained; some elements have had to be omitted or amended. However, an essential part of the process has been to maintain and enhance the intensity and quality of the previous design.

4.13 The principle changes to the brief in respect of omissions have been the removal of the residential parts and the omission of the Multi Storey car park on the CEAG site, resulting in a considerable reduction to the total built area.

4.14 Key to the proposal is the location of the new free standing Covered Market and the requirement to keep the Market Building trading in its current location during the construction of the new building as a prerequisite. The Covered Market in the new proposals remains broadly in the same location as in the previous scheme

4.15 The Open Market, previously under a major feature roof and in part along Kendrey Street has been reunited in a single new public space preceding the main entrances to the new Covered Market . The removal of the feature roof has provided the need to introduce shop fronts to the external Covered Market stalls allowing these to trade independently, retaining active frontages for longer periods

4.16 A major element of the development is the requirement for car parking in close proximity although the multi storey car park has been omitted. The new proposals now include two levels of car parking above part of the retail space with direct connections via lifts to the streets below and access by car via a helical ramp from Harborough Hill Road and further surface car parking on the CEAG site.

4.17 An important element of the previous design was the creation of new routes with covered walkways of lost historical connections which rethreaded the fragmented Town Centre. The new design retains the majority of these connections as pedestrian streets; these are further enhanced by the creation of new public spaces.

4.18 The creation of streets without covered protection has made it inevitable for the buildings to take on a greater solidity

4.19 The omission of the residential accommodation has made it possible for the buildings to be of a more sympathetic scale to that of the existing town centre

5 Design



Fig 5.1 Proposed Market Square



Fig 5.2 Proposed May Day Green

Introduction

5.01 This section describes the application's scale, layout, appearance and landscape through the following sub-sections:

Element	**Sub-Section**
Scale:	Architecture
Layout:	The Public Spaces
	The Covered Market
	The Open Market
	The Shops
Appearance:	Appearance
Landscape:	Landscape

Architecture

Concept

5.02 The idea of the project is to provide the town with a new purpose designed and atmospheric Covered Markets Building, and high quality Shopping, Restaurants and Cinema set in a brilliant new and improved Public Realm, making a memorable new centre for Barnsley.

5.03 The scheme is comprised of three main buildings (Fig 5.3):

- The new covered Market along Kendray Street.
- A central retail building onto Cheapside which includes a multi screen cinema.
- A perimeter building wrapping around the central building from the interchange along the railway leading and connecting to the Alhambra, containing general retail space, a department store and two levels of roof car parking.



Fig 5.3 Three Main Buildings

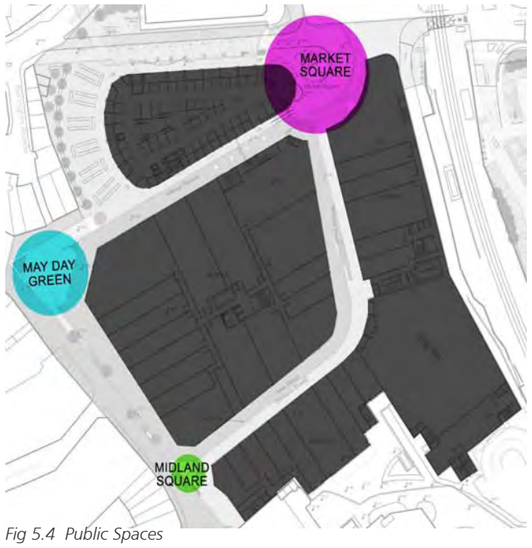


Fig 5.4 Public Spaces

5.04 The total built floor area of the project consists of:

Covered Market	7,780 sq m
Shops	27,980 sq m
Cinema	3,860 sq m
Car Park	800 spces

along with a range of service yards and corridors, streets and public spaces.

The Design

5.05 The scheme is designed as an extension to the Town Centre with shops and buildings entered off streets and squares. Key to the proposal is the public realm with its constituent parts and connections to the existing fabric of the Town Centre, to which the architecture of the new buildings respond accordingly. The design links into of the existing Town Centre via three new public spaces; May Day Green at the end of Queen Street, Market Square opposite the new transport interchange and Midland Square adjacent to the Cheapside entrance to the Alhambra Centre (Fig 5.4).

5.06 These spaces are linked via new pedestrian streets, the extension to Midland Street and the new Market Parade. These routes form the primary pedestrian spine around which the new scheme is organized. The development is arranged with a similar cross section to the previous approved design, it is organized on three principle levels which mitigate and exploit the varied topography of the town centre.

The Public Spaces

May Day Green

5.07 May Day Green, the principle entry point into the scheme from the Town Centre, is transformed into a new urban space linking into Market Parade, the Open Market and Cheapside. The chamfered façade of the new retail building provides a termination to Queen Street, and along with the facades of the existing buildings, defines a new triangular public space that is further contained at the three corners by large planters, seating and over sized lighting columns.

Market Square

5.08 The new square is an important entry point into the scheme from the Interchange. The square is linked to the higher pedestrian streets via a grand staircase in the case of Midland Street and by escalators for Market Parade. The Covered Market nudges into the square allowing entrances into the Meat and Fish Area and the lower floor. Lifts connect all levels of the development.

5.09 The difference in level difference between Kendrey Street and the square is mitigated by a stepped seating area that enables the pavement to smoothly slope around it to the lowest point.

5.10 The new square creates both an extension and a back drop to the currently uncontained open space in front of the Interchange. The new buildings enclose the square creating a semi circular space with a stepped façade in the form of zig-gurat enabling sunlight to permeate deep into the square. Around the perimeter are cafés and restaurants with outdoor space allowing for seating directly onto the square, uses that will ensure an active frontage throughout the day.

Midland Square adjacent to the Alhambra

5.11 A new space is created on Cheapside by the angled facades of the new development at the entrance adjacent to the Alhambra. This creates an inviting gateway into the new scheme and enables, the currently unsatisfactory entrance to the Alhambra, to be integrated with the new proposed hard landscape of the Town Centre.

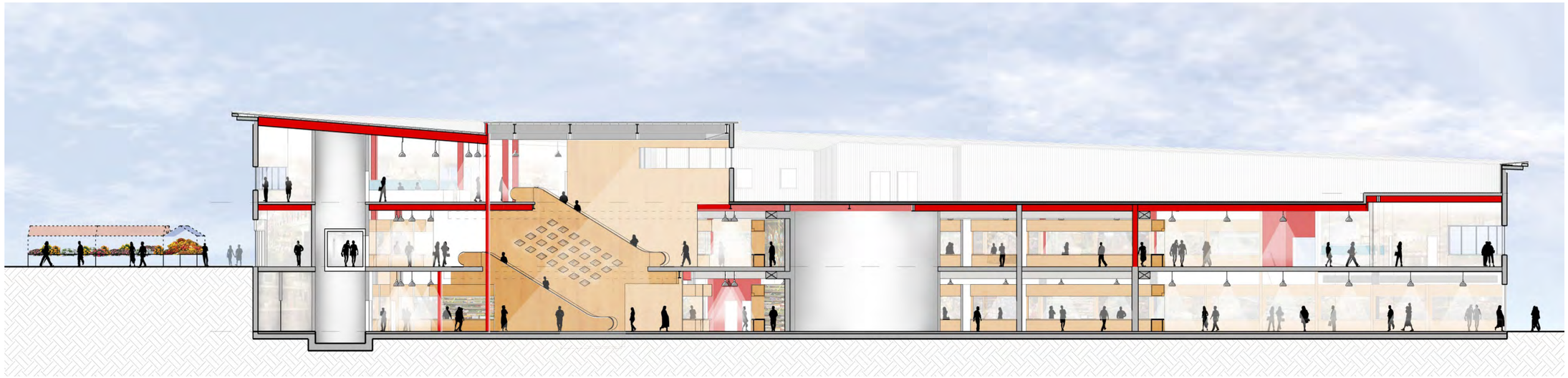


Fig 5.5 Covered Market

The Covered Market

5.12 The new covered Market, triangular in plan, is aligned with Kendray Street on one long elevation and with the new Market Parade along the other. The building is completely free standing – creating an open space between the west (short) elevation and the back of Burlington Arcade, a new space into which the new Open Market extends.

