

Barnsley Town Centre

Regeneration Plan



Final

ARUP



Contents

1	Introduction Project Overview Town Centre	4	6	Town Centre Projects Overview Mandela Gardens and The Lanes Peel Square The Interchange	54
2	Baseline Analysis Baseline Mapping Development Opportunity Sites	10	7	Town Centre Wide Strategies Lighting Public Art Digital Technology Gateways	80
3	Gap Analysis and Recommendations Gaps Recommendations and Areas of Focus	20	8	Project Delivery Policy Alignment & Funding Options Project Phasing & Timescales Next Steps	86
4	Regeneration Plan	26		Appendix Delivery Programme - Courthouse Campus Site	A
5	Development Opportunity Sites Market Testing Courthouse Campus Southern Fringe Eastern Gateway Development Routes	30			



Visualisation of proposed shopping boulevard in Better Barnsley

Introduction

1.1 Introduction

Barnsley Town Centre

Barnsley is a thriving market town, with the Town Centre at its heart. Recent investment which includes the Better Barnsley scheme will continue to support and strengthen the Town Centre. However, there is a need to consider how the Town Centre currently functions, and how it could be further improved and developed in the future, building on the Better Barnsley investment.

Regeneration

Tangible progress has been made in regenerating Barnsley Town Centre. The next steps are already underway through the 'Better Barnsley' scheme which will see the markets and surrounding area revitalised to include a major mixed use retail and leisure scheme with a reconfigured street layout. Shaping the next stages of this transformation to fully support the potential of Barnsley is vital. Regeneration opportunities, such as interventions within the town centre and development of key sites, can provide enormous value to help fully integrate the Better Barnsley scheme whilst enhancing the quality of the town centre environment, increasing footfall and encouraging economic success.

Purpose of the Study

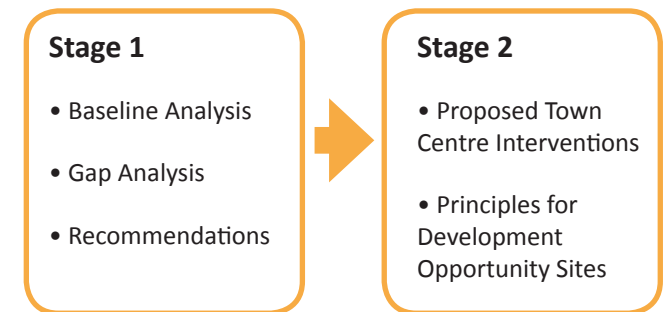
This document is intended to support the Town Centre Plan, focussing on achievable spatial outcomes, which support the objectives of the emerging Town Centre Business Plan. The study uses existing and emerging evidence to determine modest and realistic complementary interventions to support the existing plans for the Town Centre.

Our work has followed a two stage approach, as shown in the diagram opposite. The first stage of work, presented in chapter 2 and 3, is a baseline review of how the Town Centre currently functions. This was achieved through a layered approach, with baseline material mapped spatially and development opportunity sites overlain. From this layered approach it was possible to observe both spatial and thematic gaps to be addressed going forward, with a summary of recommendations.

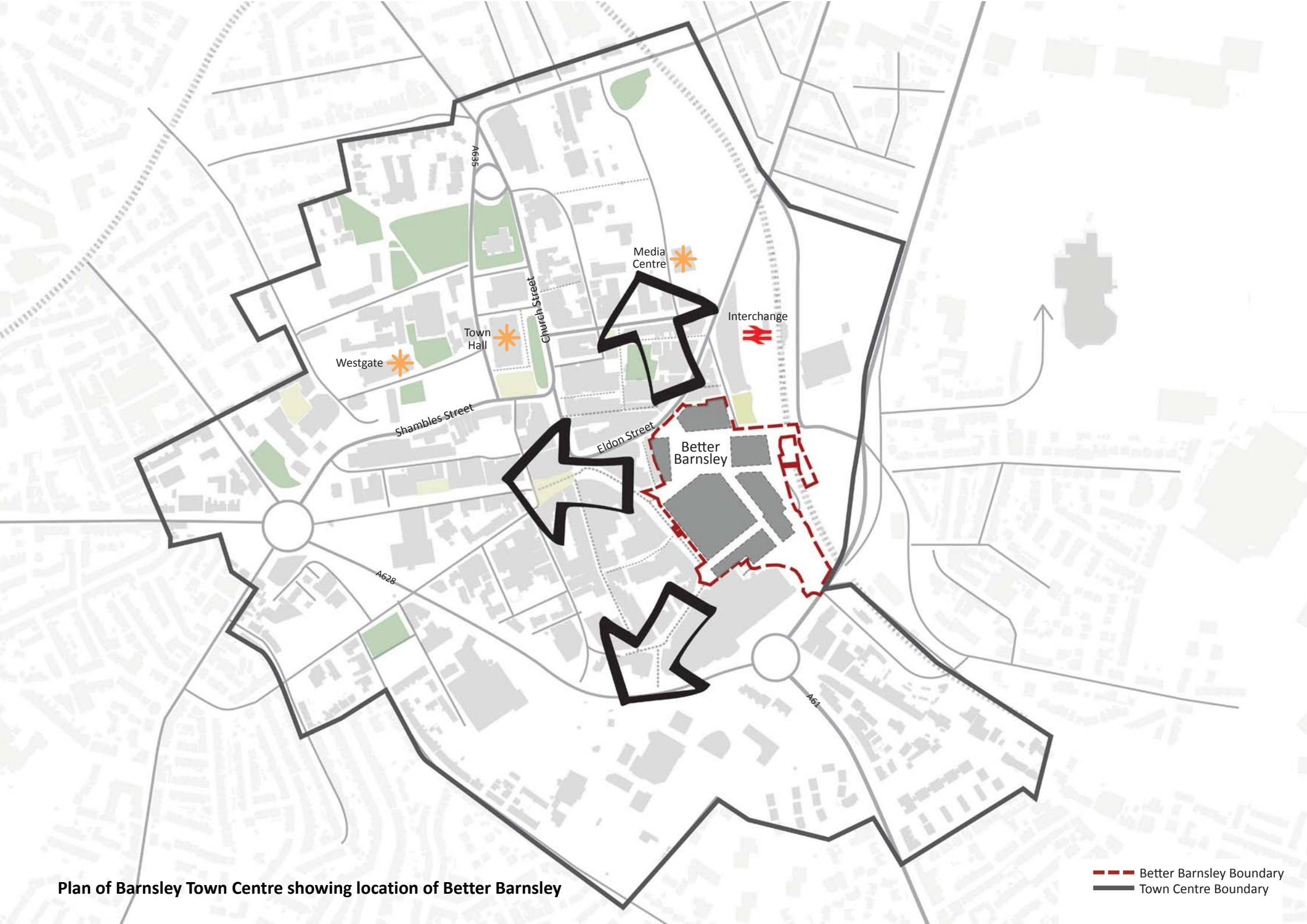
The second stage of the study builds on the baseline analysis undertaken in Stage 1, and develops proposals for sites within the town centre which are believed to have the largest impact and address the greatest number of objectives. Chapter 5 presents opportunities and principles for three development sites. Chapter 6 introduces

proposed interventions for three key areas within the town centre followed by suggestions on how objectives could be achieved through broader town centre wide initiatives in Chapter 7.

Taken as a whole, the study aims to help position the Town Centre for future investment to ensure its growing success.



Summary of work stages



Plan of Barnsley Town Centre showing location of Better Barnsley

--- Better Barnsley Boundary
— Town Centre Boundary

1.2 Town Centre Objectives

This study provides a framework for the future development of the Town Centre. The study sits amongst a suite of planning and economic policy documents, most notably the Town Centre Plan. The Plan sets out 5 objectives which are listed below. These objectives underpin this study and have been used to help inform the recommended interventions.

Objective 1

A thriving and diverse business community

- Improved Town Centre Business Networking
- Town Centre Business support
- Promoting Town Centre Independents & local spend
- Improving information for Town Centre investors
- Quality market provision

Objective 2

Attractive, safe and welcoming to all visitors

- High Quality Public Space
- A place where people feel safe to visit
- Sustainable town Centre Living

Objective 3

Accessible & well connected

- Car parking that meets the needs of all users
- Accessible to all
- Promotes an Active Town centre (cycling & walking)
- Good transport connections

Objective 4

A vibrant evening and night time economy

- A varied and diverse evening offer
- Working to achieve 'purple flag' accreditation

Objective 5

An attractive visitor destination

- A vibrant cultural and leisure offer
- A town that promotes itself as a day out destination
- A town that is proud of its heritage



Children playing in water feature at Town Hall Square



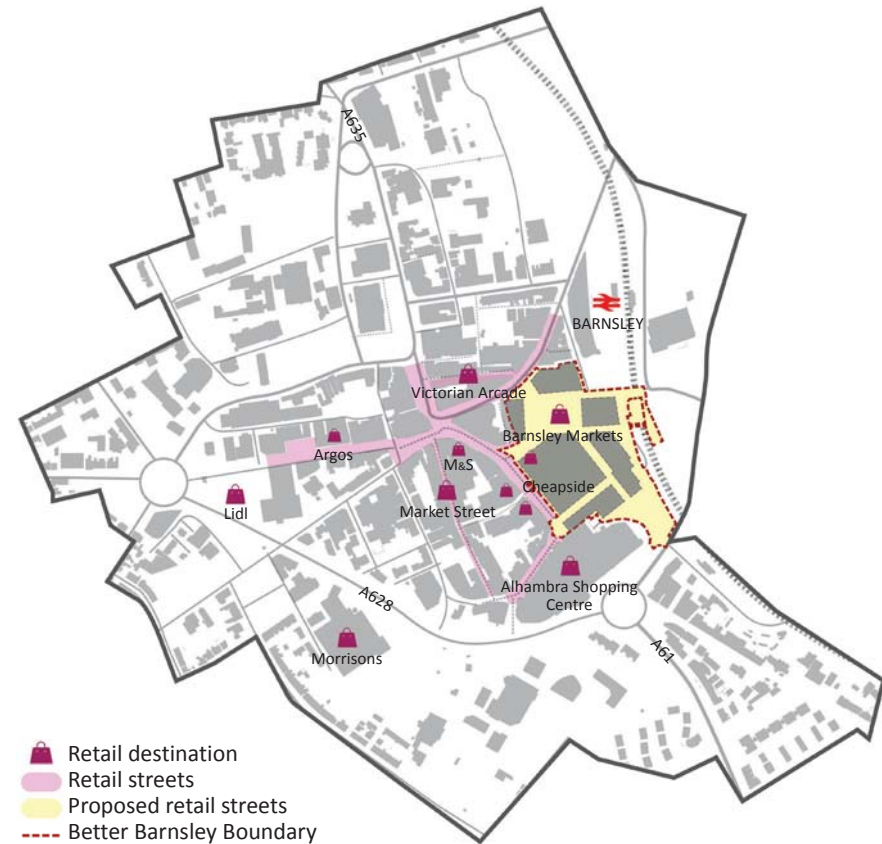
Aerial view of Barnsley

Baseline Analysis

2.1 Baseline Mapping

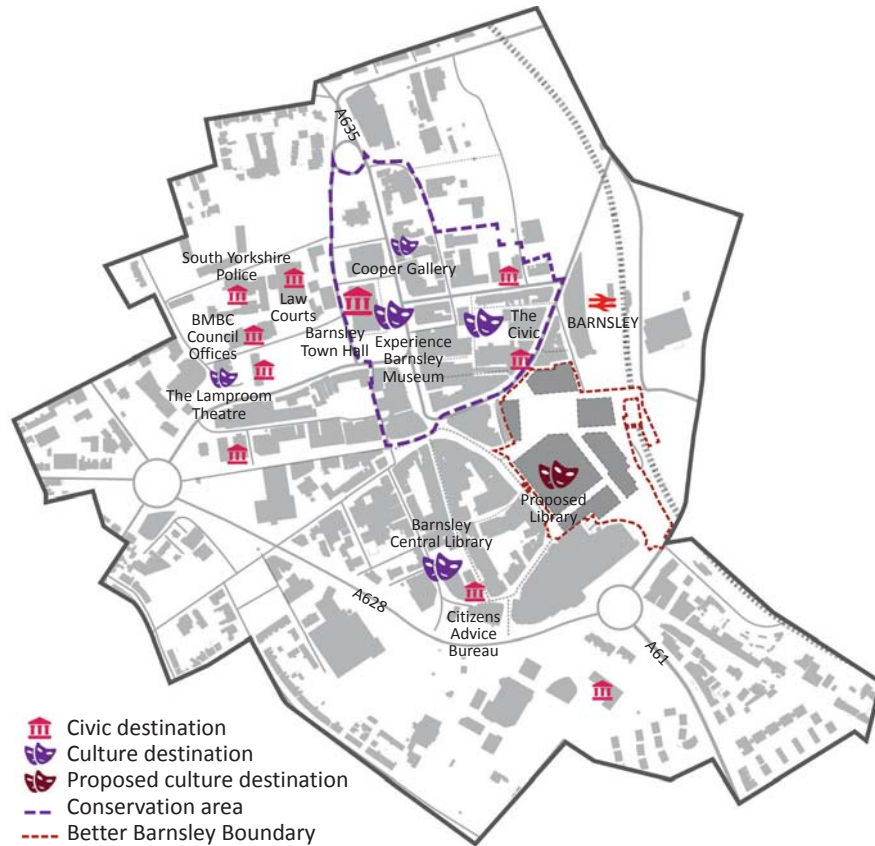
Overview

As set out in the Introduction, the analysis of the Town Centre has been undertaken through a layered approach. In order to understand the baseline scenario the series of diagrams shown opposite and across subsequent pages have been produced to show key features of the Town Centre and express planned/committed schemes that will influence how the Town Centre evolves.



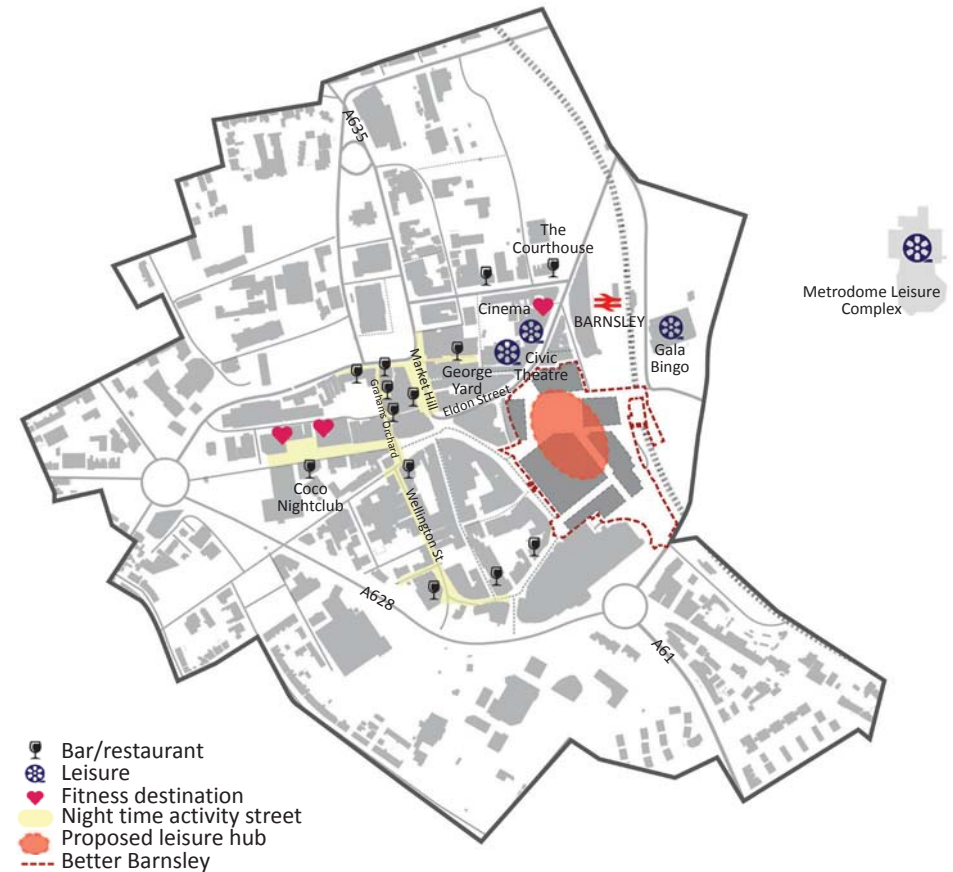
Retail

A large area of the Town Centre is characterised by its predominant retail use. This use is concentrated around Cheapside, Queen Street, Peel Street, Eldon Street and Market Hill. There are a number of national multiples/anchor stores operating in this location which are a primary footfall driver. As observed in the 2016 Town Centre Retail Study a number of independent retailers operate within the Town Centre, with many located within the Victorian Arcade and along Market Hill. The Study also suggests that total annual resident spend in the Town Centre amounts to £1.4bn, whilst the 2014 Town Centre Retail Study shows that in 2014 38.8% of units trading within the Town Centre were comparison outlets, with 6.82% units in convenience use. Along with a relatively low number of empty retail units, this is indicative of a relatively healthy retail environment. This will be complemented with the arrival of the mixed use Better Barnsley scheme.



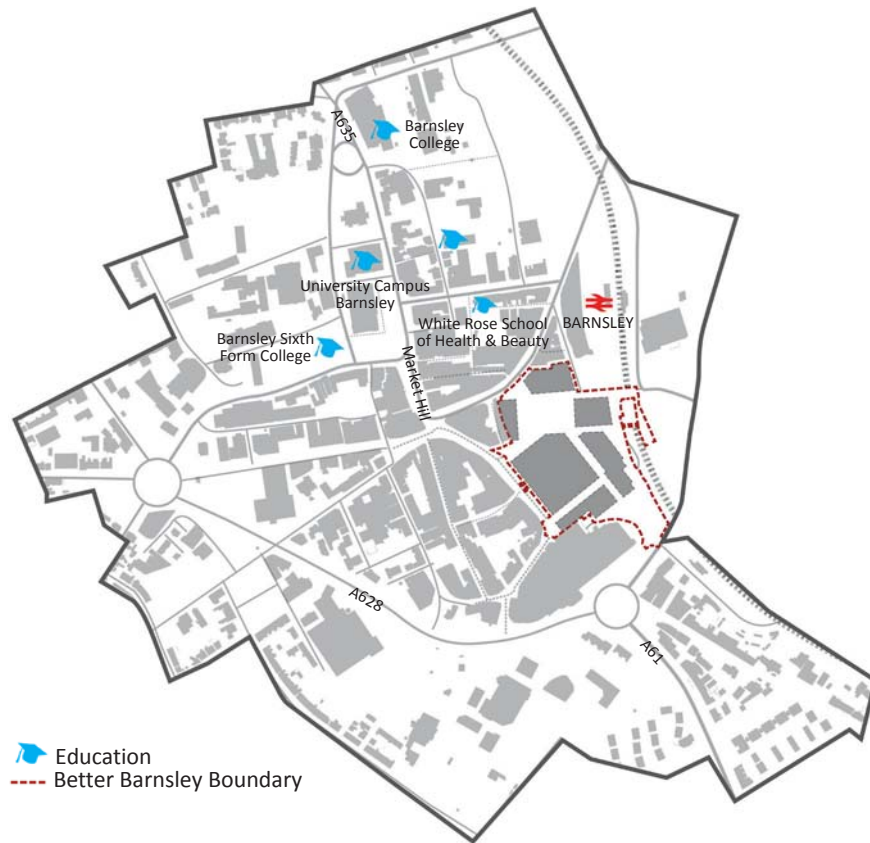
Civic and Culture

A number of civic functions, arts venues, galleries and theatres are spread across Town Centre. Public Art features throughout the Town Centre, with recent additions including the large Tin't Tin Tin (Bird Totem) sculpture at the north of County Way. The Cooper Gallery provides a vibrant, creative art-space in the heart of Barnsley and the Experience Barnsley Museum tells the story of Barnsley, through century old artefacts, films and recordings donated by local people. In addition the Better Barnsley scheme will also see the delivery of a new library as part of the overall scheme. There are a number of listed buildings in the town centre in locations such as Peel Square, Market Hill and Regent Street. The Old Town Conservation Area extends across Regent Street, Church Street, Market Hill, The Lanes and The Victorian Arcade, an area of the town with high visual quality and character.



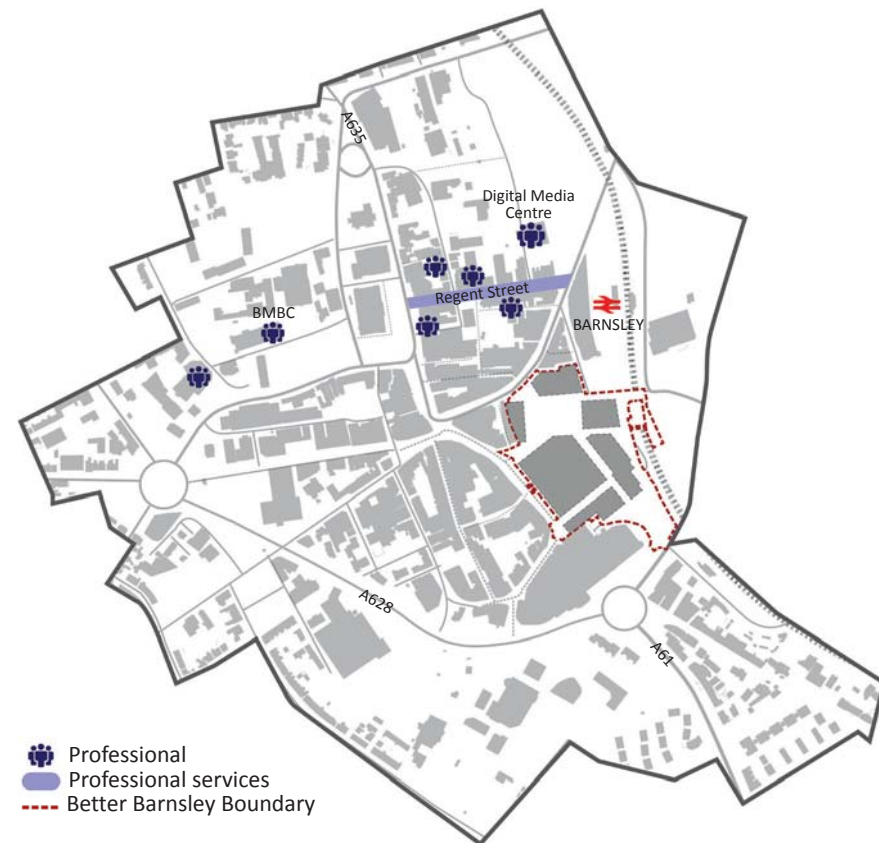
Night Time Use and Leisure

Barnsley's night time economy comprises bars, nightclubs, takeaways and some restaurants, primarily concentrated along Wellington Street, Peel Street, Graham's Orchard and Market Hill. Along Eldon Street there is the existing Parkway Cinema and The Civic, an arts centre and culture hub, with a year-round programme of theatre, dance, music, comedy, family events, cinema and exhibitions. To the east of the Town Centre is The Metrodome Leisure Complex, a multi-functional centre with swimming pool, bowling alley and arena, which attracts high visitor numbers but is poorly connected to the Town Centre. In Barnsley there is a lack of higher end night time food and beverage offer and family orientated offer. It is proposed that through the Better Barnsley scheme additional evening uses will be introduced, likely through a cinema and complementary family restaurants, to broaden the existing leisure offer with the Town Centre.



