

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR OF PLACE

TITLE: GATEWAY APPROVAL - THE SEAM DIGITAL CAMPUS DEVELOPMENT

REPORT TO:	CABINET
Date of Meeting	6th April 2022
Cabinet Member Portfolio	PLACE – Regeneration and Culture
Key Decision	Yes
Public or Private	Part Exempt If private or part exempt complete the following: Exempt Information, Local Government Act 1972, Schedule 12A Part 1 Paragraph 3

Purpose of report

- 1.** To outline to Cabinet the progress made in respect of the pre-construction development work undertaken on The Seam Digital Campus development
- 2.** To seek approval for the next stage of pre-construction development work associated with The Seam Digital Campus development to be progressed.
- 3.** To seek delegated approval to enter into a pre-construction services agreement with a main contractor for the works

Council Plan priority

The Seam Digital Campus aligns with the following Council Plan Priorities: -

- Healthy Barnsley
- Learning Barnsley
- Growing Barnsley
- Sustainable Barnsley
- Enabling Barnsley

Recommendations

That Cabinet:-

- 1. Cabinet note the progress of design development for the Public Realm, Multi Storey Car Park, (MSCP), Active Travel Hub and site infrastructure to RIBA stage 2 and associated cost plan.**
- 2. Cabinet approve the continued appointment of the existing Project Management Design Team and Development Manager Including associated fees to enable further design development to RIBA 3 stage, submission of planning application, development of procurement documentation for the PCSA and subsequent build contract, including support through to RIBA 4 gateway.**
- 3. Cabinet approve the procurement strategy to appoint a main works contractor under a Pre-Construction Services Agreement, to manage and further develop the design to RIBA 4 for the site infrastructure, Public Realm, MSCP and Active Travel Hub.**
- 4. Cabinet note the market engagement progress on plots 1 and 2 with plans to bring forward residential development on phase One and approve the delivery of procurement exercise to identify a preferred housing developer. The final appointment of a residential developer will be subject to a further cabinet report.**
- 5. Cabinet approves the release of a further £1.672 in 'at risk' funding from the overall programme budget to support i) ongoing programme management costs and ii) scheme development up RIBA Stage 4.**
- 6. Approve the assignment of £4.68m, to be identified from a review of the existing capital programme, in order to bridge the current budget 'gap' required to enable the delivery of Phase 1 of the Seam.**
- 7. Cabinet to receive a further report containing detailed cost plan information following completion of RIBA Stage 4 activities.**
- 8. Cabinet note that a further report will be presented following the completion of the procurement exercises set out at 3 and 4 above, to inform cabinet of the final costs based on detailed RIBA 4 design and to seek approval for the appointment of the construction contractor to undertake the construction phase.**
- 9. Executive Director of Core Services be authorised to instruct external solicitors to develop a Pre-Construction Services Agreement, Building Contract for Phase One and a Development Agreement for residential development on plots 1 and 2.**
- 10. The Executive Director of Place and Service Director Finance, in consultation with the Cabinet Spokesperson for Place and the Cabinet**

Spokesperson for Finance, be authorised to finalise the necessary scheme design at RIBA Stage 3 to allow for the development and launch of the procurement process.