5.13 On the Kendray Street elevation are a series of small retail units entered off the street. These follow the slope of the street and continue around the perimeter of the remaining elevations. Where the units are level with Cheapside they are capable of being combined with the internal stalls, offering the potential for units of varying sizes.

5.14 The triangular plan form of the new market helps create a clearly identifiable and legible building, that is further strengthened by its elevational treatment; the top building line along Kendray Street follows the slope of the street with a projecting parapet that then returns level along Market Parade and the Open Market elevations, sitting the building within the topography of the Town Centre.

5.15 Internally the building is organised on three levels (Figs 5.9—5.11) connected by a central top lit space in which the escalators, off set at each level, form a space that increases in size as the escalators rise to the top café level. The walls of the central space (Fig 5.7) are lined with plywood which is the material also used through-out the market building forming the enclosure to the market stalls (Fig 5.6).

5.16 The lowest level is entered via a dedicated entrance to the Meat and Fish Hall. Within the Market Parade the space is naturally lit by skylights and the remainder of the floor is primarily for fruits and vegetables. Cheapside is the general market trading floor with two radially positioned entrances from Eldon Street (check) and from May Day Green. There are also additional entrances off Kendray Street and Market Parade responding to pedestrian flows.

5.17 The internal arrangement of the two main trading floors are similar and very legibly laid out with market stalls on either side of a walkway, creating a circuit within the building with cross streets. At the top level is the centre's management and four cafes/restaurants radially arranged to overlook the Open Market below. The market is serviced by dedicated van bays within the service yard and is directly accessed from Kendray Street.

The Open Market

5.18 The Open Market is reinstated to a prominent position within the Town Centre, in the new space between the back of Burlington Arcade and in front of the Covered Market (Fig 5.8). The location and feel of the Open Market make reference to its important historical context of past successful markets.

5.19 The stalls are laid out radially on either side of passage ways leading to the Covered Market, creating an animated space that enlivens the experience and interacts with the Covered Market and the shops.

5.20 The stalls are laid out in a semicircle between trees against the back Burlington Arcade, the tree planting continues on to define the sweep of Eldon Street.



Fig 5.6 Covered Market: Cheapside Level



Fig 5.7 Covered Market: Atrium



Fig 5.8 Open Market



Fig 5.9 Interchange Level Plan



Fig 5.10 Cheapside Level Plan



Fig 5.11 Upper Level Plan

The Shops

5.21 The retail part of the scheme consists of two elements. A central building containing shops of varying sizes bounded on two sides by the Covered Market and Cheapside on the other two sides with an outer ring of development containing shops and a Department Store.

5.22 Between the two buildings is a new pedestrian street (Midland Street) leading from Cheapside to Market Square with shops on either side completing a circuit around the scheme (Fig 13).

The Central Shops and Cinema

5.23 Shop units of varying sizes front the whole perimeter of the Central Building along Cheapside, Midland Street and Market Parade including the street level entrance to the Cinema.

5.24 The floor to ceiling height is sufficient to give each of the units the opportunity to trade on two floors raising the general height of the building to a scale in keeping with that of the Town Centre. All of the shops are serviced via lifts from the service yard at Interchange level to a central core.

5.25 The Multi-screen Cinema is located on the upper level adjacent to the Market Square. The cinema can be accessed directly from the car park by a bridge over Midland Street behind the crescent façade. A dedicated entrance to the cinema is located within the Market Parade at the Cheapside level. The cinema is also visible looking down from Queen Street. The auditoriums are set back from the general parapet line and have a dedicated plant area screened by their roof profile.

5.26 The remainder of the upper level is made up of a flat roof with plant areas for the shops below screened by the perimeter parapet.

The Department Store and Car-Park

5.27 The Department store is located centrally within the outer ring of development at the focal point where Midland Street turns through 90° between two wings of shop units. The smooth concave elevation projects outwards to form a canopy above its entrance clearly visible from both ends of Midland Street. The Department Store trades on two floors and has a delivery area and dedicated loading bays at the interchange level. The retail units in the outer ring are mainly of similar size to those in the central retail building, however, those adjacent to the Alhambra are smaller attracting a more specialized offer. The shops adjacent to the Alhambra are serviced from an open delivery area at the back and those adjacent to the railway directly via lifts from the service yard.

5.28 Above the outer ring of the shops and the department store are the two levels of car parking accessed by helical ramps from adjacent Harborough Hill Road with 550 car spaces. The roof top car park increases the scale of this part of the scheme; it interlocks with the central retail building at Market square bridging over Midland providing direct access to the Multi Screen Cinema. As well as the lifts opposite the Cinema lobby a further bank of lifts provides direct access from the two car park levels to the middle of Midland Street directly below.

CEAG Site

5.29 A landscaped surface level car park is proposed on the CEAG site between the railway and the flyover. The flowing layout allows for tree planting inset within the car parking spaces.