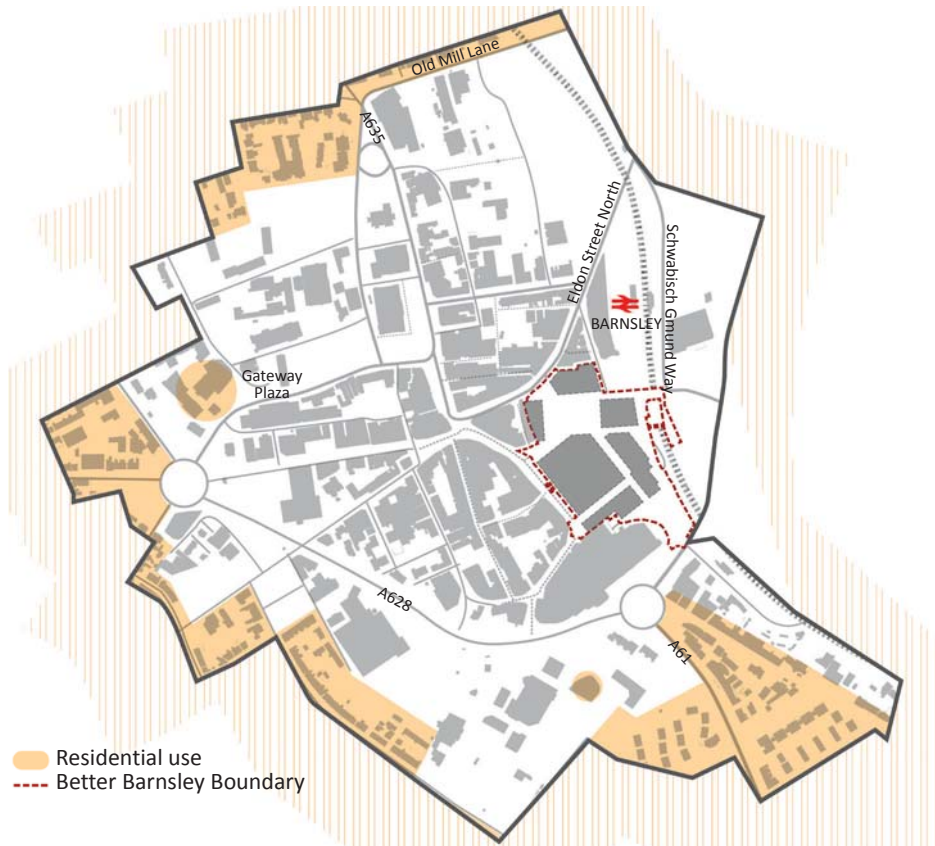
Education

The northern part of the Town Centre has a number of education institutions. These primarily comprise Barnsley College, University Campus Barnsley and the new Barnsley Sixth Form College. These institutions are a key driver of footfall in the Town Centre. With the arrival of more leisure opportunities as part of the Better Barnsley scheme there will be a key role for Market Hill and linkages such as the Victorian Arcade to play in aiding through-passage from this quarter towards the Primary Retail Area, which includes the Better Barnsley scheme.



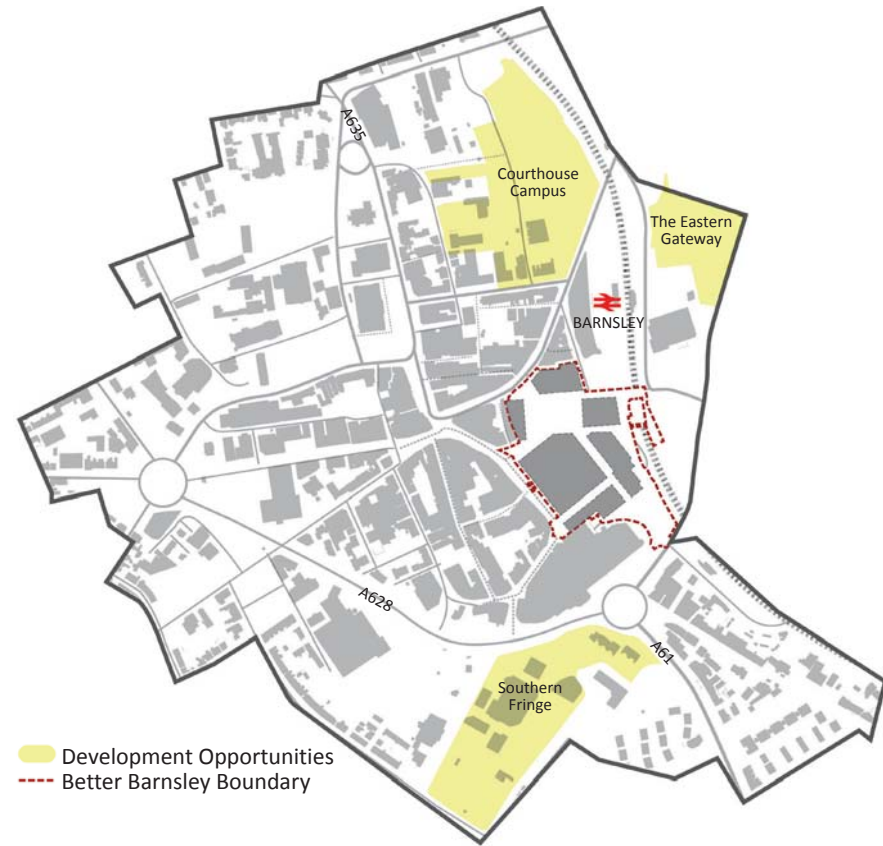
Professional

A number of professional services firms are located in 'The Lanes' (an area of tight knit streets to the west of the Interchange), Regent Street and adjacent streets. This area also includes Barnsley's Digital Media Centre off County Way. The area is located within close proximity of the Interchange and a number of car parks, providing ease of access to the professional firms. The Mixed Use retail and leisure quarter is to the south and Eldon Street and Market Hill provide the key connections.



Residential

Barnsley Town Centre is encircled by a number of residential areas which benefit from good pedestrian connectivity. There are minimal residential units within the Town Centre, particularly those of quality and catering for families or the older population. To the south a number of residential areas surround the Morrisons supermarket and Southern Fringe site (see underutilised sites opposite). These areas are segregated by the A628, though there are a number of crossing points to aid through-passage of pedestrians and cyclists into the Town Centre. At the east there are terraced residential units clustered around Eldon Street North and Old Mill Lane. These areas are segregated from the Town Centre by the Railway Line and Schwabisch Gmund Way.



Development Opportunity Sites

There are three primary sites within the Town Centre boundary that are considered to be underutilised. These comprise the Courthouse Campus site, The Eastern Gateway, and The Southern Fringe sites. The Courthouse site is currently in use as a popular car park, whilst the Eastern Gateway is a largely cleared site in the ownership of RWE NPower. The Southern Fringe site, located to the south of West Way (A628), is in mixed ownership and currently incorporates a disused Gala Bingo. All three sites are well located to offer mixed use and residential development opportunities, delivering benefits to the wider Town Centre.



Streets

The Town Centre features a distinct hierarchy of streets with different character and scales. Primary routes are generally of a greater scale and open to traffic and secondary routes are smaller in scale and generally offer pedestrian connectivity to and from the identified primary routes. The core retail area is predominantly pedestrianised, and includes streets such as Cheapside and Market Street. The street pattern around Regent Street ('The Lanes') is notably distinct, with alleyways and ginnels that are narrow and irregular in pattern, providing an interesting streetscene. The Lanes area incorporates the Arcade, a covered Victorian shopping street.



1 Shambles Street



2 Regent Street



3 County Way



4 Peel Street



5 Market Street



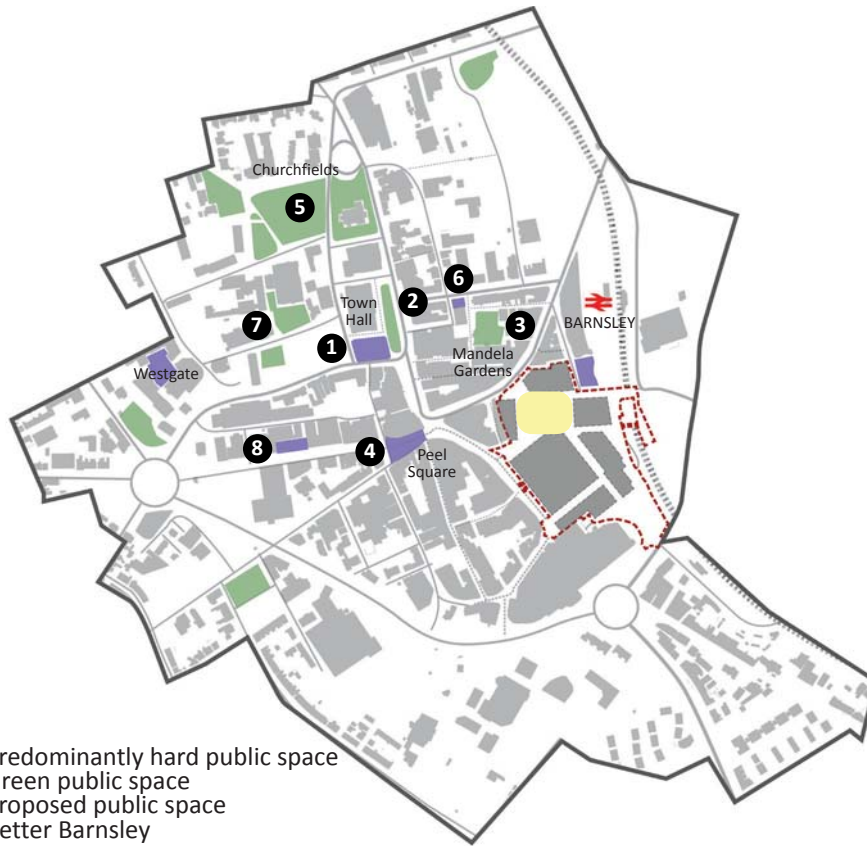
6 Cheapside



7 The Victorian Arcade



8 George Yard



Public Spaces

The majority of the Town Centre's public open space is located to the north of the Town Centre and includes Westgate, Town Hall Square and Gardens and Mandela Gardens. The Town Hall Square is of particular high quality, featuring seating, fountains and stepped planting providing respite for visitors. Elsewhere, Churchfields to the west of Church Lane provides an attractive setting to St. Mary's Church and Mandela Gardens provides green amenity space associated with the Civic. Anti-social behaviour has been noted in some of the key public spaces, including Peel Square and Mandela Gardens, which lessen the enjoyment of the space by other users. The Better Barnsley scheme will deliver a new public square, which will complement Peel Square in providing civic space to the south of the Town Centre.



1 Pals Centenary Square



2 Town Hall Gardens



3 Mandela Gardens at The Civic



4 Peel Square



5 Churchfields



6 Regent Street Pocket Park



7 Westgate



8 Peel Street Public Space



Movement

The above plan highlights the key movement routes used by people arriving and moving through the Town Centre, and reflects the footfall drivers described in the earlier sections. The plans locate carparking, of which there is an exceptionally high supply. The key gateways identify the main points of arrival to the Town Centre, by road, foot and public transport. Notable gateways include the A628/Shambles Street/Peel Street roundabout, the Interchange, the A628/A61 roundabout and the Church Street/Church Lane gateway. Whilst some gateways currently convey a strong sense of arrival, others are notably poorer and low impact, particularly the gateway across Kendray Street across the railway line which currently segregates the residential areas to the east; the Interchange which has poor wayfinding from it's exits; and the A628/A61 gateway to the south which is currently framed by the blank façade of the rear of the Alhambra shopping centre.

Key Gateways



1 Eldon Street North from Interchange



2 Eldon Street and Midland Street

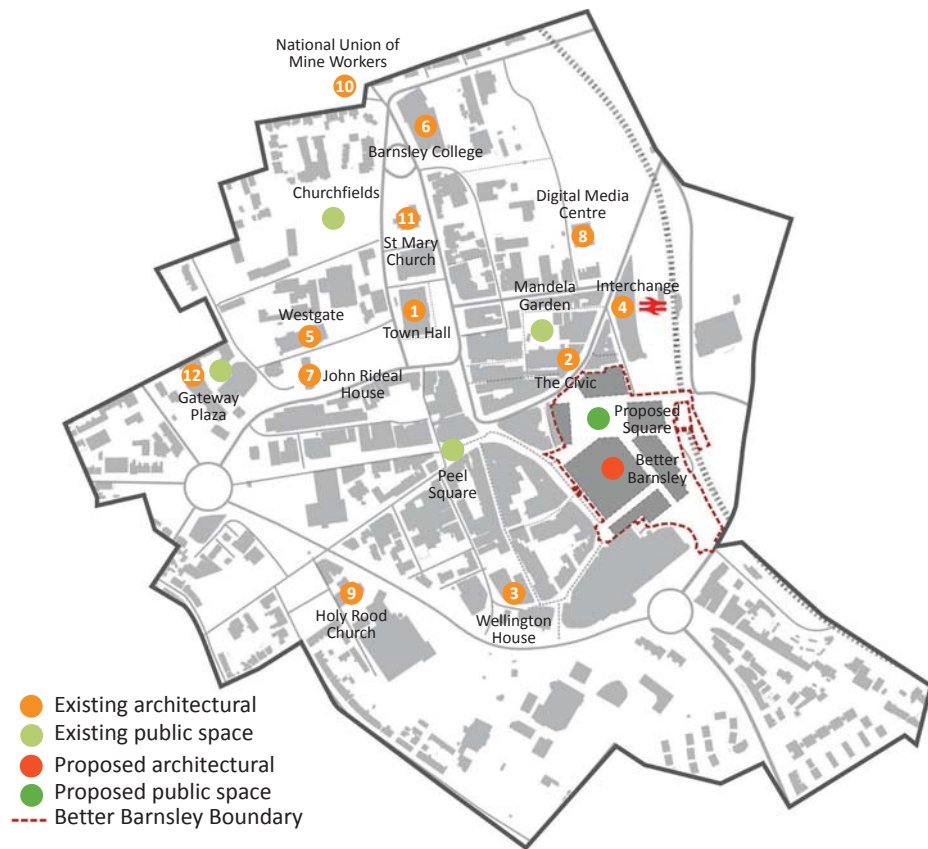
Key Carparking Sites



3 Barnsley Digital Media Centre Carpark



4 Interchange Carpark



Landmarks and Gateways

There are a number of recognisable landmarks within the Town Centre which provide legible points, assist in wayfinding and contribute to the character and identity of the town. These include buildings, areas of public open space and public art. The landmarks role in wayfinding is particularly important given the street hierarchy of the Town Centre combined with the number of alleyways and ginnels which may prove complicated to navigate as a visitor new to the Town Centre. Barnsley benefits from a number of architecturally significant buildings, notably the Town Hall, The College and Transport Interchange. In addition the Better Barnsley scheme will provide new landmarks for the Town Centre as it moves forward.



1 Town Hall



2 The Civic



3 Wellington House



4 The Transport Interchange



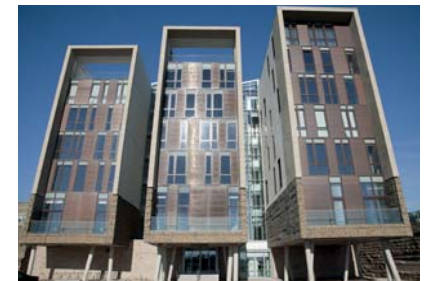
5 Westgate



6 Barnsley College



7 Barnsley Sixth Form College



8 Digital Media Centre



Barnsley Town Hall

Gap Analysis and Recommendations

3.1 Gaps

Overview

The tables below summarise the identified 'gaps' in Barnsley Town Centre that currently pose barriers to achieving the five Town Plan objectives. This has been completed based upon a combination of the Baseline Review and a workshop in May 2016 with Council Officers.

Objective 1

A thriving and diverse business community

Gap Analysis

-  Underutilised key town centre sites
-  Potential future shortage of high quality flexible office space to support growing business
-  Limited town centre population
-  Town centre economy remains emergent
-  Offer of independent retail needs strengthening

Objective 2

Attractive, safe and welcoming to all visitors

Gap Analysis

-  Areas of poor public realm
-  Poor wayfinding; particularly at Interchange exit and The Lanes
-  Anti social behaviour at Interchange and Mandela Gardens
-  Lower quality gateways
-  Public art strategy in early stages of implementation

Objective 3

Accessible & well connected



Gap Analysis

-  Over supply of car parking, under-utilised sites
-  Barriers to movement; particularly the railway line and roads around Town Hall
-  Limited town centre residential accommodation

Objective 4

A vibrant evening and night time economy

Gap Analysis

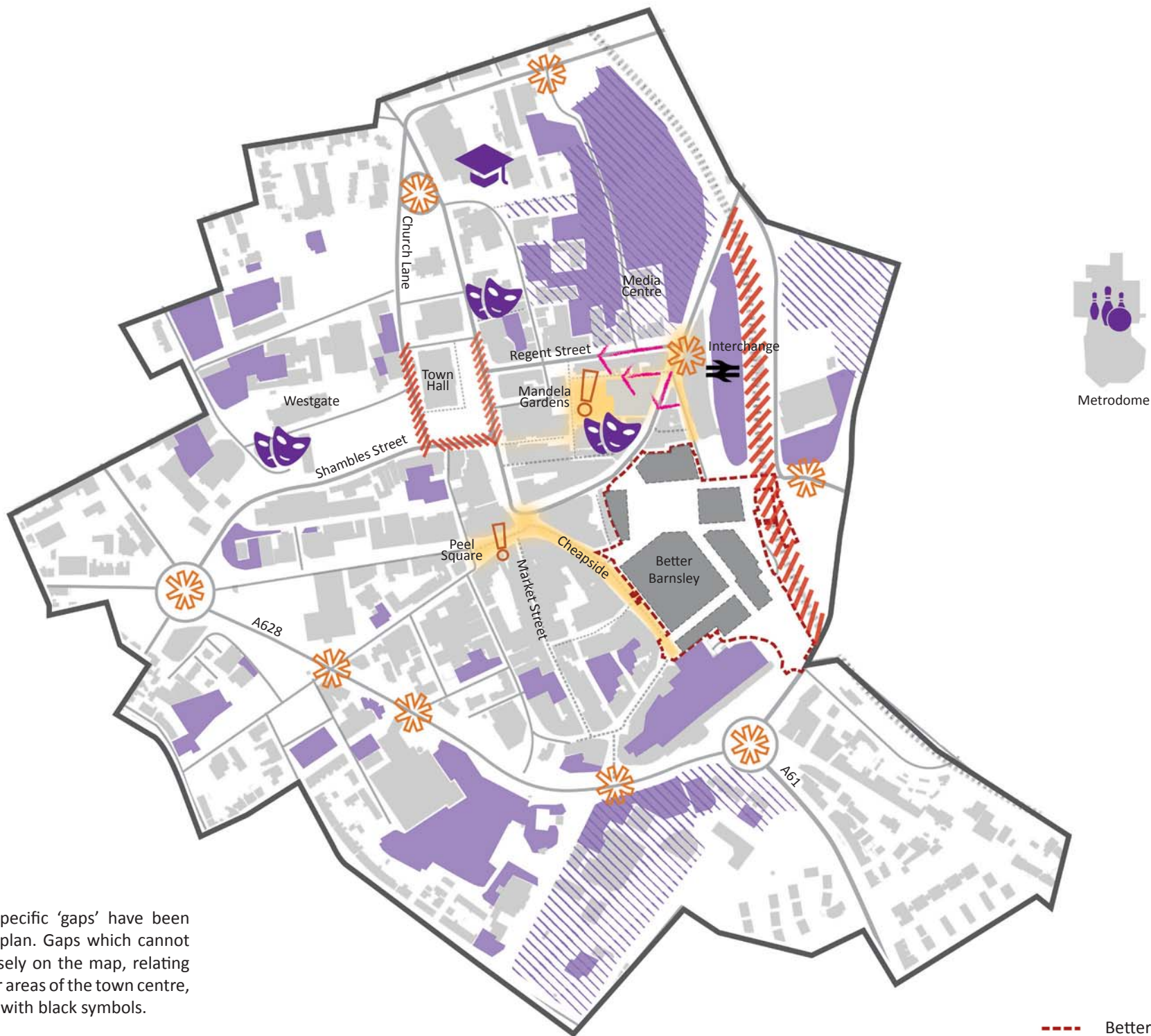
-  Secondary spend from metrodome not well captured
-  Limited early evening activity

Objective 5

An attractive visitor destination

Gap Analysis

-  Growing cultural offer but needs better connection with retail and leisure opportunities
-  Opportunities to maximise use of college facilities not being taken
-  Digital content requires further development



NB. Spatial or specific 'gaps' have been mapped on the plan. Gaps which cannot be located precisely on the map, relating to wider issues or areas of the town centre, have been listed with black symbols.

----- Better Barnsley Boundary

3.2 Recommendations and Areas of Focus

Overview

The recommendations address the identified gaps and have the overall aim of maximising the integration and impact of Better Barnsley into the wider Town Centre and achieving the goals of the Town Centre objectives. The next stage of work will focus on developing proposals for the three key locations identified for public realm

improvements - Mandela Gardens and The Lanes, Peel Square and The Civic and the three key development opportunity sites - Courthouse Campus, Eastern Gateway and Southern Fringe. These projects have been selected as they provide opportunity for the most impact to address the objectives.

Objective 1

A thriving and diverse business community





Recommendations

-  Activate and develop key town centre sites
-  Strengthen the offer of independent retail
-  Provide small scale interventions to support businesses
-  Seek opportunity to provide further small, scalable and flexible workspaces

Objective 2

Attractive, safe and welcoming to all visitors



Recommendations

-  Key locations of public realm improvements
-  Activity encouraged in Mandela Gardens to deter ASB
-  Improve wayfinding
-  Improve quality of gateways
-  Unified public art provision
-  Improve lighting and surveillance in key public spaces
-  Increase town centre population

Objective 3

Accessible & well connected



Recommendations

-  Rationalise carparking provision, optimise usage
-  Provide new links across railway line

Objective 4

A vibrant evening and night time economy

Recommendations

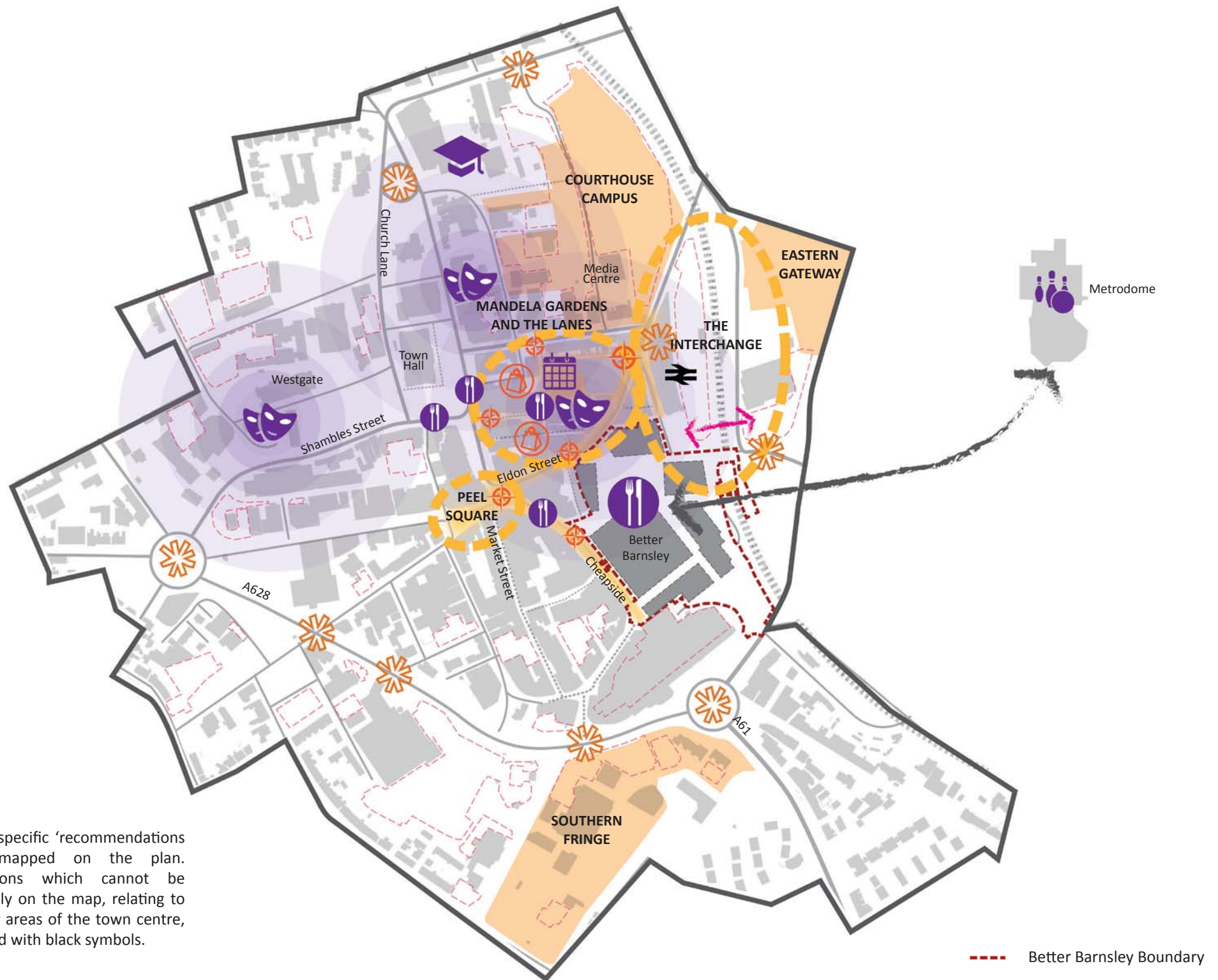
-  Improve links to metrodome
-  Encourage improved night time economy linked to food and beverage and cultural offer

Objective 5

An attractive visitor destination

Recommendations

-  Integrate town centre cultural offer with wider offer across Barnsley
-  Maximise use of college facilities
-  Strengthen digital technology to promote and enhance the visitor experience and





Artist impression of the new library at Better Barnsley

Regeneration Plan

4 Regeneration Plan

Overview

The second stage of work builds on the baseline analysis and looks at Town Centre regeneration opportunities, including review of development strategy for three key sites and landscape and public realm improvements. The proposals have been prepared with input from Barnsley Metropolitan Borough Council and The Civic Theatre along with relevant landowners and the development community.

