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Design & Access Statement

Pedestrian bridge, Barnsley

Submitted to Barnsley Metropolitan Borough Council
by IBI Group

27th July 2018

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Executive summary

This report describes proposals for a new pedestrian bridge, associated landscape and outdoor market stalls to the Jumble lane level crossing and adjacent areas.

The proposals described have been arrived at following an extensive period of design and technical exploration and stakeholder engagement.

The design has evolved through many iterations in response to this process.

It has been subject to 2 design reviews by the Barnsley Urban Renaissance Design Advisory Panel. We have undertaken surveys and investigations, enquiries and negotiations with adjacent landowners and highways authorities. We have engaged specialist steel fabricators to understand how the bridge will be constructed. We have undertaken extensive stakeholder consultation with council members, officers and statutory authorities (including a pre application meeting with BMBC Planning officers), market traders and representatives of the National market Trader Association.

The project is founded on a bold vision to connect the east and west of the town centre, allow the closure of the dangerous level crossing and create a new emblem for a transformed Barnsley.

The bridge will not be an adopted Highway and will be retained as a BMBC asset.





1 INTRODUCTION



1. Introduction

Client

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1.3 Description of the development

1.3.1 Background

The primary purpose of the proposed pedestrian bridge is to allow the closure of the dangerous Jumble Lane level crossing and create a new safe, attractive and accessible route across the railway line that separates the east and west of the town. This then provided the opportunity to make a bold statement in the town centre that could become an emblem for the transformed town.

The bridge also allowed us to reconsider the public realm outside the Transport Interchange and the land adjacent to Kendray Street where the bridge lands. The proposals seek to make useful and attractive spaces in both locations that are consistent with the wider public realm improvements elsewhere in the town centre. Central to this is the creation of spaces to sit and dwell and the introduction of outdoor market stalls to animate the space and help communicate Barnsley market town status to visitors arriving from the transport interchange.

1.4 Scope of this application

This planning application is seeking approval for;

- Bridge abutments;
- Permanent decks and bridge structure, including proposed materials;
- Approach ramps including hard and soft landscaping, stairs, rest areas;
- Surface materials;
- Parapets, handrails and gates;
- Surface water drainage;
- Lift / funicular access;
- Associated landscape;
- Outdoor market stalls, and
- Boundary treatments.





2

SITE, CONTEXT AND ANALYSIS



Site location plan

2.1 Site

The site for the bridge is across the Jumble Lane level crossing on Kendray Street. The public realm element extends across the space directly outside the Transport Interchange and into Midland Street and the area adjacent to the bridge landing to the east of the railway line, to the north of the recently completed Market gate car park.

The site currently comprises a level crossing over the railway, block paved public realm outside the Transport Interchange and similar to Kendray Street (east). The land to the east of the railway line is dominated by a complex network of roads including Harborough Hill Flyover.

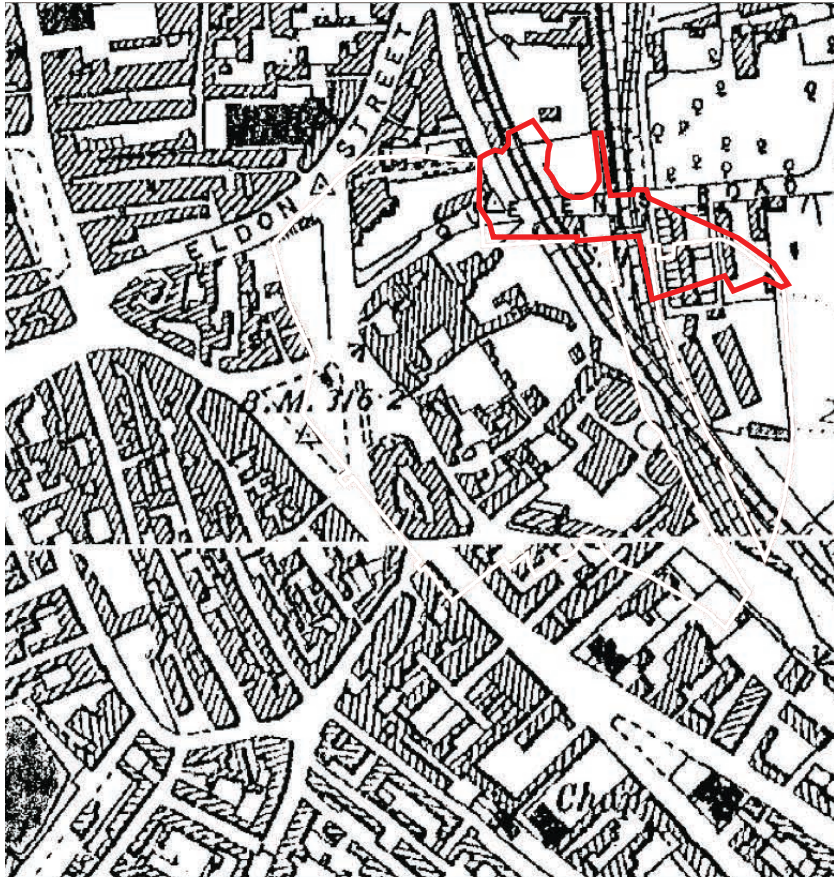
- Some existing structures and vegetation will be removed to facilitate the proposals;
- Pleached trees screening the bus station turning circle
 - Boundary walls, a line of trees and a small number of car and motorcycle parking spaces to the north of Market Gate car park
 - The existing statue outside the Transport Interchange. It is intended that this will be relocated to a local museum.



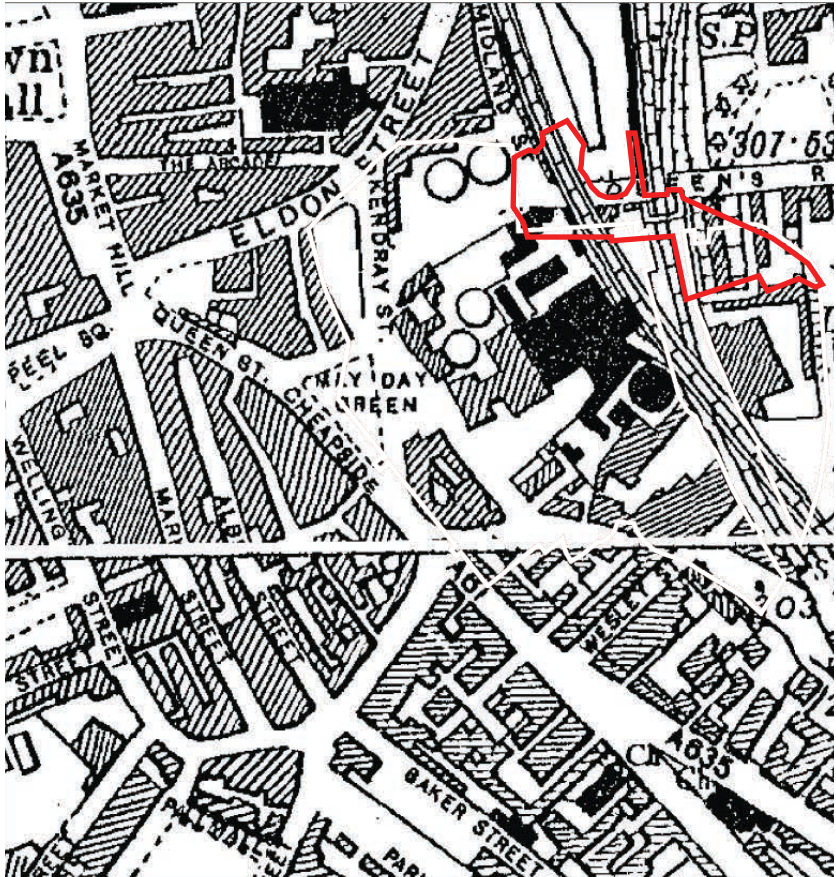
Proposed site alteration works



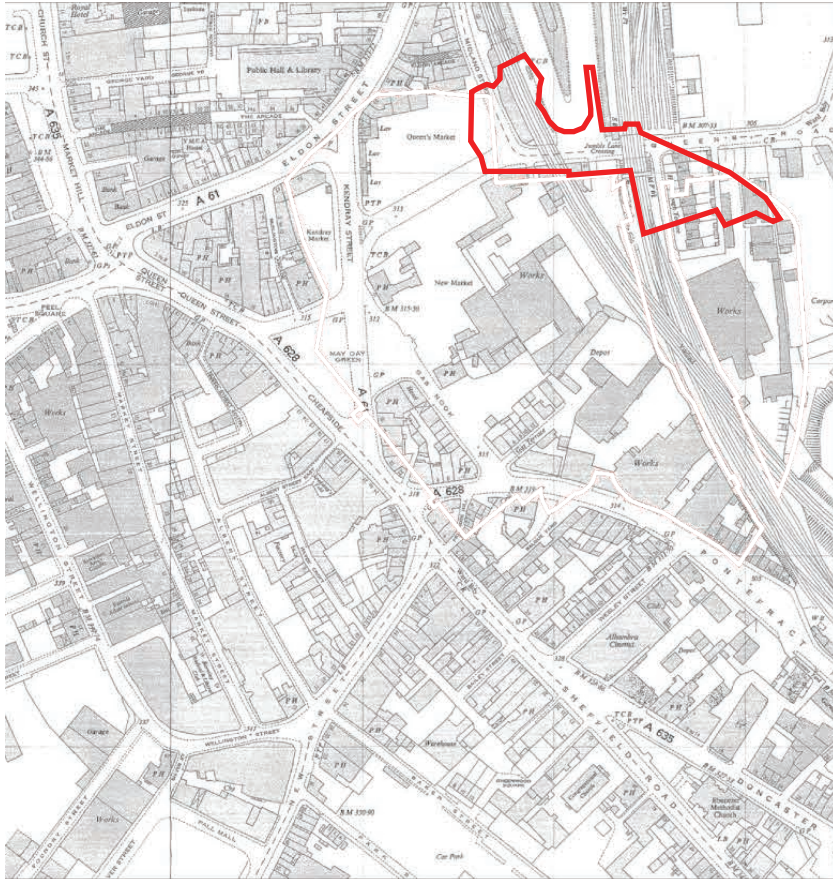
1855



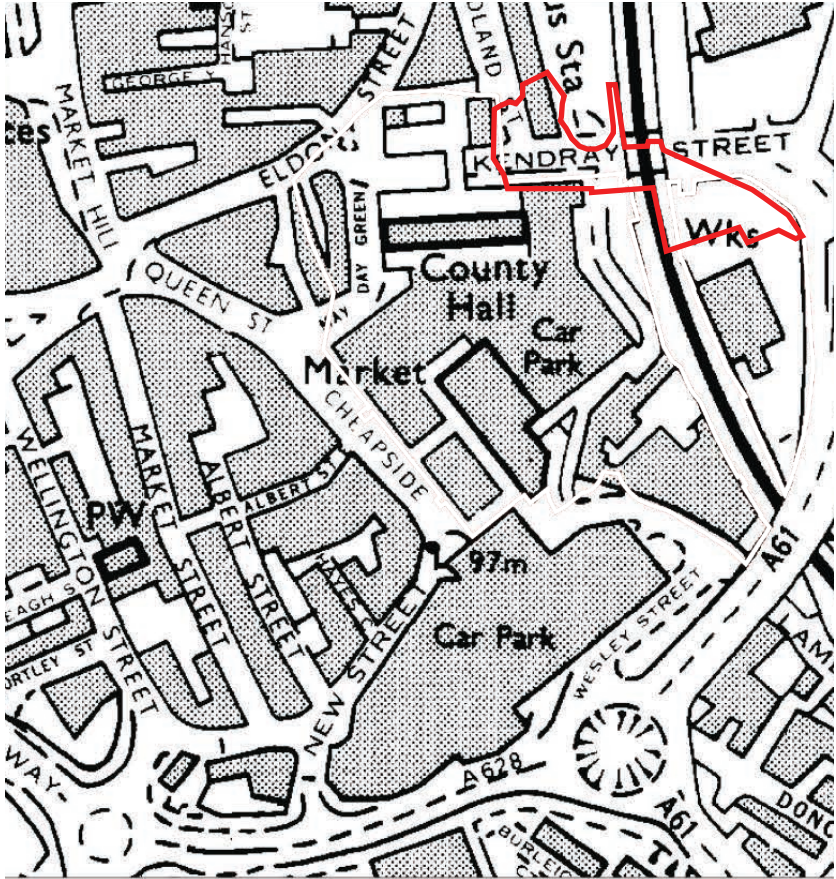
1895



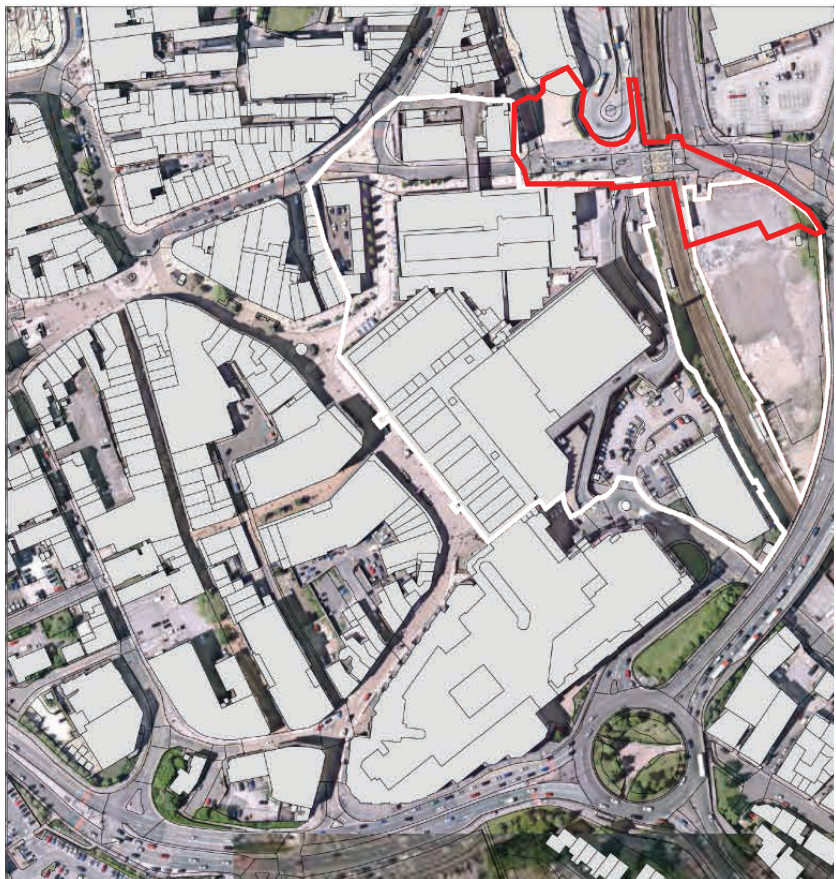
1948



1960



1990



Present Day

2.2 Historic context

Early History

Barnsley, probably formed by a ley or clearing alongside the River Dearne, is recorded in the Domesday book as a settlement with a population of approximately 200. It was granted a Royal Charter by Henry III in 1249 to hold an annual four day fair and weekly Wednesday markets. By the 1290's as trade routes developed, the town began to hold three annual fairs and had become the administrative and commercial centre for the region.

18th Century

Coal mining developed in Barnsley from the 14th century. The industry was supplemented by the arrival of a glass blowing works in the town in the 17th century, coinciding with the development of the town as a staging post for coaches as trade routes improved.