1. INTRODUCTION

- 1.1 The Seam is Barnsley's Digital Campus, a new district at the heart of the town centre. The vision for The Seam, based on the Tech Town Action Plan 2018 is to establish an inclusive, digital innovation campus built around the DMCs and the strong, established relationships with Barnsley College and the two regional Universities. It will be an urban village that brings together people, business, education, research, and place.
- 1.2 It will become a vibrant neighbourhood where people live, work, learn, try new ideas, enjoy the public realm, supporting the wider town centre economy. It will be at the heart of a connected tech ecosystem that will foster innovation and experimentation for the benefit of everyone. Aspirations for the site are to create a safe, welcoming, and fully sustainable development with smart technology embedded throughout the campus.
- 1.3 The Seam will play a key role in supporting entrepreneurial spirit and enabling the growth of digital industries which, in turn, will support the long-term regeneration of the town and creation of more and better jobs for local people.
- 1.4 Barnsley is already driving growth in the regional digital economy with DMC 01 occupancy now back to pre-Covid levels. DMC 01 plus the new DMC 02 are attracting in new and established technology businesses and are recognised internationally for their work. Barnsley College is already committed to The Seam with their £7m redevelopment of the SciTech Centre as a digital skills hub with £5m of funding secured from both the Department for Education and the South Yorkshire Mayoral Combined Authority.
- 1.5 The approved Blueprint for the Seam Digital Campus will build on this success bringing forward a Campus that aligns with the Seams values. These values are already part of the site 'DNA' via the DMC's ongoing work, and they will inform all future site development:
 - Building pathways – a place of possibilities: people can learn and apply new skills and link with job opportunities
 - Trailblazing: Barnsley can be at the forefront of innovation and new technology that helps to improve lives
 - A place for Barnsley not only business: people can enjoy the site alongside businesses, employees and students as it's accessible, enjoyable and safe

- Building a dynamic tech business eco system in Barnsley and South Yorkshire: we will help to grow the number of technology businesses providing high skilled roles and help other industries to innovate and apply new technology by working to ensure they can access the support and spaces they need
- Putting people first: people are at the heart of business and places and The Seam will be focused on ensuring they are embedded in new plans

1.6 The BDP blueprint developed in 2021 split the development into five indicative phases that included nine development plots suitable for private sector investment. (See Appendix B) This report seeks approval for phase One of The Seam, concentrating development on the lower levels of the current Courthouse car park. Phase one will encompass the following development plots:

- New Multi Storey Car Park (MSCP)
- Active Travel Hub
- Public Realm
- Supporting Infrastructure

It will also bring forward the infrastructure to facilitate the first 2 private sector development plots on the site, which will be brought forward as part of Phase One A, along with public realm and the central green space.

- Residential development (plots 1&2)

1.7 The Seam is a long-term development. Future phases of The Seam, plots 2-8 (On upper Courthouse) will be brought forward on a phased basis, subject to funding and private sector investment and is likely to be used to secure longer term interest from residential providers on phase one.

1.8 Significant external investment has already been secured for the first phase via the Future High Street Funding (FHSF) from Department for Levelling Up, Housing and Communities, in the sum of £15.6m (£11.4m directly contributing to the Seam Digital Campus). The entire FHSF allocation has to be spent by March 2024 and is a significant driver for the accelerated programme.

2. PROPOSAL

Background

2.1 In September 2021 cabinet approved the procurement of a multi-disciplinary design and project management team to take forward The Seam Blueprint concepts through to the next stage of pre-construction design for Phase One of the Campus.

2.2 In November 2021, lead contractor Arcadis and their sub-contractors BDP and Aspinal Verdi were appointed to develop the blueprint design. Key deliverables of 'Work Package A' included;

- RIBA Stage 0 - all phase One development plots (including plots 1&2) – this entailed a light touch feasibility and sense check of the Blueprint Concept
- RIBA Stage 1 – all phase One plots, with the progression of this stage of design for plots 1&2 being subject to the outcome of a feasibility and viability study for these plots
- RIBA Stage 2 – Active Travel Hub, MSCP and Public Realm
- RIBA Stage 3 – Public Realm
- Feasibility and viability appraisal to identify the most suitable form of development to bring forward on plots 1 and 2.
- Development of a procurement strategy for the procurement of a principal contractor to construct the MSCP/ Active travel hub/ infrastructure/ highways and public realm for appointment via a 2 stage D&B process
- Development of key strategies, including digital/Smart City, Sustainability, Planning and Transport strategy.

Current Position

2.3 Arcadis and their appointed multi-disciplinary team have made significant progress in completing work package A, culminating in the production of RIBA Stage 2 design reports and supporting strategies, including:

- MSCP Stage 2 report (Appendix C)
- ATH Stage 2 Report (Appendix D)
- Landscape & Public Realm Stage 2 Report (Appendix E)
- Stage 2 cost Plan

2.4 These reports include strategy detail on;

- Sustainability Strategy
- Smart Strategy
- Procurement strategy for contractor for Phase One
- Planning Strategy for phase one

2.4 On the 10th March the designs will be reviewed by the Councils Design Panel. The panels previous input led to the re-location of the MSCP to the Northern edge of the site to limit the impact of massing on the development. This is a check and challenge for the design to date.