Development Opportunity Sites

The baseline analysis identified three primary sites within the Town Centre boundary that are considered to be underutilised and offering opportunity for development within the Town Centre. These include:

- Courthouse Campus
- Eastern Gateway
- Southern Fringe

High level studies have been undertaken for these sites, taking into consideration planning policy and various previous masterplans and proposals alongside current constraints and opportunities. The focus of the studies has been to present an illustrative development framework including high level connectivity and landscape strategy, allocation of development plots and uses, indicative massing, density. The studies are focussed on deliverability and cover market testing, and delivery routes, including phasing and potential temporary uses. The Courthouse Campus site in particular provides a major opportunity for phased delivery of town centre living and high quality public realm adjacent to the Interchange.

Town Centre Projects

Landscape and public realm improvements have been developed for three key sites. These sites were selected as we believe they will provide the largest impact and address

the greatest number of objectives and maximise the impact of the Better Barnsley re-development. The sites include:

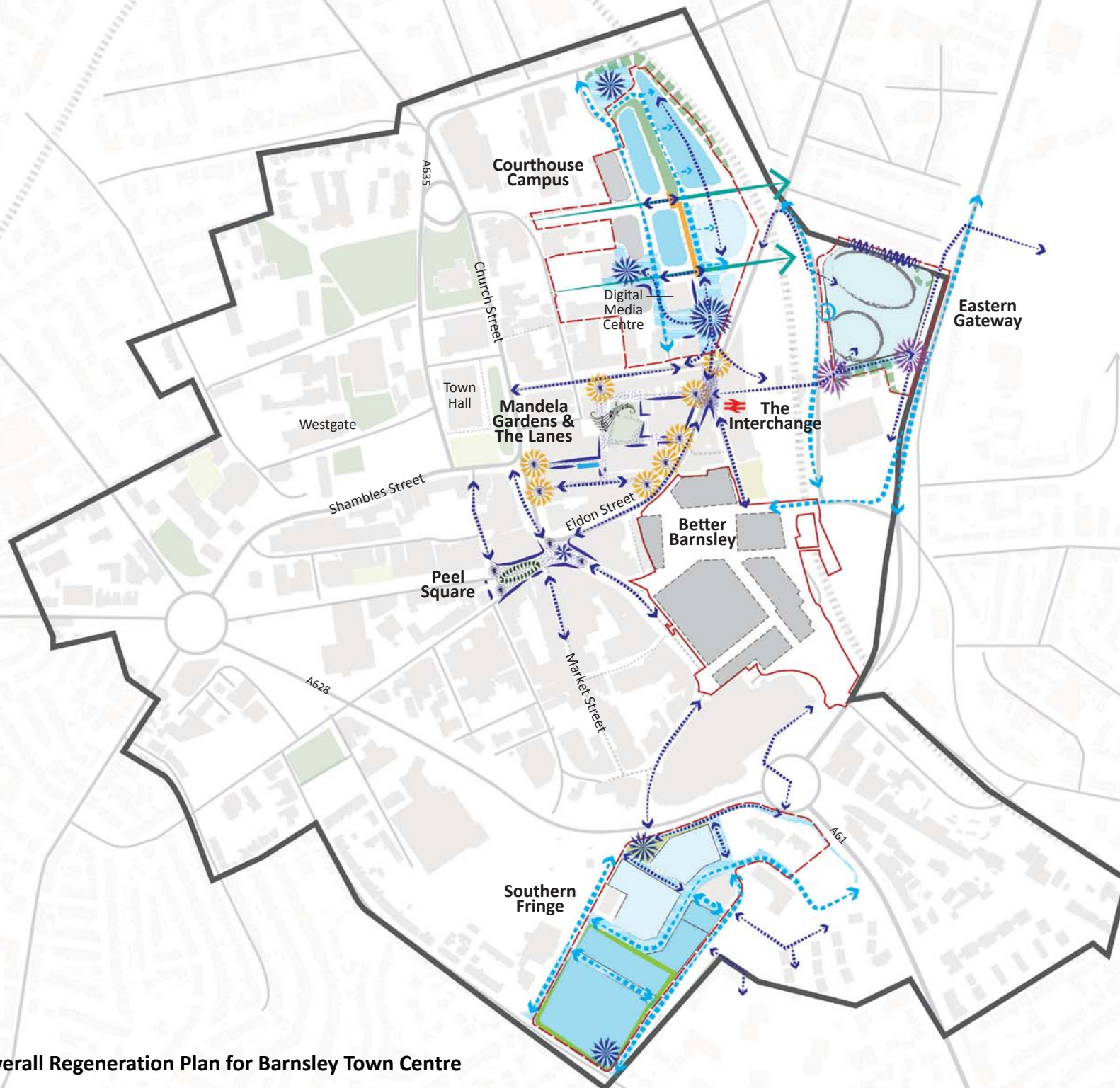
- Mandela Gardens and The Lanes
- Peel Square
- Barnsley Interchange with a focus on the West Exit

Proposals aim to create a legible urban environment with distinct areas and a network of complementary public spaces. Improvements will support town centre regeneration, encourage increased activity and footfall and a rise in revenue for the Town Centre. A town centre wide approach has been taken when developing proposals to ensure the projects complement one another and the Better Barnsley regeneration scheme and ambitious plans for the Civic Theatre.

Town Centre Wide Strategies

Town centre wide strategies have been examined for lighting, public art, digital technology and gateways to extend the regeneration improvements throughout the Town Centre and help create a legible and integrated Town Centre.

Details of all the regeneration proposals are described in more detail in the following chapters.



Development Opportunity Sites

Including Courthouse Campus, Southern Fringe and Eastern Gateway

- Development sites boundary
- Key vehicular routes
- ⤵ Vehicular entrance
- Key pedestrian routes
- ✳ Key gateway
- Proposed vista
- ✳ Focal point
- Proposed landscape buffer
- Active frontages
- Improved public realm
- Feature of retaining wall
- Edge treatment
- Residential plot
- Mixed use plot
- Flexible mixed use plot, potential for education/ commercial/ carparking
- Primary school
- General development plot

Town Centre Projects

Including Mandela Gardens and The Lanes, Peel Square and The Interchange

- ✳ Enhance gateways
- ✳ Improved signage
- Improved building frontages
- ✳ Focal point
- Screening
- Events and activities
- Green space
- General landscape improvements, including surfacing and lighting
- Shared surface
- Town Centre boundary

Note: For further details please refer to Chapters 5 and 6.



Courthouse Campus Site with Eastern Gateway beyond

Development Opportunity Sites

5.1 Market Testing

Extent of Analysis

Initial 'soft' market testing has been undertaken with developers, key institutions and the professional consultancy sector. Focused on (although not limited to) the Courthouse Campus site, it included the following:

- Residential house builders, e.g. Keepmoat;
- Architects and the wider development community, e.g. CODA, BDP and Cartwright Pickard;
- Enterprising Barnsley;
- Barnsley Premier Leisure;
- Barnsley College;
- BMBC Education team;
- BMBC Employment & Skills Team.

The views expressed through these discussions were consistent in their nature and theme. They are summarised opposite, together with the key points taken forward for consideration in the options generated for the identified development sites.

Market Testing

Office

The market demand for new office space is limited at the present time. Across the town centre there is 122,000 ft² of available office space, 66% of which is available within 4 buildings (Joseph Locke House, Permanent Building, Yorkshire House and 25–27 Church Street). It could be argued that there is a shortage of Grade A quality floorspace available, and this is constraining market demand. However, recent experience at Gateway Plaza indicates that office development on a speculative basis is a challenge, with this space not taken up by the private sector. It is now occupied by the public sector in the form of BMBC. The view of the market was that speculative office development remains a challenge in the town centre.

The DMC is now 83% occupied, with 3,300 ft² remaining available. Based on this success, it was felt that future provision of smaller scale, flexible workspace would allow businesses to expand and progress from the DMC in particular. It is likely that such a scheme would need to be underpinned by BMBC as a partner in any development venture. To support this, proactive support from BMBC would be beneficial, in terms of tracking business growth and providing flexible lease arrangements that allow for expansion and relocation. Whilst there is currently not a proactive "Move On" policy in place, Enterprising Barnsley expect to progress toward this.

Conclusion: There is no short to medium term demand for new office space, although a phased approach to the development of the Courthouse site could allow for provision of a limited amount of space if demand were to increase in future.

Residential

There was strong support expressed for residential uses, across a range of tenures and typologies. Reflecting a general trend toward increased town and city centre living, there was support for town houses of varying scale on the lower (eastern) section of the Courthouse site in particular. Comparators for this include other schemes across South Yorkshire such as Little Kelham and Copper Street in Sheffield, and The Gables in Doncaster.

The upper (western) section of the site would allow for development of increased scale. This could include higher density accommodation with scope for Private Rented Sector (PRS) or other institutional investor backed models in this area. Elsewhere on the Courthouse site, those consulted suggested that student residential was a potential option, to provide accommodation for university students and support expansion by University Campus Barnsley in to the overseas students market.

Over the course of producing this plan, pre-application proposals were received by BMBC for residential dwellings

on the Eastern Gateway site. This has provided an indication of market interest and the type of uses being considered on this site, informing consideration of development opportunities. This also suggests that residential dwellings could be provided on the Southern Fringe site, integrating with the existing residential community in this area.

Conclusion: There is an appetite for residential development across all sites. On the Courthouse site, allow for lower density town house typologies on the lower level, and higher density housing / apartments on the upper level of the site. There is clear market interest in providing residential dwellings on the Eastern Gateway site, whilst the Southern Fringe site is also considered compatible with residential uses..

Leisure

Barnsley Premier Leisure (BPL) operate the well-established Metrodome complex which includes a gym, swimming pool and water park, bowling alley and events space. Given recent levels of investment in their premises, and the remaining lifespan of their current asset base, relocation to the Courthouse Campus site is not something they would consider at this stage. Further leisure uses are expected to be provided in the Better Barnsley scheme, including a cinema.

Over the course of producing this plan, pre-application proposals were received by BMBC for food and beverage uses on part of the Southern Fringe site. This has informed consideration of development opportunities.

Conclusion: There is little demand for leisure uses on the Courthouse Campus site, with BPL looking to grow their business on the existing Metrodome site. There is scope for inclusion of food and beverage units on the Southern Fringe site.

Education

Engagement with the Education team at BMBC has indicated that there is a requirement for a secondary school within the town centre, to meet both existing needs and future demand for school places due to planned residential development within the town centre.

Conclusion: There is potential for providing specialist provision for young people, of which current facilities within the Town Centre are limited. Consideration needs to be given to future locations for a secondary school, and potentially a primary school, if residential development comes forward in the town centre.



Little Kelham, Sheffield



Copper Street, Sheffield



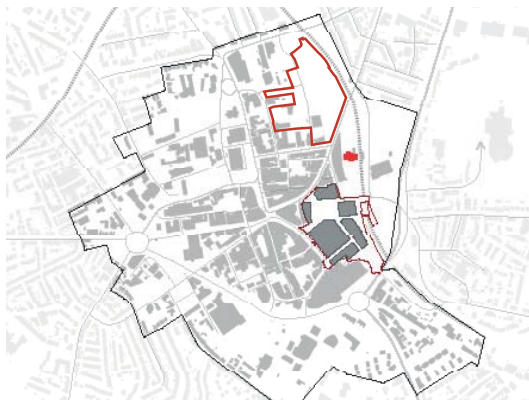
The Gables, Doncaster

5.2 Courthouse Campus

Site Analysis

A number of proposals have been developed for this 4 hectare(Ha) site, including two previous masterplans in 2008 and 2010. Proposals have previously focussed heavily on commercial uses, with market testing suggesting there is limited demand for this use. Previous proposals have also struggled with viability due to a focus on retaining the existing car parking provision within the development and the scale of proposed common infrastructure, such as a large scale public park. Infrastructure requirements such as utilities and drainage provision, access upgrades and improvements to the existing retaining wall may also adversely impact on viability and developer cash flow.

Re-balancing the proposal to consider a high proportion of residential, and responding to this through the planning and design process, is likely to improve viability and increase market interest, allowing a scheme to come forward earlier.



Planning Policy: Current Policy BTC22 'Development Site 3 for Courthouse Campus' indicates that the sites should allow for the following types of development:

- Education and community facilities
- Offices
- Developments that support creative and digital industries
- Residential development, including live-work units

Policy BTC22 further states that the development of the site will be expected to deliver the following:

- Include the creation of a new public park
- Include the provision of a multi-storey car park
- Provide improvements to pedestrian links and public spaces
- Take account of the Conservation Area status of part of the site

New public realm. There is opportunity for the creation of a new public space within this site. The appropriate scale and character of this space will require further analysis. Previous proposals have included for large scale linear parks. Current thinking leads towards a series of smaller scale urban spaces with increased activity, high quality public realm and better movement corridors through the site. This approach would also better support phased delivery.

Parking. Car parking utilisation and provision is currently being reviewed across the town centre. The Courthouse Campus car park is not fully utilised at present, with the lower part of the car park (Courthouse East) having the

lowest utilisation - although figures are higher on a Saturday, particularly when this coincides with a football match. Space could be rationalised to release land for the early phases of development. Over time, further development can be facilitated by either decanting car parking to other facilities across the town centre, or by provision of a new multi-storey car park on the Courthouse site. A flexible approach toward this can be adopted, dependent upon development progress and car parking demand.



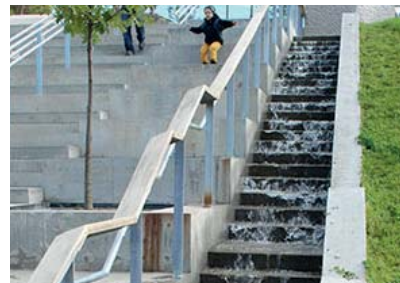


Illustrative Framework

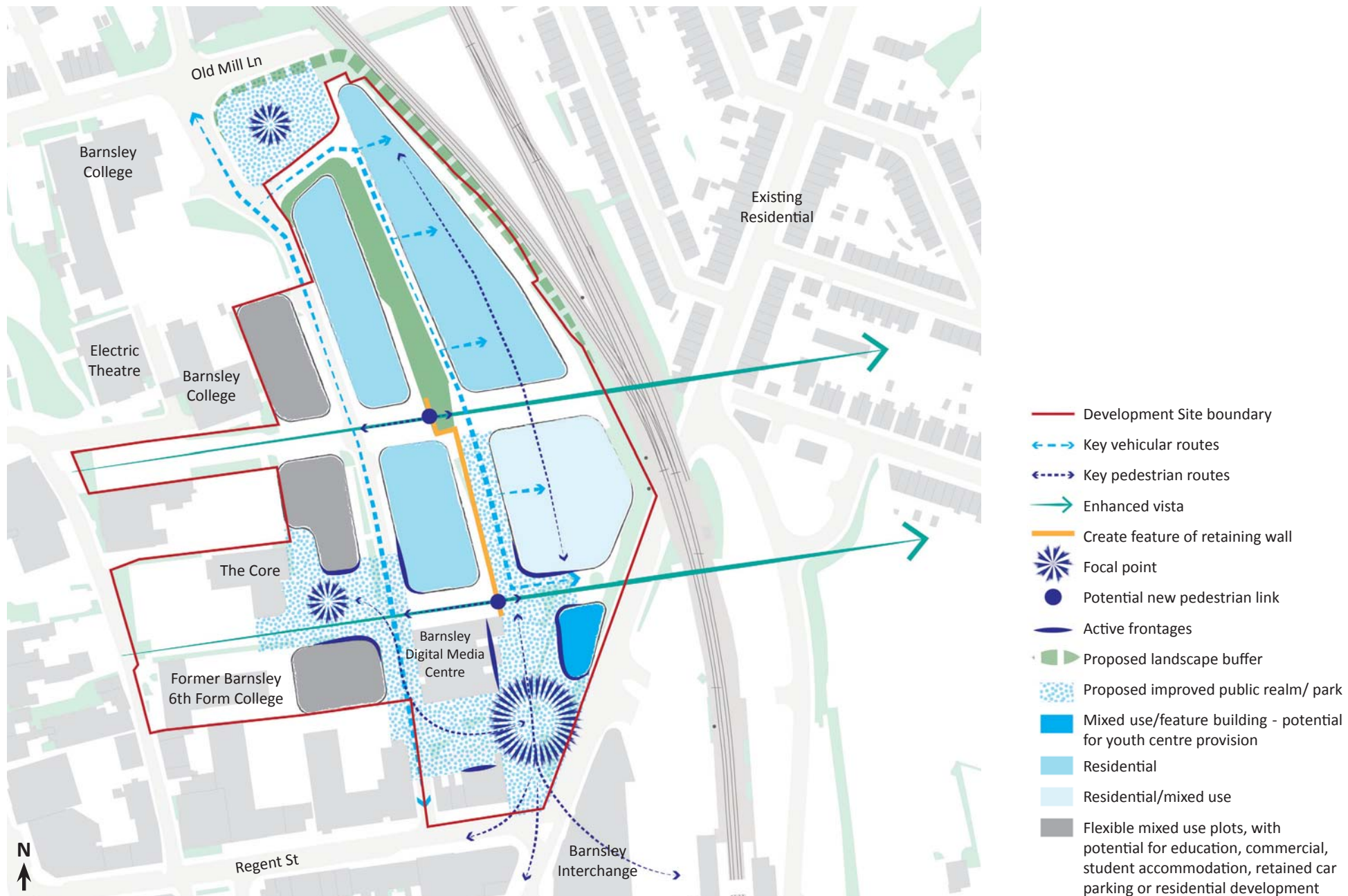
An illustrative framework for the site is presented opposite. At this stage the focus is on setting out a high level landscape and infrastructure strategy, broad development plots, indicative uses and massing. Within this framework a range of housing typologies could be explored. Clearly the site presents some challenges due to its proximity to the railway, public realm dominated by parking, changes in levels and so on.

These challenges also give rise to its main opportunities: proximity to the Interchange, views out to the wider landscape, established vehicular access, integration of features such as the arched retaining wall into new high quality public realm, and established activity such as The Core, the Digital Media Centre, the Courthouse and Barnsley College. Its proximity to the Better Barnsley scheme and the cultural, leisure and retail attractions that this will provide will underpin investment in the Courthouse site.

The site provides the opportunity to create a vibrant new residential community in the heart of the town centre. Further analysis of the framework is presented on the following pages.



A varied mix of contemporary residential and mixed use could be delivered across the site, working with the unique topography, level changes, arched wall and views to the wider landscape.



Illustrative framework

Further analysis of the Framework is set out opposite.

Massing. In general the scale increases from the northeast to southwest in response to existing context. This is flexible and subject to further analysis. The plot in front of the Digital Media Centre lends itself to a lower 'pavilion'.

Residential density. Though the overall site area is 4 hectares, the area of potential residential development indicated in the framework is around half of that - in the region of 2 hectares. With a density ranging from around 50 dwellings per hectare (dw/ha) to perhaps 75dw/ha to the southern end, it is estimated that the primary residential areas could deliver between 125 and 150 dwellings, depending on the mix of tenures, unit sizes, massing and on-site parking provision. If, in response to further market demand, the plots to the west of the site came forward for residential then this number could be significantly increased.

City Centre Academy. BMBC has identified the need for a city centre secondary school in the form of a 'Free School' or Academy. Further study is required, but early analysis suggests that the site could offer a number of options for a high quality school depending on the intake.

Youth Provision. Work is ongoing within BMBC to consider the provision of a dedicated Youth Centre within the town centre. With its proximity to the Interchange, the Courthouse Campus could be an ideal location for this.

