

Drawing 1 (existing)

Drawing 2 (proposed)

Form - Neighbourly relations

While the masterplan proposals are focused on the macro scale - connecting streets, spaces and buildings - there is an important additional layer of relationships at the micro scale that must also be considered - those of fronts, backs, side and party walls.

Drawing 1

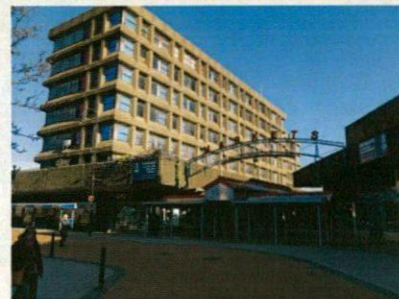
This illustrates the existing status and character of the walls of the existing buildings. This serves to reinforce the strong designation of front facing retail spaces and back facing service areas in the existing building.

Drawing 2

This describes how the markets will have significantly greater frontage in addition to some retail space. It also illustrates how the servicing strategy is rationalised to become less dominant.



1. May Day Green



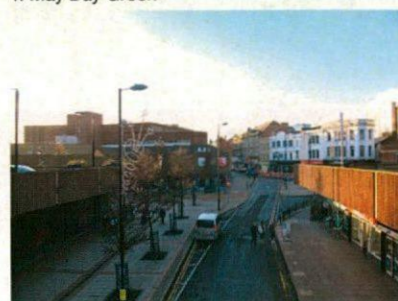
2. May Day Green



3. Cheapside



4. Service access



5. Kendray Street



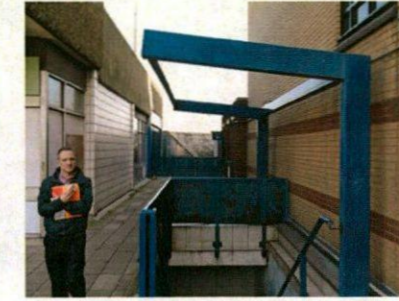
6. Kendray Street



7. Outdoor market

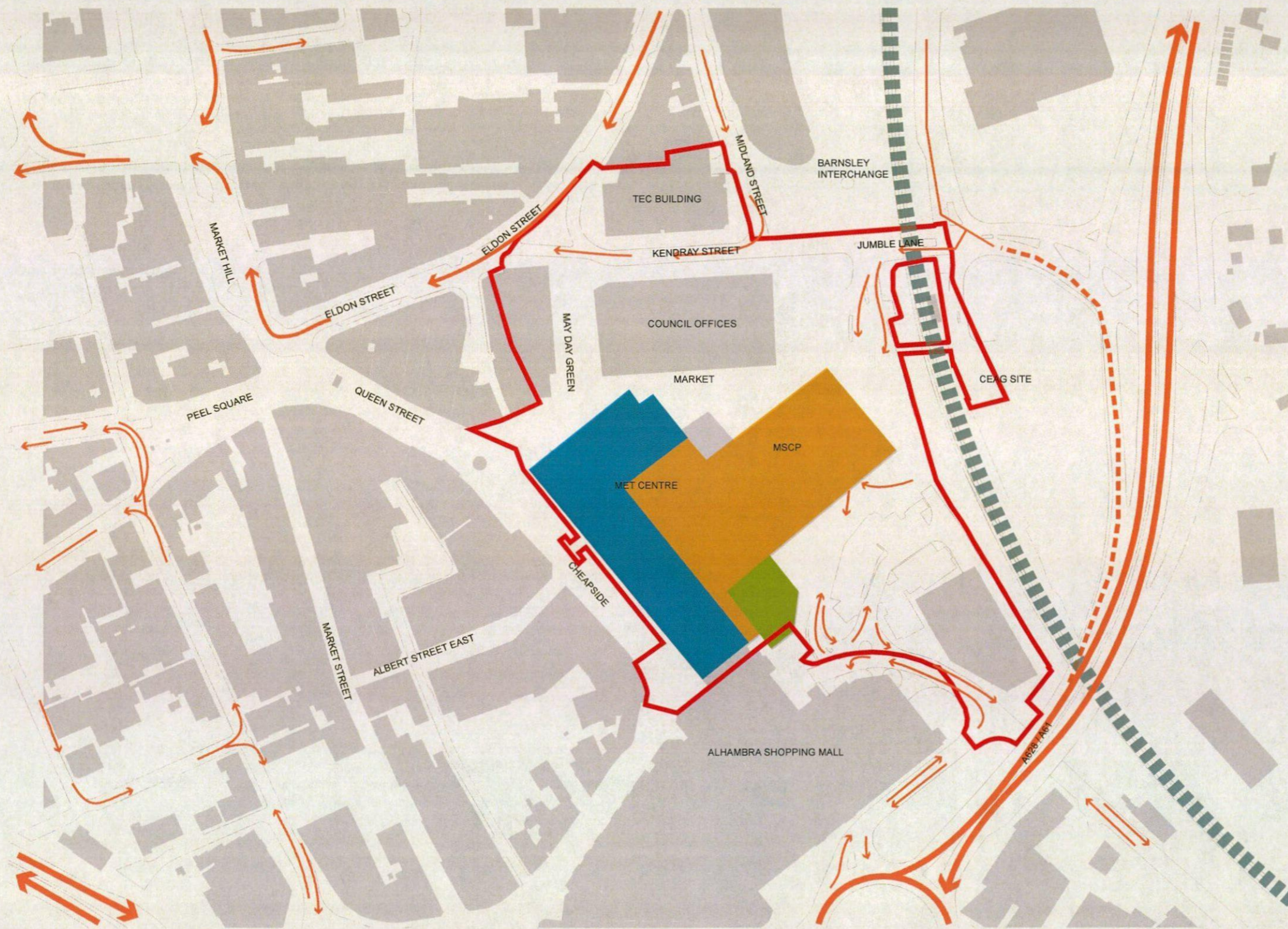


8. Access ginnel (ground floor)



8. Access ginnel (first floor)

Front / primary		
—	Active	
- - -	Inactive	
Side / secondary		
—	Active	
- - -	Inactive	
Back / tertiary		
—	Active	
- - -	Inactive	
Party		
—	Party wall	