19th century

The population grew at a staggering rate from 3,606 in 1801 to 41,540 in 1901. The opening of the canal in 1799 and the arrival of the railways in 1850 enabled further growth. This created a significant expansion of the town with the original market place redesigned in 1823 creating Eldon, Pitt and Peel Streets cutting through the original road pattern to create new industrial sites.

20th Century

Coal mining continued until reserves began to deplete in the 1940's and the last coalfield at Goldthorpe closed in 1994. This coincided with a period of decline.

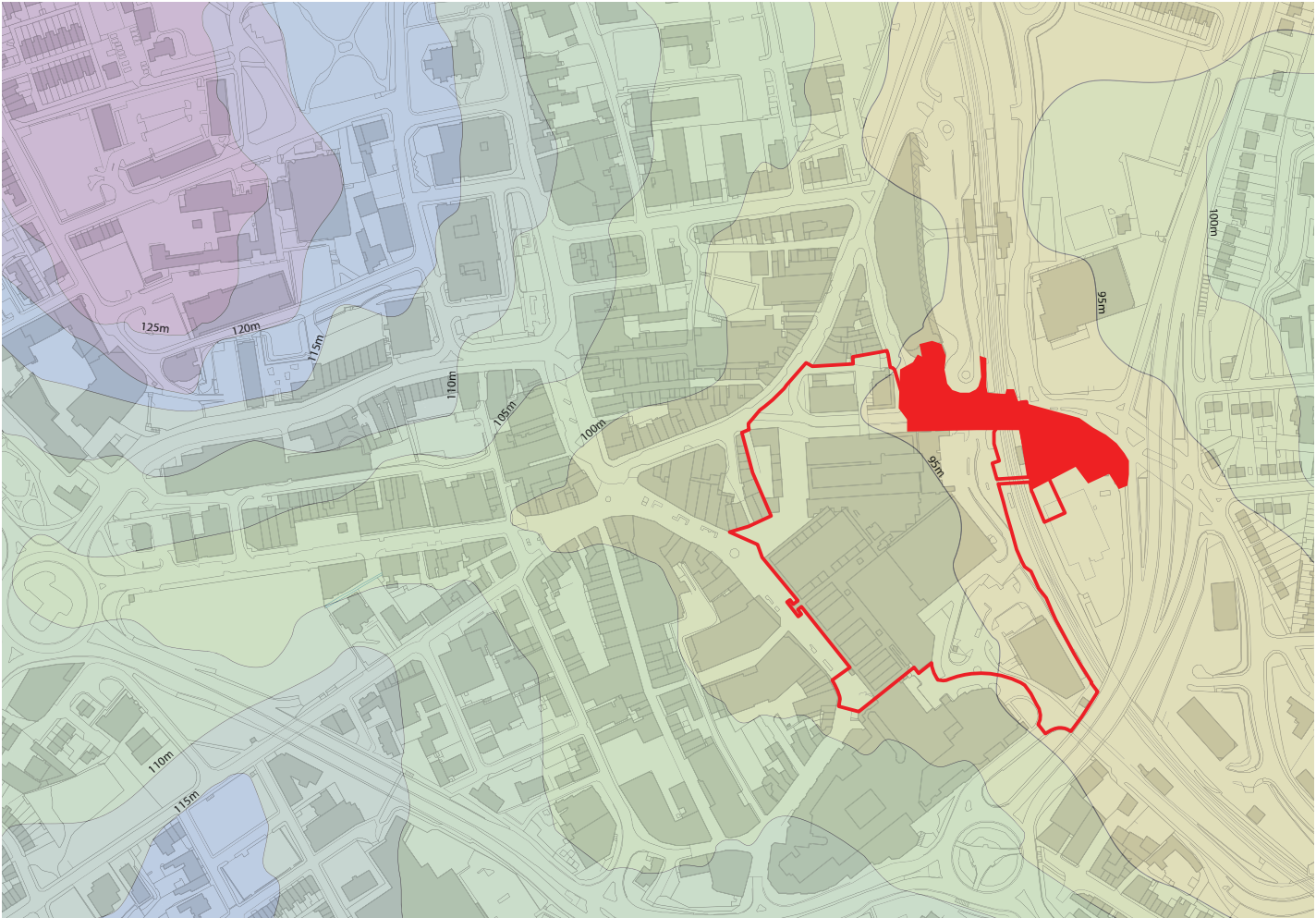
Post war development

In the 1960's much of the centre of Barnsley was redeveloped including the area around Cheapside including the Metropolitan Centre, the parade of shops on May Day Green, and Central offices.

These developments affected significant change on the town's historic built environment with traditional streets lost to the detriment of the pedestrian experience and reducing connectivity within the town centre.

21st Century

The 1960's planning theory which favoured the segregation of different uses led to monolithic containers of a single function. Many of the buildings developed during this period and are now unloved, vacant or earmarked for demolition or redevelopment - including the Metropolitan Centre.



Topography in Barnsley town centre



Aerial photograph of Barnsley town centre

2.3 Topography

The dramatic topography of Barnsley is one of its defining features and has been a major influence in how the town has grown.

As illustrated on the adjacent plan the highest point within the town is on Churchfield to the west of the Town Hall which itself commands a fine elevated aspect on Church Street.

The topography falls away from this area to the south east towards the retail centre. Church Street and Queen Street fall into Cheapside before the landscape rises again up New Street.

At a local scale, however, the town centre is largely flat with only localised changes in level that were predominantly man made during the 1960's development.

The application site sits on a generally flat site, with the change in level down Kendray Street.



Existing site conditions

2.3 Constraints and opportunities

2.3.1 Constraints

The site presents a number of physical constraints on the design;

- Complex typography presents challenges to the symmetry of the bridge. There is a level change of almost 2m from one side to the other
- Maintaining access across the railway line during construction
- Ensuring minimum disruption to the operations of the town centre and the adjacent construction sites (in particular the multiplex cinema and service road elements of the Phase 2 works contract).
- The technical requirements of Network Rail. In particular;
- 5.8m clear height to underside of the bridge where it crosses the railway line
- The necessity for 1.8m high parapets to the bridge where it crosses the railway line)
- BMBC Highways requirement for 5.2m clear height to underside of the bridge where it crosses the highway at the Market Gate car park entrance

2.3.2 Opportunities

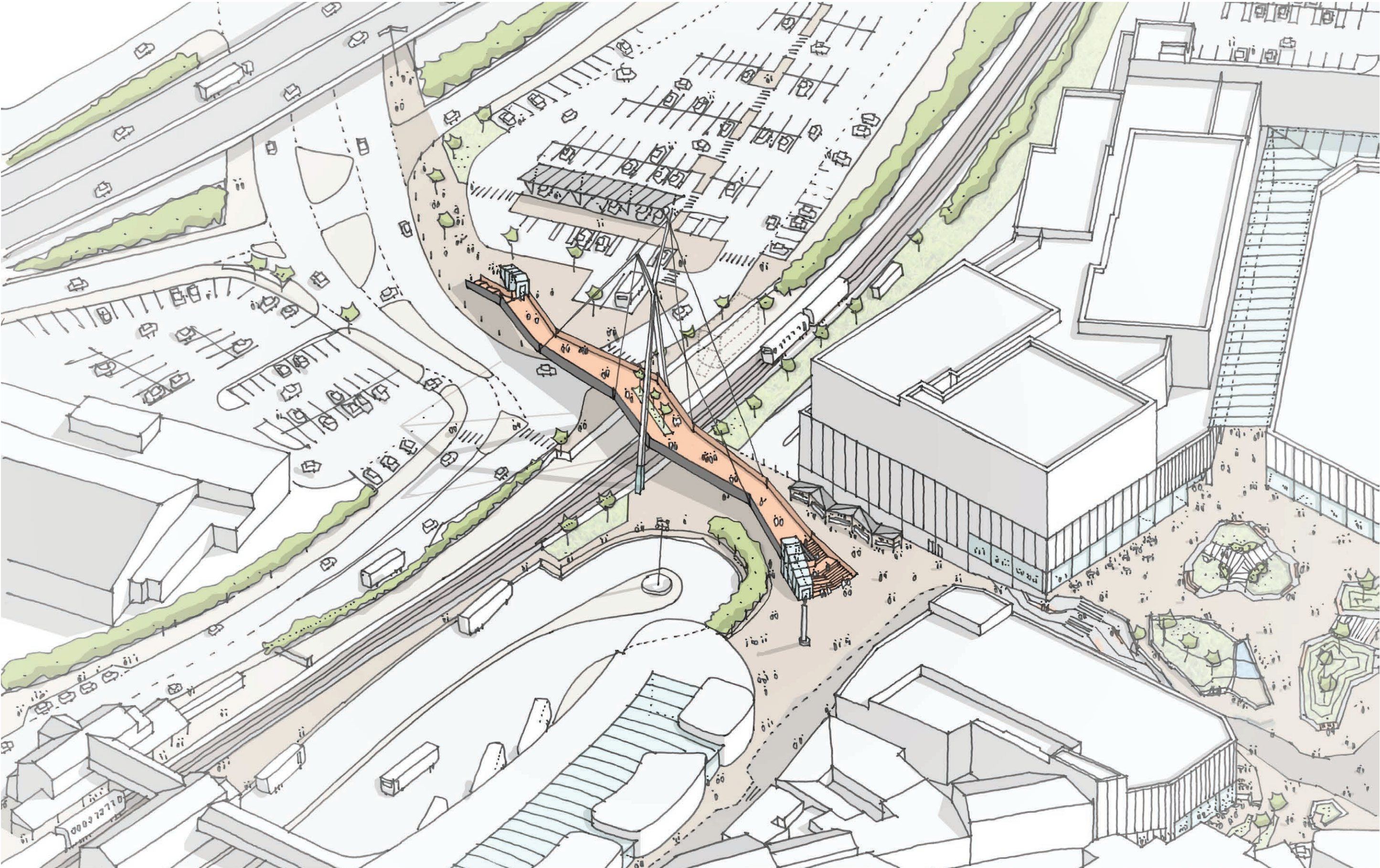
- To provide a new safe and attractive means for pedestrians and cyclists to cross the railway line
- To improve the safety and experience of football fans traveling by foot from the town centre to Oakwell
- To improve the usefulness and quality of the public realm to both side of Kendray Street
- To introduce animation to the space outside the Transport Interchange in the form of outdoor markets
- To create an emblematic structure that represents the future of the town whilst referencing its rich history.
- Ensure safe passage across the railway line at all time before and during the construction of the bridge
- Ensure minimum disruption to the operations of the town centre and the adjacent construction sites (in particular the multiplex cinema and service road elements of the Phase 2 works contract).
- Minimise the impact on the recently completed Market Gate car park.
- Be fully compliant with Network Rail guidance for pedestrian bridge design.





3

DESIGN PROPOSALS



Initial concept - Birds eye sketch of cranked bridge deck with single pylon

3.1 The brief / Project objectives

The main purpose of the bridge is to facilitate the closure of the dangerous Jumble Lane level crossing.

Comprehensive meetings were then held with the Leader of the Council, Chief Executive, Heads of Directorates, officers and the key stakeholder Network Rail to determine the detailed brief. This comprised;

- To provide a new safe and attractive means for pedestrians and cyclists to cross the railway line
- To improve the safety and experience of football fans traveling by foot from the town centre to Oakwell
- To improve the usefulness and quality of the public realm to both sides of Kendray Street
- To introduce animation to the space outside the Transport Interchange in the form of outdoor markets
- To create an emblematic structure that represents the future of the town whilst referencing its rich history.
- This must include a vertical pylon structure that can be seen on arrival to the town by car and rail.
- Create as wide a bridge possible within the budget constraints.
- Provide full access to all



Barnsley coat of arms with the glass blower and miner

3.2 The idea

In response to the detailed brief a design for the bridge evolved that was comprised of 2 elements – the pylon and the deck.

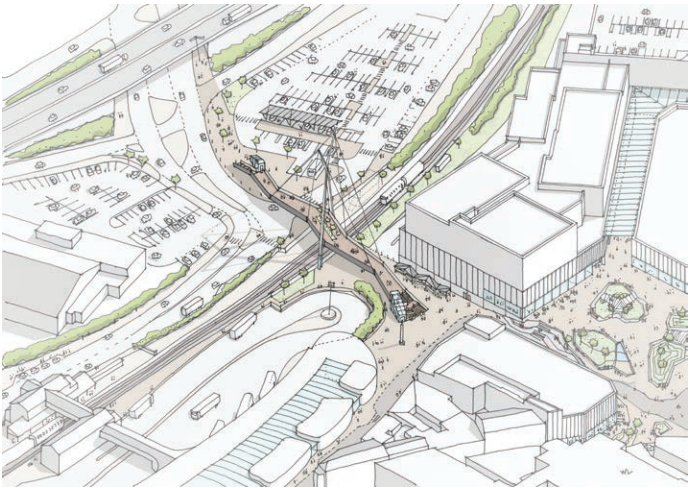
The pylon design of 2 tall forms whose vertical form is adjusted along its length is intended to invoke the glass blower and miner figures on Barnsley's coat of arms – each sharing the burden of holding up the bridge deck via the steel tensile cables.

The deck is a wide, undulated and faceted horizontal form derived from the myriad of technical and spatial opportunities and constraints.

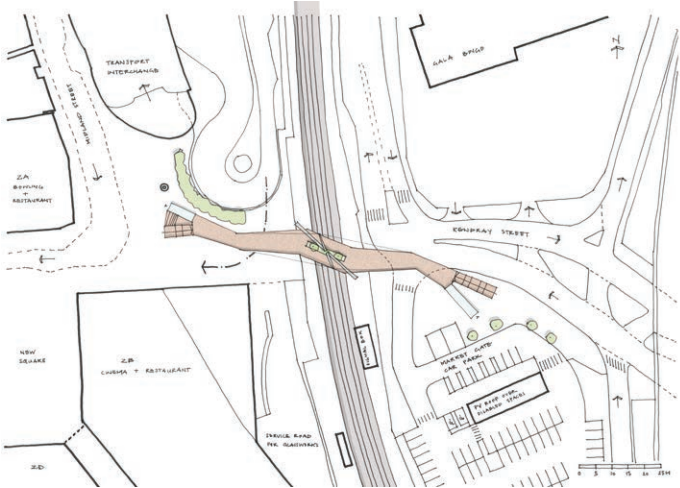


Concept of 2 figures representing the glass blower and miner sharing the burden of holding the bridge up