Fig 5.12 Cheapside Looking North



Fig 5.13 Cheapside Level Plan

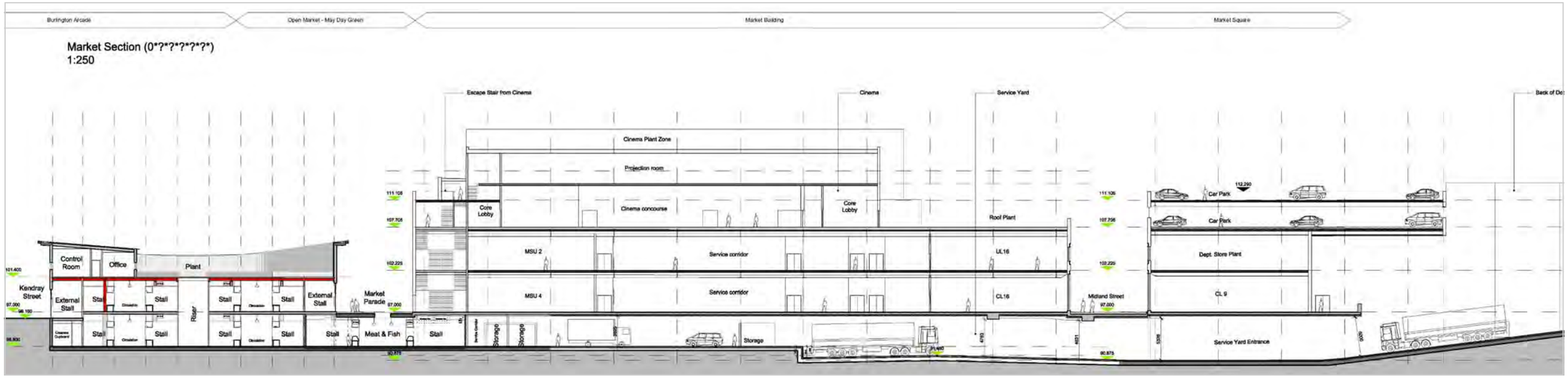


Fig 5.14 Long Section North to South

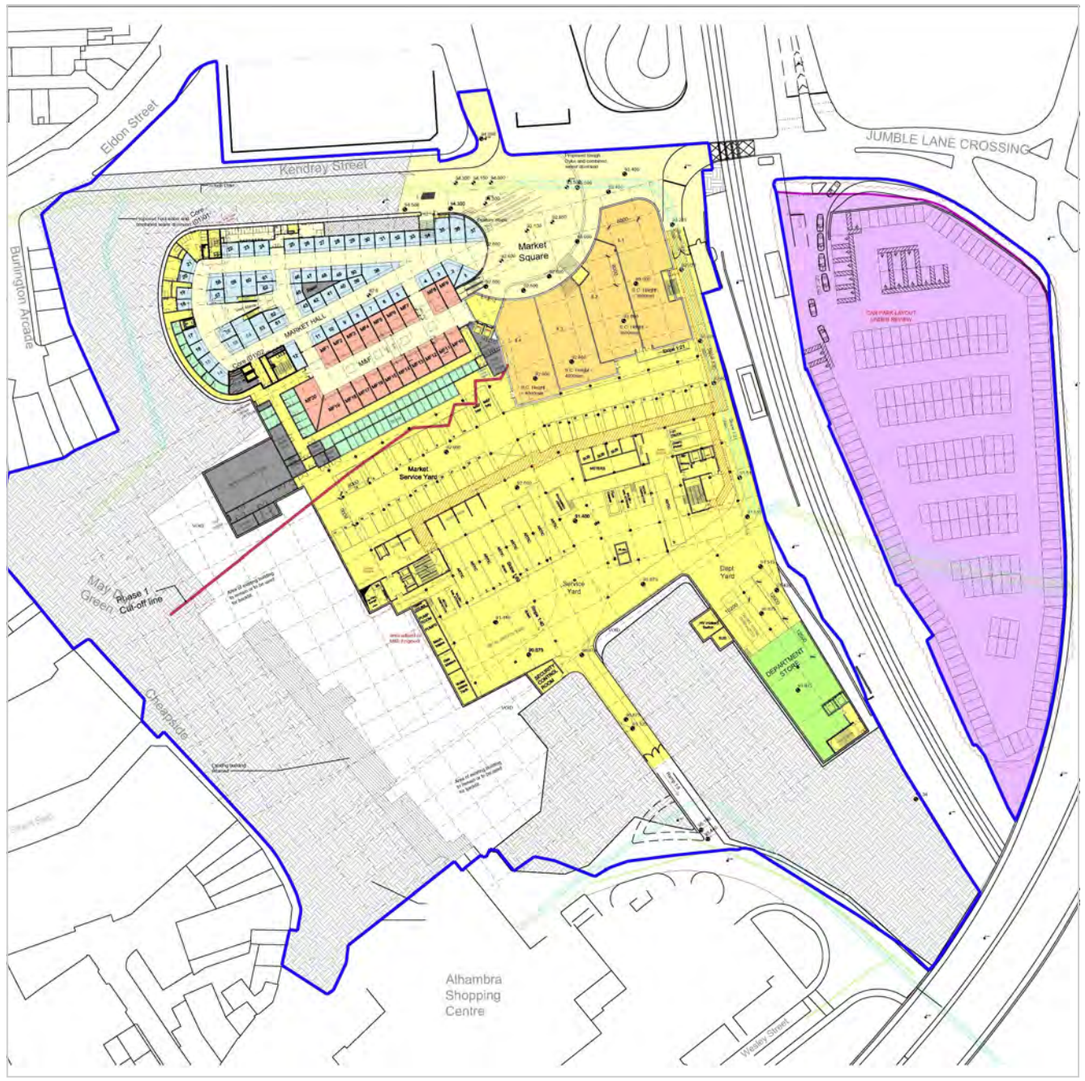


Fig 5.15 Plan at Interchange Level



Fig 5.16 Plan at Cinema Level

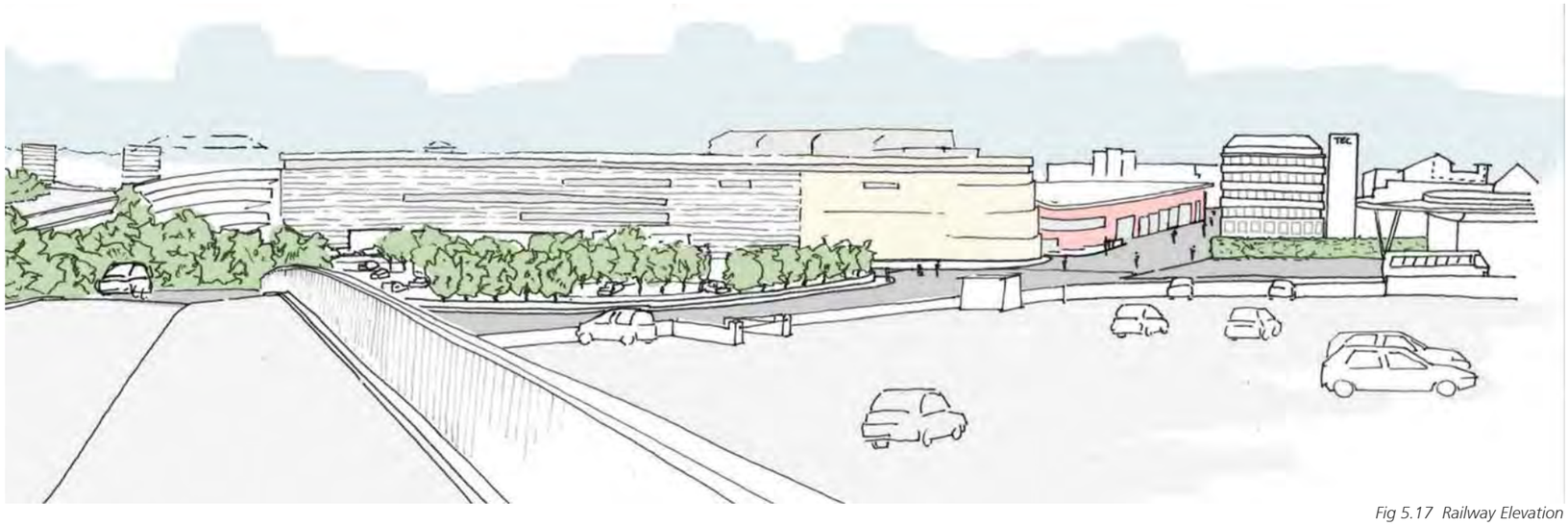


Fig 5.17 Railway Elevation



Fig 5.18 Alhambra Shopping Centre Entrance from Cheapside

Appearance

The Shops

5.30 The shops are predominantly double height frontages with varying heights and types of fenestration. The masonry surrounds are to be in the high quality material of glazed terracotta rain screen tiles and the reveals are emphasised with wide painted steel frames. The elevations to the shops are split in four parts with differently coloured glazed terracotta tiles. The changes in colour occur half way along the main pedestrian street (Fig 5.20). As Midland Street has shops on either side, both sides of the street will be in same colour directly opposite each other, giving a very lush special feel to the street and adding variety to the shopping experience. The concave façade of Department Store is further emphasised with a glazed black tile. The elevation along Market Parade changing in colour half way along its length, will flow into Market Square with the same colour.