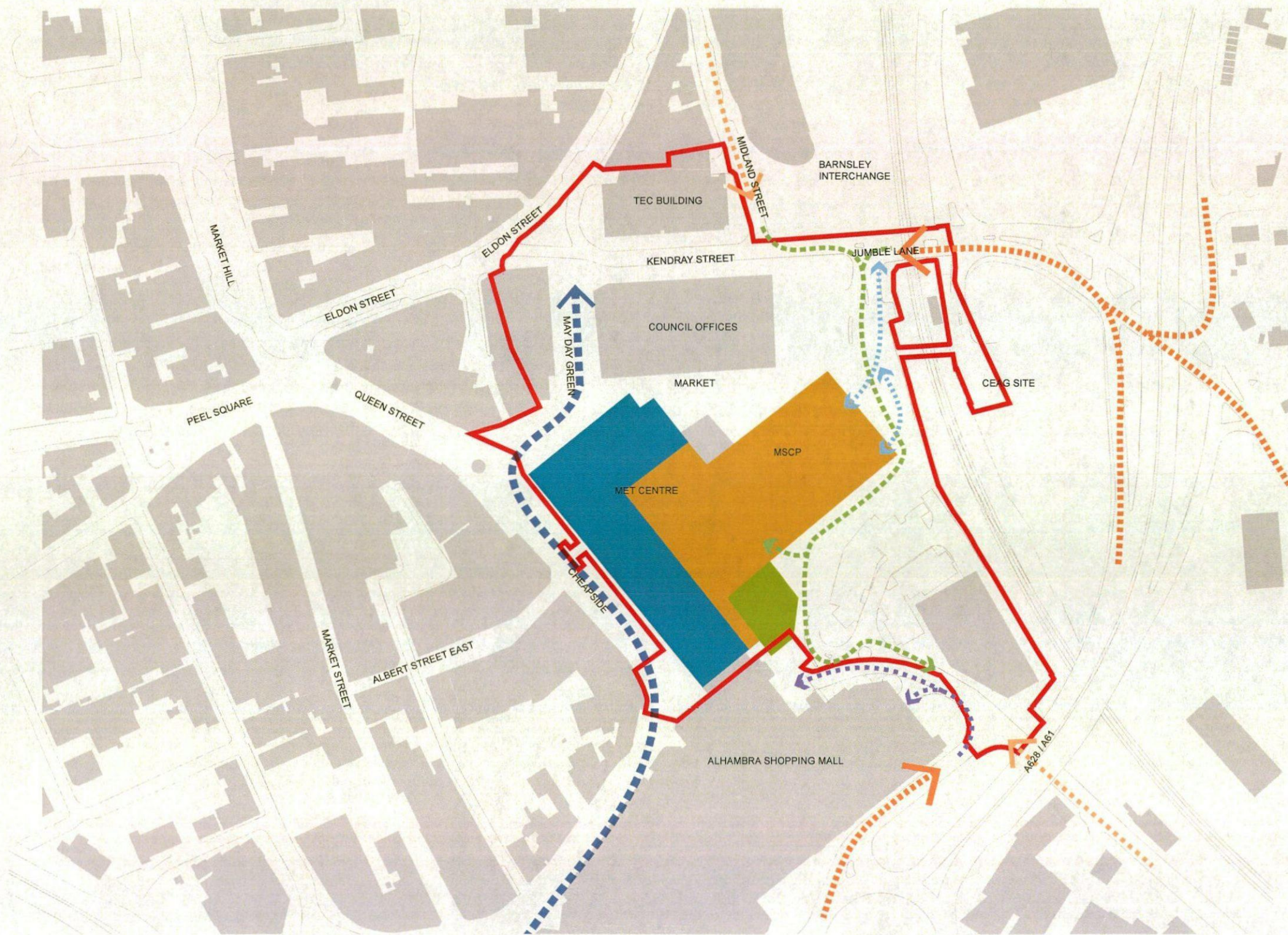
Movement - Vehicular

The retail core within the town centre is currently pedestrianised. However, blue light services and vehicles servicing the retail units and markets are permitted under a restricted management system. All other vehicles navigate the town at the periphery of the pedestrianised zone.

Vehicles access the Metropolitan Centre from the rear adjacent to the railway track either from the North off Kendray Street or from the south via Wesley Street and Lambra Road.

While the proposed closure of the Jumble Lane crossing will impact on the current traffic management plan the general movement of traffic is unlikely to significantly change under the proposals. The servicing to the Metropolitan Centre will remain from the rear but in rationalised form that is less dominant allowing the creation of the new shopping boulevard.

It is proposed that the positive character lent to the town centre by the pedestrianised zone will be retained and enhanced as part of the proposals. The creation of the proposed new shopping street that will connect onto Lambra Road will further extend its reach.



Movement - Servicing

The Metropolitan Centre is currently serviced in 3 ways. The first is via the basement, the second is from the rear, adjacent to the meat and fish market, and the third is from Cheapside.

Basement

The basement allows a range of large vehicles to access and service the building. This includes articulated lorries who arrive along a dedicated road from Kendray Street to the north. Market traders who park in the basement also access from this side.

The proposed closure of the Jumble Lane crossing will prevent vehicular access from the ringroad to the east and requires a more fundamental change to traffic movements in the town centre.