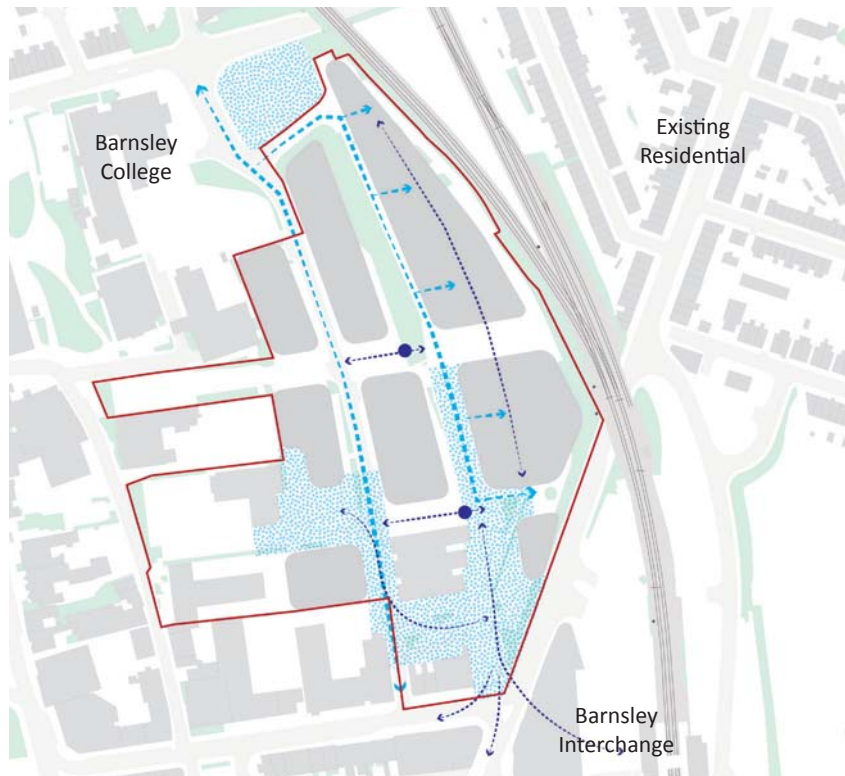
Key to diagrams

- Development Site boundary
Overall area approximately 4Ha, but this includes a number of existing buildings and heritage assets
- - - Area of primary residential approximately 2Ha, including public realm and level changes
- Mixed use/feature building
- Residential
- Residential/mixed use
- Education/commercial with potential for student accommodation/ mixed use
- P Potential location for multi-storey carpark
Numbers within plots indicate suggested number of storeys.
- ← - - - - - → Key vehicular routes
- ← - - - - - → Key pedestrian routes
- Enhanced vista
- Create feature of retaining wall
- ✱ Focal point
- Potential new pedestrian link
- Active frontages
- Proposed landscape buffer
- Proposed improved public realm/ park



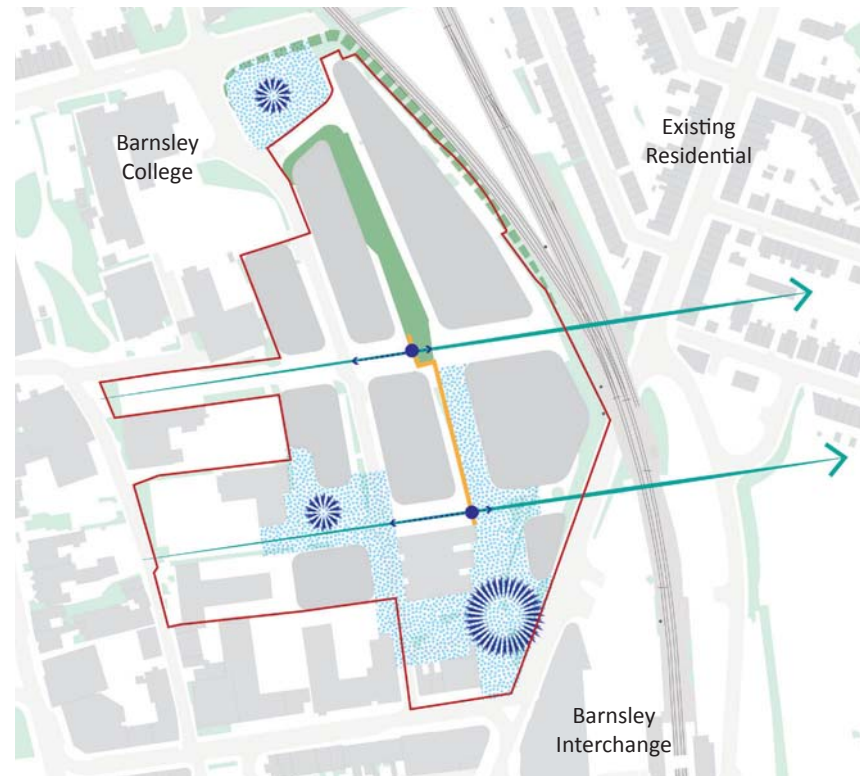
Development Plots

The above diagram indicates the main development plots, uses and massing defined by the overall movement and landscape strategy. The eastern areas of the site are primarily residential with lower density houses to the north increasing in density with the introduction of apartments, duplexes and other mixed used to the south. To the west uses could be a mixture of education, commercial and community. Retention of some car parking would help to support existing and future uses, as well as neighbouring commercial and cultural uses, e.g. Regent Street businesses and The Civic theatre. Depending on the outcome of the parking strategy, certain blocks could be used to provide multi-storey car parking as indicated above.



Movement

The site is well served with established vehicular access due to its current use as surface parking. The aspiration would be to remove vehicular access from the southern end to create a traffic free public space, with site access from the north. Pedestrian connectivity, through a series of linked public spaces, will be key. An important consideration in the design of the public realm and the development plots will be the level of pedestrian permeability between the more public areas to the south and the residential areas to the north, and also addressing the level changes across the site.



Landscape and Public Realm

The sharp level changes provide opportunities to create a series of dynamic urban spaces with selected tree removal opening up excellent views across the wider landscape. Features such as the existing arched wall can be integrated into a high quality public realm embracing the heritage of the site and offering a range of opportunities for temporary or permanent interventions. New focal points would be created, with proposals such as new feature staircases and level access at key locations. Some areas of established landscape could be retained to enhance residential development and provide a buffer to the railway corridor.

Phasing and Temporary Uses

Phased development, alongside temporary uses, offers the opportunity to test market demand and ensure a sustainable mix and quantum of development is provided.

Key to delivery of this development will be phasing to ensure that car parking provision is not compromised and each stage of the development is viable and works as a place within it's own right.

The phasing needs to consider the removal and re-provision of car parking as part of the Better Barnsley scheme and also the outputs of the ongoing Car Parking Study, particularly in relation to the current users of the Courthouse car park.

Two main phasing options are indicated opposite - further studies and consultation with potential developers will be required to refine these.

Phasing of infrastructure and consideration of temporary uses for areas in transition will be an important part of this strategy.



Pop-up restaurant. Kings Cross



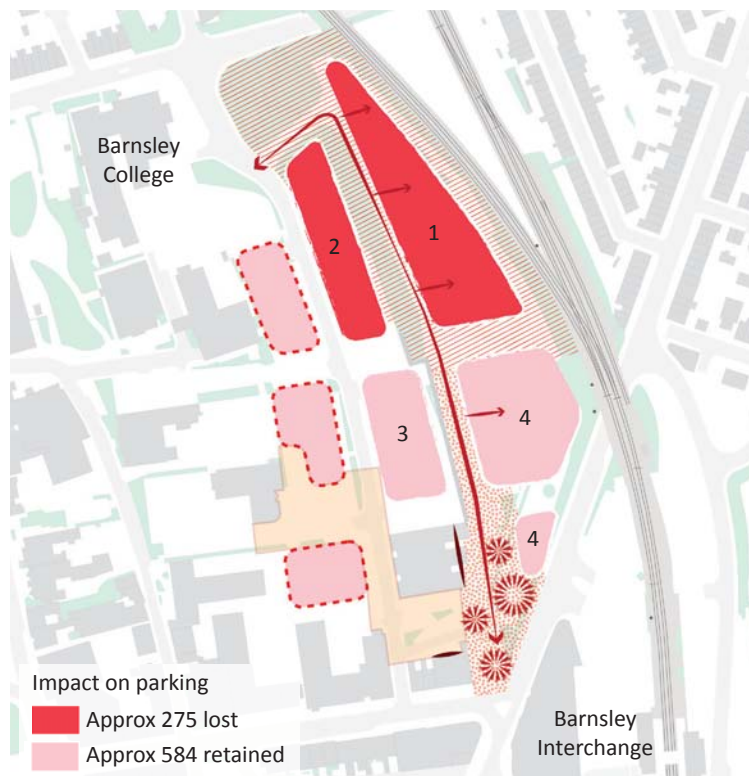
Transitioning car park into public space



Café and retail in shipping containers. Pop Up Brixton

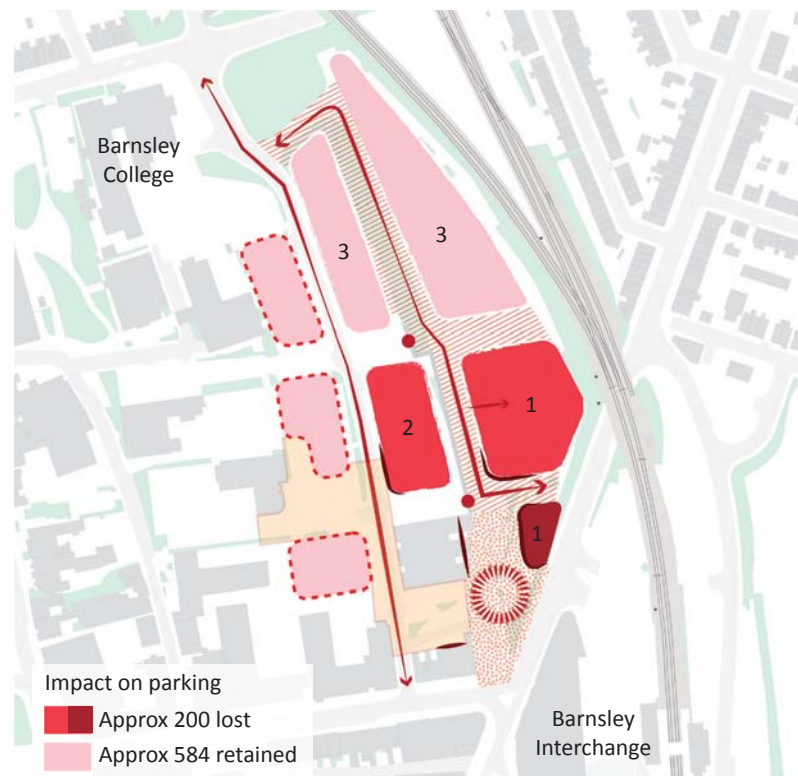


Pop-up mall. BOXPARK Shoreditch



Phasing Option 1 - starting in the north

This option retains parking at the southern end of the site and proposes to develop a first phase of residential to the north. This enables a high quality gateway to the residential development from the outset, delivering up to 75 homes. Improvement to the existing car park and routes to the town centre would buffer the development from the retained areas of parking (see plan above). A programme of temporary uses and landscape interventions could increase activity, addressing issues of anti-social behaviour and raise the quality of the spaces around the Courthouse and Digital Media Centre. Phased removal of the vehicular access to the south could be considered.



Phasing Option 2 - starting at the south

This option looks to create a sense of place and activity around the Courthouse and Interchange and would create an established public space in this area, increasing investor confidence. Parking would be retained to the north of the site (see above). Access to the new development would need to be improved. Sufficient 'critical' mass would be required to make residential viable during early phases. It would be important to ensure that viability of this first phase did not compromise the best long term mix of housing types. For example - as an isolated development this first phase would lend itself to higher density mixed use, whereas family homes might be viable on some of these plots if delivered at a later stage (as Option 1).

- Numbers indicate suggested sequencing of development plots
-  First phases - residential
 -  Areas of parking retained during first phases of development
 -  Mixed-use feature building - potential for Youth Facility
 -  Suggested later phases, but could be brought forward independently
 -  Access to first phase development and parking areas
 -  Public realm improvements as part of later phases
 -  Improved public realm and landscape to enable viable first phase
 -  Improved public realm at southern end to create a gateway to the site. For Option 1 this could be through temporary uses.
 -  Creating activity and a sense of place.
 -  Active frontage through temporary or permanent interventions
 -  Consider points of connection between levels to improve access/activity at each stage of development

5.3 Southern Fringe

Site Analysis

This key 3.6Ha site to the south of the town centre has potential to accommodate a high quality residential community, improved access and connectivity and new community infrastructure such as a new primary school to the south of the site.

The site also presents a number of challenges such as third-party land ownership, lack of connectivity to the town centre, poor quality edges, sharp level changes, and a dominant residential block in the centre.

Planning Policy. Policy BTC16 indicates that the site should allow mixed use developments which could include:

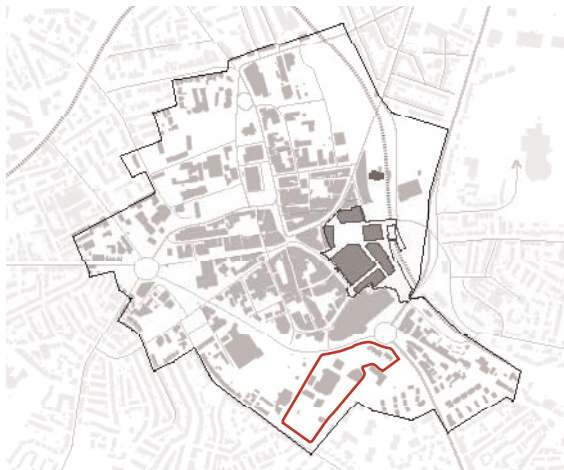
- Retail
- Residential
- Offices

Policy BTC16 states that the development of the site must:

- Make a positive contribution to the character and appearance of the New Street Gateway
- Provide improvements to pedestrian links and public spaces around and through the site.



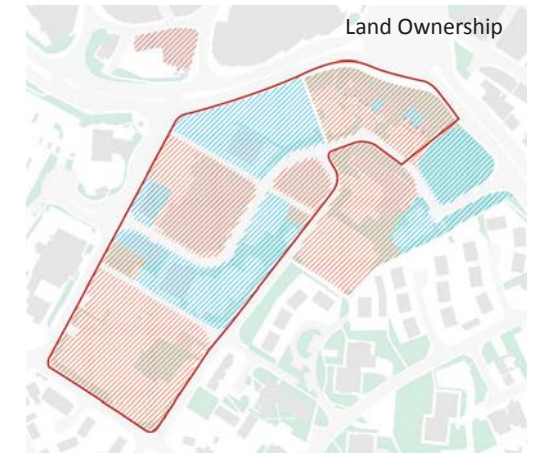
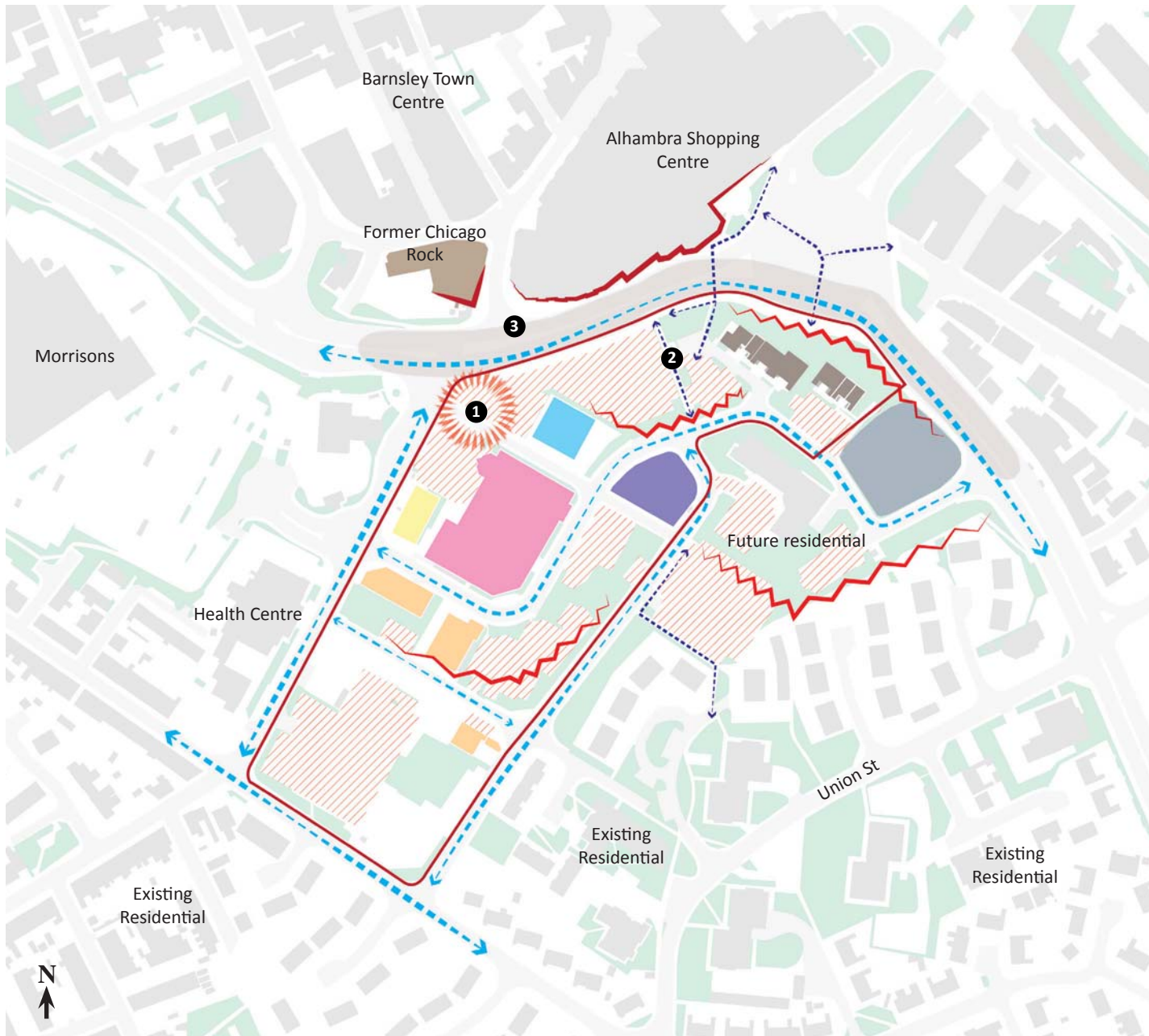
2 Opportunities for improvement of poor quality access. Note domination of site by large scale residential development. The site is also characterised by some steep level changes.



1 Opportunity to improve gateways to site both for pedestrians and car users



3 Potential location of improved connections to Town Centre and Better Barnsley scheme



- Barnsley Council
- Third Party
- Development site boundary
- Key vehicular route
- Existing poor quality pedestrian route
- Landscape level changes
- Poor quality/inactive facade
- Poorly defined gateway
- Poor Air Quality
- Existing car park
- Existing residential (Heelis St tower)
- Existing community facility to be relocated
- Existing retail/ proposed fast food
- Existing automotive
- Existing offices
- Former Bingo Hall
- Proposed GP surgery
- Potential Development Site

Illustrative Framework

Some high level development principles are set out opposite. There is potential to create a vibrant new residential community towards the southern part of the site integrated with new and existing community facilities. Creative design of housing and infrastructure could address challenges such as connectivity and sharp level changes across the plots, delivering up to 75-100 dwellings depending on types adopted (see opposite).

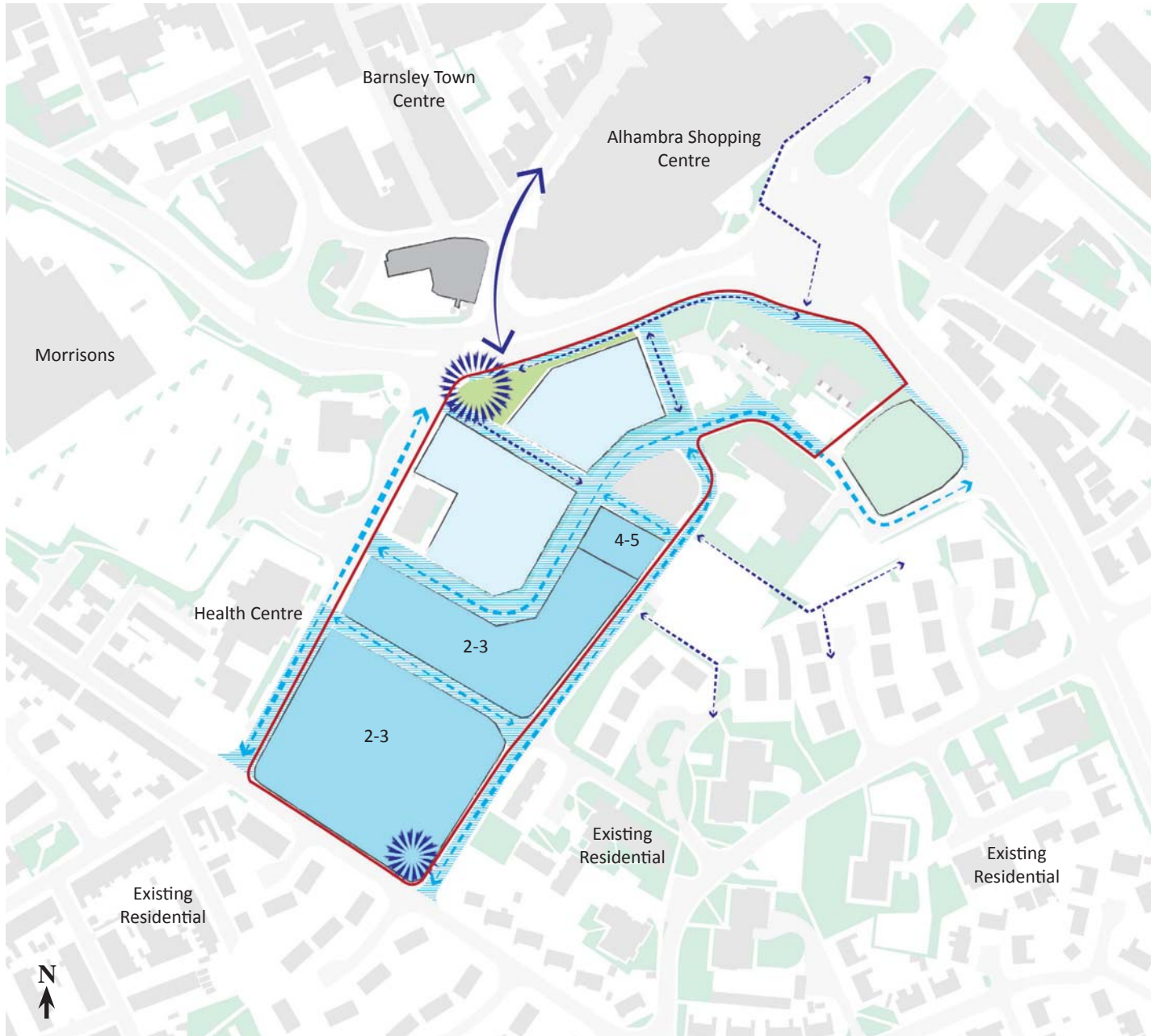
The site lends itself to a series of temporary uses during development, particularly at the northern end with a potential focus on community uses and youth activities. Further discussion around potential development routes is included in Section 5.5.



Potential temporary uses with a focus on community and youth facilities



The site could potentially accommodate a new primary school alongside high quality housing development



- Development Site boundary
- - - Key vehicular route
- . . - Proposed pedestrian route
- < - - - > Strategic link with Town Centre
- ✱ Proposed focal point
- ▨ Public realm improvement works
- Proposed pocket green space combined with new gateway

Development Plots

- Proposed residential (1.5Ha)
- Proposed mixed use, eg residential, food & beverage (approx 1Ha)
- Estimated area for a two form entry primary school (approx 1.2Ha)
- Potential development plot (former Chicago Rock)

Numbers within plots indicate suggested number of storeys. Residential density suggested around 50 dw/ha. With some apartments at northern end this might deliver approximately 75-100 dwellings.

5.4 Eastern Gateway

Site Analysis

This site is in the ownership of RWE NPower. A previous proposal for retail development on the site received consent in 2005 but has not been implemented. The Local Plan allocation for the site is flexible, allowing for various uses to come forward including offices, education, transportation uses, public space, residential and ancillary retail.

Access, connectivity and sensitive landscape treatments will be key to the viability and character of the site. The Highways Authority has a stated preference for site access and egress to be achieved from Swabisch Gmund Way to the west of the site, avoiding turning manoeuvres to and from the segregated carriageway of A61 Harborough Hill Road. The proposed 'green spine' linking the interchange



through the site to the community and Metrodome to the east could be integrated with a landscape buffer around the sub-station and blank facade of the bingo hall. Providing an improved link between the site and the Interchange will encourage movement on this route and enhance connectivity to the town centre.

Planning Policy: Policy BTC24 states that the following types of development will be allowed:

- Offices
- Education, community and youth facilities
- Transportation uses associated with the adjacent Transport Interchange
- Public space
- Residential
- Ancillary retail

The development of the site must also:

- Make provision for the Green Sprint and make a positive contribution to the character and appearance of gateways
- Consider any implications arising from its location adjacent to an Air Quality Management Area.
- Not be harmful to the liveliness and economic strength of the town centre.