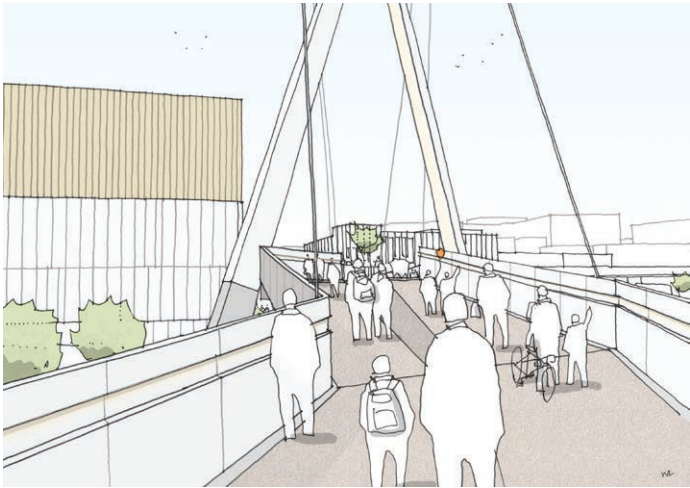
Design iterations



Single pylon
Aerial view



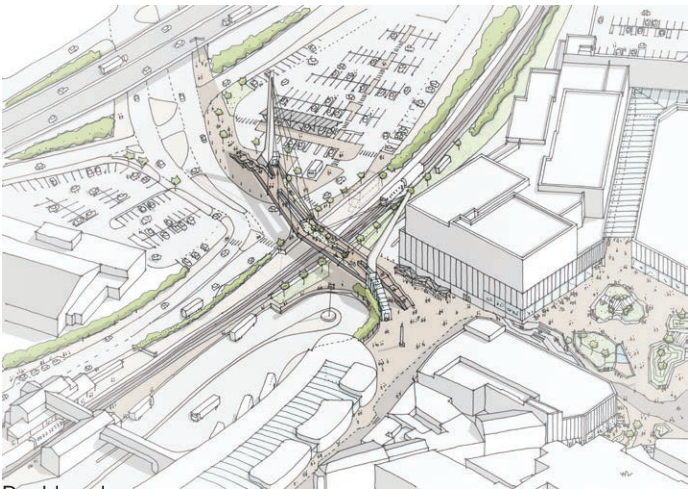
Plan view



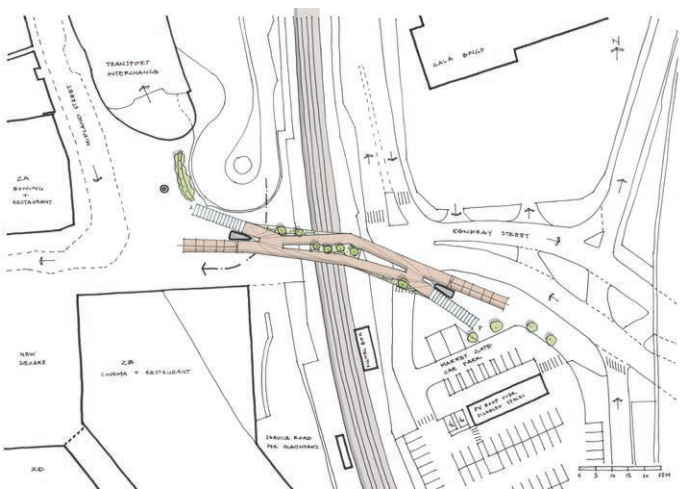
Bridge deck view



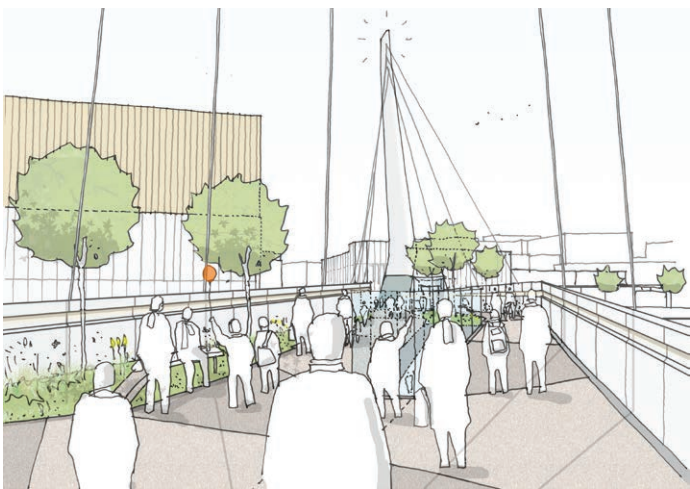
Kendray Street view



Double pylon
Aerial view



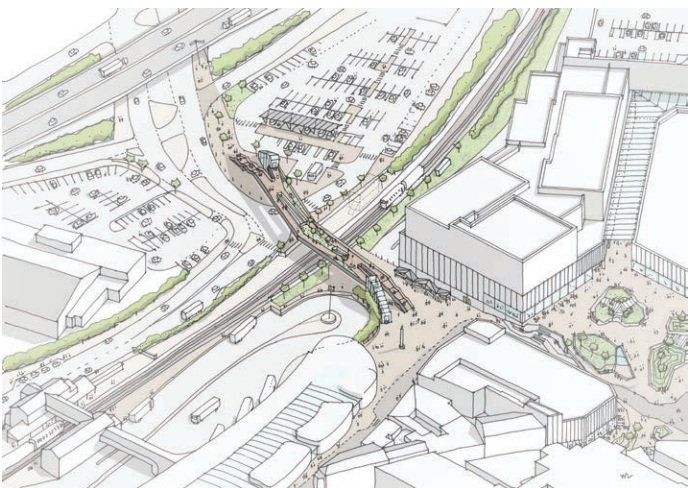
Plan view



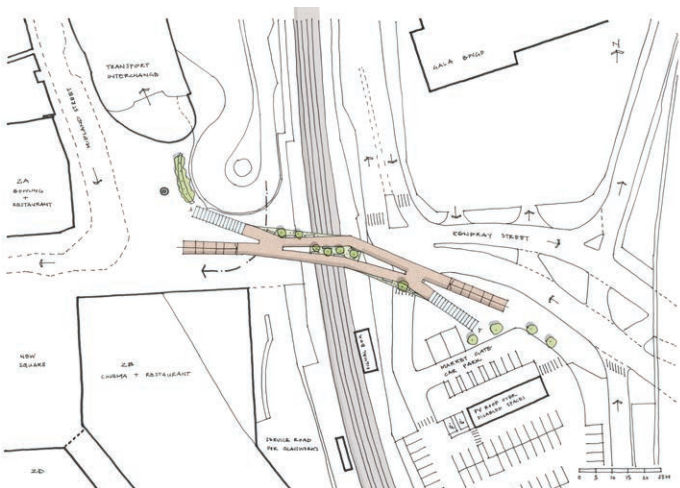
Bridge deck view



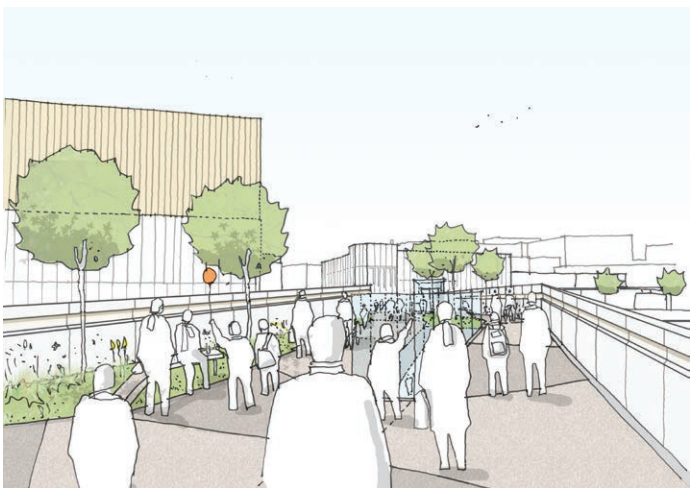
Kendray Street view



No pylon
Aerial view



Plan view



Bridge deck view



Kendray Street view



3d printed model to test to bridge form and proportions



CGI exploring the form of the bridge on Kendray Street



Site Plan - Opportunities and constraints diagram

3.3 Relation to masterplan

3.3.1 Reconnection - Streets and spaces

The principal aim of the masterplan is to maximise connections back to the surrounding area while releasing a large area of under-utilised town centre land for positive use.

The proposed bridge does both of these. It replaces Jumble Lane level crossing to provide access across the railway line and helps animate land that has previously been poorly defined.

The bridge also plays an important roles in visually terminating the long vista along Kendray Street. The position and form of the pylons have largely been determined by this objective.

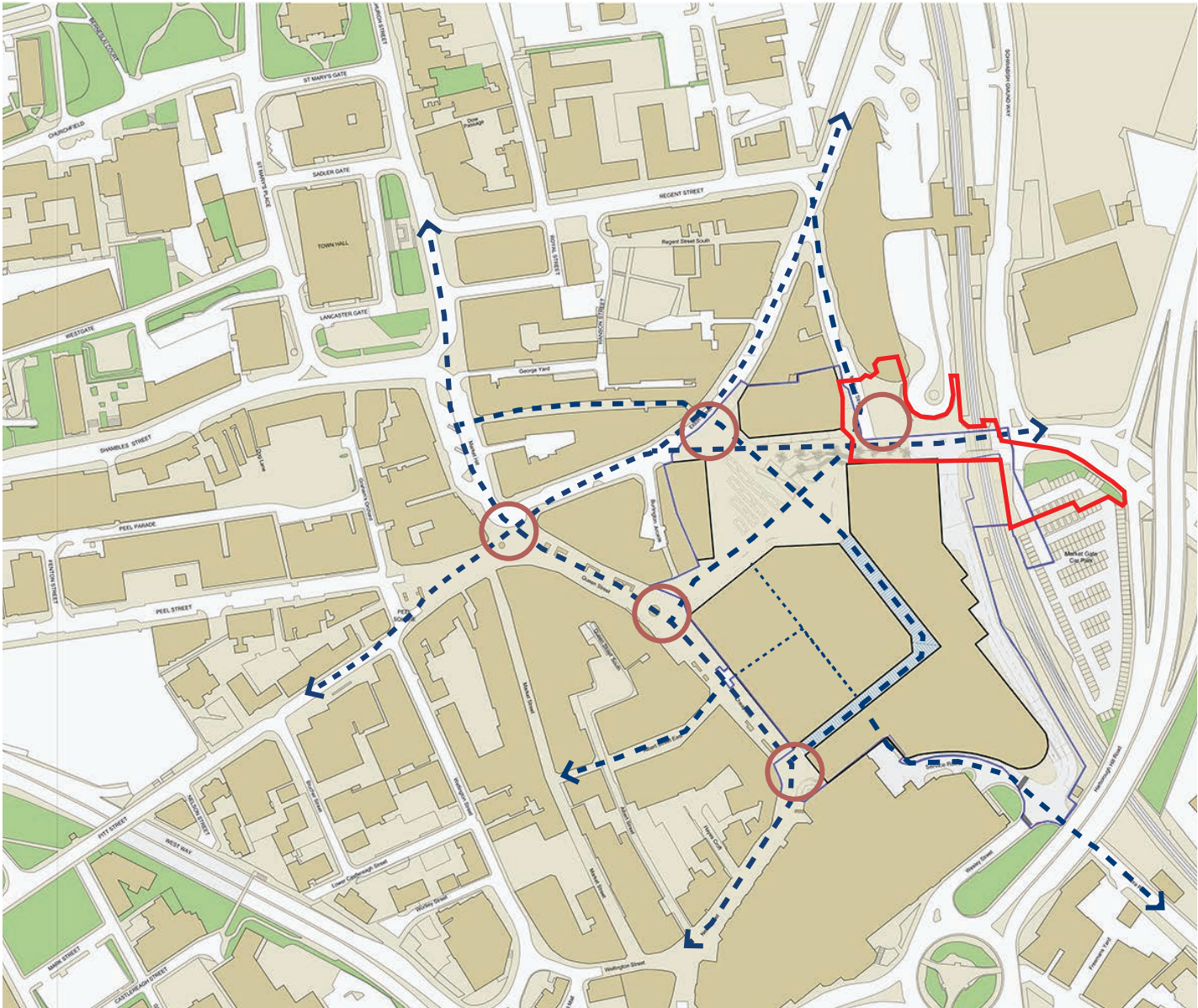
3.3.2 A sense of arrival

The Glassworks will be approached from all sides and so will the bridge.

Our proposals reinforce the aims of the masterplan at an urban scale in terms of connectivity but also creates a sense of arrival into the town.

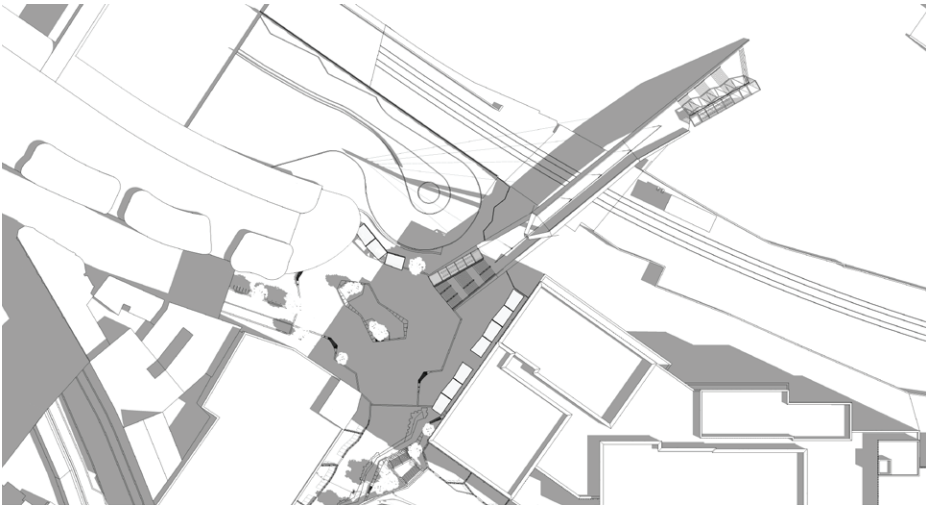
The arrival from the Transport Interchange will be dramatically improved by the bridge, the new landscaping and though the animation provided by the outdoor market stalls.

It is hoped the pylons become an emblem for the town. Their scale and form ensure they are seen by rail, car and foot from far and wide.