Rear ground level

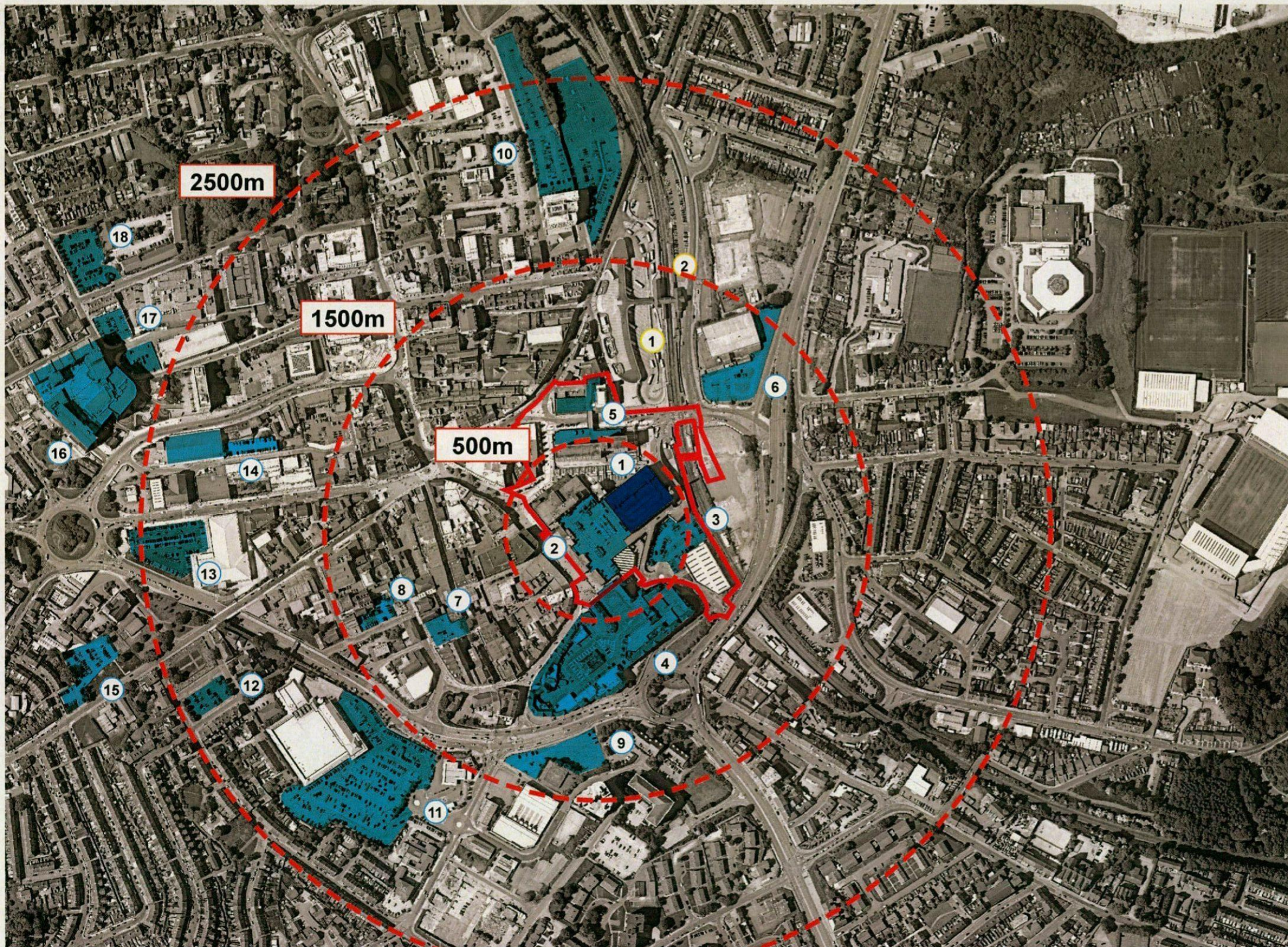
The second service access location is at the rear adjacent to the Meat and Fish Market and beneath the ramp road to the multi storey car park. This can be accessed from the north via Kendray Street but can also be accessed from Lambra Road to the south. This route is particularly important for the Meat and Fish Market and smaller scale traders who can quickly unload goods and take them directly to their stalls.

This route is shared by the Alhambra Centre and a coordination exercise will be undertaken by BMBC Highways to ensure this is not adversely affected.

Cheapside

The existing town centre traffic management system allows articulated lorries access to the town centre via New Street. This access is restricted to particular times of the day to minimise disruption to shoppers but it offers the potential to provide some deliveries to the markets and retailers from Cheapside.

- Key
- Met Ctr Retail
 - Met Ctr Markets
 - Met Ctr M & F
 - Primary vehicular access to site area for servicing
 - - - Secondary vehicular access to site area for servicing
 - - - Alhambra service access
 - - - Markets / M&F Service access
 - - - Access to undercroft service level & parking
 - - - Retail servicing from road level (TRO).