5.31 The tile size chosen is particularly small 400mm by 200 mm a module with references to load bearing construction as opposed to panel systems (Fig 5.21).

5.32 The outer rings glazed tiled elevational treatment carries on up to car park level but is interrupted by horizontal open slots that naturally ventilate the space.

The Cinemas

5.33 The glazed terracotta façade to the cinemas entrance assumes a decorative quality with rhomboid windows that align with the crossing escalators leading into the main Cinema lobby.

5.34 The elevation continues in the same colour and material into Market Square, the lifts are clearly legible as a vertical element by the slot windows which run up one side of the shaft. The façade continues in a semi-circular stepping form enclosing one side of Market Square, bridging over Midland Street and framing it with the giant scale opening.

5.35 The auditoriums which are well set back from the main façades are clad in grey coloured coated steel panels of varying shades arranged in a pattern which fragments their appearance. (and scale?)

The Covered Market

5.36 The same size glazed terracotta tile used on the two principal retail buildings is also used to clad the façade of the Covered Market. In the case of the market, a clear glazed red terracotta tile is used with a shallow horizontal grooved profile that helps reinforce the form of the building with its curved corners, strip windows and the projecting parapet.

5.37 At ground level the perimeter units will have glazed shop fronts allowing the kiosks to trade independently of the main market hall providing activity throughout the day.

The Railway Elevation

5.38 The building is set back from most of the boundary with the railway. The exit road form the service yard fills this space, fenced on the side of the railway.

5.39 The service yard is open along this boundary to allow for maximum ventilation. The cladding to the elevation springs from Cheapside level. The façade, large in scale, is visible primarily from distant views providing an opportunity for a bold response.

5.40 The elevation remains in glazed terracotta, as that of Market Square, adjacent to the Jumble Crossing . Further along running for the length of the railway and returning around the Department Store it changes to grey coloured coated steel panels of varying shades arranged in a large scale pattern, which much as that of the cinema auditoriums, fragments its appearance (Fig 5.19).

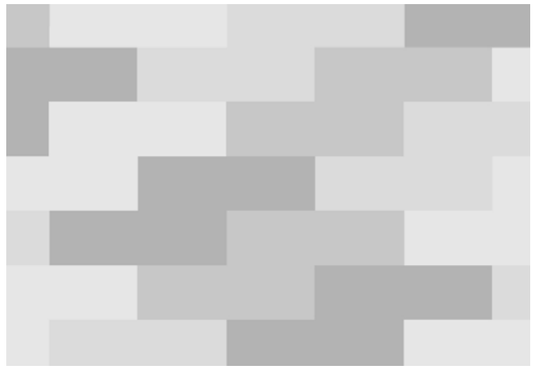


Fig 5.19 Extract of Railway Elevation Pattern (Coated Steel Panels)

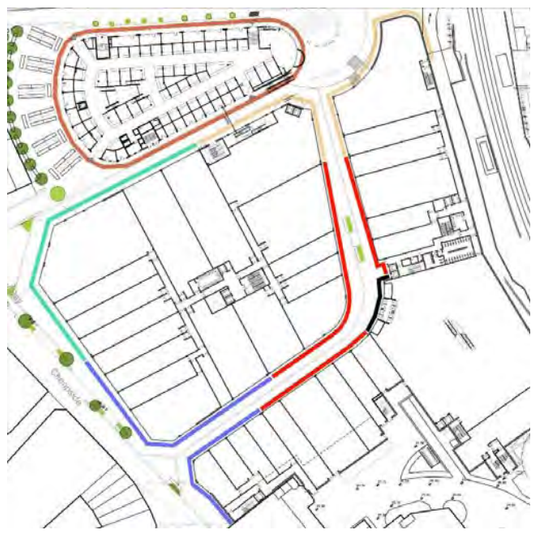


Fig 5.20 Colour Arrangement



1. Market Terracotta Clear Glazed Tiles with Mini-Rib Texture



2. Department Store Glazed Black Terracotta Tiles



3. Retail Units Glazed Terracotta Tiles



4. Retail Units Glazed Terracotta Tiles



5. Retail Units Glazed Terracotta Tiles



6. Retail Units Glazed Terracotta Tiles

Fig 5.21 Selected Colour Tiles

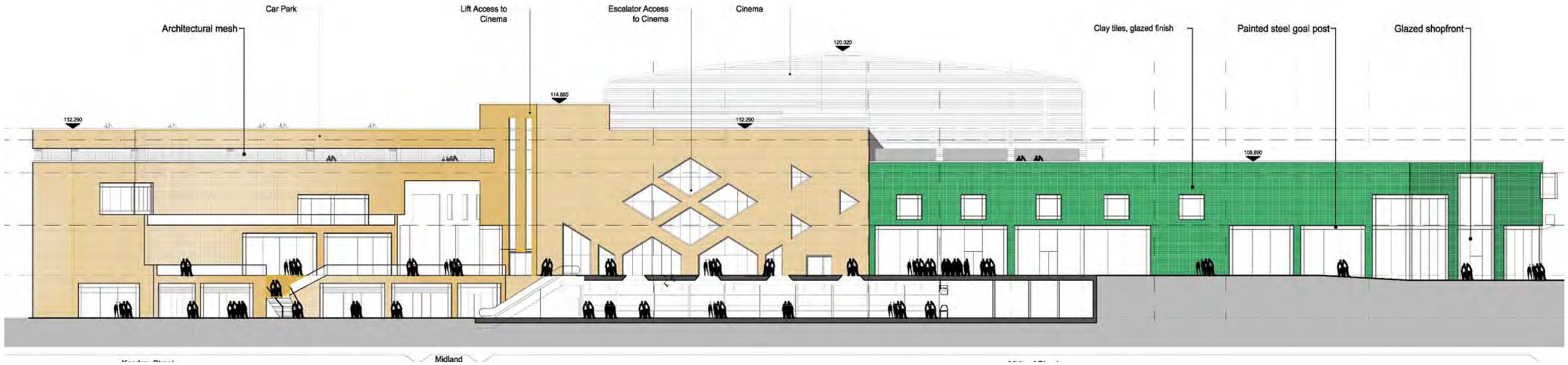


Fig 5.22 Market Square and Market Parade Elevation

Market Parade, South Elevation (1)
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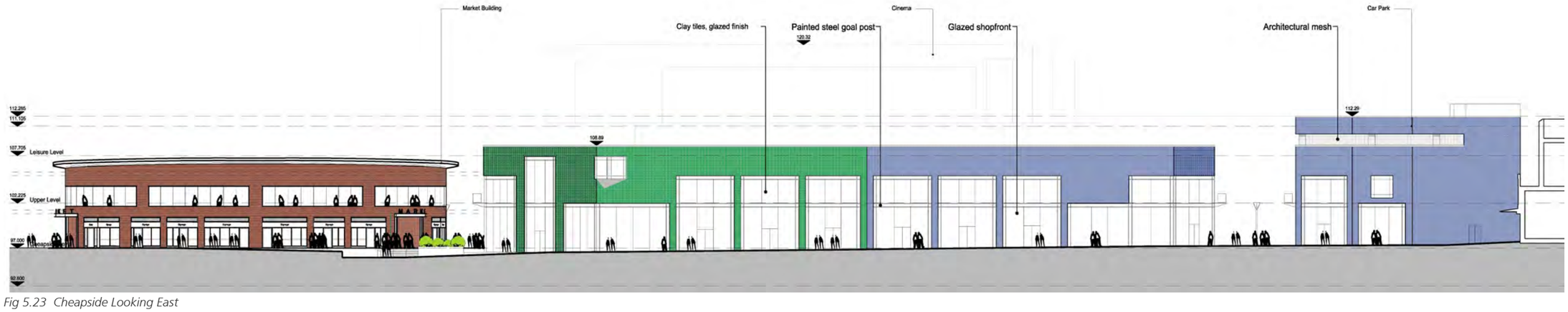