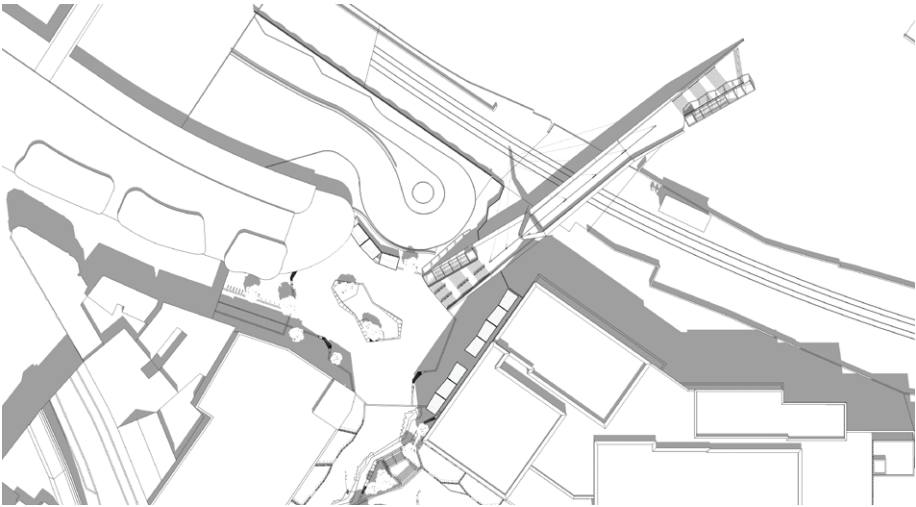


Key pedestrian movements and public realm nodes in the wider masterplan

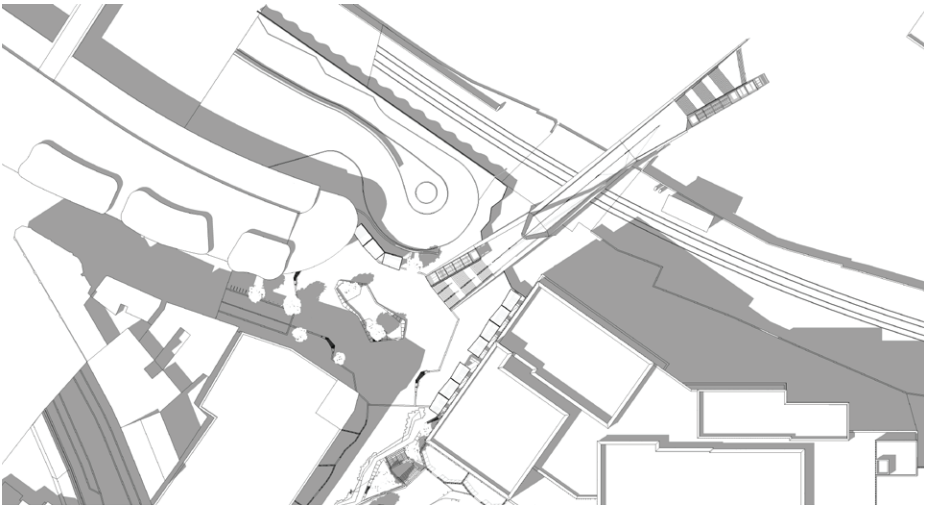
Sun path diagrams



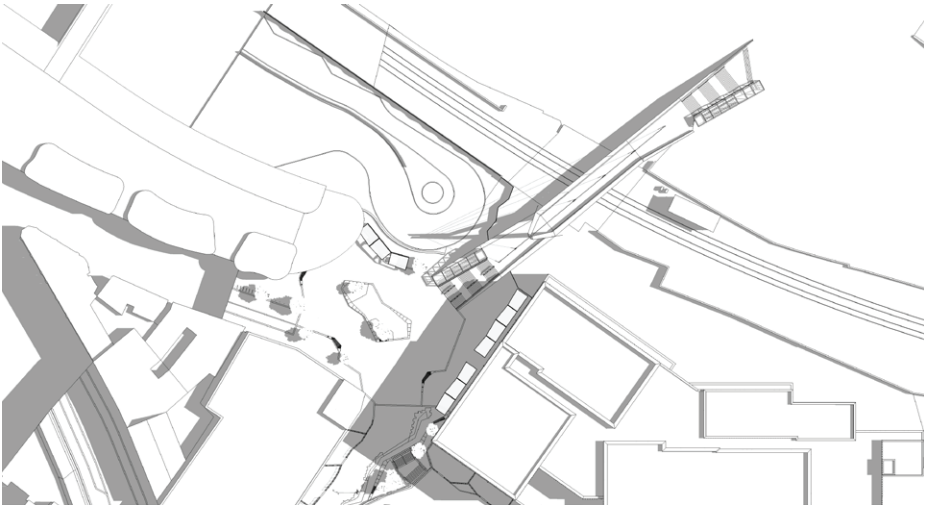
Spring equinox 9am



Spring equinox 12pm



Spring equinox 3pm



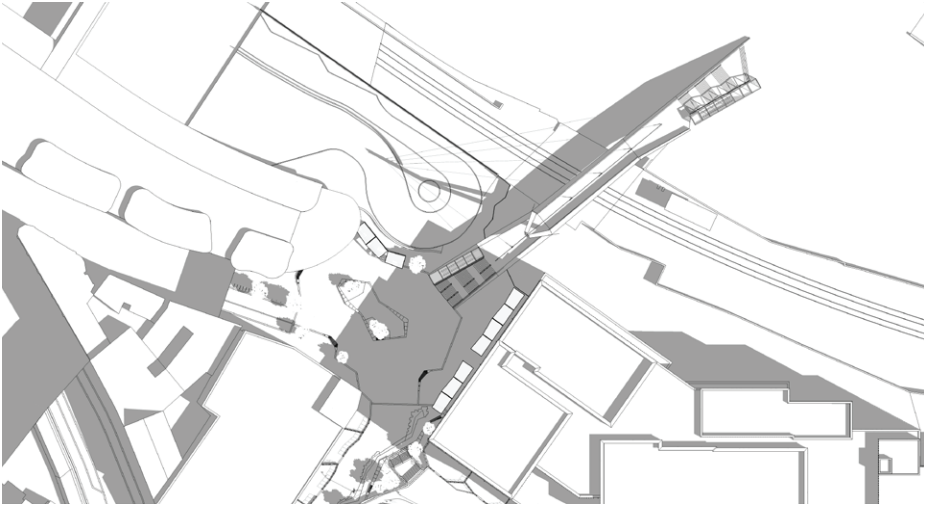
Summer solstice 9am



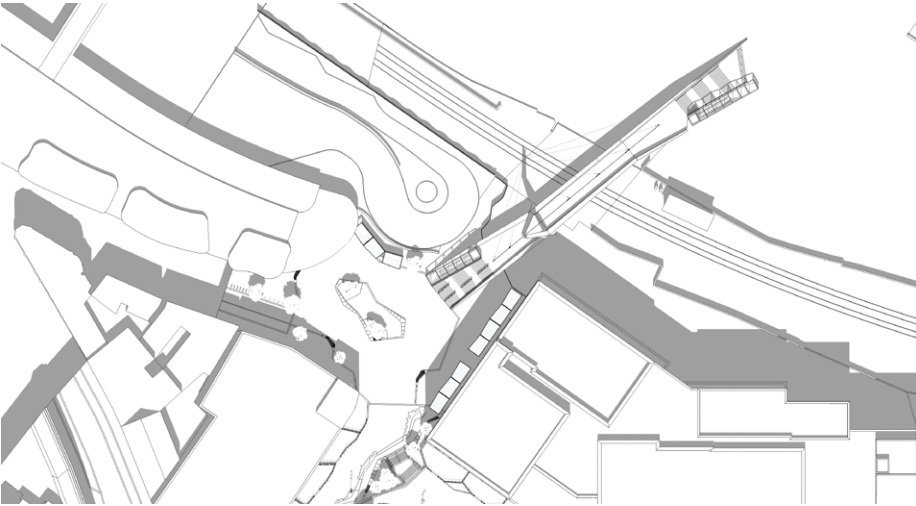
Summer solstice 12pm



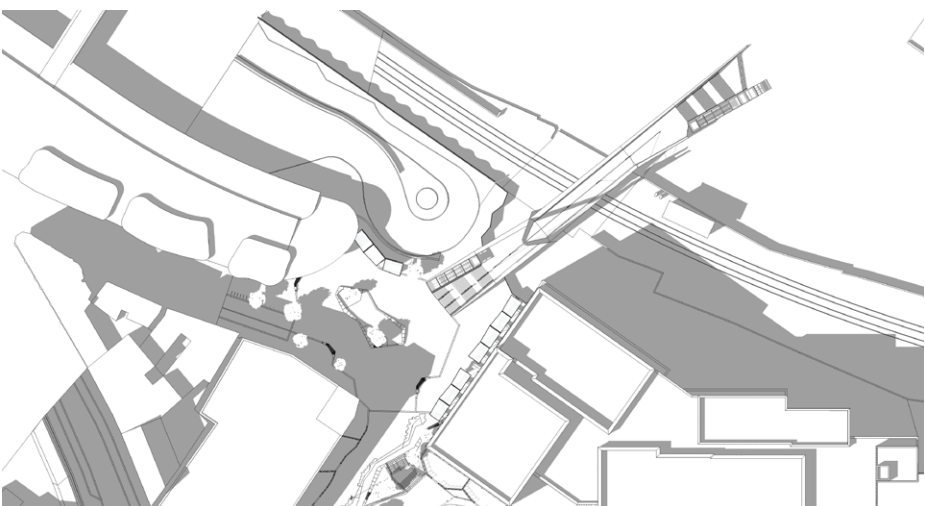
Summer solstice 3pm



Autumn equinox 9am



Autumn equinox 12pm



Autumn equinox 3pm

3.4 Site strategy

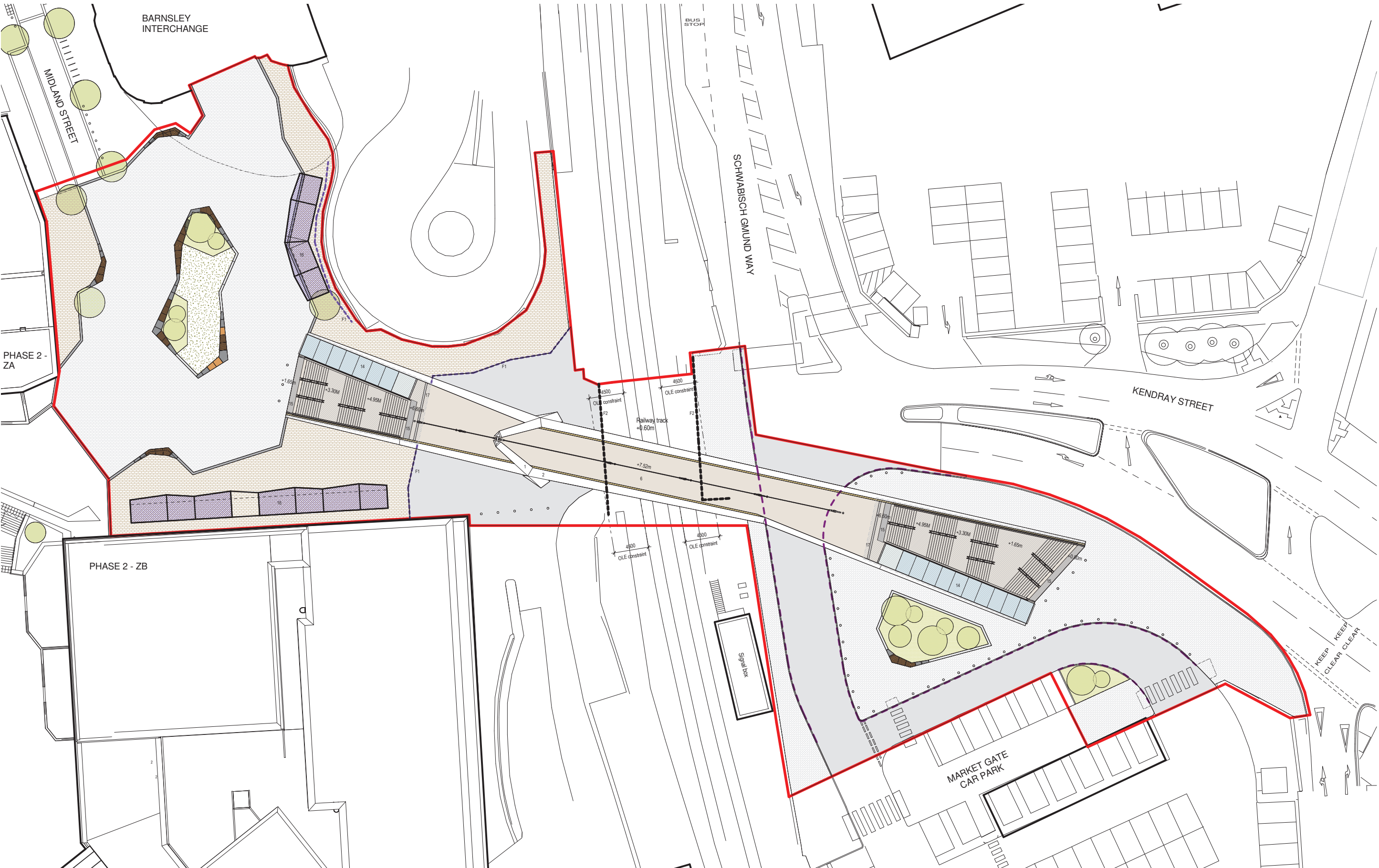
The site strategy is derived from the project objectives, our response to the opportunities and constraints, the relationship of the proposals to the wider town centre development and the valuable input from project stakeholders.

The start / end points for the bridge have been carefully arrived at.

- They are on the desire line from either side and aligned with road crossings.
- They create a bridge span of sufficient length to justify a cable stay solution with vertical pylons thus meeting the clients requirements for verticality
- They miss the main below ground services constraints, including Sough Dyke
- They avoid the easements around Network Rail land adjacent to Jumble Lane
- In creating a bridge of a certain length they help ease pressure on pedestrian road crossing, particularly on match days at Oakwell by gently funneling and stretching the crossing crowds
- They allow 'placemaking' to be considered. Creating quality places where the bridges land.



View of the bridge and pylon along Kendray Street



Proposed site plan

3.5 Design strategy and layout

3.5.1 Bridge

The bridge pylons have elegant, athletic vertical forms. They crease twice along their length to lend an anthropomorphous quality and stands shoulder to shoulder to hold up the bridge deck. They come together at shoulder level then trust confidently upwards.

The pylons are triangular in profile on plan. This helps give them a more elegant silhouette but also reduces impact of wind on their structural stability.

The bridge deck is generally 5m wide but at its ends it tapers out to 8m to accommodate wide steps and a glazed funicular lift. The width of the steps have been generated by a detailed pedestrian modelling exercise.

The deck parapet varies in height along its 61m span in response to the requirements of the building regulations, Network Rail and the 'Design Manual for Road and Bridges' from 1.2m at its lowest up to 1.8m where it crosses the railway line. It is slightly tapered on the internal surface to mitigate the tunnel effect through the taller sections. The outside profile is deeply faceted to create a continuous sharp seam along the entire length of the bridge. This also gives it a similar profile to the pylons (which were arrived at for technical reasons) and allows them to be brought together into a coherent whole.

The pylons and bridge are connected by thick steel cables. These are anchored at high level where the pylons meet and into the center of the bridge deck. The bridge abutments comprise very generous steps with integrated cycle channels. Adjacent to these are glazed funiculars which provide access to the bridge for those unable to use stairs. Funiculars were integrated into the design instead of more traditional lifts to democratize the bridge so that all users have the same experience.

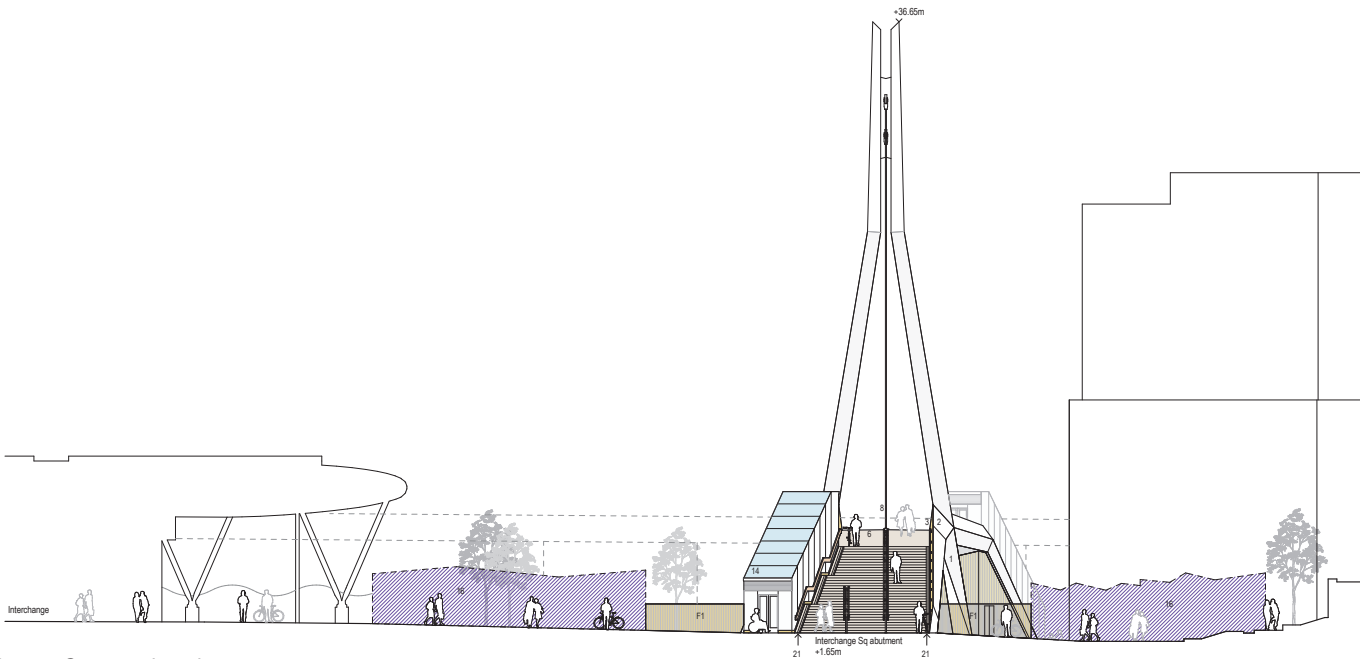
Secure, lockable bicycle storage is provided to the underside of the abutments. The abutments are clad in corrugated metal (sharp edges not sinusoidal) to contrast with the deck parapet above.