Use - Car parking provision

Car parking has featured prominently in the consultation process with a focus on the impact of the demolition of the multi-storey car park. Stakeholders have told us that parking in the town centre is an important issue especially for the elderly or those with accessibility issues.

We have therefore undertaken an audit of parking provision. The adjacent drawing illustrates that there is a wide range of parking options within walking distance of the metropolitan centre.

This will be improved upon by the construction of 172 new spaces at the proposed surface parking on the former CEAG site and studies are ongoing on the potential to open up space within the Metropolitan Centre basement for customer parking that might increase the number of spaces by a further 100 spaces .

500m Radius

1. Markets MSCP, Kendray St	499
2. Met Ctr roof & basement (Private)	1823
3. Carpet World, Lambra Rd	96
Total Public	595

1500m Radius

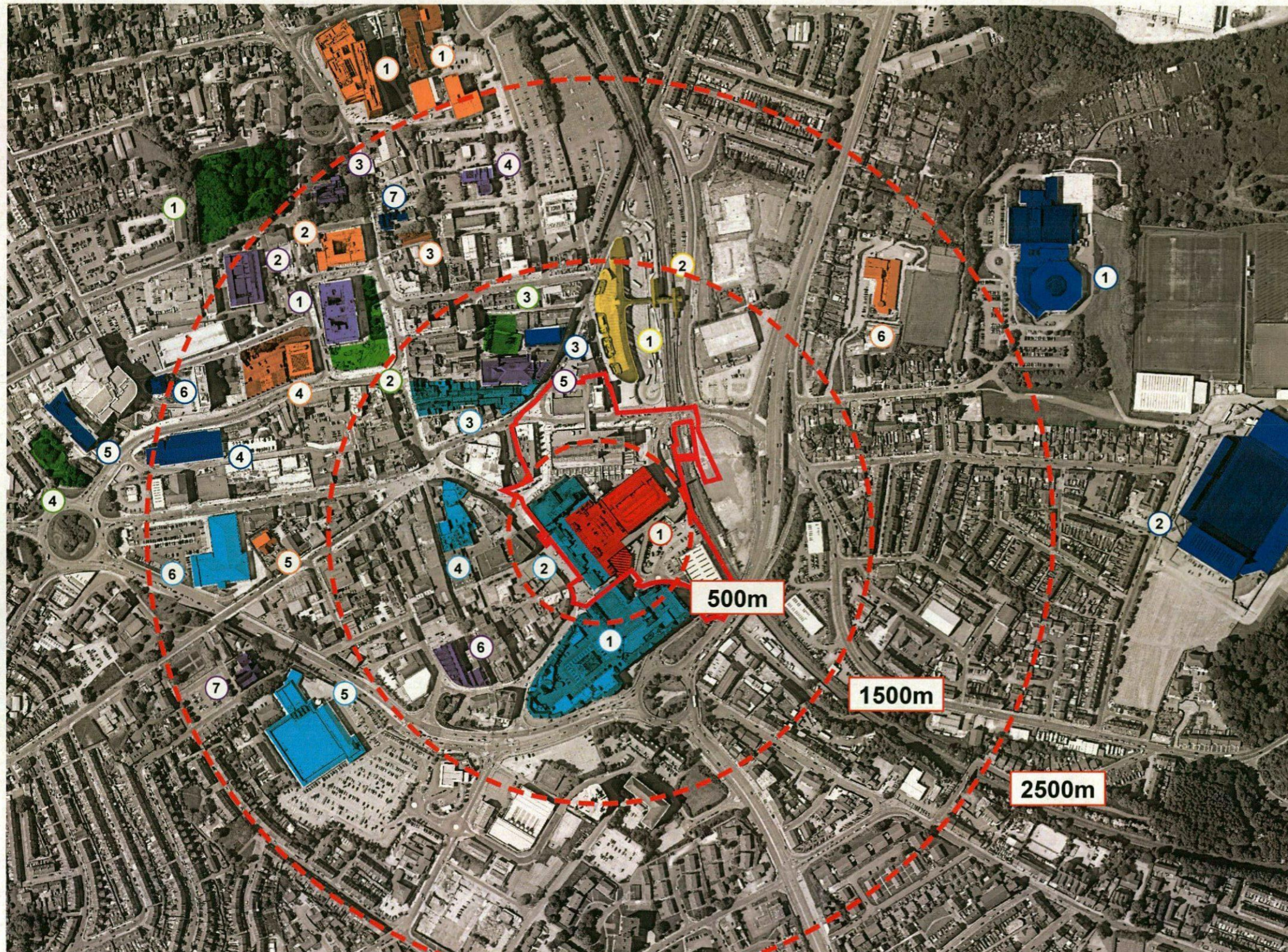
4. Alhambra Centre	496
5. Central Offices	41
6. Gala Bingo, Pontefract Rd	142
7. Wellington House	37
8. Lower Castlereagh Street	33
9. John Street	112
Total Public	861