Fig 5.23 Cheapside Looking East



Fig 5.24 General Market from Kendray Street

Landscape

Responding to the brief

5.41 The landscape design is a response to the architectural and urban design brief (which was developed as discussed in Section 4.0) though with particular reference to the Barnsley Town Centre Public Spaces Strategy – September 2010. This document formed the foundation of the landscape design principles as it described the aspirations for Kendray Street: Eldon Place and Interchange Square, which are at least in part within the site.

5.42 The brief was used as a springboard for the landscape scheme's development as the full site included not only the areas covered by this document but also new streets, improved public spaces (such as Market Square) and existing areas (such as Cheapside).

Main Aims

5.43 A list of the primary aims of a key city centre landscape scheme was developed, based on the BMBC brief and early stakeholder consultation

- Create a high quality public realm, formed streets and squares;
- Develop a distinct sense of identity for the development, and one which can be keyed into for any future adjacent schemes;
- Design clutter-free, simple contemporary streetscapes and spaces;
- Upgrade pedestrian priority and make a safe and robust environment for pedestrians and cyclists.

Constraints and Opportunities

5.44 The site itself has a range of specific features and requirements which were identified as formative to the design process. These defined and structured the developing scheme. The following are the main and more significant items:

Constraints

- Avoiding underground services, e.g the level of the Sough Dyke crossing the site and the location and depth of a fibre optic cable alongside Kendray Street;
- Allowing service / maintenance access through streets and spaces;
- Provide 24/7 pedestrian access in all areas;
- Respond to existing historic townscape, building forms and materials where appropriate;
- Recognise existing urban grain and street pattern.

Opportunities

- Create spaces with multiple uses (performance, assembly, routes, casual sitting) so that they are lively as much of the time as possible;
- To reduce the 'highway character' of the existing pedestrian routes;
- Use visual clues to aid easy way-finding;
- Mark arrival into Barnsley Town Centre through design of high quality focal spaces.

Landscape Response

5.45 The landscape scheme is designed to respond to each of the constraints and opportunities within the framework of the schemes overall plan. This is done by creating overall scheme which can address all the items which good streetscape should generally resolve. On top of that it should create layers of interest and which will be appropriate to both the Town Centre in general and the individual areas within it in particular.

5.46 In order to do this the streetscape is broken down into its constituent parts, whether these be streets, public spaces, connection points, gathering places, gateways or even servicing routes. With that in mind the following areas were defined as needing particular characters within the wider development (Fig 5.26):

- May Day Green
- Market Square (leading to the Interchange)
- Cheapside
- Midland Street
- Midland Square (adjacent the Alhambra)
- The Open Market (containing the external stalls)
- Kendray Street
- Market Parade
- CEAG site

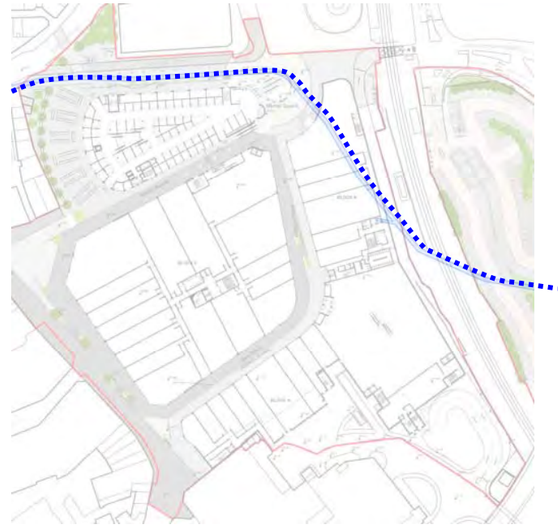


Fig 5.25 Location of Sough Dyke



Fig 5.26 Character Areas

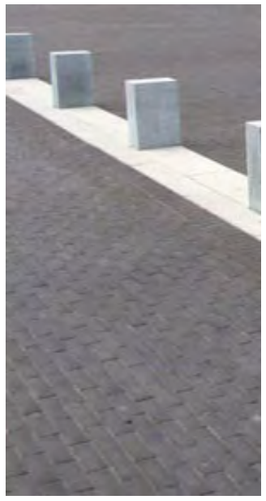



Fig 5.27 Hard Landscape Examples




Fig 5.28 Soft Landscape



Fig 5.29 Lighting Proposal

Landscape Characters

5.47 The landscape scheme is designed as one cohesive element which runs through and around the whole development. Within this larger element, however, there are smaller areas (individual streets or squares) which draw selectively from the overall palette of materials to create individual yet related identities for each area.

Hard Landscape

5.48 The landscape is generally made up from hard materials, appropriate to its constant use as a pedestrian zone (Fig 5.27). The paving concept is structured around a dark paving to the centre of the scheme, grading out in varying strata of grey and black into the lighter paving palette (which ties in more easily with the adjacent paving).

5.49 The hard landscape materials will be chosen from the following palette:

- Yorkstone slabs
- Grey granite slabs
- Silver-grey granite trim
- Dark-grey concrete pavers
- Mid-grey concrete pavers
- Mid-grey small unit concrete pavers
- Light-grey small unit concrete pavers
- Gravel-dressed macadam roadway
- Macadam roadway

Soft Landscape

5.50 The planting is to be simple. A typical soft landscape palette is as below:

New shrub & ground cover planting

- Ceanothus Thyrsiflorus var Repens
- Ceratostigma Willmottianum
- Cotinus Coggygria
- Daphne Odora
- Euonymus Fortunei 'Emerald 'n Gold'
- Galium Odoratum
- Hebe Albicans
- Hebe Cupressoides
- Hebe 'Purple Queen'
- Ruta Graveolens 'Jackman's blue'
- Lavandula Stoechas
- Leptospermum Rupestre
- Lonicera Pileata
- Pittosporum Tenuifolium 'Tom Thumb'
- Potentilla 'Red Ace'
- Prunus Tenella
- Richea Scoparia
- Santolina Pinnata
- Skimmia Japonica 'Fructu Albo'
- Spiraea Japonica

New trees

- Amelanchier Laevis
- Betula Utilis (White Stem Tree)
- Cercidiphyllum Japonicum
- Davidia Involucrata
- Pacific Dogwood
- Prunus Maackii

Existing trees

Lighting and Street Furniture

5.51 The design is based on long strips of silver-grey granite which run along the streets and into and around the squares. These strips contain the various pieces of street furniture; form simple and clear trims between the various paving types; and suggest a structure to allow easy way-finding. Street furniture is to be kept to a minimum to ensure that the key pedestrian desire lines are improved and barriers removed. The street furniture will be 'tied' to the paving strips in order to make clear legible streets.