1 Primary access location to the west of the site



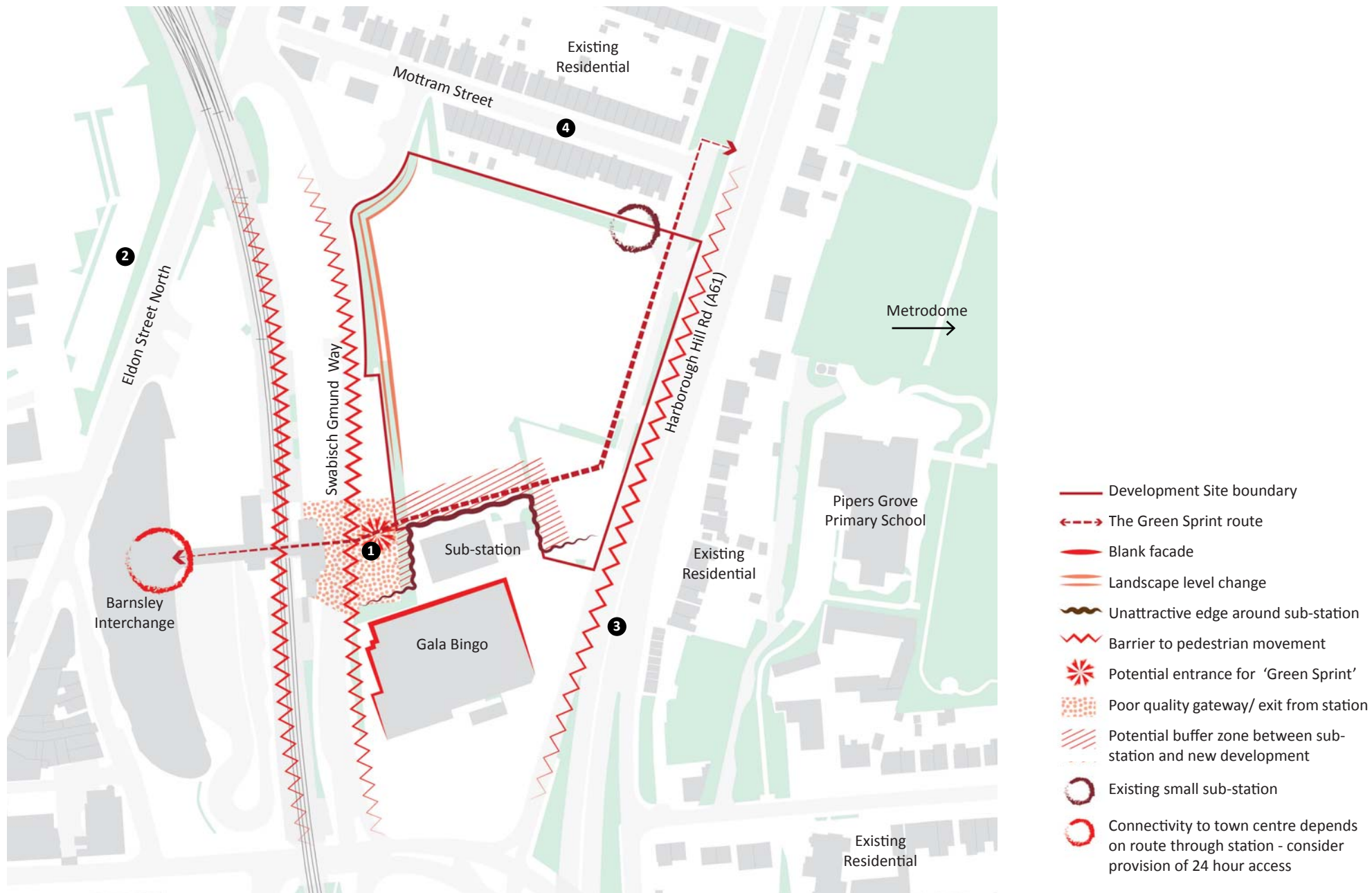
2 Views across to Courthouse and Town



3 Potential for new access to Green spine



4 Potential for new access to Green spine



Illustrative Framework

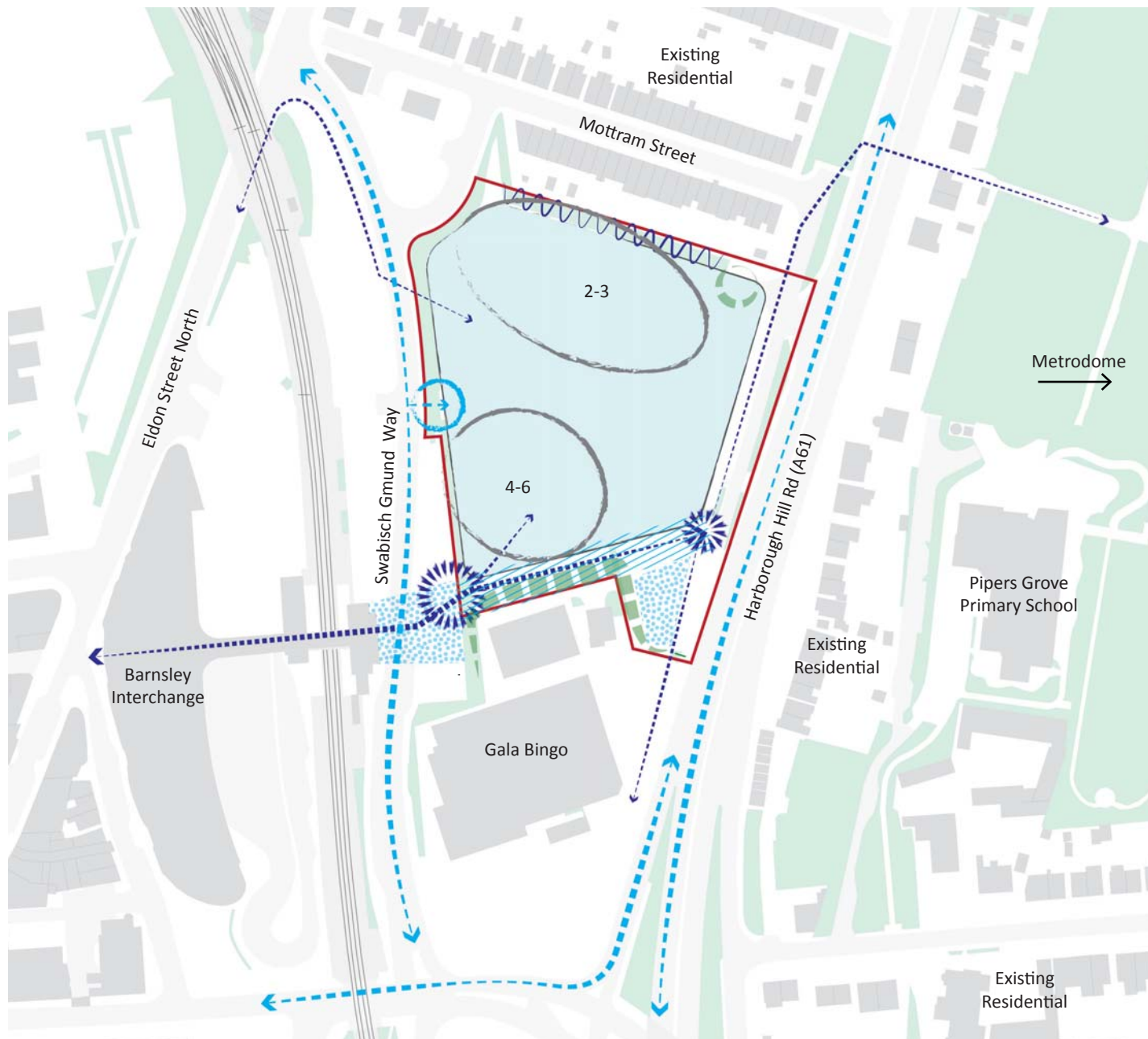
Recent pre-application proposals received by BMBC highlight that there is market interest in providing residential accommodation on the site, taking advantage of the connectivity offered by the interchange, proximity to the town centre, and opportunity to integrate with existing residential communities

Some high level development principles are set out opposite. Some of the wider connectivity considerations such as the 'Green Sprint' are outside the development area and therefore not deliverable through this development alone. However, there is potential for this development to make allowance for these in a way that raises the value of the site whilst addressing key constraints such as existing sub-stations and pedestrian access to the station and town centre.

Further discussion around potential development routes is included in Section 5.5.



Examples of the kind of landscaping and residential development that could be provided on the Eastern Gateway development. A number of uses are possible, including the potential, through careful design, to provide a high quality residential environment despite the relatively constricted nature of the site. The plot allows for future creation of the 'Green Sprint' combined with a necessary buffer zone to existing utility infrastructure to the south.



- Development Site boundary
- - - - - Key vehicular route
- Proposed pedestrian route
- ~ ~ ~ Consider edge treatment next to houses
- Proposed vehicular entrance to site
- ✱ Proposed Pedestrian gateway
- ▒ Proposed strategic gateway
- ▨ Proposed improved public realm
- ▒ Proposed buffer landscaping zones around utilities buildings
- ▒ Development plot
- Indicative massing: potential higher 'gateway' development to the southeast with views to town centre. Area of lower density development (2-3 storeys) in response to surrounding residential community

5.5 Development Routes

Overview

The involvement of BMBC in development across the three opportunity sites will vary, dependent upon land ownership, scale and use of site, and the level of infrastructure required to enable development. With this in mind, potential routes to development for each site have been outlined in the following sections.

Courthouse Campus

There are three key options for bringing the Courthouse site to market. These are:

1. Sell site to master developer.
2. Phased plot sales.
3. Development Partner

1. Sale to Master Developer

The advantage of this option is a quick sale. However, based on review of previous viability appraisals value is likely to be limited. Also, a developer may wish to make the sale conditional on receipt of planning, meaning a capital receipt is deferred. In the meantime BMBC may stand to lose car park revenue (a developer may look to this as a source of revenue to fund a planning application). This approach also results in less control over a key town centre site, development type and quality, and car parking provision.

2. Phased Plot Sales

A phased release of development plots to the market will require a longer term approach with greater level of BMBC involvement and does not offer a short term capital receipt. However, this may offer improved long term benefits over Option 1 and accord with the Council's ability to take a longer term view than a commercial developer. This development route will allow BMBC to retain a greater degree of control and preserve flexibility to respond to changes in market conditions.

Based on current uses of the site, its key location within the town centre, and discussions with BMBC officers, it is considered that this is the preferable option. The following next steps are suggested:

- a) A more extensive / formalised market appraisal and testing exercise would inform development mix and housing typologies in greater detail, and help form a view on when to bring the first plots to market.
- b) A "Development Framework" would set out key principles and parameters for the development site, defining key infrastructure, green spaces, public realm, view lines, development plots, broad land use options, maximum building heights etc. This report forms the initial stage of this, which can be taken forward and developed further. This will give confidence to decision makers, stakeholders and investors that there is a coherent

plan for the site and expectations in terms of developer contributions. It need not necessarily be formal planning guidance, but would be consulted upon and be endorsed by Cabinet. Such a framework would offer limited material weight in determination of future planning applications – this is considered proportionate given the extent of BMBC's ownership and resultant ability to exert influence on the development that comes forward.

c) Infrastructure would be delivered in phases linked to release of plots, and an Infrastructure Delivery Strategy would be beneficial in this regard. Either BMBC could deliver the infrastructure, or attach delivery of infrastructure packages to plots.

d) The aim of the Development Framework would be to avoid the need for an outline planning application for the whole site to preserve flexibility and reduce cost. The approach to infrastructure delivery will influence the planning strategy for the site, with this likely to entail either:

i. Obtaining an overarching detailed planning consent for site wide infrastructure, and a series of separate detailed consents for plots; or

ii. Obtaining a series of separate detailed consents for plots and attached infrastructure packages.

e) Plots would be brought to market through a developer

competition and sold in phases, linked to infrastructure provision, car parking rationalisation and market conditions / demand. A “Plot Development Brief” would allow BMBC greater influence over the type and quality of development that came forward (informed by items a, b & c above). Investment prospectuses could be produced to help position plots in the market and provide illustrative development options in advance of this.

f) To ensure design quality and consistency, design guides could be produced (e.g. for public realm and landscape, or building materials palettes).

g) A coordination function could be provided by BMBC, or contracted out to a development manager. An arrangement for maintenance of communal spaces would be needed.

3. Developer Partner

This option would see BMBC procuring a developer to work in partnership with them through a Development Agreement. There are various forms that this could take, dependent upon the Council’s approach to allocation of risk and the degree of control they wish to exert.

Given the extent of car parking on the site and prominence of the site in the town centre, along with a residual land value that may be suppressed, BMBC may be best placed to kick-start regeneration of the site by accepting market and planning risk, with detailed design, construction and

sales risk sitting with the developer. BMBC would invest in the initial pre-planning stages and underwrite the planning application as a means of stimulating regeneration of the town centre. The developer would then invest and take forward the scheme post-planning.

This would result in an arrangement where a developer would provide consultancy advice to the Council during the initial stages of the development, to prepare an illustrative masterplan with accommodation schedule and phasing assumptions, allowing development viability and cashflow requirements to be established along with any gap in funding that may need to be addressed.

This approach would allow BMBC to retain flexibility and a degree of control, but benefit from the capability and expertise that a developer would offer from an early stage.

It is anticipated that the developer partner would take the lead on preparing and submitting a planning application for the site, prior to bringing forward individual plots for development. The planning strategy would require definition, but could comprise an outline application with subsequent reserved matters submissions for plots and infrastructure, or a hybrid application which secured full consent for the early phases of development, with the later phases consented in outline form. Whilst a detailed application could be submitted for the entire site, this may not be preferable in order to retain flexibility over the eventual land uses and development provision on later

phases of the site.

Having secured either an outline or hybrid consent, it is envisaged that the developer would take forward plots for development, either undertaking this themselves or by disposing of plots to others (e.g. house builders). Profits could be proportioned between the Council and developer, based on the agreed contract terms and dependent upon site viability, to allow BMBC to recoup some of the initial up-front investment in securing planning permission.

To make this attractive to a development partner, clarity over the release of plots will be needed, with this being informed by the wider town centre car parking strategy and proposals for provision of new car parking elsewhere and optimisation of car park usage across the town centre. Conversely, a developer would need to be incentivised to bring forward development expediently and not “land bank” the site or focus on other sites within their portfolio at the expense of the Courthouse site. These matters would need to be reflected in the Development Agreement.

Southern Fringe

The Southern Fringe site is in multiple ownerships, with a substantial proportion owned by BMBC. Therefore, routes to development have been considered on a plot by plot basis.

1. Land Fronting Westway

To release this site for development, the existing health facility would require relocation and demolition, and surface car parking would need to be relocated to existing facilities.

Key development opportunities include retail or residential uses. It will be important to ensure that any retail use is complementary to the Better Barnsley scheme – this could comprise larger floorplate “bulky goods” showrooms that are more suited to this site. Residential development could comprise either apartments or town house dwellings – ensuring quality and diversity of unit types and sizes will be an important consideration.

BMBC’s ownership of the site will allow control over the type and quality of development that comes forward. A flexible approach could be taken to determining the preferred land use, with illustrative schemes presented in investment prospectuses to test market appetite, prior to a formal developer competition accompanied by a Development Brief. The HCA Development Partner Panel would offer a potential mechanism for this.

Investment by BMBC in improving the key movement routes bordering this parcel, and creation of new public realm / pocket park to define the gateway to this development area, would support wider third party investment and offer scope for improved quality of development on the site by reducing development infrastructure costs.

2. Former Gala Bingo Site

Recently acquired by an investor, this site benefits from a flexible land use allocation in the Consultation Draft Local Plan (2014). It is envisaged that this it would be developed privately; as part of the development there is scope to secure improvements to key movement routes through the Southern Fringe area including John Street.

3. ‘L’ Shaped Parcel

The parcel between Thomas St / Burleigh St and Joseph St / Heelis St is majority owned by BMBC. Development of the ‘L’ shaped plot as residential dwellings may serve to encourage further development on neighbouring sites and help create a market for residential property in this area of the town. Termination of lease arrangements for the current warehouses on the site would be required, along with acquisition of third party land in the northeast and southwest corners of the site (currently derelict land, some of which is in use as car parking). Surface car parking provision would need to be relocated elsewhere in the town centre and needs to be considered as part of the car

park review. There is scope to build out the site in a phased manner to defer lease terminations, by starting from the north and working to the south and west of the site. Opportunity could be sought to improve the movement routes bounding the site, to increase the attractiveness of the development and encourage movement to and from the town centre.

To bring this site to market, a Development Brief could be produced to afford BMBC a greater degree of control over the type and quality of housing provided, and a developer procured through a developer competition. The HCA Development Partner Panel would offer a potential mechanism for this.

4. Southern Parcel

(bounded by Wood Street, Heelis Street, Joseph Street & New Street)

Comprising two parcels owned by separate landowners, it is envisaged that this site would be developed privately. As part of the development there is scope to secure improvements to key movement routes bordering the site.

Alternatively this site could be acquired by BMBC for delivery of primary school provision if future school places are required.

Eastern Gateway

This site is in private ownership and it is not anticipated that significant infrastructure investment is required to enable development. Notwithstanding this, connectivity between the development and the town centre via the Interchange and Kendray Street will be important in underpinning the attractiveness of the site and driving quality development. It will also allow improved connectivity between communities to the east and the town centre itself, through provision of the Green Spine within the development site.

In this regard, improving the gateway to the Interchange on Swabisch Gmund Way would offer a tangible benefit, as would enhanced connections across Jumble Lane in the form of an accessible footbridge. BMBC is well positioned to deliver both of these interventions in conjunction with key partners.

Housing Delivery Models

Alongside traditional housing delivery models (e.g. sale of land to mass house builder) there are a number of other options that could be adopted. Recent legislative changes, including the Localism Act 2011, Self-build and Custom House-building Act 2015 and Housing and Planning Act 2016, offer scope for more flexible and innovative approaches to housing delivery. Examples of these include:

Starter Homes

An emerging Government initiative to increase the availability of housing for first time buyers. In the case of the Development Opportunity Sites being considered here, and subject to viability, this would allow for 20% of homes to be made available to those looking to start out on the housing ladder at a discount of 20% on market prices, with resale value nominally limited at this level for the first five years following completion.

Off Site Manufacture

Presenting opportunity to improve quality and affordability of housing through off-site manufacture of housing components in a quality controlled factory, it is estimated that this method could reduce the cost of construction projects by 10% to 20%.¹ Legal & General's investment in their facility at Sherburn is set to deliver 3,000 homes in to the market annually, whilst developer Citu are proposing to adopt a similar approach at 'Citu Works' on Leeds Southbank. This demonstrates that the development

market is gearing up to deliver a step-change in provision, which BMBC could take advantage of.

Private Rented Sector (PRS)

Typically backed by institutional investors such as pension funds, this model sees the fund retaining ownership of the property, with residential units leased to tenants through a management company. The PRS model is well-established overseas but has so far had limited presence in the UK. However, this is gradually changing, with a number of fund-backed developers seeking to develop out portfolios of 5,000 units or more across the UK². Locally, this model remains emergent, with a limited number of schemes being delivered in regional centres such as Sheffield and Leeds. In the fullness of time, there is potential for adoption of this model on the Courthouse Campus site, with developers seeking sites that are readily deliverable and offer the ability to achieve premium rental values.

1. Time and cost savings through off site manufacture of new homes (DCLG, August 2015)

2. Examples include Cambourne Capital and Moda Living



Mandela Gardens when first completed

Town Centre Projects

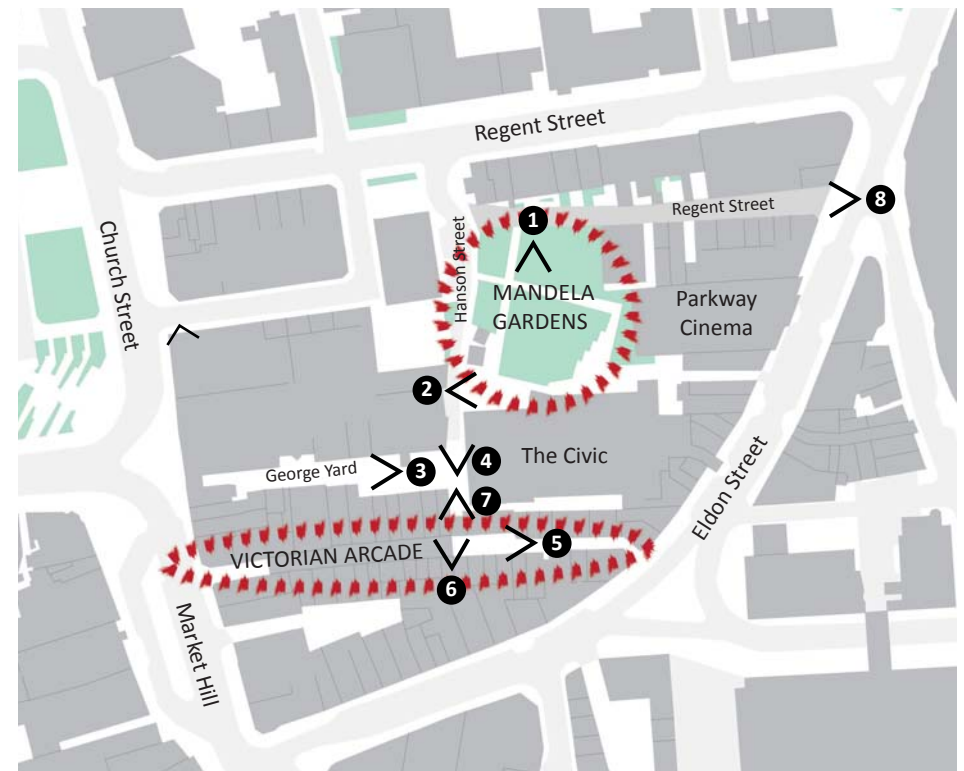
6.1 Mandela Gardens and The Lanes

Site Analysis

To the west of the Interchange is an area of Barnsley known as the Lanes, characterised by its network of tight knit streets, ginnels and arcades. The area is enclosed by Regent Street to the north, Eldon Street to the south and east and Market Hill and Church Street to the west and is, for the most part, free from vehicles. Within the heart of the Lanes is a green public space associated with the Civic, called Mandela Gardens, with lawns, seating and public art. To the south is the Victorian Arcade, a covered Victorian street lined with small independent businesses. The Victorian Arcade links east-west across the Lanes and will provide a key link to the new Town Centre Square to be implemented as part of the Better Barnsley regeneration. The changing scale of the area provides a rich and varied townscape and gives this part of the town centre a distinctive character that can be built upon to provide a unique offer to Barnsley Town Centre.