2500m Radius

10. Courthouse, County Way	838
11. Morrisons, Westway	470
12. Mark Street	57
13. Lidl, Peel Street	120
14. Peel Parade	210
Total Public	1587

2500m Radius

15. Pitt Street	80
16. Gateway Plaza	174
17. Sackville Street, Westgate	100
18. Churchfields	112
Total Public	466



Use - Adjacent land use

We have undertaken a survey of the building uses within the town centre to illustrate the catchment of the markets. It has been a recurring view among consultees that the current market offer appeals to a narrow demographic only. The adjacent drawing describes how a growing number of educational buildings are only a short walk away and perhaps presents a challenge to the market traders to widen or reinvent their offer to target this younger demographic.

The drawing also illustrates how the proposed library development on May Day Green, alongside The Civic, might also suggest that a growing cultural audience visiting the town centre might also be catered for.

Civic & Religious

- 1. Barnsley Town Hall
- 2. Bransley Court House, Westgate
- 3. St Marys CoE Church
- 4. The Core
- 5. Barnsley Civic
- 6. Wellington House, Barnsley Central Library
- 7. Holy Road RC Church

Leisure & Hotel

- 1. Barnsley Metrodome Complex
- 2. Oakwell Stadium
- 3. Parkway Cinema
- 4. Lifestyle Fitness
- 5. Premier Inn
- 6. Lamproom Theatre
- 7. Cooper Art Gallery

Education

- 1. Barnsley College, Old Mill Lane campus
- 2. Barnsley College, University Campus
- 3. Barnsley College, Eastgate House
- 4. Barnsley College, New Sixth Form College
- 5. Sandpit Nursery, Pitt Street
- 6. Queens Road Academy,