5.52 Street furniture will include:

- Planters, which will contain both low level planting and trees.
  These will be above ground and have sloped tops (with the soil at one end of the planter deeper than the other) which allows trees to be planter at the higher end and low planting at the other. These are raised so that they will have minimal impact on any services which run below ground.

- Lighting, lamp columns and/or bollard lamps as appropriate.
  The lamps are selected from a family allowing them to be mounted on low, medium and high columns (Fig 5.29).

- Benches & seating.
  These will generally emerge from the granite strips and be of the same material.



Fig 5.30 Landscape Masterplan



Fig 5.31 May Day Green

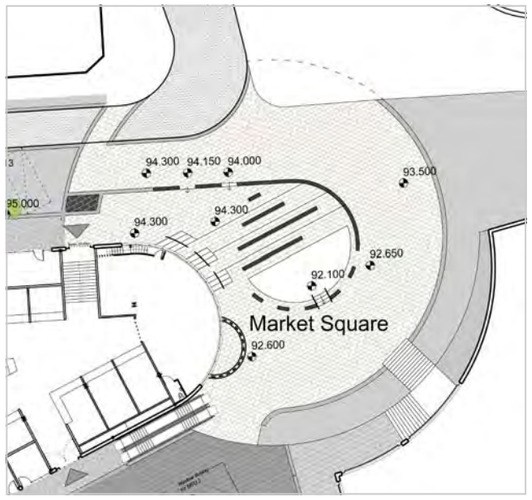


Fig 5.32 Market Square



Fig 5.33 Cheapside

The Landscape Masterplan: Streets and Squares

May Day Green

5.53 As the primary space within the general streetscape May Day Green will be a place for busy street-life associated with the retail units. It forms a key space for activities within its central triangle, defined by three corner planters, yet allows free flow of pedestrians around the perimeter as the streets which lead onto it are split by the points of the triangles leading people around the space.

5.54 The paving within the triangle is to be granite, with planters including built-in seating to match. The lighting here is to be a group of 3 columns associated with each planter, with lamps set at varying heights in each group (Fig 5.29).

Market Square (leading to the Interchange)

5.55 Market Square is the gateway space between the Interchange and the development. The building forms, which enclose it from the south, frame the space and present the scheme to the Interchange. The space contains an amphitheatre-like semi-circle of stepped seating, allowing everything from informal seating to impromptu performance. Street lighting winds around the sitting space on low walls, creating two layers of enclosure. The main areas of hard landscape here are Yorkstone paving, to fit with the BMBC aspirations and any future landscaping to the area outside the Interchange.

Cheapside

5.56 As a main thoroughfare, and route which fronts both existing and new facades, this street has two sides. It has clear uninterrupted pedestrian routes, yet set at points along the street it also has planters (with trees, low planting and benches) which create the smaller more intimate spaces for a rest or a chat.

Midland Street

5.57 As a busy street, from a narrower typology, the streetscape of Midland Street (the new street through the development) has been left deliberately clear. This will allow easy movement for pedestrians and an appreciation of the form of the space as it widens and curves around towards Cheapside and the Alhambra. The one opportunity for planting and seating, when the street opens up to its widest, has been taken, and planters of the same type as on Cheapside have been placed here.

Midland Square (adjacent the Alhambra)

5.58 Similar to May Day Green in some respects, this triangular space makes the connection between Cheapside and Midland Street. It mediates between the two, being quite clear of street furniture with only one planter / bench, yet beginning to explain the type of space to be encountered if approaching May Day Green from the south-east, though at a scale more appropriate to its surroundings.

The Open Market (External)

5.59 This area is a pragmatic space, made dramatic by the stalls curving setting out which responds to the building's elevation. The paving materials are to be robust concrete sett paving in a herringbone pattern, capable of taking the movement of market stalls, traders and shoppers whilst maintaining a good and even finish.

Kendray Street

5.60 Kendray Street moderates between the more casual Open Market and more formal Market Square, and takes elements of each in order to create its character. It uses the existing trees which run along the street and adds to them to strengthen the formal edge. The lighting columns from Market Square continue up the side of the market building. Small unit paving and macadam for the roads, robust enough for stall-holder deliveries, meet the more formal granite trims and Yorkstone.

Market Parade

5.61 This route, the primary connection between the Market Square (Interchange) and May Day Green is, like Midland Street, a simple paved street which relies on its clear paving patterns, lighting and adjacent buildings to form a strong character.

CEAG site

5.62 The snaking form of the parking layout is complemented by curved strings of tree and shrub planting. The materials here are a mix of macadam, with and without gravel-dressing to delineate the driving areas from the bays themselves.

Sustainability

Introduction

5.67 Sustainability in the Barnsley Markets development has been considered throughout the design process . Two primary means of demonstrating the sustainable credentials of the site will be through assessment under BREEAM, and by a detailed feasibility study of the sustainable energy options and reduction in CO_2 emissions.

Design Process

5.68 Some key points considered through the design process so far have been:

- Maximising the sustainable use of materials, through intelligent specification of materials and using local materials where possible.
- Highly efficient use of water, including recycling of rainwater.
- Commitment to low energy systems on site, including implementing a 'Green Lease Agreement' with eventual tenants, where specific levels of energy and environmental performance are set, all to achieve a low carbon site.

5.69 The choice of site itself lends itself to a low environmental impact development, with the following key attributes:

- Excellent local public transport links.
- Inherently low risk of site having a negative ecological impact, in terms of biodiversity damage and flooding.

5.70 As the development progresses on site, the eventual contractor will treat sustainability as a key performance driver on site. Further issues for consideration and implementation will include:

- Responsible sourcing of construction materials.
- Community interaction and liaison, all assessed under the Considerate Contractor's scheme.
- Very high standards of environmental management on site.

Sustainable Systems

5.71 The mechanical and electrical strategy is being designed from the outset with economy and sustainability in mind, but not at the expense of functionality or comfort.

5.72 Using passive technologies in a busy town centre location is always going to be a challenge. These are employed where possible, and supplemented by low carbon technologies with high efficiencies, such as air source heat pumps.

5.73 The development is targeting a CO_2 emissions reduction of 15% throughout the site. A detailed feasibility study of the various Low / Zero Carbon (LZC) and Renewable technology options has taken place in order to inform the current proposals (please refer to 'Barnsley Markets Sustainable Design and LZC / Renewable Energy Report' dated May 2011).

5.74 As part of this study computer modelling has been carried out in order to estimate the energy characteristics of the site, and from this a targeted approach starting with the major energy uses has allowed the team to maximise the CO_2 emissions made in the context of the site. The findings from the sustainability report have enabled a detailed strategy to be developed for the scheme which demonstrates this targeted CO_2 emissions saving.