3.5.2 Market stalls

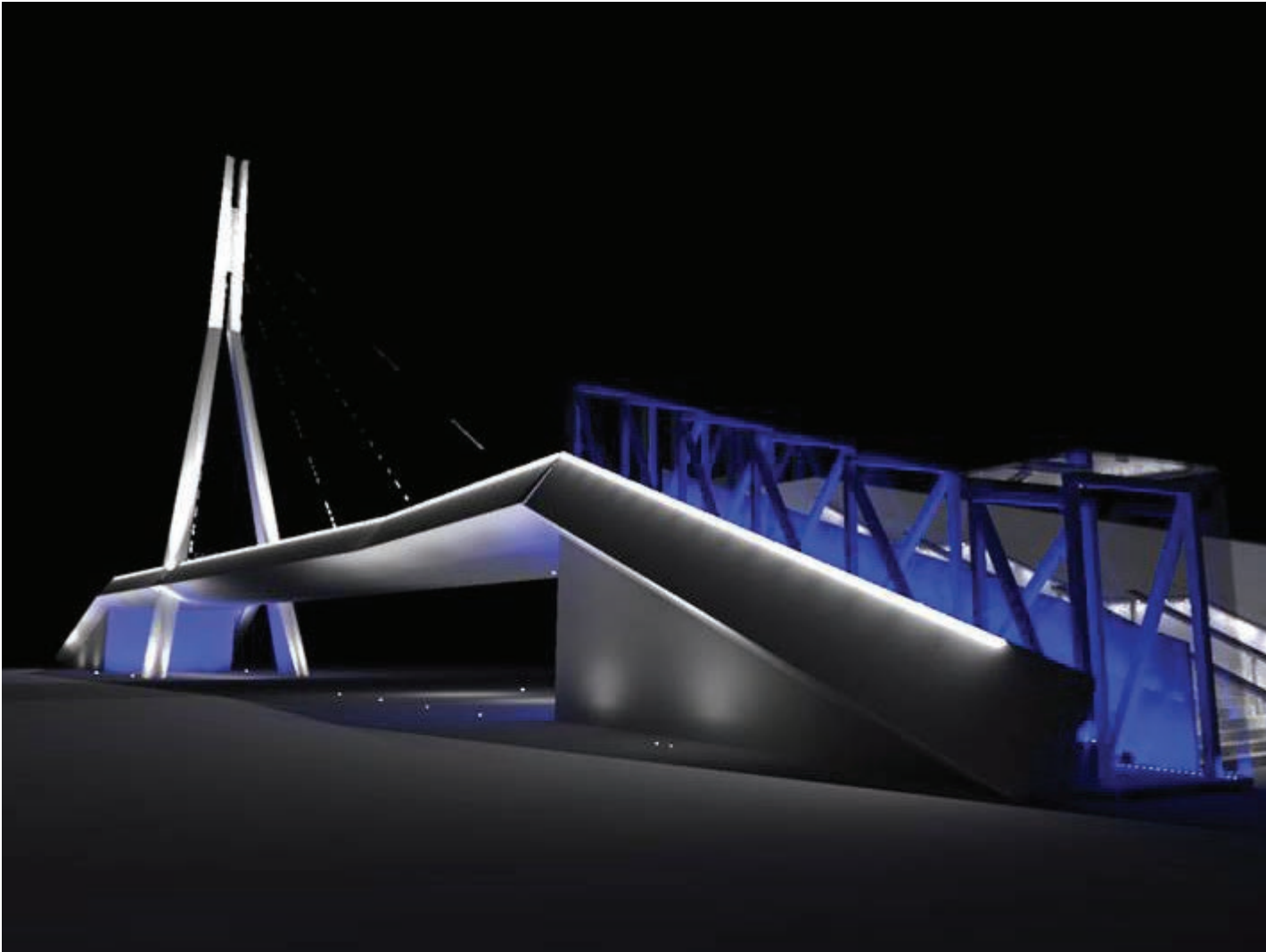
The market stalls are proposed in 2 locations;

- Directly outside the entrance to the Transport Interchange where they screen the unsightly bus turning head
- At the blank base of the cinema / restaurant gable.

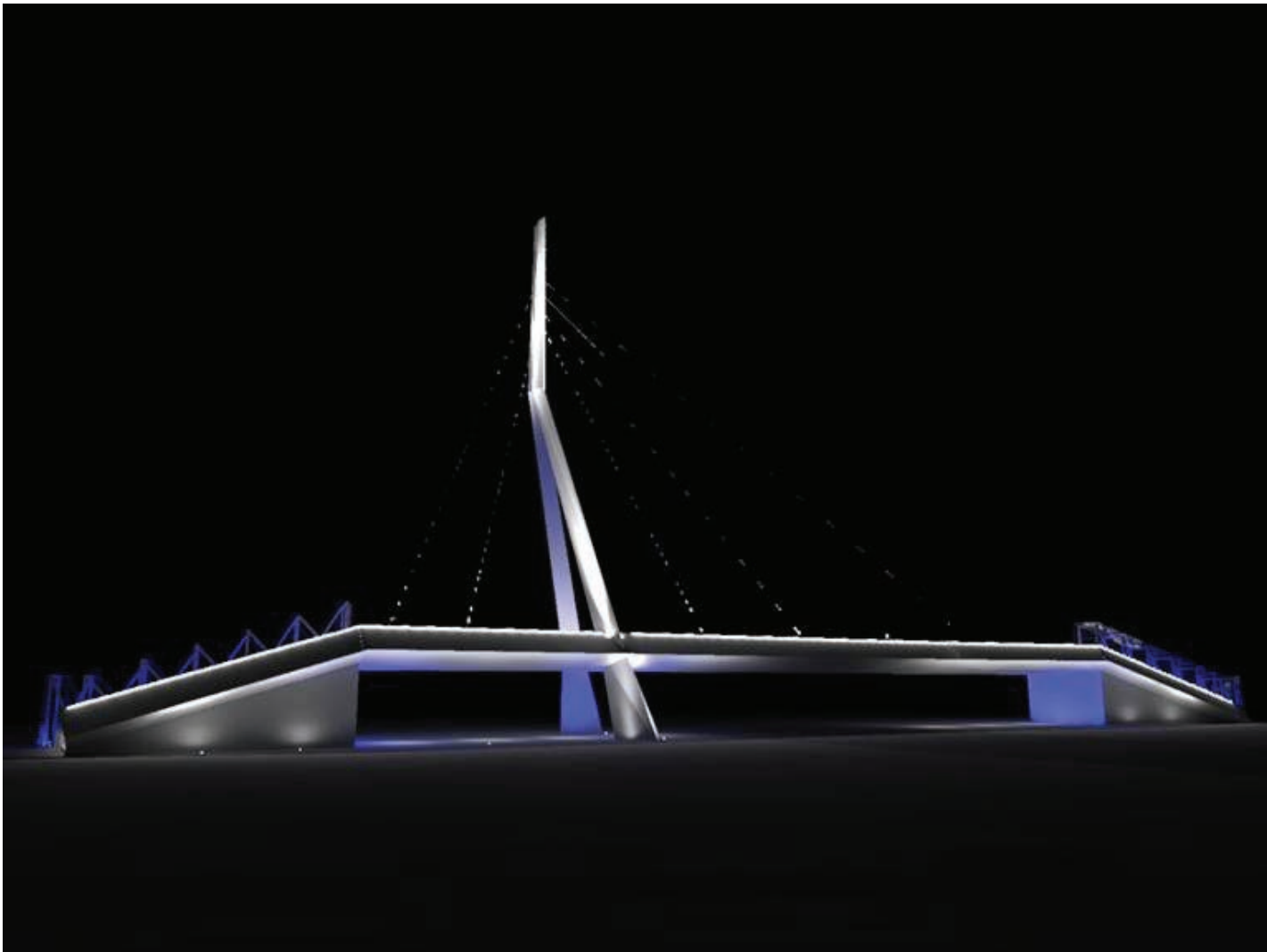
They comprise simple steel framed structures of 4.8m and 3.6m wide with integral fold down trestles and a polycarbonate roof to maximize light. They have fascias of perforated metal. A screen of profiled metal fence will be installed behind the stalls at the turning head to aid the screening of this.



Interchange Square elevation



Lighting studies accentuating the pylon and deck



3.6 Lighting strategy

3.6.1 Bridge

The pylon and bridge deck will be lit with strong, energy efficient lamps to emphasis the 2 primary bridge elements.

The cables and undercroft will be uplit from recessed lamps in the deck and ground. Recessed LED's will be incorporated into the handrails to the steps onto the bridge while the deck will be lit with recessed strip LED's at low level. Both of these lighting elements will ensure the bridge is very well illuminated without creating glare or excessive light spillage.

The overall lighting strategy will be developed in line with Network Rail's signal sighting requirement.

3.6.2 Market stalls

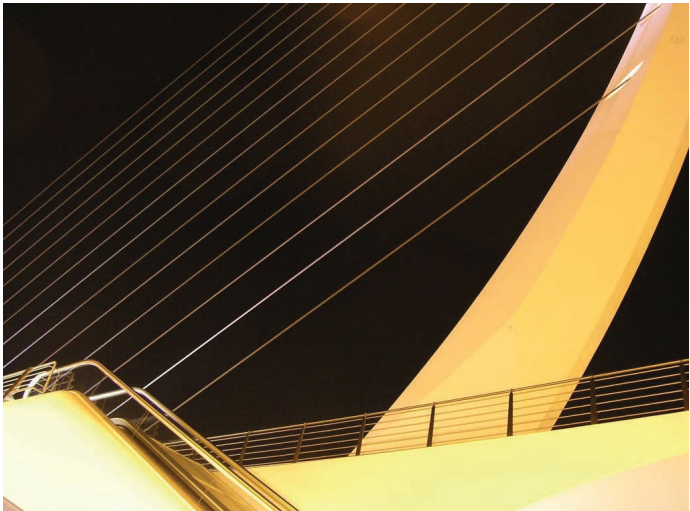
Functional lighting will be provided to each stall to ensure they can operate after dark. Feature lighting will be installed to the fascia to accentuate the perforated pattern.