Key Plan



Key Areas

 Key area



1 The Civic and Mandela Gardens



2 The Civic rear entrance onto Mandela Gardens



3 George Yard



4 Hanson Street



5 The Victorian Arcade



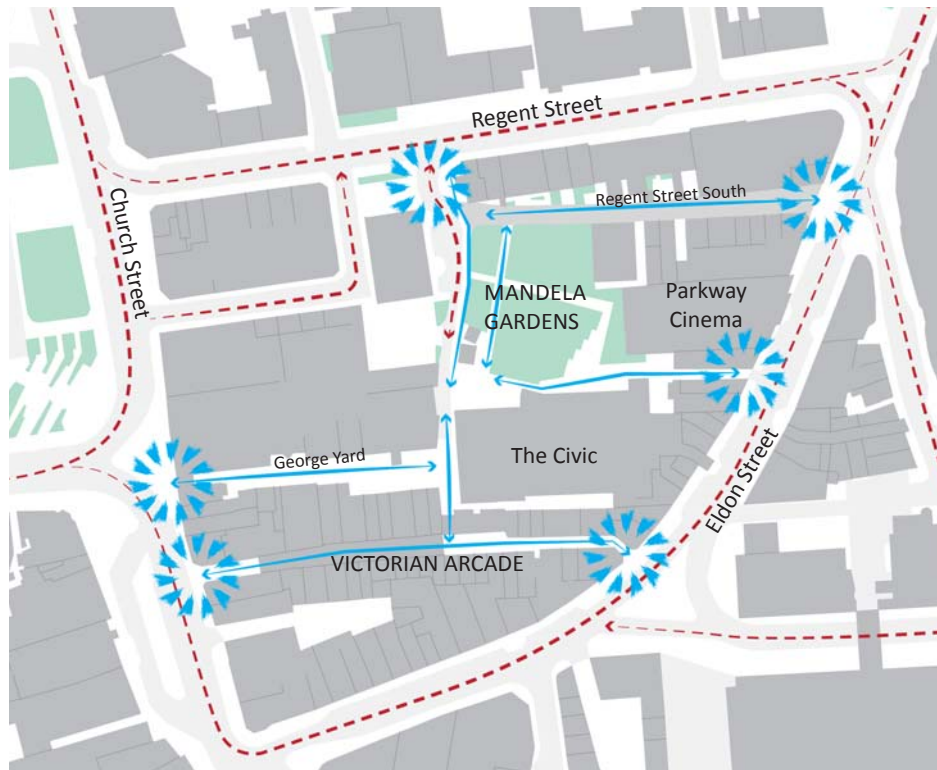
6 The Victorian Arcade link to Hanson Street



7 Hanson Street link to the Victorian Arcade






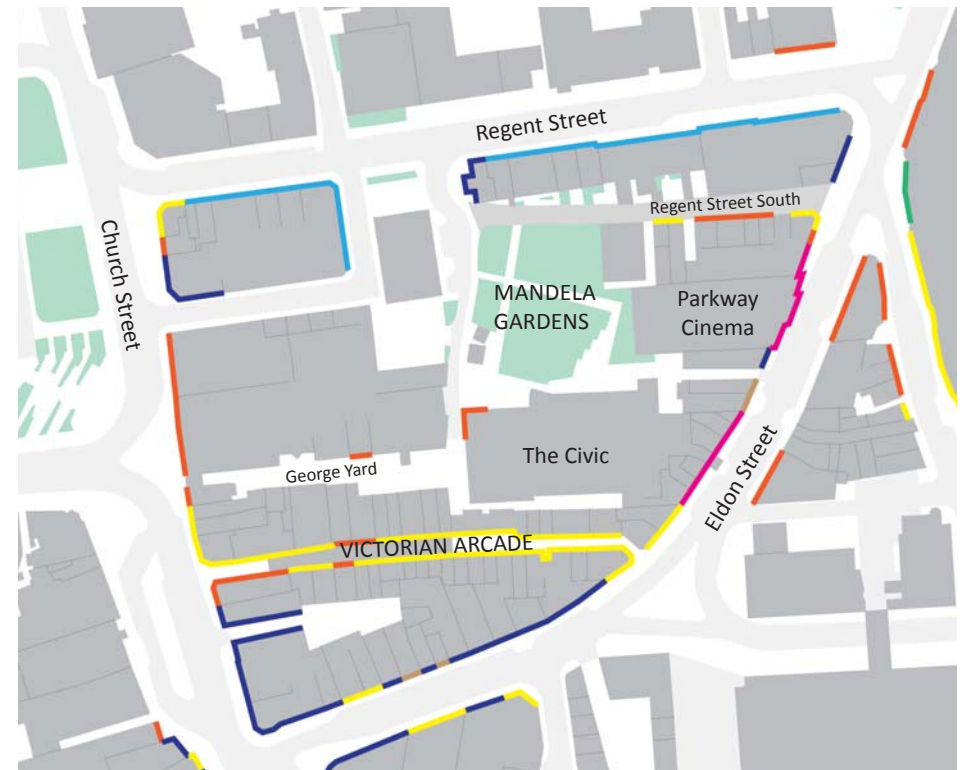
8 Regent Street South from Eldon Street



Movement and Access

The Lanes area is predominately vehicle free and there is a Traffic Regulation Order meaning that traffic is only permitted outside of trading hours. The network of pedestrianised streets contrasts with the busy surrounding roads of Regent Street, Eldon Street, Church Street and Market Hill. The Lanes provide east-west connections from the Interchange to the Town Hall and other main civic and cultural locations and an interesting sequence of streets for visitors to explore. The several gateways into the Lanes are low key and easily overlooked as is the link from Hanson Street to the Arcade.

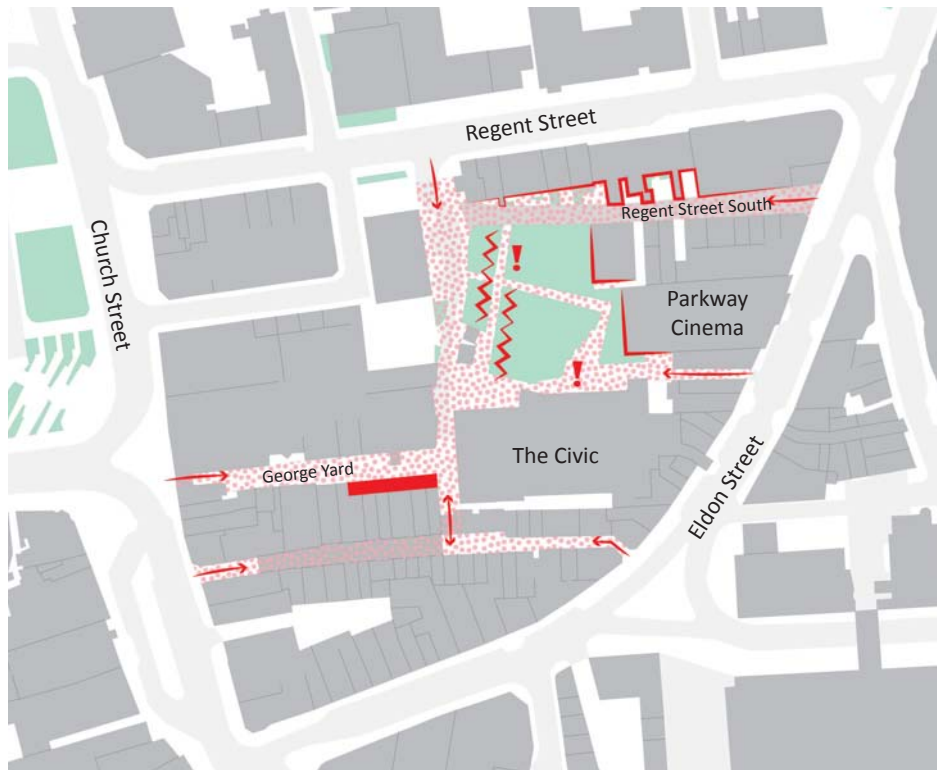
-  Gateway
-  Pedestrian movement
-  Vehicular movement









Frontages

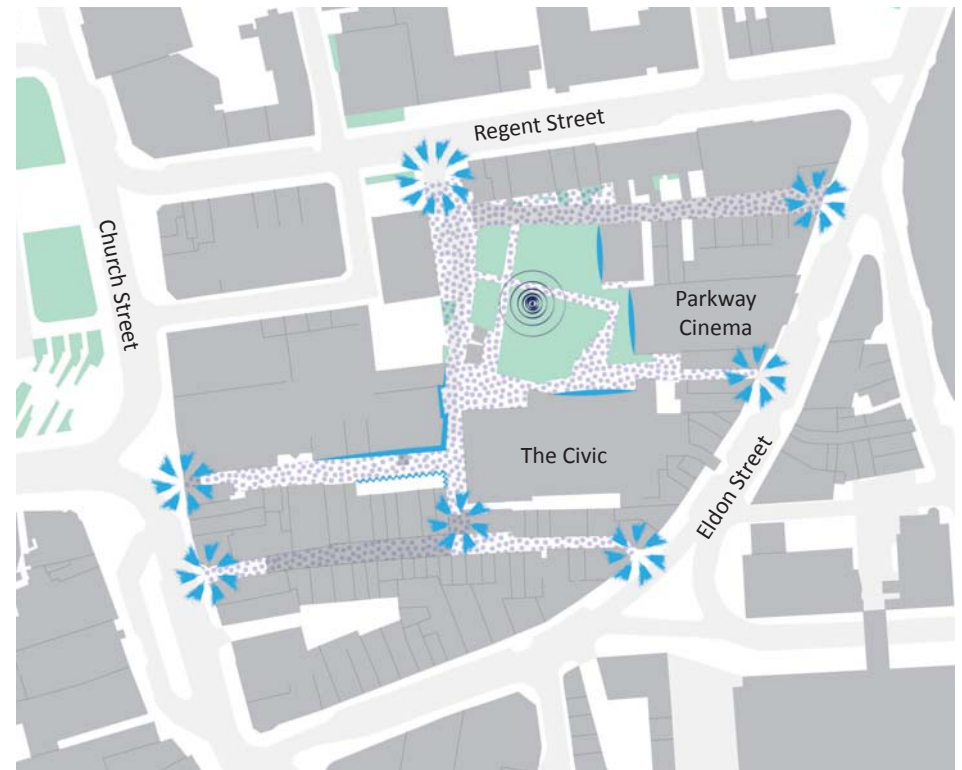
Key buildings in The Lanes include The Civic, which is an arts centre and cultural hub, with a theatre, gallery, exhibiton and workshop spaces, and Parkway Cinema. Both front onto Eldon Street and have inactive facades facing the Lanes. This is typical within this area, with the majority of active frontages facing outwards. The Arcade is an exception lined with shops and food and drink uses. The Lanes are a hub for independent businesses, including cafes, designer boutiques, jewellers, record shop, bakers and barbers.

-  Shops
-  Food and drink
-  Culture and leisure
-  Professional services
-  Private offices
-  Transport
-  Other








Constraints

-  Poor wayfinding making it difficult for pedestrians to orientate and understand routes through
-  Poor quality low impact gateways
-  Anti-social behaviour, particularly within Mandela Gardens and below overhang of the Civic
-  Blank facades and rear of buildings line Mandela Gardens
-  Service area with bins on George Yard is an eyesore
-  Public space segregated by level changes and tree line



Opportunities

-  Enhance the unique character of the lanes
 -  Create more active frontages/features to blank facades
 -  Provide screening to waste storage area
 -  Improve the gateways into the Lanes Area and between Hanson Street and the Arcade
 -  Programme of events and activities within Mandela Gardens
- In Addition
- Provide a different retail offer to Better Barnsley and rest of town centre with independent businesses
 - Develop a new hub of food and leisure uses

Landscape Proposals

The unique character of the Lanes area with its network of pedestrianised streets, ginnels and arcades and hub of independent businesses should be celebrated and enhanced. We have identified a series of small, achievable interventions which build upon existing qualities to encourage the transformation of The Lanes into a lively, exciting new district where visitors can explore, shop, dine and take in Barnsley's cultural offer. The light touch proposals will support and strengthen The Civic's ambitious regeneration plans. Barnsley Civic Enterprise Ltd, the Trust that owns and runs The Civic are keen to collaborate and support improvements in this area and are planning how they can extend their work in relation to outdoor programming in the space. Conversion of Regent House to residential apartments will also bring advantages, creating increased movement and passive surveillance of the space. Improvements to this area will encourage the growth of new independent businesses with cafes and bars providing a higher end night time offer. The Lanes will become a vibrant, eclectic, energetic district providing a destination in its own right, as with the popular Brighton Lanes or Melbourne Laneways.



Branded signage

To carry a strong clear branding which reinforces the identity of the area and how it should be perceived. To be located at gateways and key changes of direction to aid wayfinding, bold in key locations for impact and subtle in secondary locations to maintain a sense of exploration. To include a variety of carefully selected options, including fingerpost signs on Hanson Street and archways over entrances, all should maintain a clutter free environment. **1**



Enhanced gateways into The Lanes

To entice visitors and create a vital positive first impression. All obstacles to be removed, framed views created into the streets and public spaces, lighting interventions and branded signage, such as archways over entrances. The alleyway between the Civic and Parkway Cinema to be improved with resurfacing to bring in line with the surrounding quality within The Lanes, lighting interventions and artwork on blank facades. **2**



Enhanced link to The Arcade from Hanson Street

To add drama and aid wayfinding through the use of signage, lighting and artwork on blank building facades.



Improved lighting

To complement the existing lighting scheme for the Civic and Mandela Gardens. A minimum level of light to be provided throughout to provide a sense of comfort and safety with key facades and features highlighted and the introduction of playful lighting installations as a mechanism to transform locations such as the alleyway between the Civic and Parkway Cinema. See section 6.1 for more details. **3**



Waste storage screening on George Yard

Artwork or a green wall used to screen waste storage areas to provide an improved outlook and setting. **4**



Creating a feature of a blank facade

Blank building facades bordering Mandela Gardens to provide a canvas for artwork or

activity, such as film screenings, in collaboration with the Civic and Parkway Cinema. **5**



Active frontages

To encourage street frontages to have an active engagement between those on the street and those on the ground floors of buildings. For example cafe and retail spillout to bring interest, life and vitality throughout the day and evening, which in turn helps to deter anti social behaviour and create a sense of safety. Active frontages achieved through working closely with existing businesses and building owners. **6**



Programme of events and activities

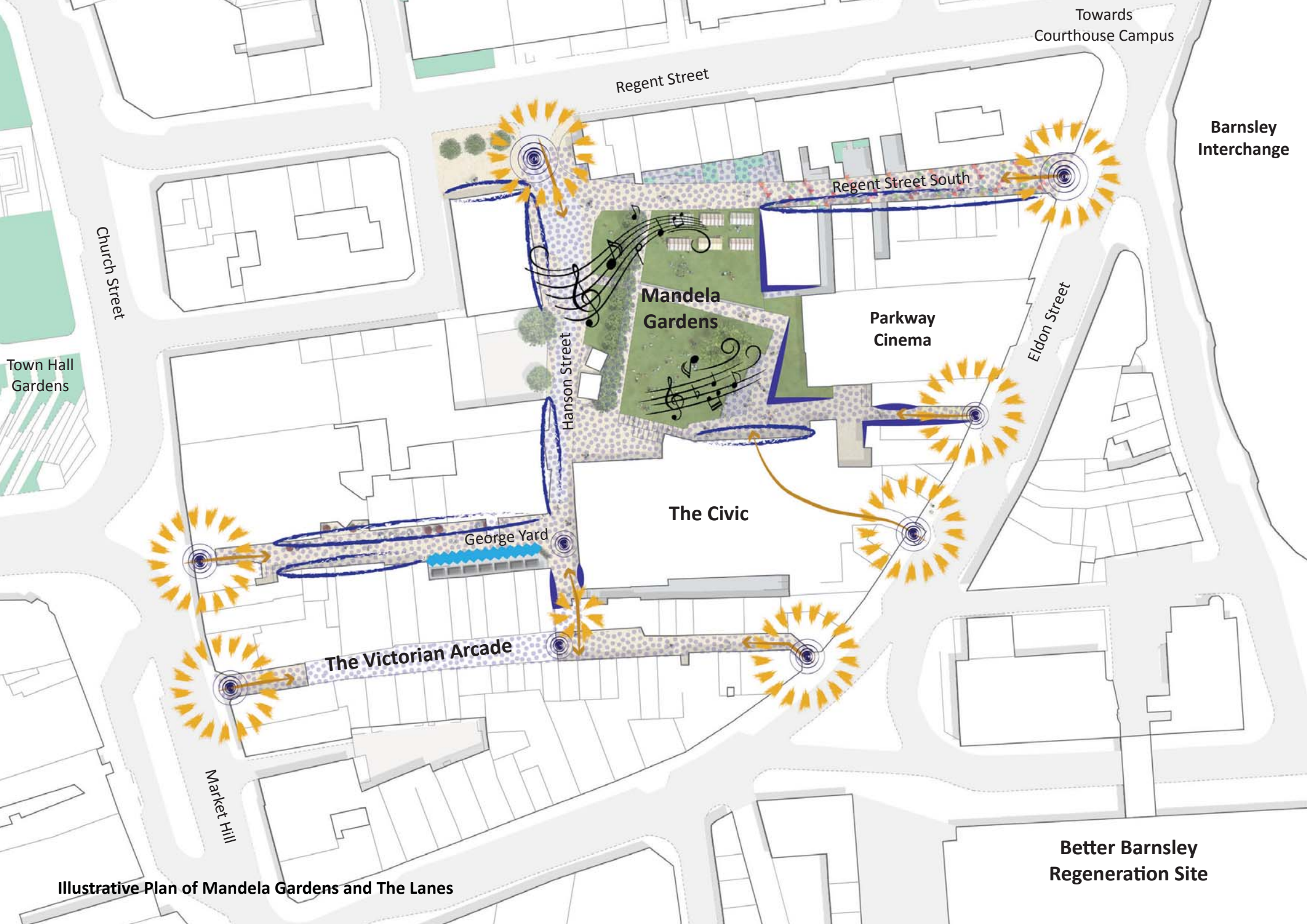
To inhabit the public spaces and draw in a wide variety of visitors from Barnsley and further afield. To include a mix of regular events and large scale seasonal events, such as performances, workshops or activities related to the work of the Civic. **7**

Independent businesses

To build upon and enhance the existing offer within The Lanes, including antique, clothes, bric a brac, cafes, bars etc. To provide an alternative offer to the more commercial retail and national chain stores found in other areas of Barnsley. **8**

Managed maintenance

To ensure the streets and public spaces are maintained to the highest standard, in particular the lawn in Mandela Gardens.



Towards
Courthouse Campus

Barnsley
Interchange

Regent Street

Regent Street South

Eldon Street

Parkway
Cinema

Mandela
Gardens

The Civic

George Yard

The Victorian Arcade

Market Hill

Better Barnsley
Regeneration Site

Illustrative Plan of Mandela Gardens and The Lanes

Church Street

Town Hall
Gardens



1 Branded signage



2 Archways announcing the entrance



3 Lighting installations to transform narrow streets



4 Green wall to screen waste storage



5 Blank facade turned into an outdoor cinema



6 Cafe spillout to bring life to the public realm



6 Active frontages



7 Activities and events within the public spaces



8 Hub of independent retailers



Sketch View of Mandela Gardens

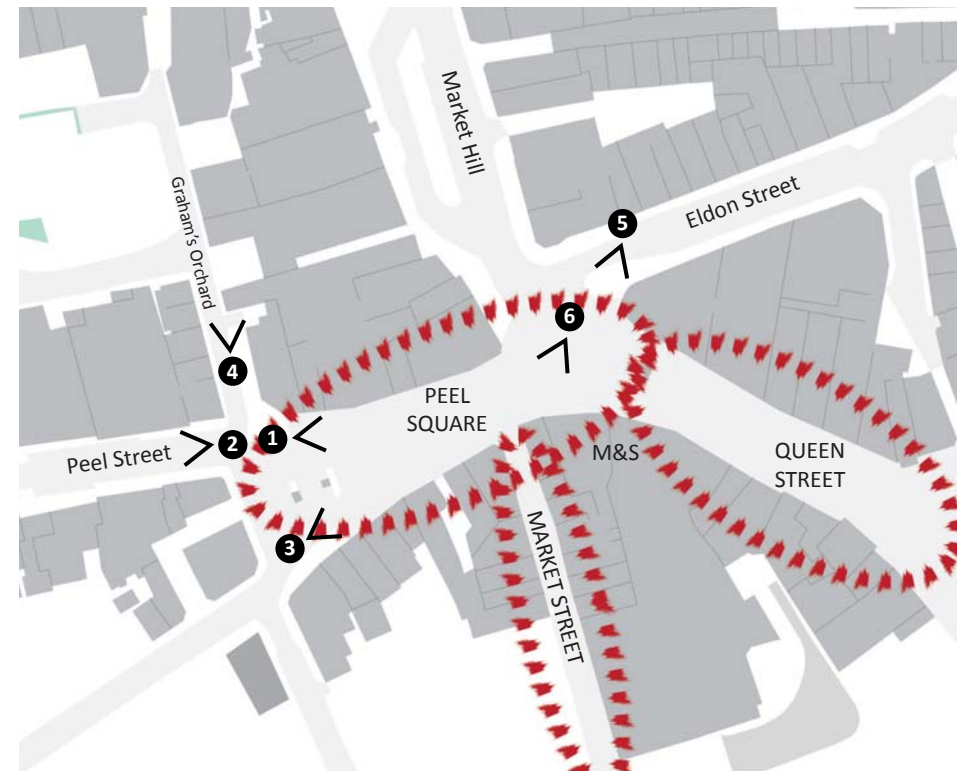
6.2 Peel Square

Analysis

Peel Square is currently the key public space within the retail centre of Barnsley linking to the pedestrianised retail streets of Queen Street, Cheapside and Market Street, which accommodate some of the highest footfall within the Town Centre. The square is a hub for banking and provides a temporary location for Barnsley's market stalls, which will be relocated to Better Barnsley once the development is complete. The square is a hard paved public space with public toilets and pop up food van. Unfortunately anti-social behaviour, centered on the public toilets, has made Peel Square an uninviting place for some visitors. The square is in a prominent central location in the Town Centre and moving forward must complement the new Market Square being delivered as part of the Better Barnsley development.



Key Plan



Key Areas





1 North edge of Peel Square



2 Peel Street



3 Peel Square from Peel Square Street



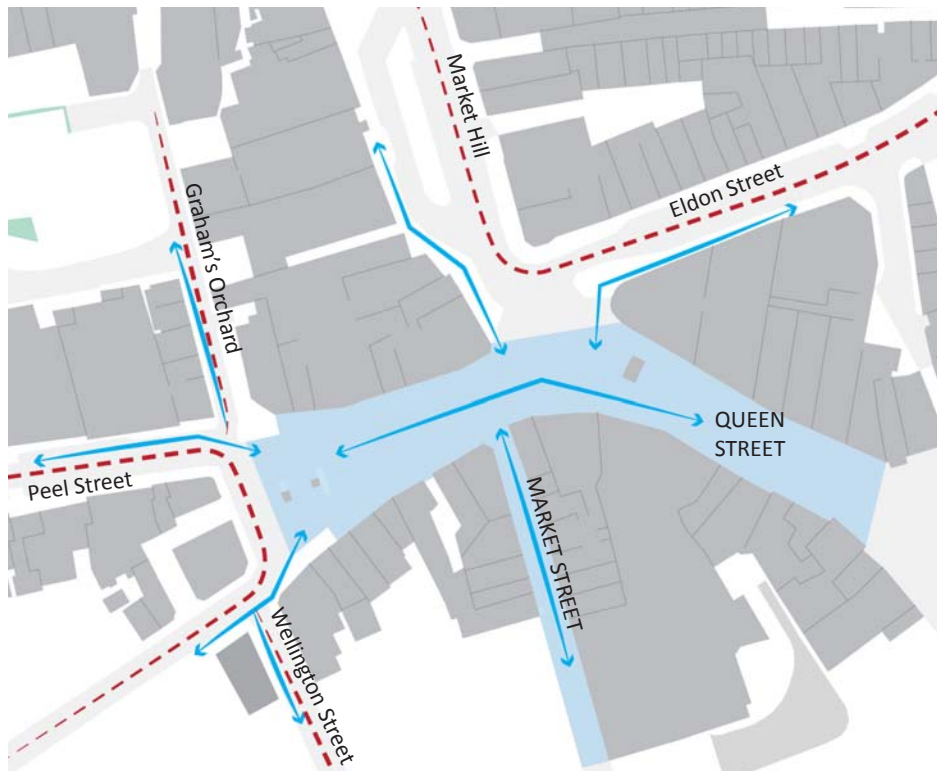
4 Graham's Orchard north



5 Entrance to Peel Square from Eldon Street



6 Peel Square from Eldon Street edge



Movement and Access

Peel Square forms a point where many key pedestrian routes converge and cross and the space seamlessly merges to the surrounding pedestrianised shopping streets of Queen Street, Cheapside and Market Street. Eldon Street, leading to the Interchange, passes to the north of the square where there is a location for taxi drop off. Controlled service access for the surrounding businesses is along the north and south edges of the square.