5.75 Some key building and system design measures that have been considered at this stage to achieve the targeted emissions reduction include the following:

- High efficiency air source heat pumps to provide heating and cooling to those areas with a demand for cooling
- High efficiency condensing boilers to provide landlords space heating requirements
- High efficiency domestic hot water heating to landlord systems
- Heat recovery systems applied to all supply and extract air handling systems
- Specific fan powers and leakage rate of air systems to be of good practice
- Lower energy lighting used throughout, including for display lighting
- Addressable lighting control systems, with zone control as appropriate for a retail unit, including measures such as presence detection and daylight dimming to perimeter zones
- Improved building services automatic controls systems throughout
- Improved glazing specification where appropriate to mitigate heat gains, and heat losses
- Reduced building air permeability rates

5.76 Performance targets will be calculated for each retail unit and used to engage tenants in conjunction with a formal 'Green Lease Agreement' (or similar mechanism) such that the tenants will achieve the CO_2 emissions targeted. All energy usage throughout the site will be metered and monitored centrally, enabling effective control and analysis of the development energy demands by the management team.

BREEAM

5.77 The Building Research Establishment Environmental Assessment Method (BREEAM) assessment is a methodology designed to quantify the level of sustainable measures taken by a development project. Aspects of a scheme are scored against various criteria, covering a wide variety of issues including management, health & wellbeing, energy, transport, water use, materials, waste, land use & ecology and pollution. Developments therefore need to take a wide ranging view of the sustainability issues in order to achieve the higher ratings.

5.78 This approach ties in with the requirements of BREEAM. The Barnsley Markets project is committed to achieving a BREEAM rating of 'Very Good' throughout the site. The design team has engaged with registered BREEAM assessors to provide pre-assessment advice and direction in achieving this, and the current scheme reflects this advice.

6 Access



Fig 6.1 Existing Pedestrian Movement Density



Fig 6.2 Proposed Pedestrian Routes

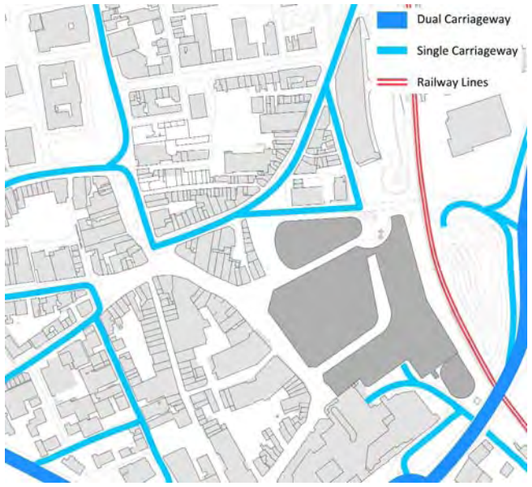


Fig 6.3 Proposed Vehicle Routes

Regional Context

6.01 Site is located in Barnsley Town Centre just north of the A628 and West of the A61. The A628 links up with the M1 at Junction 37 to the West and leads further towards Manchester through the Peak District. The A61 is running North south through the town centre, leading up to Wakefield to the north and to Sheffield to the south. Both the A628 and the A61 are linked with the A635 which heads north west from the town centre towards Huddersfield.

6.02 The railway runs through the town centre and through the development site north to south with the main station situated just north of the site and directly linked to the Bus Station forming an integrated Interchange.

Movement

Public Transport

6.03 The site already benefits from a number of existing services directly adjacent. That is in particular the Transport Interchange that enables both local and regional access by Bus and Train. There are further Bus Stations for local services to the north west at the bottom of Market Hill and to the South west along West Way.

Cyclists

6.04 Cyclists will be able to access the development at several points from the North and South West and will be able to use either the short or the long term cycle parking on site. Short-term bicycle parking is provided along Kendray Street as well as Cheapside while long -term parking will be available on the CEAG site as well as along the railway off Kendray Street. Overall provision bicycle parking:

114 sheltered long-term bicycle parking spaces
46 short-term bicycle parking spaces

Pedestrian Circulation Proposals

6.05 The development site is directly adjacent to Barnsley's pedestrianised shopping zone. All shopping areas, save for Market Square and a small change at May Day Green, are at a single level grade.

6.06 The greatest concentration of pedestrian movement can be found along the semi open market aisles (Fig 6.1) both from May Day Green and Kendray Street into the Market Hall. People using these two routes are either coming from the Transport Interchange across Kendray Street or they are coming down Eldon Street and Queens Street/Cheapside along May Day Green to enter the Market from there. Most people are approaching the town from the North rather than the South at a single level.

6.07 The proposed development is intending to close Kendray Street for car movement between the Bus Interchange and Jumble Lane crossing to ensure safer and more comfortable crossing for pedestrians from the Interchange into the new Market Square. It is also intended to allow for one-way traffic for Market Traders and Taxis only on Kendray Street with wider pavements along the For further pedestrian permeability South side to improve the provisions for pedestrian movement. This street follows the line of the existing slope. New streets will be created like Market Parade and an extension of Midland Street turning west into New Street to create. Again, these streets are at a single level.

6.08 All changes in level including those from Market Square into Market Parade, from Market Square into new part of Midland Street and from Market Parade into May Day Green will be easily manageable by escalator, lift or stairs. This is illustrated in Fig 6.4 overleaf.

6.09 It is also proposed to simplify the access into the adjacent Alhambra Shopping Centre by demolishing all steps in the area and overcome the level changes by appropriate slopes only.

6.10 All vertical movement outside the individual shopping units will also be easily permitted by escalators, lifts and stairs. Each retail unit will make its own provisions for inclusive mobility .

Passenger Cars, Motorbikes and Parking

6.11 Vehicles will access the site from the South via the West Way Roundabout along Wesley Street and across Lambra Road straight on the ramp into the Public Car Park on 2nd and 3rd floor above Block A and B providing a total of 550 cars across both levels. Cars will also be able to approach the site from East off the A61 to park on a proposed surface level Car Park on the CEAG site. A total of 250 cars will be provided on the CEAG site (Fig 6.3).

6.12 The existing Taxi rank along Midland Street opposite the Transport Interchange will remain. Taxis will only be able to move west along Kendray Street since the road between the Interchange and the new Market Square will be pedestrianized.

6.13 28 motorbike parking spaces will be provided within the Car Park on site at both Leisure and Roof Level. Please refer to General Arrangement Plans for location.