Retail & Supermarket

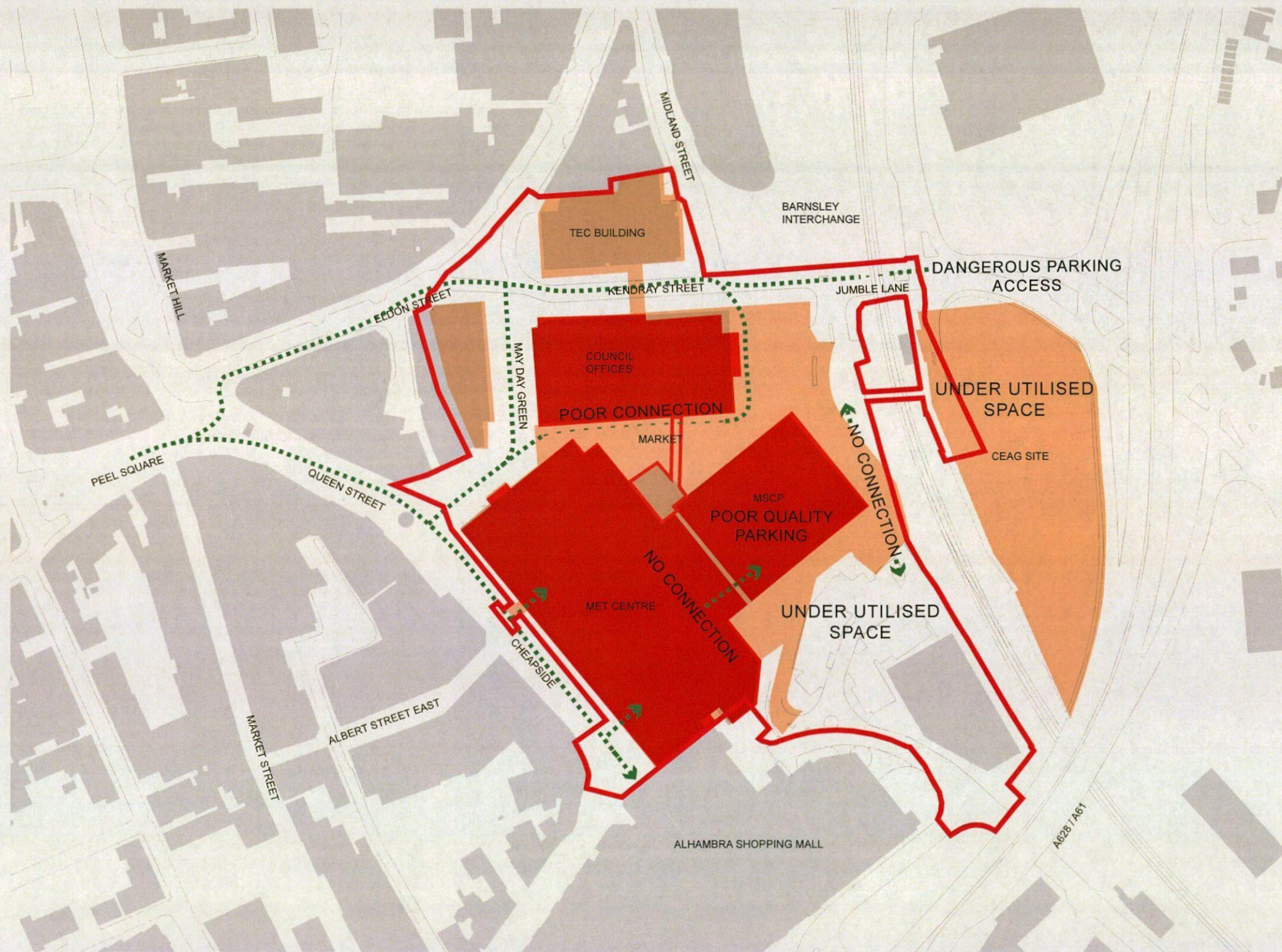
- 1. Alhambra Center
- 2. Metropolitan Center
- 3. The Arcade
- 4. Marks & Spencers
- 5. Morrisons
- 6. Lidl & Quality Save

Markets

- 1. Barnsley Markets

Key

- Civic & Religious
- Retail & Supermarket
- Market
- Educational
- Leisure & Hotel
- Public Open Spaces



Site constraints

A problem of orientation

The town centre lacks a clear street hierarchy to help guide visitors. It is poorly defined in places and contributes to an impression of being 'unsafe' - a situation exacerbated by the lack of a viable, wide ranging night time offer beyond pubs and clubs.

The quality and viability of the existing shops, traders and businesses has consequently suffered along side the coherency of the town centre.

A problem of fragmentation

Whilst the railway and ring road prohibits the natural flow of people through the town centre, the quality of the architecture, spaces and interfaces is poor. The former council offices building, multi storey car park and TEC building also present both a physical and physiological barrier, preventing direct links and permeability through to the market place behind. They offer very little to the street and lack any sense of the continuity, consistency or transition that a prominent street should provide.

A problem of use

The current town centre suffers from the implementation of 1960s urban planning theory that favoured the segregation of different uses, and paid little attention to the existing historic urban grain. This planning-led approach lacks the dynamism visible in towns that have developed in a more organic fashion with a wide variety of uses occupying the same space.

A problem of access

The markets are located at the back of the Metropolitan Centre. Both the indoor and Meat and Fish markets relies on poor quality links from the surrounding streets for access. The semi-open market is housed in the poorest accommodation and it's location is particularly difficult to access.