Strip LED's to handrails



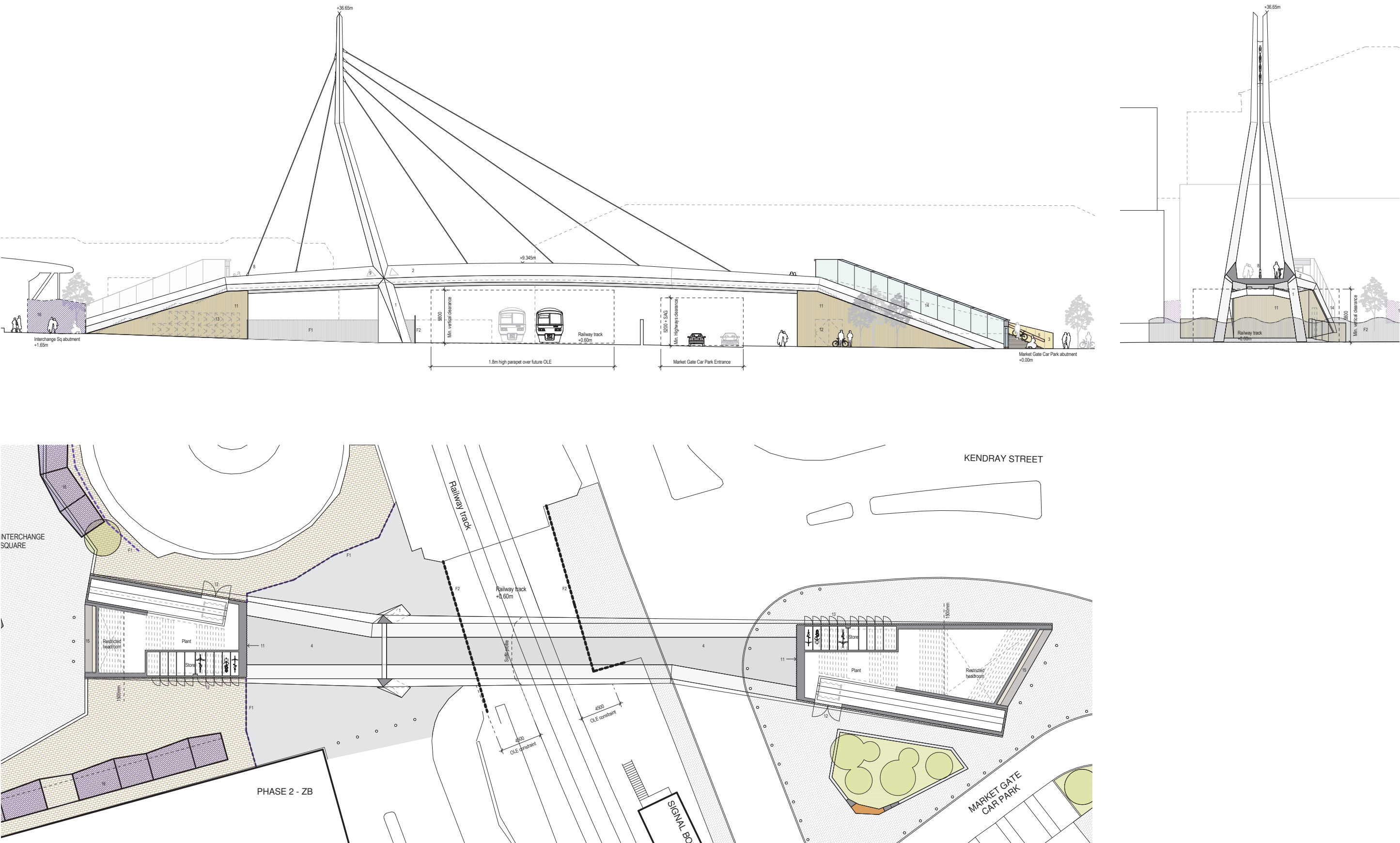
Strip LED's to handrails



Surface washing lights to bridge deck, pylon and cables







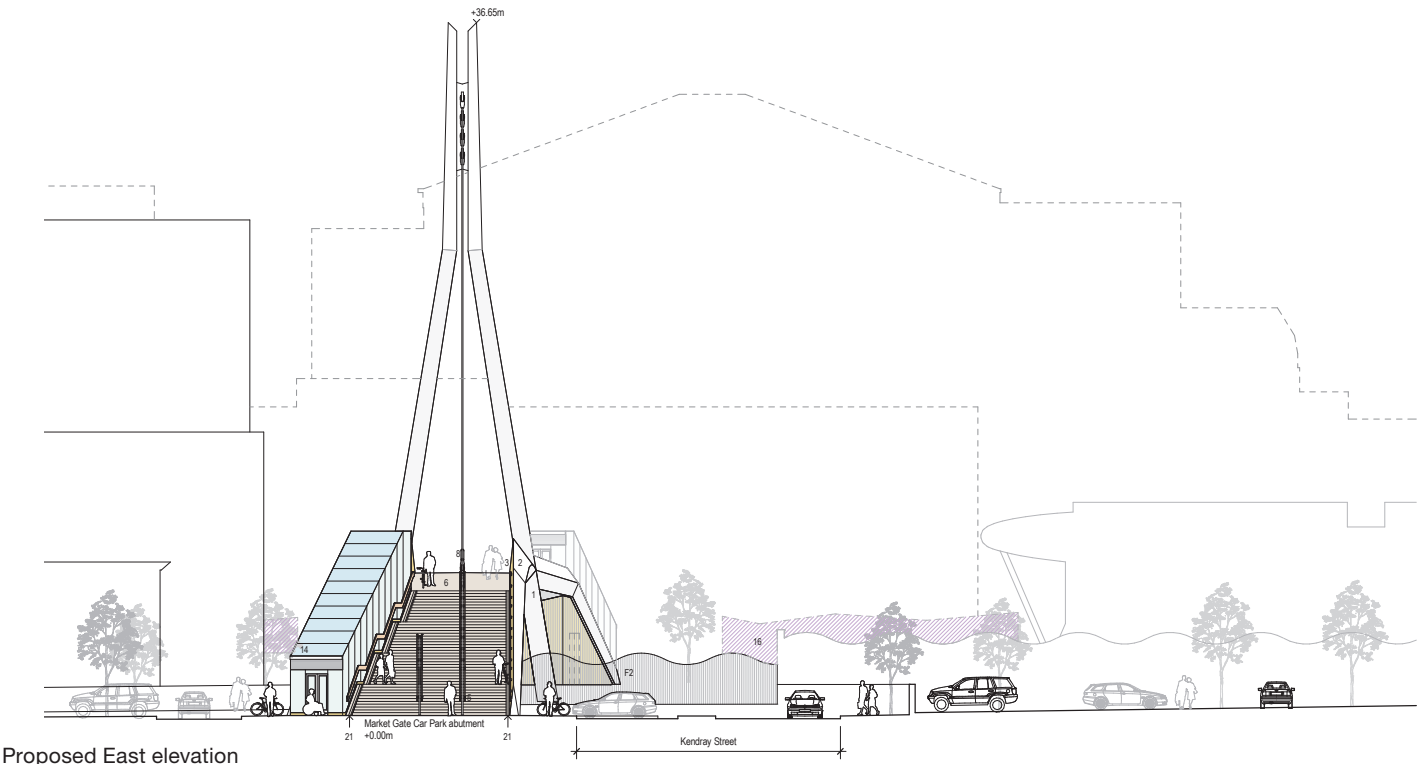
Proposed bridge plan, section and elevation

3.7 Massing, size and scale

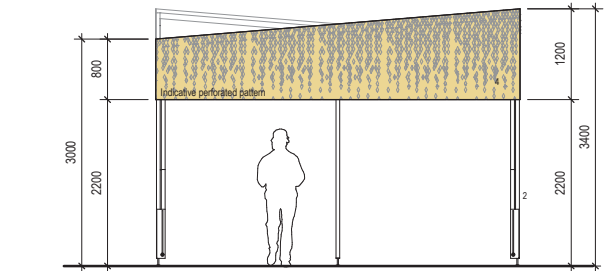
3.7.1 Bridge
The pylons are proposed at 36m tall. This ensures the bridge is the tallest structure in the town centre – 8m taller than the adjacent cinema building. It also sets up an urban relationship with the other very tall structure in the town – the tower element of Town hall – and the 2 smaller towers of the refurbished Metropolitan Centre.

The bridge is 105m long in total with a span between abutments of 61m. It varies in length from 8.8m at the bottom of the steps to 5m generally along the deck.

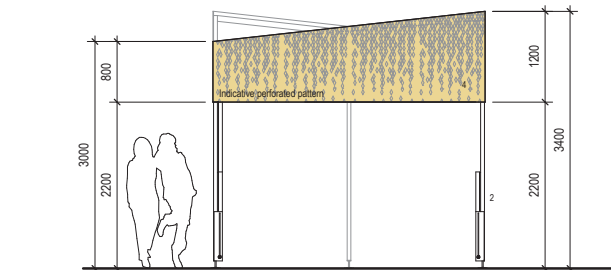
3.7.2 Market stalls
The stalls are 4.8m and 3.6m modules. The 4.8m wide stall can be divided in half. This creates a range of stall sizes to cater as wide a range of market businesses as possible. The stalls are 2.2m tall to the underside of the fascias. Their total height is 3.4m to top of fascia.



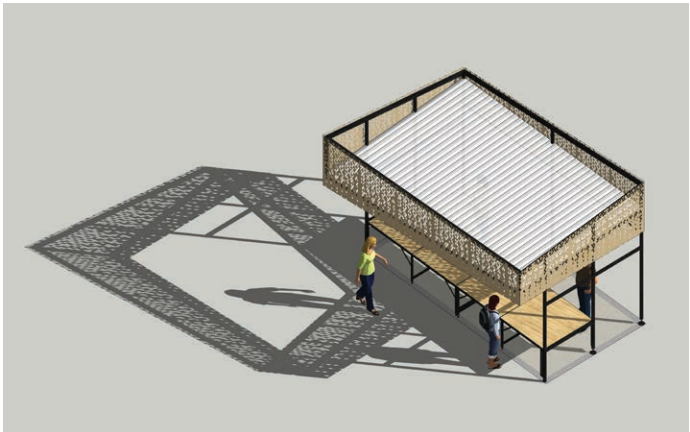
Proposed East elevation



Market stall Type 1 - 4.8m



Market stall Type 2 - 3.6m



Outdoor market stall - 3D view



Resin finish to the bridge deck



White painted steel pedestrian bridge, Utrecht



Perforated metal screen - bicycle storage beneath bridge deck

3.8 Material strategy

3.8.1 Bridge

The bridge pylons and deck parapet are proposed in painted steel. The inside of the deck will be painted in a different colour to the outside to accentuate and compliment the light installation. The bridge deck and steps will be in anti-slip resin. Stairs handrail are proposed in hard wood which are soft and warm to the touch (DDA 'warm to touch').

3.8.2 Market stalls

The stalls are proposed to be made from a simple steel frame, a roof of clear polycarbonate and an ornamental fascia of decorative perforated metal.

The integrated fold-down tables will be in robust coated plywood. All of these materials have successfully been used on the temporary outdoor market stalls that have been in place in the town center over the last 5 years.



Pedestrian view on bridge deck



Hard wood handrail and outdoor market stalls

3.9 Operations, servicing and maintenance

3.9.1 Bridge

We have consulted with bridge and steel fabrication specialists throughout and ensured issues of operations, servicing and maintenance have been considered from the outset. Selected materials are robust. Where regular inspection and/or maintenance is required we have provided safe access. For example the inside face of the deck is entirely demountable to allow the condition of unseen areas to be inspected.

The plant associated with the funicular lift is accessible from grade at the abutments. Lights are accessibly located wherever practical to ensure they can regularly cleaned, maintained and replaced without substernal disruption (for example the closure of the railway).

Security bollards will be located to the town centre side of the bridge to prevent cars from damaging the bridge. Metal fences will be installed to restrict access to the service yard underneath the bridge and to the adjacent Network Rail land.

3.9.2 Market stalls

The outdoor market stalls will be accessed from the street. Trader vehicles will be allowed access to the public realm in a managed way.

Waste from trading will be held within the stall during operating hours then taken to the appropriate disposal location (either on site within the Glass Works service area to the basement of the Metropolitan Centre or off-site).

Surface water from their roofs will be discharged through integrated rainwater pipes and taken into the wider drainage network.



3D view of market store



Outdoor market stall at Interchange Square



3.10 Sustainability

3.10.1 Efficient use of materials

Secondary and recycled materials will be used subject to local availability and suitability (comprising mainly recycled aggregates as fill material). In addition (subject to meeting minimum Specification for Roads Works standards), a minimum of PFA will be used as a cement replacement in reinforced concrete in percentages.

The lighting design for the bridge decks and approaches will be developed further and is intended that this will be energy efficient and low maintenance.

3.10.2 Re-use of Materials

A structurally efficient solution has been designed to minimise the amount of material used and hence the amount of energy used during manufacture of constituent parts and construction. Material arising as a result of any excavation or other works will be re-used efficiently, or made available for reuse. Other contractors working on site will be made aware of excavated material and will be encouraged to utilise it wherever practical.

3.10.3 Delivery of Materials

Where practicable, materials used in the construction of the bridge will be transported by rail or water.

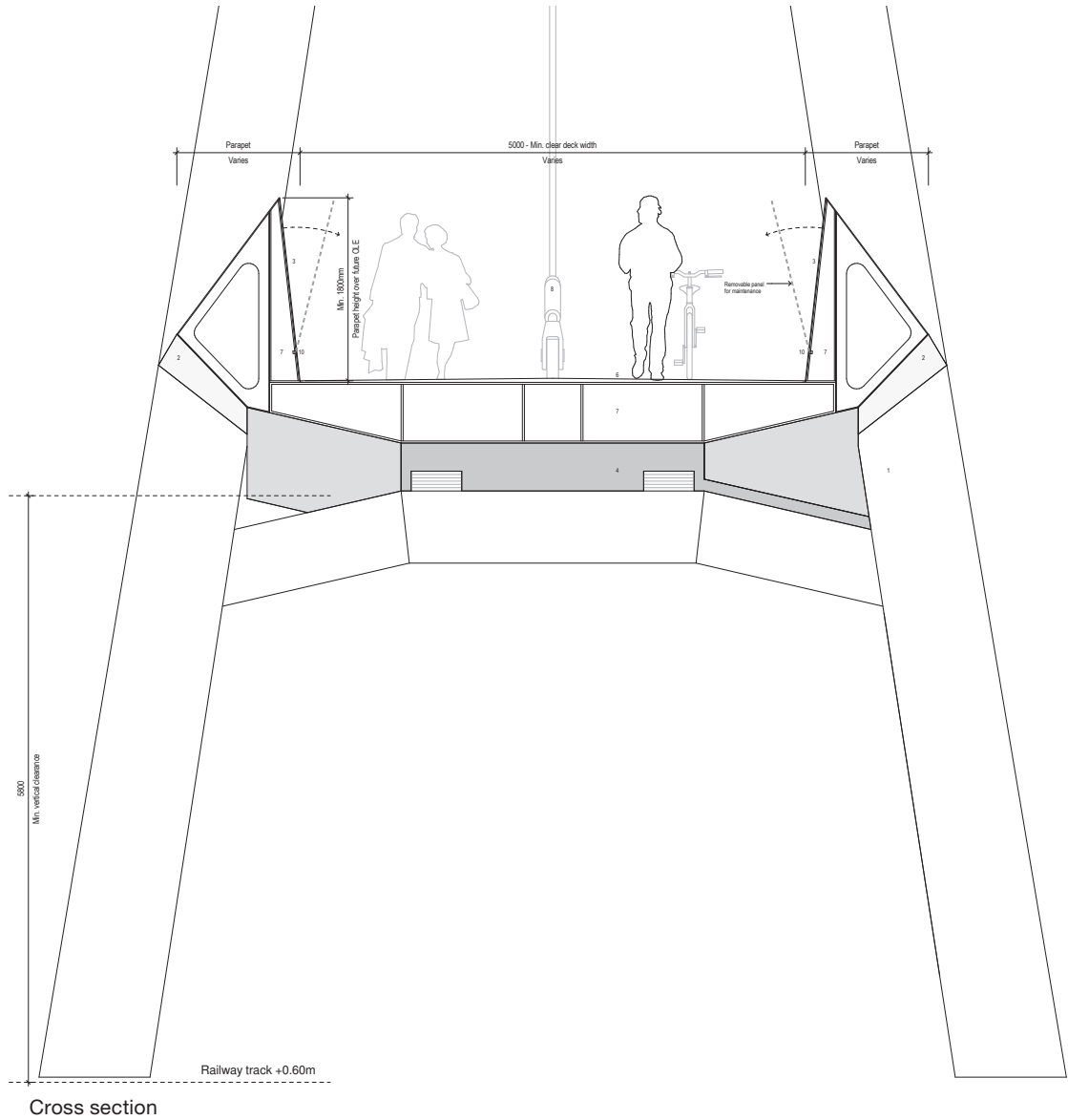
3.10.4 Construction Waste

Waste will be managed in accordance with an approved Construction Waste Management Plan. The management of waste arising from the construction and design of the bridge will, where appropriate, contribute towards the following objectives:

- Reuse or recycle onsite demolition waste;
- Minimise waste, use prefabrication, use standard lengths, use recycled materials over virgin materials, consider deconstruction and end of life use of temporary and permanent items;
- Achieve maximum practicable reuse, recovery and recycling of construction waste.

3.10.5 Water Use (during construction)

In order to maximise the use of non-potable water, construction methods that do not require potable water or minimise the use of potable water will be implemented wherever feasible (for example in dust suppression and vehicle washing).



Cross section





4

LANDSCAPE PROPOSALS



Landscape concept



4.1 Landscape Strategy

Inspiration for the design of the public realm has been taken from the nearby Peak District where the National Park and surrounding areas offer interesting ‘craggy’ forms including the Millstone Grit Edges such as Stanage Edge. The relationship between different hard and soft materials, unique planting, and natural/man-made water bodies.

This craggy character has helped inform the layout of the public realm throughout the town centre on both the surface and vertical elements as well as the use of materials and soft landscaping.