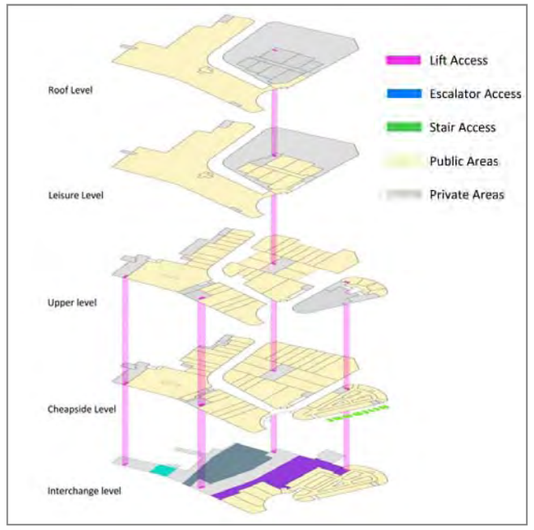


Fig 6.4 Servicing Diagram

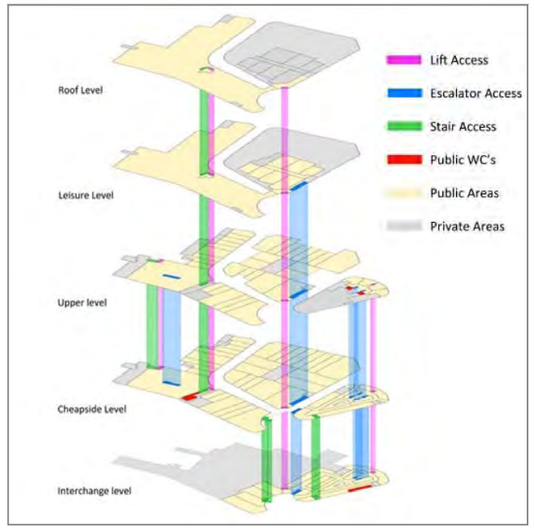


Fig 6.5 Level Management Diagram

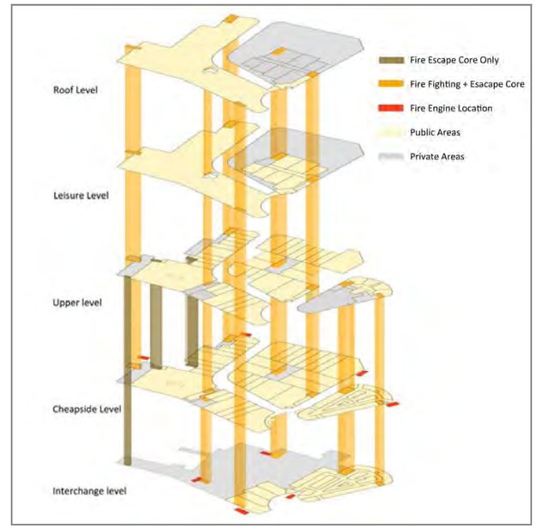


Fig 6.6 Emergency Access Diagram

Servicing Arrangements

6.14 The design of service access (Fig 6.4) has already been the subject of detailed discussions involving BMBC, the design team and the Mall Corporation. The access remains generally as approved under previous applications which address the issues of:

- high frequency of market traders' visits that less easily fall under a typical service area management regime;
- safe entry into and exit from the Alhambra service area, as well as the separate area to Peacocks and the adjacent car parks

6.15 Entry to these areas is from Wesley Street. The reduction in overall retail space will reduce the frequency of vehicles requiring access to the lower level service yard.

6.16 The unloading arrangement at lower ground floor remains generally as previously approved although the number of dedicated large vehicle bays is reduced from 15 to 9, commensurate with the reduction in retail space. A dedicated three bay service area is provided for the Department Store.

6.17 The market traders have a dedicated unloading/loading area with 34 van bays and 2 bays reserved for larger rigid vehicles servicing in particular the Meat and Fish Market.

6.18 Three compactor bays are provided in the new layout, along with a range of waste stores, substations and pump rooms.

Entrances and visible access/signage

6.19 All vehicular entrances to car parks and service areas will be clearly signposted, and a service management plan will be adopted. The decked car parks will have a single principal point of access by foot, with other escape entrances marked as such.

6.20 The Market building has got 6 entrances on two different levels with a clear width of 3.2m to 6m. Only the entrance from the North east at Kendray street is a stepped access and is only to be seen as an additional alternative to the other 5 level entrances. All entrances are equipped with a prominent canopy clearly identifying main entry to the Market.

6.21 All retail and restaurant units will have direct level access from the front. Their appearance and operation will be set in a general retail specification each retailer will have to comply with.

Managing Level Changes/Inclusive Design

6.22 All public access to spaces above ground level, for example to decked car parks and the cinema, will benefit from lifts as well as stairs and, in the case of department stores, escalators.

6.23 All provided lifts and staircases and are designed to fully comply with Building Regulations Part M to ensure inclusive access.

6.24 Each retailer will make their own provision within each unit to enable inclusive access and comply with current building regulations.

6.25 Public toilets including fully compliant disabled facilities and baby change will be provided at Cheapside Level within the retail development next to public core (2)04. The facilities are directly accessible from Midland Street. Further public toilets will be provided at Interchange Level within the Market.

6.26 A shobmobility centre for the possibility to rent a electric mobility scooter is available in the city centre.



Fig 6.7 Market Entrance from Market Square

Emergency Access

6.27 Vehicular access in an emergency will be guaranteed at Interchange Level within the at Cheapside Level from Market Square, Kendray Street and Queen Street. Market Parade and Midland Street/New Street will not be suitable for the load of any emergency vehicle. Retail units along these two streets are accessible from the Service Yard at Interchange in case of an emergency. So is the Cinema. Block A along New Street will be accessible from the rear from Lambra Road.

Community Safety

6.28 The proposed development will be set in and be part of a thriving town centre. It consists of very little accessible private (service) areas and features active frontages to all public streets and spaces. Restaurants on Market Square and the Cinema with entrances from both Cheapside and Car Park levels will ensure activity within the development even after hours and allow for natural surveillance. In addition camera surveillance will be installed throughout the development to increase the likelihood of detection and reduce the opportunity for crime even further. The landscape design will provide for adequate lighting to all public areas (see Section 5).

7 Conclusions



Fig 7.1 View down New Street to Cheapside



Fig 7.2 View along Cheapside to the Alhambra Entrance

Introduction

7.01 The proposals set out to produce a clear legible scheme for an extension to the commercial part of town centre that:

- Provides new integrated open and covered markets
- Revitalizes and enhances the public realm
- Is integrated with the existing town centre
- Creates new flexible retail space for range of shops, a Department Store, a Cinema, Restaurants and Cafes
- Provides easy connections to car parking and the Transport Interchange
- Ensures the commercial areas can be adequately serviced
- Ensures a sustainable development

Design Objectives

7.02 The design has had to contend with a number opposing and contrasting requirements. In summary it had to:

- exploit the sloping nature of the general townscape, enhancing the connections within the town centre and the servicing requirements of the scheme;
- provide a new Covered Market in a dedicated, new and legible independent building whilst integrating it within the scheme;
- retain the existing market traders but also encourage new traders to take space in the new building and open market;
- create an extension to the town centre with shops and department store capable of accommodating the requirements of modern retailers whilst retaining the scale and enhancing the qualities of the existing town centre;
- integrate the design within the existing fabric of the town centre by re-establishing lost connections / routes and creating new urban spaces;
- bring the entrances to the cinemas to a prominent location within the town centre as well as providing for direct access from the car park;
- demonstrate a high level of sustainability.

Conclusion

7.03 The new Covered Market has been the central element driving the design of the development. It has been essential to retain the historical legacy of past markets within new Market Building able to provide flexible well serviced space for the tenants and public alike ensuring a revived and continuing successful presence in the Town Centre.

7.04 The new Shops, Department Store that surround the new Covered Market provide the town with new flexible space able to attract new retailers enhancing the offer and adding a renewed vibrancy. The cinemas located in close proximity to the Restaurants and Cafés prolong activity within the Town Centre

7.05 The proposal connects the development to the major access points into the Town, the Interchange and car parking.

7.06 The architectural treatment, the spaces created by the development and their connections within the new and existing public realm integrate in a cohesive design.

7.07 We believe the objectives set out in Section 4 have thus been achieved in a fine building complex and commend it for approval by the Planning Committee of Barnsley Metropolitan Borough Council





1249 Partnership
Barnsley MBC
Yorkshire Forward

Barnsley Markets

Design and Access Statement

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