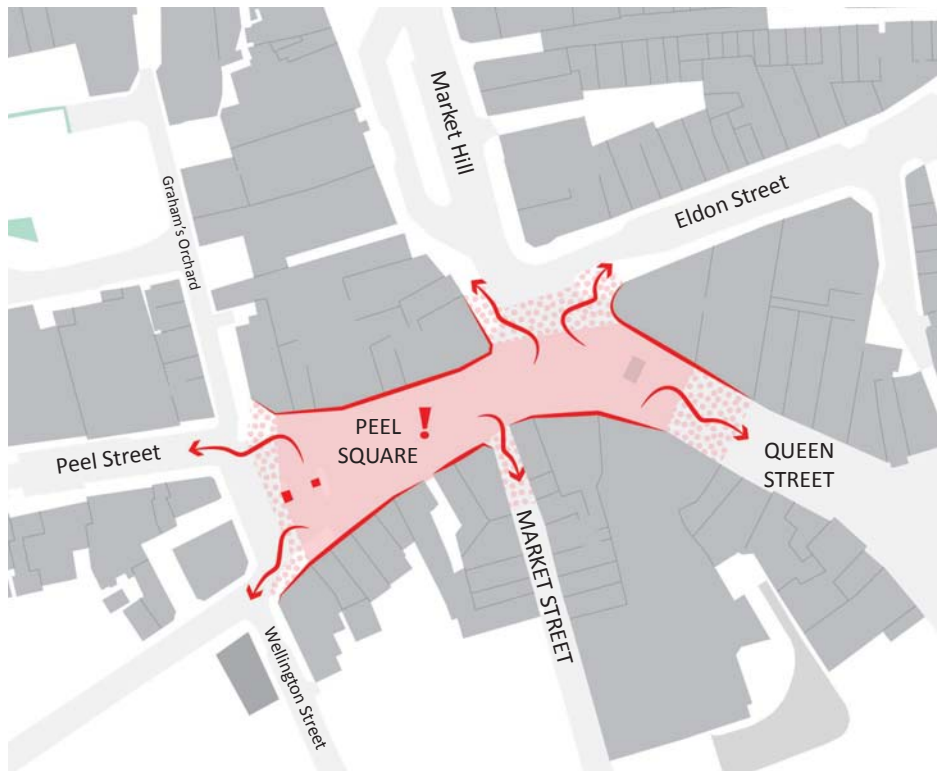
- Pedestrianised area
- ↔ Pedestrian movement
- - - Vehicular movement



Frontages

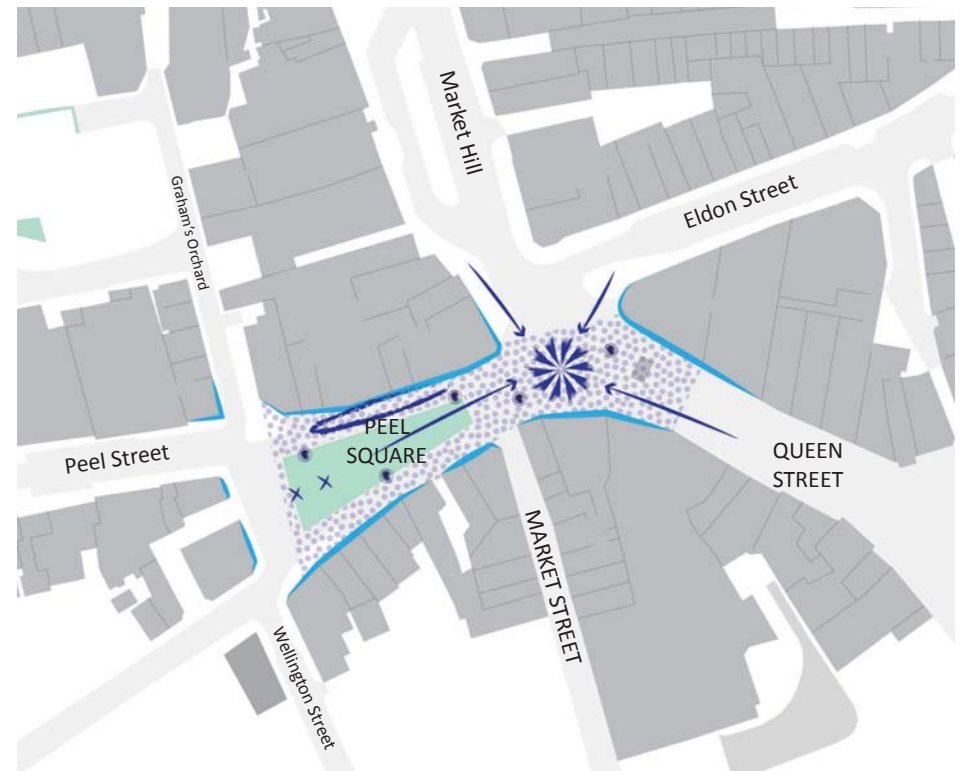
The square is a hub for banking with the Yorkshire Bank, Halifax and Santander and the key anchor store of Marks and Spencer holds a prominent location. In addition there are some smaller businesses, including opticians, bookmakers and food and beverage. Peel Square is lined with active frontages although shop signage and facades are inconsistent and in some cases of low quality.

- Shops
- Food and drink
- Culture and leisure
- Professional services
- Private offices
- Transport
- Other



Constraints

- Poor wayfinding
- Prone to anti-social behaviour
- Unattractive public toilets access
- Poor boundary definition to the square
- Shortage of features in public space
- Inconsistent and low quality shop frontages and signage



Opportunities

- Blank canvas for design
- Soft landscape provision
- Create focal point
- Improve frontages to square
- Create spillout to activate the square
- Enhance/ remove public toilets
- Seating provision for pedestrians to relax away from the main thoroughfare

Landscape Proposals

Peel Square is a well known and key public space in Barnsley Town Centre. Despite its distinguishable size and location, it is a fairly low quality featureless space. When the market stalls are relocated to Better Barnsley the square will need to work hard to provide a new draw for visitors and to benefit the surrounding businesses. Landscape proposals in Peel Square should complement proposals for investment in Graham's Orchard and Peel Street, where there is proposed resurfacing of the carriageway and pavement to provide a more uniform and higher quality streetscape. Peel Square itself provides a blank canvas and opportunity should be taken to reimagine the space, and create a high quality public square which has a strong character and identity with focal points and features.

The baseline analysis revealed the lack of green public space within the central and southern areas of the town centre and retail core. Peel Square could fill this missing gap by providing a balance of green space and hard public space, which would complement the proposals for the new Market Square in Better Barnsley. The design must integrate solutions to tackle the problems of anti-social behaviour. Peel Square should provide a safe tranquil space away from the main thoroughfare, a place for people to meet, to pause and to relax. Future design needs to be carefully considered to take account of future maintenance implications whilst putting Peel Square back on the map exemplifying high quality public realm design.

The proposals are described here and illustrated on the opposite plan. Numbers relate to the precedent images on the following pages.



Improved signage

To tie in with the signage strategy within Better Barnsley to create an integrated and comprehensive Town Centre. Signage to be located at gateways and key changes of direction to aid wayfinding and to include a variety of carefully selected options. ❶



Unified surfacing

A carpet of high quality paving to raise the standard of the space, bringing it in line with other notable public realm in Barnsley. Paving to define the edges of the square and provide a shared surface giving priority to pedestrians. ❷



Shop front guidance

To configure high quality and consistent shop frontages to increase the standard of the shopping areas and influence the character of the square. ❸



Feature to the square

To provide a well considered focal point at the convergence of routes to form a landmark and generate activity and interest on the square, such as public art or a water feature. ❹



Spillout onto the square

To encourage cafe spillout, particularly maximising the sunny position to the north of the square. To bring interest, life and vitality throughout the day and evening which in turn will help to deter anti social behaviour and create a sense of safety. ❺



Seating

To provide a choice of seating encouraging people to pause and relax in the public space. ❻



Soft landscape areas

To widen the offer of public spaces within Barnsley Town Centre, to green the townscape and create a defining character to Peel Square. Raised lawn areas to provide informal seating and trees to offer shade and create seasonal variation. ❼



Performance space

Designated performance space to celebrate and encourage the existing activity of busking. ❽

Improved lighting

Early night time assessments for 'Purple Flag' criteria highlighted an issue with the quality of lighting in Peel Square. Catenary lighting is proposed to distinguish and characterise the space, and provide a consistent light level to deter anti social behaviour. The suspended lighting reduces clutter in the landscape. ❾

Public toilets removed

To remove the eyesore from the square and help to discourage anti-social behaviour. Public toilet requirements to be met within the Better Barnsley development.



Graham's Orchard improvements

To tie in with the proposed resurfacing of the carriageway and pavement.



Graham's Orchard

Market Hill

Eldon Street

Towards Barnsley
Interchange

Peel Street

Queen Street

Towards Better
Barnsley

Marks and
Spencer

Market Street

Wellington Street

Illustrative Plan of Peel Square



1 Signage



2 Carpet of high quality paving to unify the square



3 Consistent shop frontages



4 Feature to the square



5 Cafe spillout onto the square



6 Seating



7 Raised lawn areas for informal seating



8 Performance space



9 Catenary lighting

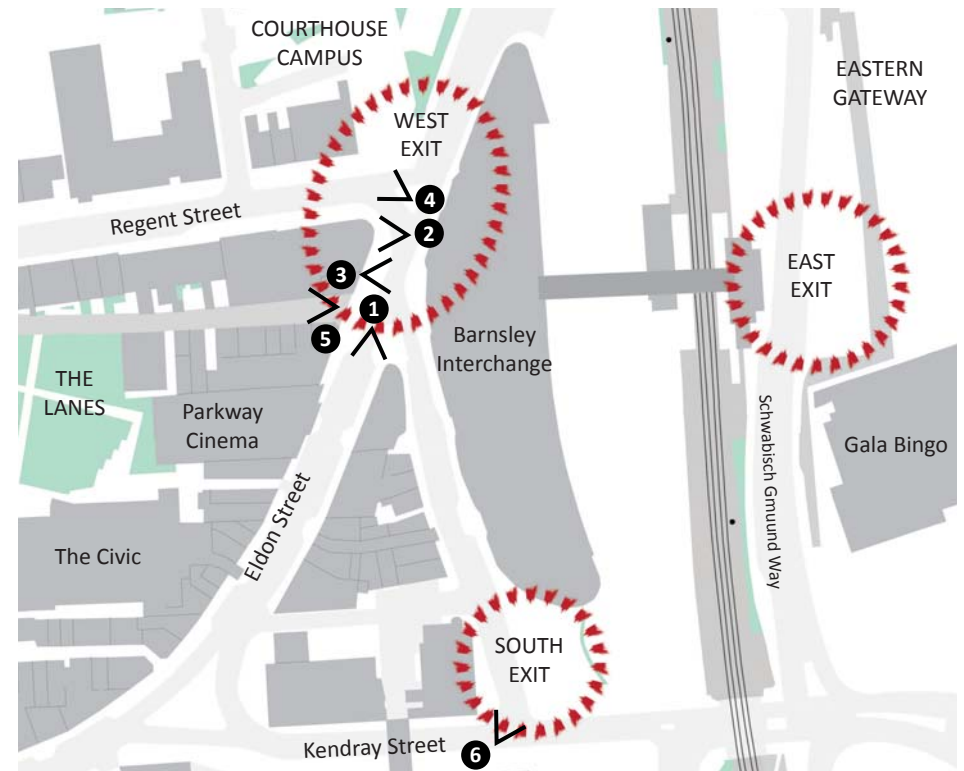


Sketch View of Peel Square

6.3 The Interchange

Site Analysis

Barnsley Interchange is a hub for visitors arriving to the Town Centre by public transport, providing rail and bus connections. The landmark Interchange building opened in 2007, and has a bold curving form with a vibrant street frontage and three key entrance/ exits. The west Eldon Street exit opens onto the Lanes area and is of low impact, with poor wayfinding and a lack of route hierarchy. The south Kendray Street exit fronts a public space with pleached trees and a public art feature marking the mining heritage. This square will become the main exit to Better Barnsley. The east exit is on Schwabisch Gmund Way and will become the main connection to the Eastern Gateway site. The Interchange and surrounding area provide the vital first impression of Barnsley to many visitors and must be of high quality and enable people to continue their journeys through the Town Centre pleasurably and with ease.



Key Areas

 Key area



1 Eldon Street - Midland Street from the Interchange



2 Eldon Street crossing for the Interchange Exit



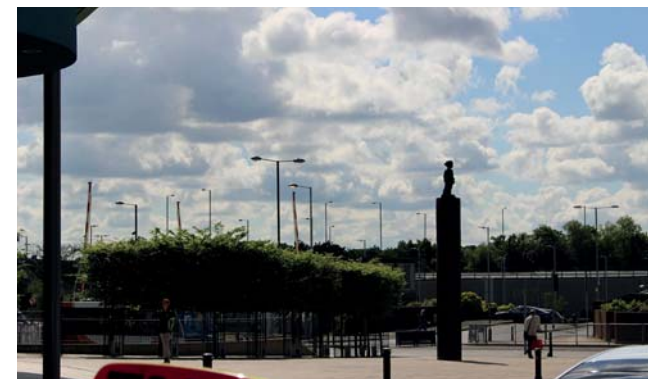
3 Barnsley Interchange West Exit



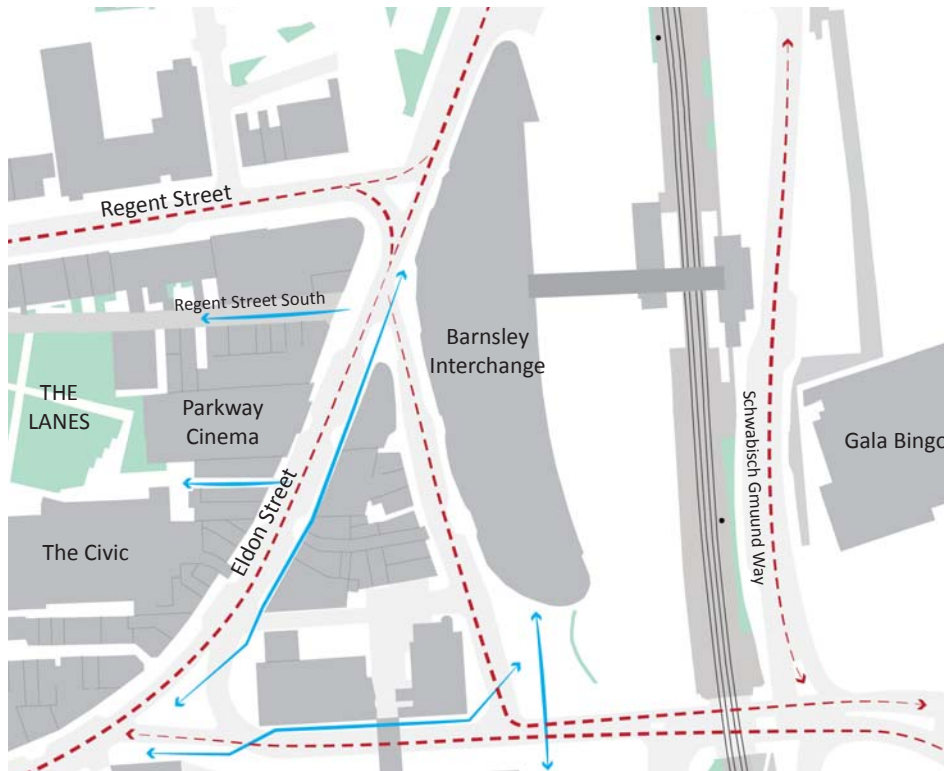
4 Eldon Street North from the Interchange Exit



5 Regent Street South from the Interchange Exit






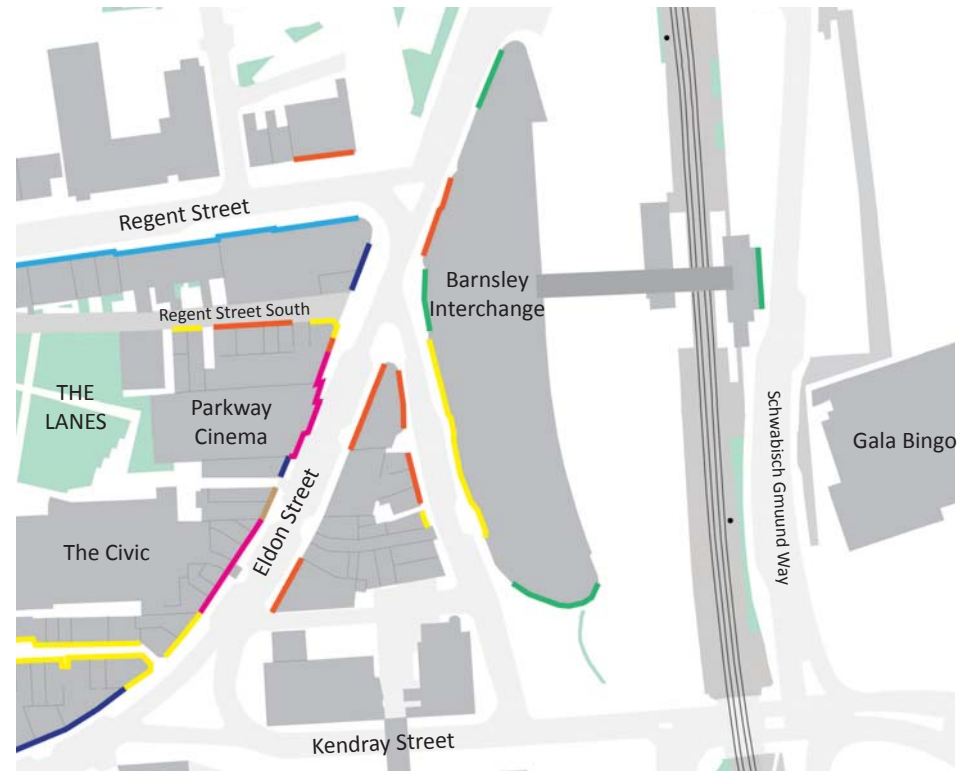
6 Interchange Square



Movement and Access

The Interchange is the point of arrival to Barnsley for many passengers travelling by bus and rail. On the Hallam line, rail services operate frequently to Wakefield Kirkgate and Leeds and on the Penistone line to Huddersfield, Sheffield and Nottingham. The Interchange is located between Eldon Street (a main one way street through the Town Centre) and Schwabisch Gmund Way.

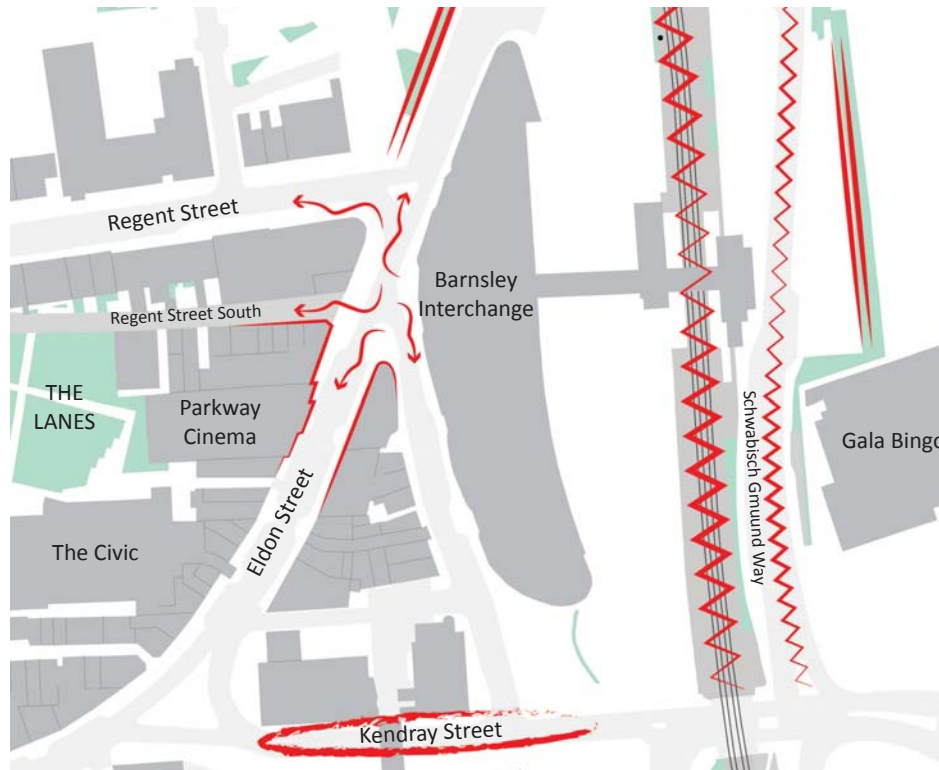
-  Pedestrian movement
-  Vehicular movement
-  Railway line









Frontages

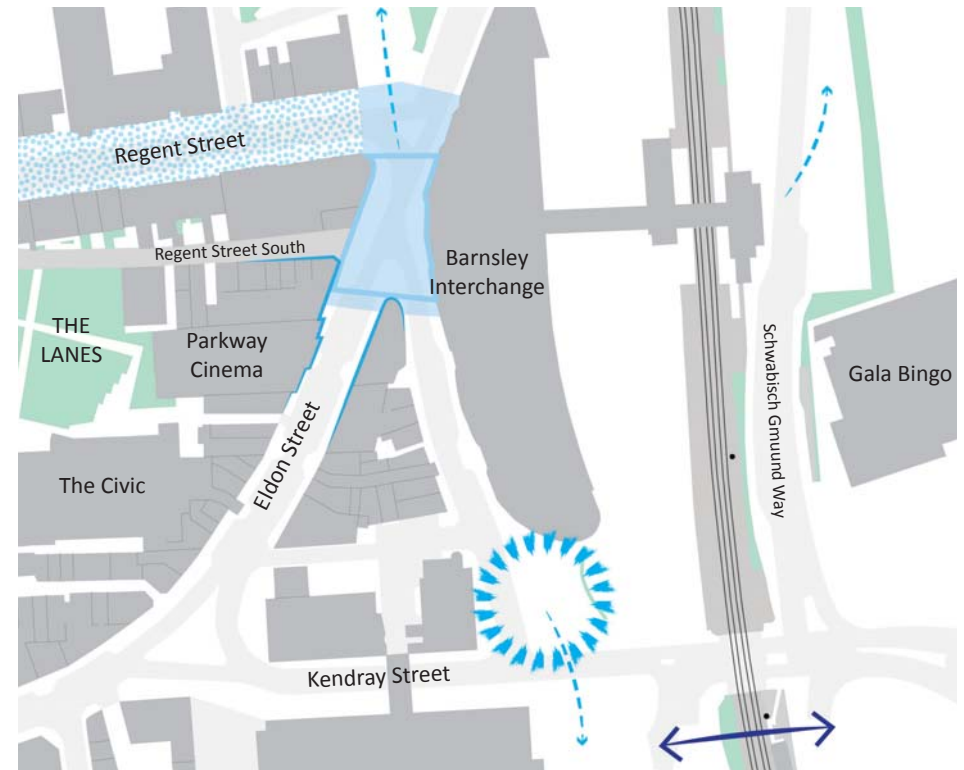
The business frontages on Eldon Street and Regent Street South are the first view of Barnsley for many visitors. They are currently of variable quality, many are poorly maintained and signage and frontage treatment is inconsistent. The Civic is an attractive Victorian building providing a landmark to the area.

-  Shops
-  Food and drink
-  Culture and leisure
-  Professional services
-  Private offices
-  Transport
-  Other










Constraints

-  Poor wayfinding
-  Inconsistent and low quality shop frontages and signage
-  Roads creates barrier to movement
-  Railway line creates barrier to movement
-  Level change creates a visual barrier
-  Taxis and vehicle routes on to Kendray Street will detract from the pedestrian experience following completion of Better Barnsley.



Opportunities

-  Improve frontages
-  Shared surface
-  High quality street with view to Town Hall
-  Landscape improvements to link entrance area with high quality Regent Street
-  Improved links to development sites
-  New bridge link
-  Improved and well connected south entrance

Landscape Proposals

The landscape proposals focus on the west exit of the Interchange on to Eldon Street. More detailed proposals for the southern Interchange area are currently being developed in coordination with the Better Barnsley Scheme. Proposals for improvements to the eastern entrance area are captured in the Eastern Gateway development opportunity site framework (ref Section 5.4).