- ‘The People Square’ is a major Gateway to Barnsley Town Centre. The key aims and objectives that the design of this space include are to:
- create a welcoming gateway to the town centre
 - provide an impressive sense of arrival and place
 - maintain and enhance key views
 - create a clear and legible public realm
 - encourage people to dwell and spend time in the space
 - facilitate movement along desire lines between key access points, landmarks and through routes.
 - enhance the setting of the Pedestrian Bridge
 - maintain service and emergency vehicle access to adjacent properties and utilities

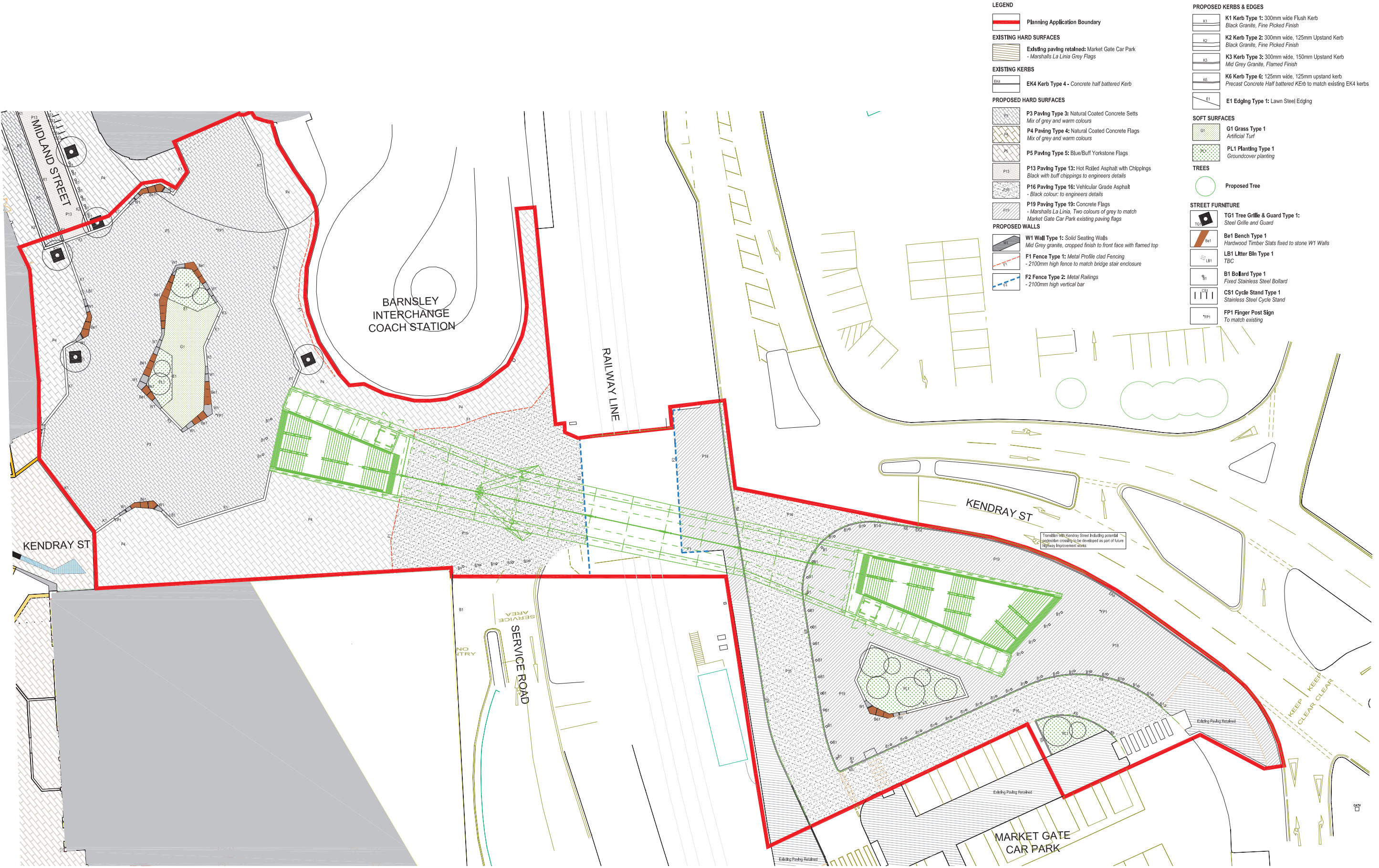
4.2 Opportunities and constraints

Constraints:

- The closure of Jumble Lane Crossing creates a ‘dead end’ space with no pedestrian or vehicular movement through this space at ground level
- A lack of active frontage and natural surveillance from adjacent buildings
- The presence of the Sough Dyke underneath Kendray Street and its associated easement
- Maintaining service and emergency vehicle access
- The Railway line itself and the national rail standard requirements
- Pedestrian access to the train platform to the east of the bus turning head

Opportunities:

- To create a high quality public gateway space for the Town Centre
- enhance pedestrian movement through and between key destinations
- increase pedestrian dwell time
- Provide a setting befitting of an iconic pedestrian bridge
- screen, control and prevent public access underneath the bridge



4.3 Layout

Midland Street will become one way traffic south for service and emergency vehicles only. The relocation of taxis to Eldon Street and the closure of Jumble Lane Crossing over the railway tracks will result in the number of vehicles passing through this space being significantly reduced.

The removal of kerbs in the square creates a ‘Pedestrian Priority’ Public Square which focusses on pedestrian activity and movement whilst still accommodating service vehicles to pass through.

A Town Centre gateway space that gives visitors entering the town via the transport interchange an impressive sense of arrival and gives them space and time to breathe, take stock and enter the town centre.

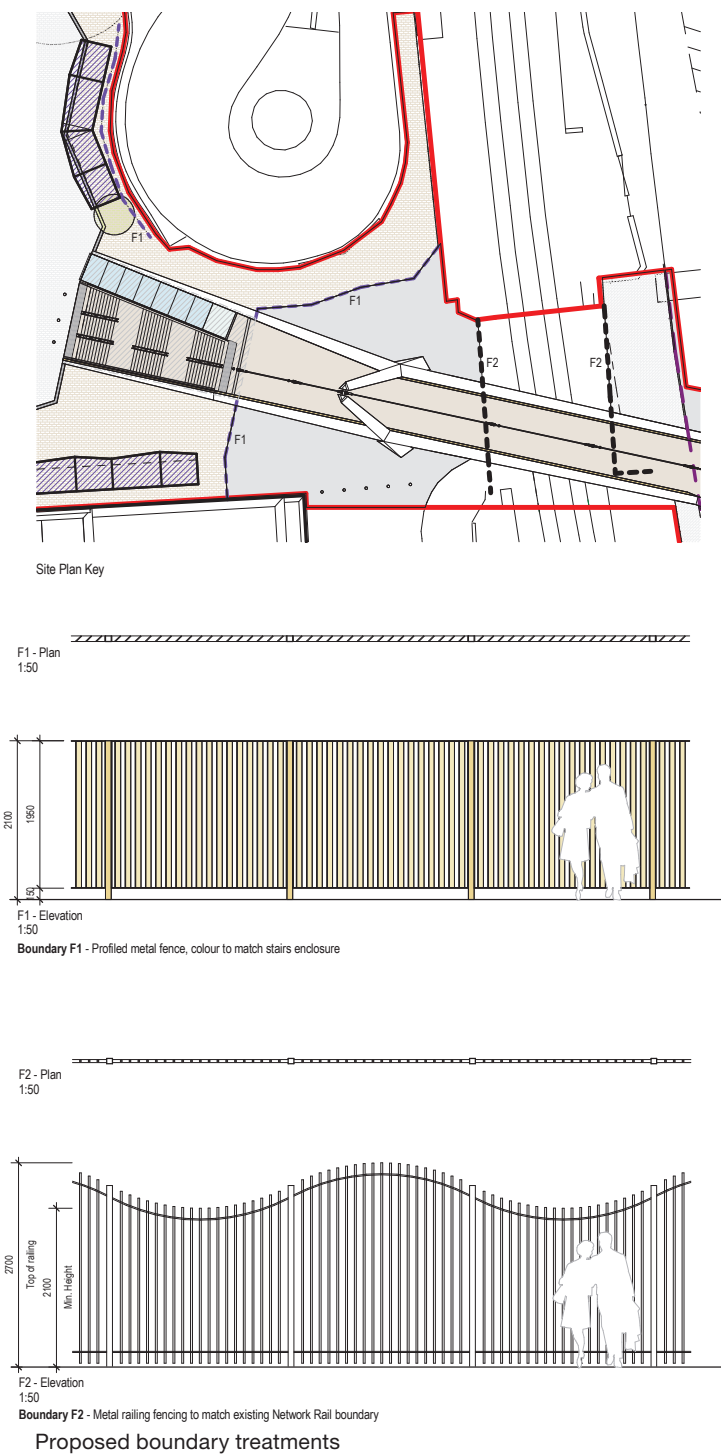
The layout of the Square includes a large central soft landscape island made up of artificial turf, native groundcover planting, semi-mature trees and stone seating walls around its periphery. The shape and form of this central island looks to encourage views to the key destinations around the space including the bridge, the steps up to The Glassworks Square and the Transport Interchange entrance whilst also providing a place people can sit, rest and spend time. The island also facilitates pedestrian and vehicular movement through and around the space.

Angular paving trims draw your eye to key landmarks, provide a continuation of the ‘craggy’ design theme and flow into seating walls creating smaller incidental spaces to sit.

Market stalls are to be located along the southern side of the square adjacent to the new cinema building as well as the eastern edge of the space in front of the Interchange turning head. These stalls will provide key active frontages to the square up against either blank building facades or the unsightly turning head. The Market stalls will emphasise to visitors arriving in the town at this location that Barnsley is a ‘Market Town’, proud of it’s heritage whilst also generating a buzz of activity.

The area under the new pedestrian bridge is to be converted into an extension of the service yard and storage area to the Phase 2 development. Views and access into this area will be screened off to pedestrians in The Peoples Square through the use of a metal profiled cladding fence that ties into the façade of the pedestrian bridge stair undercroft. This boundary treatment will be located in the south east corner of the square between the bridge and the cinema building as well as the northern side of the bridge to maintain the existing pedestrian walkway linking the Square to the railway platform.

The layout of the landscape on the Market Gate Car Park side of the railway line will be altered to accommodate the pedestrian bridge landing in this location. Adjustments to the car park access, parking bays and soft landscaping will be made to facilitate pedestrian access to the bridge.





3D view - Public realm proposal

4.4 Surface treatments

The surface materials within The Interchange Square are a mix of high quality 100% natural coated concrete products which tie into the new materials used on Cheapside and Queen Street.

The Market Gate Car Park materials are an extension of the surfacing already used within the car park vicinity. Below are further details of the individual products currently used and can be cross referenced with legend on the Public Realm GA Plan drawing number: BGW2-IBI-PB-XX-PN-L-G700-0001.

4.5 Street furniture

In terms of street furniture, the principle is to provide adequate opportunity for sitting and disposal of refuse while minimising unnecessary clutter within the streetscape. Furniture will be carefully positioned to avoid disturbance to pedestrian movement and important sight lines. The furniture used is identified in the below table:

4.6 Soft landscaping

Trees and plants provide an opportunity to introduce colour, biodiversity, texture, seasonal interest and soften the appearance of the urban landscape. Trees are to be planted in permanent locations within tree pit cell systems in the ground or within raised planter spaces. Planters will be used to frame new spaces and help guide pedestrian circulation and trees will add vertical interest and shade during the sunnier months of the year.

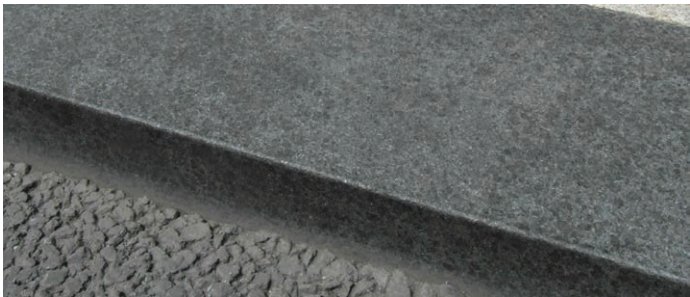
The soft landscape palette will comprise species that are suited to the local climatic conditions and don't require a complex maintenance regime and will seek to incorporate native tree and shrub specimens, some of which will look to use planting that represents the forms and colours often found in nearby Peak District.



Tree grille



Craggy seating wall



Surface treatment



Bollard



Litter bin



Proposed trees



Soft landscaping



4.7 Management and maintenance

All materials and street furniture are robust products that have been used either around Barnsley or many other town centre locations. The surface materials are readily available and a 10% stockpile of the paving mix will be included and stored for future maintenance. Artificial grass is being used to negate the need for grass cutting and relatively small areas of ground cover planting and trees will require minimal maintenance.

4.8 Safety and security

The design of the public realm has been carefully considered to reduce the risk of anti-social behavior. By fencing off the space under the new pedestrian bridge to prevent public access and turn this space into a controlled service and storage facility.

Clear views and active frontages will provide natural surveillance of the public square with high quality lighting and CCTV cameras adding to the sense of safety and security.

The space around the bridge step landing areas are cleared of clutter to allow unobstructed access and facilitate movement and queuing in a safe manner.

4.9 Access and Inclusive design

- A homogenous level access ground plane with the removal of vertical upstand kerbs
- A clear and legible arrangement with clear views between access points and key destinations
- Clear signage identifying routes to key landmarks
- Multiple seating opportunities for resting
- Level access points up onto the central soft landscape island for pushchairs and wheelchair access
- Soft landscaping to provide interest and enhance mental wellbeing



Seating bench



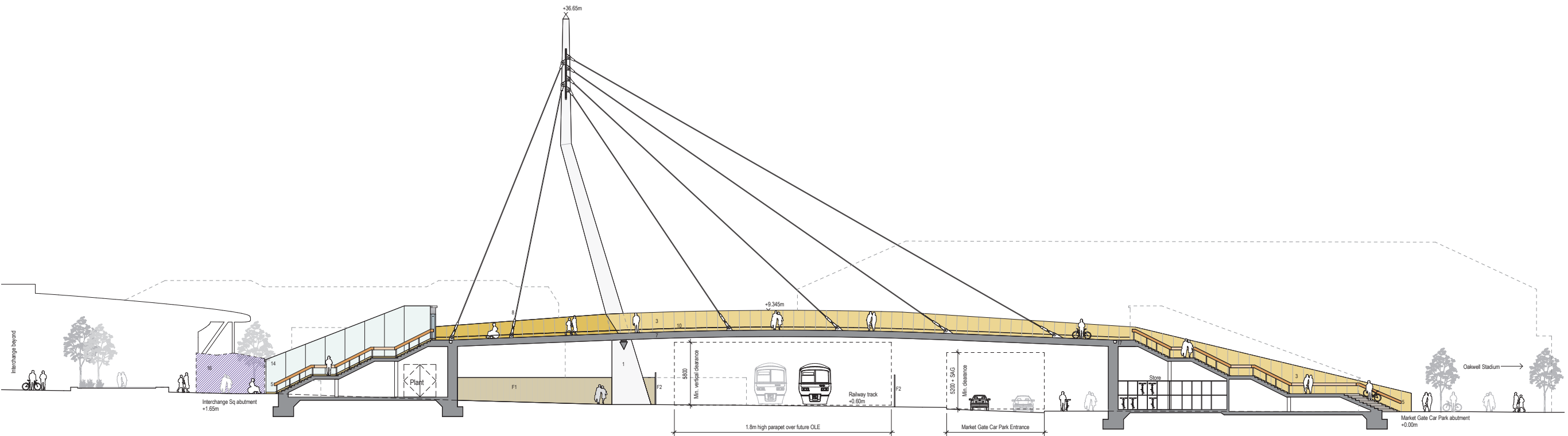
Finger post signage



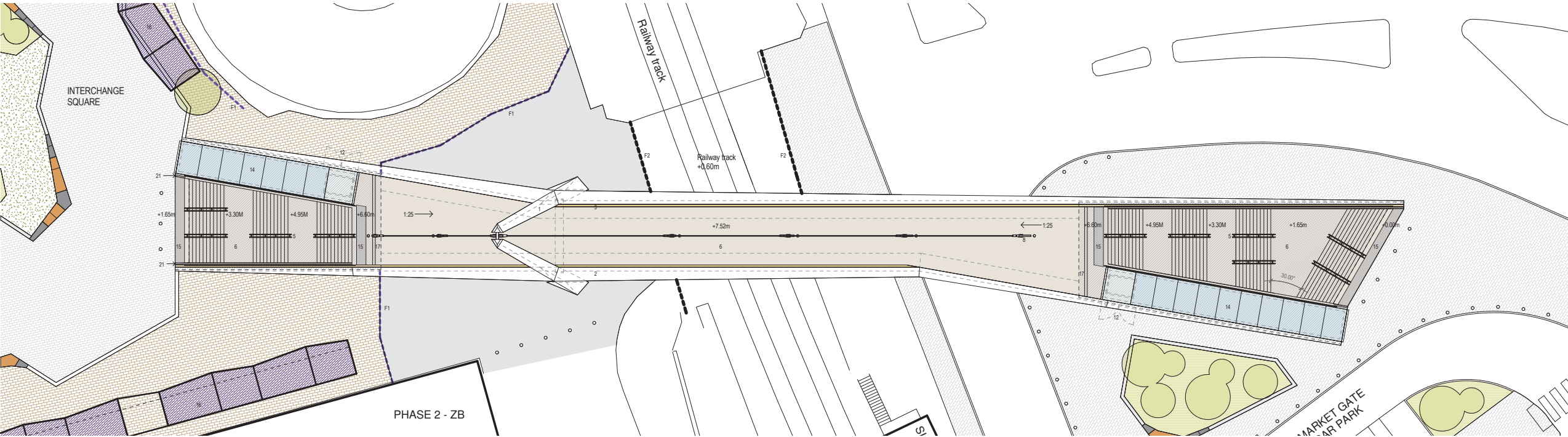


5

ACCESS AND INCLUSIVE DESIGN



Longitudinal section



Bridge deck plan

5.1 Philosophy & Statement of Intent

The initial proposals aim to meet the highest standards of accessibility and inclusion so that all potential users of the bridge, regardless of disability, age or gender can use them safely and easily. The proposal aims to promote inclusive access. This is achieved by eliminating barriers, physical, attitudinal and procedural, which may otherwise inhibit the involvement of the whole community, not just disabled people. The ultimate aim of inclusive access is that the design and layout of the bridge should enable everybody to be able to use it independently and with ease.

5.1 Relevant Legislation

The intention is that the bridge proposals will promote inclusive access within the constraints of the site and the following relevant legislation;

- Equality Act (2010)
- BS8300:2010A Design of Buildings and Their Approaches to meet the needs of disabled people – Code of Practice
- The Building Regulations, Approved Document K, 2013
- The Building Regulations, Approved Document M, 2015
- Sign Design Guide 2000
- Guidance on the Use of tactile Paving (UK DETR)
- Inclusive Mobility (DoT)
- Designing for Accessibility (CAE 2004)
- Manual for Streets (DfT and DCLG 2007)

5.2 Circulation deck

The bridge has been designed to ensure unobstructed access wherever possible. Clear lines are provide from one side of the bridge to the other to reduce confusion and dependence on signage. The bridge deck has a minimum width of 5.5m, with no obstructions such as furniture or fire extinguishers projecting into the clear deck width which would present a hazard to children, wheelchair users or blind and partially-sighted people.

The only obstruction are the bridge cables which will be clearly identified and lit to avoid collision. Clear manifestation will be provided to the glazed funicular lift.

5.3 Stairs

Stairs will be;

- Well-lit
- Have a tactile surface to indicate the beginning and end of the flight
- Have unobstructed landings at the head, foot and between flights with a depth at least equal to the width of the channel of the flight
- Have no more than 12 risers and uniform risers and treads in consecutive flights
- Have riser heights of between 160 and 170mm, with slip resistant treads of 300mm
- Have visually contrasting nosings across the full width of the step
- Handrails for stairs will be at a height of at least 900mm (1000mm at landings) on both sides running the entire length to enable those with a weakness on one side to use them.

5.4 Funicular Lift

There are funiculars located at either end of the bridge to provide access to those who cannot use the steps.

These will be;

- Located directly adjacent to other means of vertical circulation
- Accommodate the expected people flow
- Have a clear level landing directly in front of the funicular of at least 1500mm by 1500mm for manoeuvring and waiting
- Conform to the requirements contained within the BS EN 81 Series
- Additional consideration will be given to the material finish of external lifts and how this will be affected by the weather (including consideration of slip resistance, comfort and safety in use).

5.5 Signage and Navigation

Signage will be clear, concise and consistent, and suitable for people with visual impairments and learning disabilities, such as dyslexia. We have developed the bridge to be simple and intuitive as the ability to navigate independently is dependent upon the basic layout.

We propose that any signage should be grounded in the following principles;

- Easy to see (visual contrast with surroundings), with low glare, and easy to understand (is written concisely and in plain English)
- Rules for clear print will be followed (contrast between text and background colours, large enough text and easy-to-read fonts)
- Simple illustrations or pictograms and symbols will be incorporated whenever possible
- All directional signs to and within the bridge will incorporate directional arrows
- The height of signage will be carefully considered to accommodate people of varying stature, as well as maintaining visibility should crowds obstruct lower positioned signage.
- Signs will be well lit with their own source of light
- Tactile signage will be provided where it will benefit users



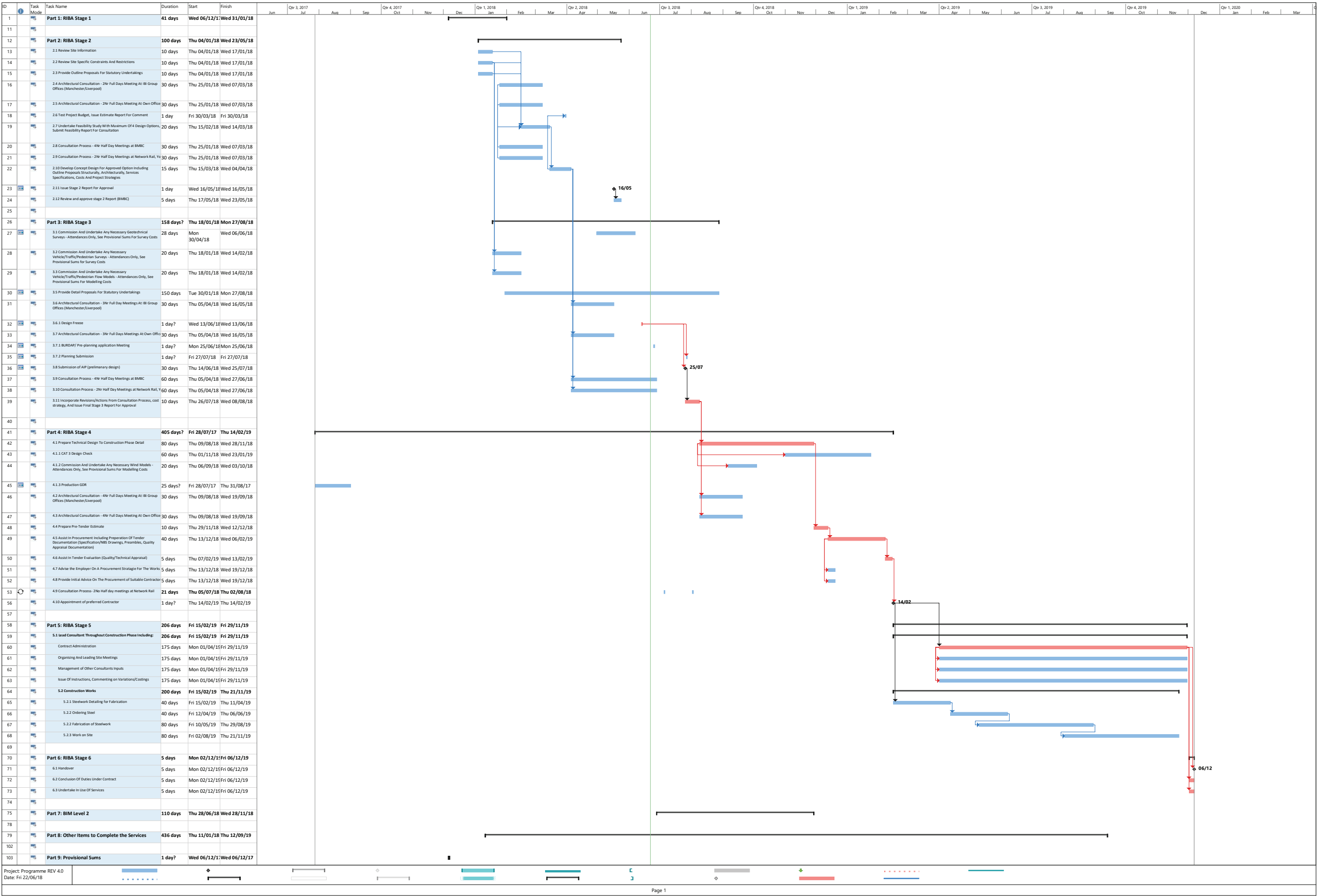
Funicular lift to bridge with steps and integrated cycle channel





6

PROGRAMME







7

STATEMENT OF COMMUNITY ENGAGEMENT

7.1 Introduction

This Statement of Community Engagement outlines how BMBC’s project team have consulted and engaged stakeholders as part of the process of delivering a design which meets the brief and has considered the stakeholders views through the evolution of the design. This Statement of Community Engagement has been prepared by IBI Group on behalf of Barnsley MBC.

7.2 Consultation methodology

The pre-application consultation strategy was designed to reflect guidance within Barnsley Metropolitan Borough Council’s (BMBC) Statement of Community Involvement and the National Planning Policy Framework.

7.3 Communication and consultation plan

The approach to community consultation reflects BMBC’s policy and approach to involving communities. Throughout the pre-application consultation for the bridge, the Project Team ensured that the identified communities and stakeholders:

- Have appropriate access to relevant information.
- Are given opportunities to actively participate by putting forward their own ideas and are reassured that there is a transparent process through which their feedback will be considered and will influence the proposals.
- Can obtain feedback, be kept informed of the progress of the scheme and be updated on the outcomes of consultation.

The Project Team is committed to consulting openly with key stakeholders, local residents, local businesses and local community groups. Throughout the consultation, engagement activities have been guided by the following key principles:

- Being open and honest with stakeholders and members of the local community when presenting all information about the proposals.

- Ensuring that all public engagement materials can be easily accessed by local stakeholders and the wider general public.
- Being clear and ‘plain speaking’, avoiding the use of jargon or technical terms where possible.
- Identifying different audiences and developing appropriate communication techniques that effectively engage with each one.
- Ensuring all communication materials are presented in formats easily accessible to the local community.
- Responding quickly and effectively to enquiries received from stakeholders and members of the general public.

7.4 Key stakeholders

Prior to the start of the consultation, an extensive community and stakeholder mapping process was undertaken to identify different individuals and groups who were likely to have an interest in the proposals. The different audience groups identified were;

- Locally elected political representatives.
- Local economic groups.
- Relevant community and civic interest groups.
- Current site occupiers.
- The local residents and businesses near the site of the proposed development.
- Media outlets.

7.5 Methodology and programme

The pre-application consultation took place for over 7 months from November 2017 to July 2018. During this time a range of communication methods were used to provide information about the proposals and ensure that people had the opportunity to provide their feedback.

7.6 Specific consultation events

BMBC Pre application meeting 01	
06.02.18	
BMBC Pre application meeting 02	
04.07.18	
BURDAP 01	06.02.18
BURDAP 02	04.07.18
Blue Light Services 01	07.03.18
Blue Light Services 02	02.05.18
Network Rail 01	13.11.17
Network Rail 02	07.02.18
Network Rail 03	04.04.18
BMBC Equality Officer	06.02.18
BMBC Highways	
Ongoing	
BMBC Chief Executive and Senior Leadership	28.06.18
Leader BMBC	12.12.17
Public Exhibition	
04.05.18	
BMBC Rights of Way Officer	06.02.18

Minutes of these events are available if required.

7.7 Summary of key feedback received

7.7.1 Leader BMBC	
• Landmark bridge with strong vertical element	
• No soft landscaping or planting on the bridge	
• Seating benches on bridge deck	
7.7.2 BMBC Chief Executive and Senior Leadership	
• Uncluttered bridge deck (avoid bins, benches etc.	
• Ensure cctv and natural surveillance	
• Minimise life costs through material choices	
• No active use beneath the bridge	
7.7.3 BMBC Pre app	
Feedback:	Cater for all user groups
Response:	Proposals fully compliant with relevant access legislation and guidance. Refer to Section X Universal Access

7.7.4 BURDAP	
Feedback:	Consideration of space under bridge
Response:	Various options were considered including a skateboard park and childrens play area. Later consultation raised issues with below ground services and lack of natural surveillance associated with active use of this space. The proposals are for the area to be fenced off and treated as an extension of the adjacent service yard.
Feedback:	Integration of bridge abutments with landscape
Response:	Landscape design fully coordinated with the bridge landings
Feedback:	Consideration of pylon height to deck length proportions
Response:	Proportions adjusted to more common 1:3 ratio
Feedback:	Cyclists to dismount on bridge deck
Response:	This has been incorporated and will be actively managed by BMBC

7.7.5 Network Rail	
Feedback:	Parapet height
Response:	Parapet heights are fully compliant with NR requirements
Feedback:	Safety concerns and designing out climbing potential
Response:	All anti climbing measures are compliant with NR requirements
Feedback:	Long term maintenance
Response:	Access panels provided where requested, lighting accessible without impacting the rail line (i.e. temp closures)
Feedback:	Position of pylon in relation to NR land easements
Response:	Pylon moved significantly away from NR land
Feedback:	Signal sighting / ensure lighting design avoid driver confusion

- Response:

Ongoing. Draft Signal Sighting Report states that the design does not impact signal sighting. Lighting strategy has been provisional accepted subject to detail design.
- Feedback:

Temporary footbridge required during new bridge construction.
- Response:

This will be provided.
- 7.7.6 Blue Light Services
- Feedback:

Bridge width to cater for peak usage
- Response:

Accessibility and Desire line Analysis undertaken. Bridge width has been determined by this report.
- Feedback:

Safety concerns and designing out climbing potential
- Response:

NR requirements have been met
- Feedback:

Omit soft landscape
- Response:

All soft landscape has been omitted
- Feedback:

Alternative access from town center to Oakwell during new bridge construction
- Response:

A temporary footbridge will be provided
- 7.7.7 BMBC Equality Officer
- Feedback:

Cater for all user groups
- Response:

Proposals fully compliant with relevant access legislation and guidance.
- 7.7.8 Universal Access
- Feedback:

Avoid segregation of cyclists and pedestrians
- Response:

This has been incorporated
- 7.7.9 BMBC Rights of Way Officer
- Feedback:

Funicular to accommodate cyclists
- Response:

Funicular is adequately sized to allow 2 cyclists to use at any one time
- Feedback:

Cycle channel design to accommodate paniers
- Response:

This has been incorporated

7.8 Influence of consultation feedback on the proposals

Feedback from the pre-application consultation has been considered by the Project Team on an ongoing basis as outlined above to ensure that the issues raised could be addressed during the development of the proposals. The Project Team is grateful to members of the local community and to stakeholders for contributing their views during the pre-application consultation and looks forward to further constructive dialogue throughout the development process.







8

CONCLUSION



View from Midland Street looking south

Conclusion

From its inception a consistent theme throughout The Glassworks project has been that it must serve the needs and meet the aspirations of the people of the town as part of the wider masterplan for the regeneration of the town centre.

The design process that has culminated in this application has been based on a multidisciplinary approach and has involved substantial consultation and discussion with interested parties.

The work of the Design Team has been structured in parallel with the consultation strategy to facilitate the essential dialogue required for that to happen. The communication to the Design team of constructive opinion, comment and most importantly knowledge of the people who work and shop in the town centre has informed the emerging design and is vital to realising a successful project.

This planning application builds on the strong foundations of the approved Outline Planning Permission for the town centre and fully complements the approved details of the Library, Metropolitan Centre and Phase 2.

Barnsley Metropolitan Borough Council is committed to securing high design standards for the development, working closely with other stakeholders to deliver a comprehensive scheme that is well integrated with its context. The proposals will tie in fully with the emerging public realm scheme for the Market Square and surrounding streets and walkways.

Within this context the development proposals are recommended to Barnsley Metropolitan Borough Council and the people of Barnsley as a strong response to the site, founded on robust design principles.

This statement also demonstrates that the project is fully in line with national and local planning policy, and the supporting documentation demonstrates the technical acceptability of the scheme.

It is Barnsley Metropolitan Borough Council's belief, together with that of its consultant team, that the proposals contained in the application and explained in this Planning, Design and Access Statement provide an exciting vision for a new pedestrian bridge in the town centre, derived through a robust and inclusive process.

The proposals will make a positive contribution to the town centre and help to bring a new level of vibrancy and activity to the town.

Barnsley Metropolitan Borough Council and its design team commends the application to all, and respectfully requests that planning permission be granted.



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