The west exit to the Interchange is the first view of Barnsley Town Centre for many of the visitors arriving by public transport. The regeneration delivered as part of Better Barnsley will bring more visitors and movement through the Interchange, making these gateways increasingly important spaces. It is vital to create a positive first impression of a high quality, welcoming and animated Town Centre and to clearly guide visitors to their further destinations.

On departing the Interchange at the west exit there are a number of streets leading to different parts of the Town Centre. The proposals look to create a clearer hierarchy of routes and improved signage for better wayfinding and the introduction of a shared surface to improve pedestrian movement.

The proposals are described here and illustrated on the opposite plan. Numbers relate to the precedent images on the following pages.



Improved signage

To tie in with the signage strategy within Better Barnsley to create an integrated and comprehensive Town Centre. Signage should clearly demonstrate and enhance the hierarchy of routes and be located at gateways and key changes of direction to aid wayfinding. To include a variety of carefully selected signage options. ❶



Enhanced gateway into The Lanes

To entice visitors and reinforce the identity of the area. Framed views created into the streets and public spaces, lighting interventions and branded signage, such as an archway over the entrance. For further details see section 6.1. ❷



Enhanced gateway to Regent Street

To give greater prominence to the street and views to the Town Hall which are an asset to Barnsley. To provide better integration with the Interchange and Eldon Street through extended paving surfacing and improved signage.



Shared surface principles

To give greater priority and improved movement to pedestrians. Segregation of pedestrians and vehicles should be minimised through use of a unified paving surface and flush kerbs encouraging drivers to reduce speeds and create a safer pedestrian environment. ❸



High quality surfacing

A carpet of high quality paving to raise the standard of the entrance, bringing it in line with other high quality public realm in Barnsley. Paving to define the shared surface, giving greater priority to pedestrians. ❹



Shop front guidance

To configure high quality and consistent shop frontages to increase the standard of the streets and improve first impressions. Key frontages for improvement include the corner of Eldon Street and Midland Street, and Eldon Street and Regent Street South. ❺



Active frontages

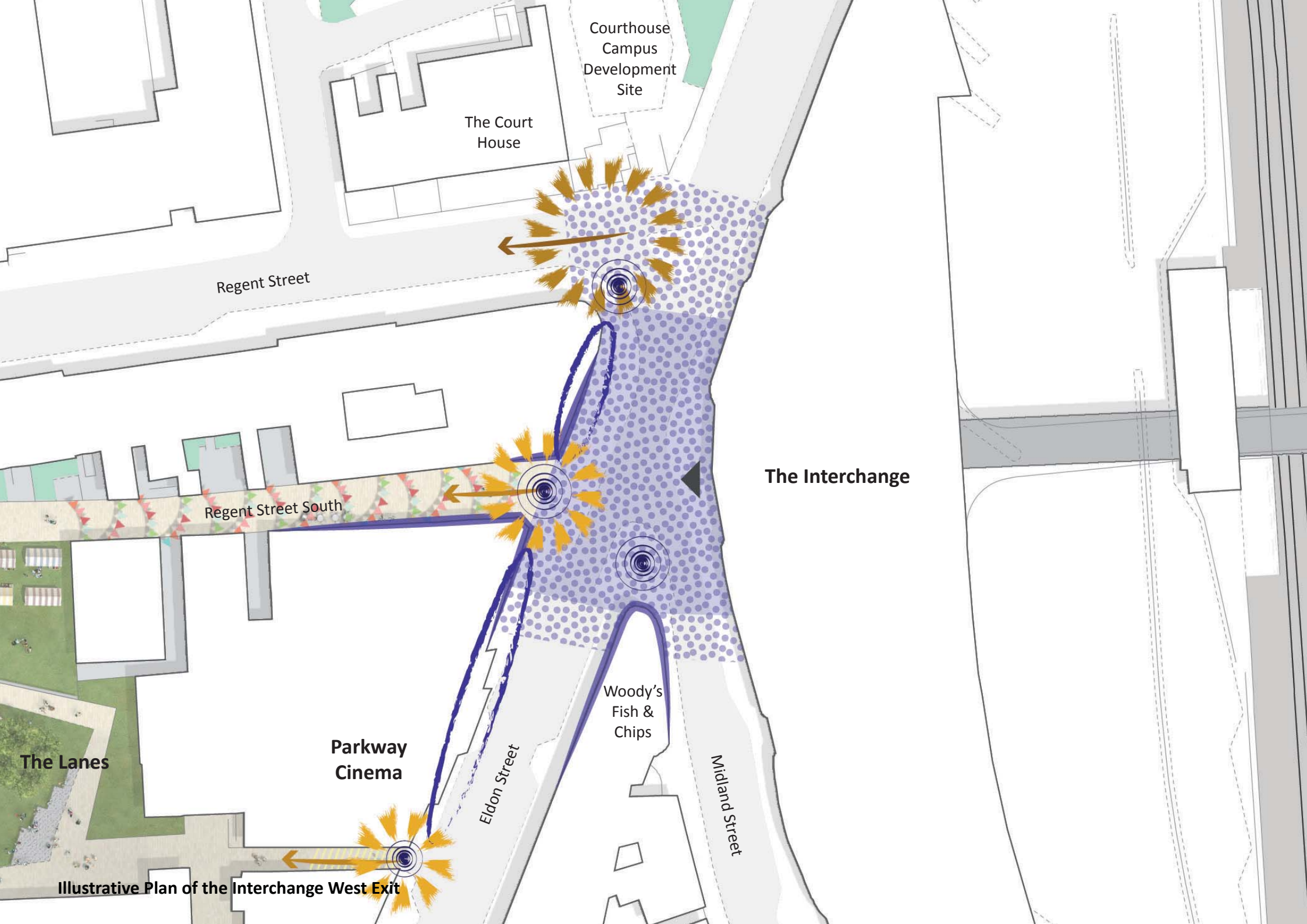
To encourage building frontages to have an active engagement with the street to bring interest, life and vitality to the area. ❻

Improved lighting

There should be a consistent light level to ensure that the area is welcoming and safe at all times of the day and night.

Removal of street clutter

Remove existing unnecessary street furniture and reduce street clutter to create an integrated carefully thought out public realm.



Courthouse
Campus
Development
Site

The Court
House

Regent Street

The Interchange

Regent Street South

Woody's
Fish &
Chips

Parkway
Cinema

Eldon Street

Midland Street

The Lanes

Illustrative Plan of the Interchange West Exit



1 Signage for routes



2 Enhanced gateways to The Lanes



3 Shared surface



4 High quality paving



5 Enhanced shop frontages



6 Active frontages



Sketch View of Peel Square



Mandela Gardens Lighting

Town Centre Wide Strategies

7.1 Lighting

A robust and integrated lighting strategy is vital to create a positive image for the town centre after dark.

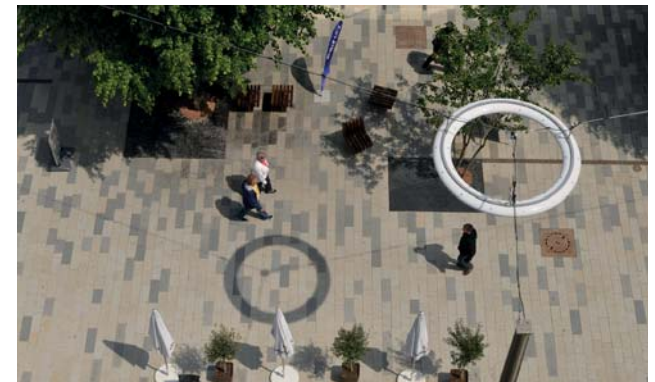
Currently in Barnsley Town Centre there is a variety of lighting, of varying design and age. Lighting, for the most part, focuses on function with the addition of feature lighting at the Town Hall, Mandela Gardens and in The Arcade.

A lighting strategy for Barnsley Town Centre should provide a base level of lighting to create a comfortable level of light during the evenings and ensure that the streets and spaces are safe and welcoming for visitors. In addition to this functional lighting, opportunities for highlights should be identified to create focus points of selected architectural and landscape features, such as The Civic and key trees. Within our proposals we recommend playful lighting installations to provide positive transformation of space, such as a currently neglected alleyway within The Lanes. Catenary lighting in Peel Square could help define and characterise the space whilst providing a consistent level of light to help tackle anti social behaviour.

Lighting can improve both the legibility of the town centre and it's ambience, so that more people are encouraged into areas for evening cultural, social and economic activity. The choice of light and lighting furniture would also reinforce the individual characters of different areas and support connectivity to the fringes of the town centre.



Facade feature lighting



Playful lighting features, example of circular street luminaires



Example of contemporary street



Catenary lighting

7.2 Public Art

Public art takes the form of a variety of media and is accessible to all, adding an extra dimension to the streetscape, provoking surprise and pleasure and encouraging exploration and connection with the urban environment.

The Barnsley Public Art Strategy (2014) provides a vision and guide to support the commissioning and/or deployment of public art. The vision is stated below:

“The arts in the public realm will: contribute to Barnsley’s distinctiveness, enabling residents and visitors to engage with and discover the Boroughs’ cultural heritage and future through ambitious, innovative commissioning; create lasting memories of positive experiences of Barnsley as a place, exploring landscapes, the built environment, and most importantly the character of Barnsley - its people.”

During production of the strategy three permanent artworks were commissioned: Barnsley PALS WWI Commemorative Artwork; Loom; and T’int Tin Tin.

The location and message of new public art in Barnsley Town Centre is important and should be carefully considered. Pieces can be site specific, incorporating community engagement and collaboration. A key site identified for a landscape feature, which could take the form of a water feature, public art piece or other is Peel Square, at the location where key routes converge. Public art could also be integrated within the proposed public realm improvements at the Courthouse Campus, the proposed footbridge over the railway line, and other key locations within the town centre.



Red Ball Project - A fun and interactive project which could make a feature of the narrow streets in The Lanes



Richard Serra Sculpture - Contemporary public art with curving shapes contrasting with linear architectural forms



Waterfront Public Art - Playful features integrated with functional items and street furniture



Cow Parade, Manchester - Features forming an art trail, providing a way of exploring and connecting with the urban environment

7.3 Digital Technology

Through integration of digital and transport technologies a more personalised, time-efficient and convenient urban mobility solution can be provided.

Greater adoption of digital technology offers the opportunity to deliver services more efficiently and effectively, enhance social and digital inclusion, and achieve positive environmental benefits - and in doing so enhance the brand and perception of Barnsley town centre.

Smart Transport

Through integration of digital and transport technologies a more personalised, time-efficient and convenient urban mobility solution can be provided.

Whilst many smart transport initiatives will be best delivered at a broader scale, some small scale and readily deliverable interventions for the town centre could include:

- **Electric Motor Scooter Sharing:** to meet the needs of last mile mobility and the desire of providing comfortable public transport service, BTC could install and maintain an electric motor sharing service. This service could be integrated into a tap payment card system and an app could support its use in the town.
- **Bike Share Schemes:** Already popular in many UK towns and cities, bike share schemes offer a low carbon and healthy transport option for short journeys including

commuting and leisure trips. There is already a Bike & Go scheme in the Interchange, with scope to expand this service across the town centre. Electric bikes are increasing in popularity and would broaden the appeal of a bike share scheme, particularly to respond to Barnsley's topography which may deter some potential cyclists. Integration with a smart phone app would allow quick payment and easy identification of bike hubs across the town centre.

Smart Parking

Smart parking strategies are increasingly implemented in cities and towns. Their purpose is to mitigate congestion and cut carbon emissions by distributing real time parking space information to help drivers reduce circling time.

Smart parking offers the following potential advantages for Barnsley:

- **Balance Parking Space Demand and Supply:** It could help manage town centre parking space demand and supply in real time. By distributing information on the location of available parking, BMBC could improve parking space utilisation, reducing operating costs and carbon emissions, and releasing land for development.
- **Economic Opportunity:** Smart parking could enable the introduction of dynamic pricing based on real time parking space demand and supply. This could be an opportunity to increase revenue from parking and encourage use of



Bike and Go Scheme in Sheffield



Wifi in the Town Centre

7.4 Gateways

alternative modes of transport for commuting purposes in particular. Automation of the parking charging process through sensors, digital portals and integrated payment systems could help BMBC reduce the cost of parking operation and enforcement.

- **Positive User Experience:** It could help reduce the time taken to find parking and reach the user's final destination, improving the experience for leisure and business travellers and encouraging repeat visits to Barnsley Town Centre.

Free Public Wi-Fi

Offering free Wi-Fi would greatly assist with digital inclusion by providing free unlimited access to anyone that wishes to access a set of pre-defined (wall-gardened) public internet locations that would be agreed with the council based upon the social benefits they provide to the community, i.e. council transactions, job seeker, health and education sites.

Gateways are important to the success of any Town Centre. They are critical to ensuring a sense of arrival, and firmly demarcate the extent of the Town Centre.

There are a number of notable gateways to Barnsley Town Centre by road, foot and public transport. Whilst some currently convey a strong sense of arrival, others are notably poorer and of low impact, particularly the gateway across Kendray Street over the railway line which currently segregates the residential areas to the east; the Interchange which has poor wayfinding from its exits; and the A628/ A61 gateway to the south.

Opportunities to improve the quality of gateways should be identified through a dedicated study. Proposals should employ high quality design, and contribute strongly towards achieving a 'sense of place'. There may be a role for higher density, larger scale buildings or public art to provide landmarks. Improved lighting, surface materials and street furniture can contribute to a high quality public realm. The Interchange proposals described in Chapter 6 look to improve the gateway from the eastern exit of the Interchange through creation of a shared surface and eye catching signage proposals to provide improved pedestrian movement.



Clearly defined entry points to the town centre



Carefully defined focal points in the public realm



Barnsley Digital Media Centre

Project Delivery

8.1 Policy Alignment & Funding Options

The tables below provide a high level summary of the alignment between the proposed projects and key local and regional policies, including those of BMBC and other partner organisations. Potential funding sources are also identified; in the case of Combined Authorities and Network Rail it is likely that there are multiple funding routes through the organisations listed, and these can be identified in further detail as the projects are developed further.

	Project								
	Town Centre Projects			Town Centre Wide Initiatives			Development Opportunity Sites		
Policy	Mandela Gardens & The Lanes	Peel Square	The Interchange	Lighting	Public Art	Digital Technology	Courthouse Campus	Southern Fringe	Eastern Gateway
Policy Alignment									
Town Centre Action Plan	(1) (2) (4) (5)	(1) (2) (4) (5)	(2) (3) (4) (5)	(2) (4)	(1) (2) (5)	(5)	(1) (3) (4)	(1) (2) (3) (4)	(1) (3) (4)
SCR – Housing Growth							✓	✓	✓
SCR – Employment Growth							✓	✓	
SCR – Regeneration of Urban Centres	✓	✓	✓	✓	✓	✓	✓	✓	✓
SCR - Connectivity			✓			✓			
Network Rail – Network Safety			✓						

	Project								
	Town Centre Projects			Town Centre Wide Initiatives			Development Opportunity Sites		
Policy	Mandela Gardens & The Lanes	Peel Square	The Interchange	Lighting	Public Art	Digital Technology	Courthouse Campus	Southern Fringe	Eastern Gateway
Potential Funding Routes									
SCRCA ¹	✓	✓	✓	✓	✓	✓	✓	✓	✓
HCA							✓	✓	
Network Rail ²			✓						
BMBC	✓	✓	✓	✓	✓	✓	✓	✓	✓
Local Businesses	✓	✓	✓						
Developers (3 rd Party)							✓	✓	✓
S.106 / CIL	✓	✓	✓	✓	✓	✓	✓	✓	✓

¹ SCRCA offers a funding route via the SCR Infrastructure Fund. Future commissioning calls for projects are expected to stem from the SCR Integrated Infrastructure Plan, with decision making through the Infrastructure, Transport and Housing Executive Boards (funding quantum not yet known).

² Options include the National Stations Improvement Programme (NSIP), Access for All Fund, Level Crossing Risk Reduction Fund and Network Rail Discretionary Fund (NRDF)

8.2 Project Phasing & Timescales

Indicative project phasing and timescales are set out in the diagram below, with a more detailed indicative programme provided at Annex A. This considers the scale and complexity of the interventions proposed and the varying degree of control that BMBC can exert over each project. Proposals in this document should compliment and integrate with the ambitious regeneration scheme at the Civic Theatre. The programme is based on the following assumptions:

- Improvements to Mandela Gardens will be funded by BMBC along with local businesses and organisations, and therefore external funding processes will not be a programme factor.
- It is assumed that the Better Barnsley scheme will complete end of Q1 2019.
- Following completion of Better Barnsley, market stalls can be relocated from Peel Square, enabling redevelopment of this area.
- Funding for Peel Square, The Interchange and Development Opportunity Sites will be sought simultaneously as one integrated package of works. It is assumed that schemes will attain 'programme entry,' and subsequently progress through business case and delivery phases linked to progress of development sites and sequencing of other packages of work (including Better Barnsley).
- The timescales for achieving programme entry are dependent upon the funding route pursued, noting that timescales for commissioning through the SCR IIP have not yet been confirmed. Therefore an assumption has been made at this stage. It is recommended that BMBC seek to maintain momentum and expedite scheme development, costing and benefits quantification work to ensure that funding opportunities can be maximised.
- The approach to funding Town Centre Wide Initiatives will require further consideration once the extent and scope of these is determined in greater detail.
- The first phases of development on the Courthouse Campus and Southern Fringe sites will be brought forward in the near term, to stimulate delivery of quality housing in the town centre.
- Assumptions have been made relating to development of third party land holdings – these are indicative only.

Indicative Programme

An indicative summary programme is below and a more detailed programme for the Courthouse Campus Site can be found in Appendix A. This programme is subject to funding and delivery capacity & necessary BMBC funding approvals.

Town Centre Projects	2016	2017	2018	2019	2020	2021	2022
Town Centre Improvement Sites							
Mandela Gardens							
Design development, costing, funding & approvals							
Procurement & implementation							
Peel Square							
Design development, costing, funding & approvals							
Procurement & implementation							
The Interchange							
Design development, costing, funding & approvals							
Procurement & implementation							
Town Centre Wide Initiatives							
Lighting							
Strategy, planning, design, costing, funding & approvals							
Phased implementation							
Public Art							
Strategy, planning, design, costing, funding & approvals							
Fabrication & installation							
Digital Technology							
Strategy, planning, design, costing, funding & approvals							
Phased implementation							

Development Opportunity sites	2016	2017	2018	2019	2020	2021	2022
Courthouse Campus							
Market Testing, Development Framework, Infrastructure Delivery Strategy, Viability Appraisal							
Funding programme entry							
Planning application – site infrastructure							
Plot Sales – Phase 1							
Infrastructure Delivery – Phase 1							
Plot Sales – Phase 2							
Infrastructure Delivery – Phase 2							
Plot Sales – Phase 3							
Infrastructure Delivery – Phase 3							
Plot Sales – Phase 3							
Infrastructure Delivery – Phase 3							
Southern Fringe							
Viability appraisal, design development, infrastructure delivery strategy, funding							
Plot Sale – ‘L’ shaped parcel							
Planning approvals & development							
Infrastructure Delivery – Phase 1							
Plot Sale – Land fronting Westway							
Infrastructure Delivery – Phase 2							
Planning approvals & development – Former Gala Bingo site & Southern Parcel (assumption)							
Infrastructure Delivery – Phase 3							
Eastern Gateway							
Design development, costing, funding, land assembly, approvals							
Procurement and Implementation							

8.3 Next Steps

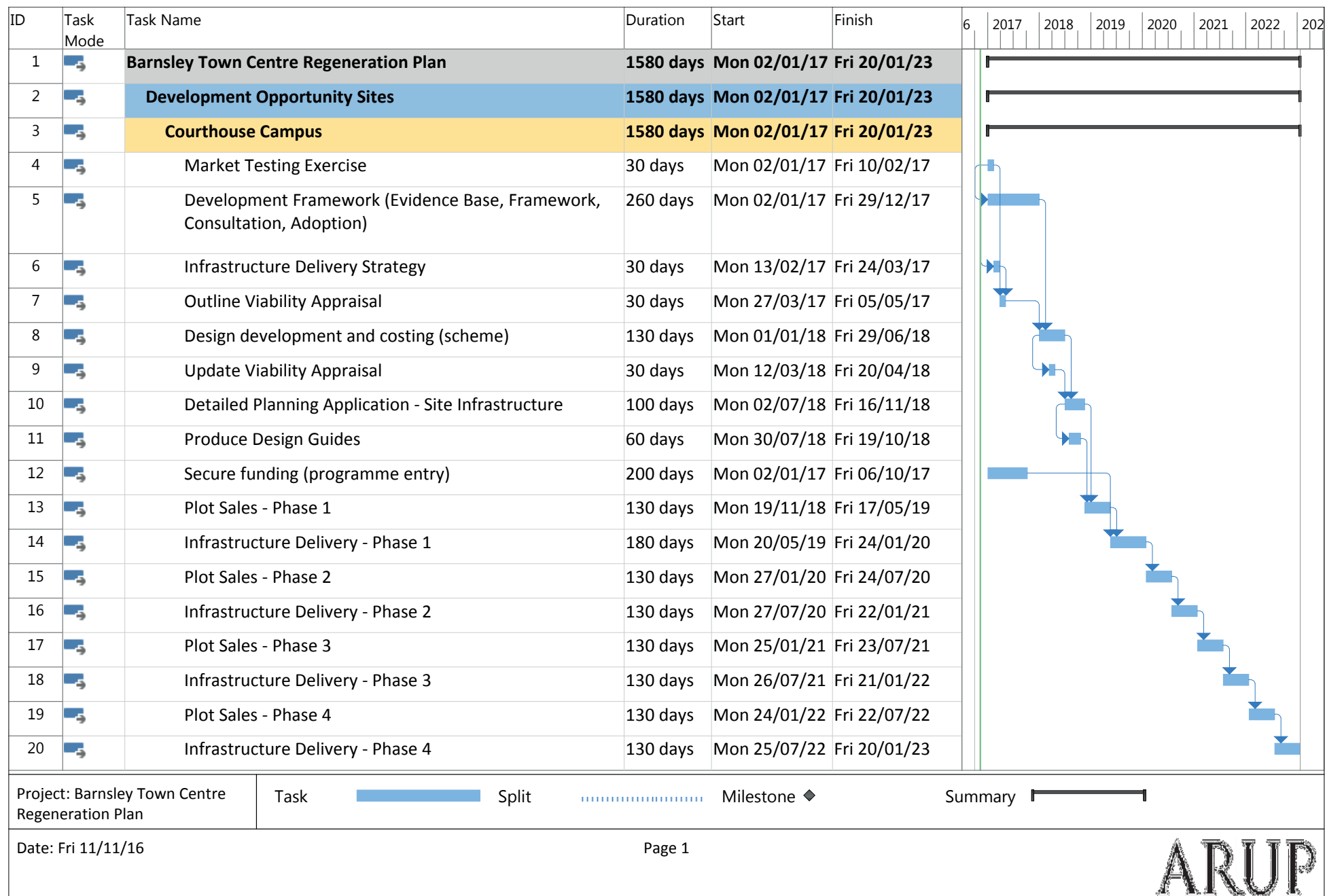
It is suggested that the following next steps are progressed:

1. Consultation with local businesses, stakeholders and landowners on proposals for Mandela Gardens, Peel Square, The Interchange and the Eastern Gateway. This will help inform proposals at an early stage of design and encourage stakeholder support for the proposals.
2. Market testing to inform proposals for the Courthouse Campus and Southern Fringe sites.
3. Design development for Mandela Gardens, Peel Square, The Interchange, Southern Fringe and Eastern Gateway (assumed design to RIBA Stage 3).
4. Development Framework for the Courthouse Campus site.
5. Scoping out strategies for town centre Lighting, Public Art and Digital Technology.
6. Prepare information to support funding bids – including definition of the strategic case, policy fit, project scope and delivery arrangements, cost estimation and benefits estimation.

Suggested tasks for subsequent stages of work are contained in the programme in Annex A, and the commentary provided elsewhere in this report.

Appendix

Appendix A - Delivery Programme



ARUP