Design Reports & Supporting strategies

MSCP

2.5 The current surface parking arrangement on this site is an inefficient use of this prime Town Centre location. Reducing provision of parking on this site and re-locating a proportion of parking will enable the expansion of the Digital Campus.

- 2.6 The new MSCP which will be constructed to the 'Park Mark Plus standard' and positioned at the northern end of the phase One site, with proposed vehicle access via Old Mill Lane and County Way. The pedestrian access to the MSCP will be via County Way. The location of the MSCP will help to limit vehicle movements through the rest of the Campus in line with proposals to prioritise pedestrian movement.
- 2.7 The MSCP makes use of the existing split-level difference between the existing upper and lower-level topography of County Way, creating a potential 6 storey elevation to the eastern elevation looking out over the rail line, and a 5-storey elevation to that which fronts the existing County Way carriageway. To provide for the most efficient vehicle movements separate entrance and exits are proposed.
- 2.8 The RIBA Stage 2 design proposals that concluded at the end of January for the MSCP include:
- A total of 376 Car parking spaces
 - 10% (40nr.) Electrical Vehicle charging bays.
 - Secure entry and exit
 - Smart Parking – real time monitoring of car park usage
- 2.9 The MSCP will replace the current 940 Surface parking spaces, although this will be phased reduction in overall spaces, as future phases of the Digital Campus come forward. The reduction in spaces will be managed through the use of real time data.
- 2.10 The MSCP supports the 2025 Town Centre parking strategy mission; Provide safe and inviting car parks with sufficient spaces to meet changing demands; working within a wider transport network to make visiting Barnsley easier.
- 2.11 We will explore new and emerging technologies that allow visitors to focus on enjoying their stay; encouraging people to stay longer and use ultra-low emission vehicles. The MSCP is a key element of the strategy and achieves the following objectives:
- Cleaner, more visually appealing and safer car parks with better lighting levels and improved visibility.
 - Increase the number of multi-storey car parks to reduce the footprint of land occupied by BMBC car parks in the town centre.
 - Provide electric vehicle charging points to 1 in 10 of BMBC public spaces to encourage the use of ultra-low emission vehicles in the town centre and help reduce vehicle emissions.
 - Utilise road network usage analysis to develop a car park location plan that support congestion reduction and emissions targets.
 - Flexible building design that supports re-purposing parking buildings to increase usable life and minimise the environment impact of construction.

- 2.12 The Council have been monitoring parking demand across the town centre over the past few years and continue to monitor post covid. Current occupancy of this car park is on average 500 users per day and whilst it is difficult to predict what a 'return to normal' would look like, given so many Town Centre office workers now work from home or plan to do hybrid working. There is on average over 1400 empty spaces during the week (including 800 shopper and 600 commuter spaces) and over 1100 empty spaces on weekends.(including 500 shopper and 600 commuter spaces)
- 2.13 As a result, any loss of capacity at The Seam (Former courthouse car park) will be met through increase occupancy in other car parks. The temporary loss of blue badge parking in the car park during construction will be offset through increasing blue badge spaces in the immediate area.
- 2.14 New electronic parking signs due to be installed summer 2022 will help direct people to real time vacant spaces reducing the time it takes to find a space and enabling the efficiency of surface car parks to be increased. Further occupancy monitoring will be conducted to ensure that demand and supply is monitored across the town centre.
- 2.15 Whilst proposals for the site have ambitions for low/ zero carbon there is recognition that there is still a transition period and people still use vehicles to travel longer distances, where active travel or public transport is impractical. 10% of spaces in the new MSCP will have Electric vehicle chargers, with the infrastructure to increase to 20% over time.
- 2.16 The pedestrian route to the MSCP will be via County Way initially, but as the residential plots 1&2 come online, steps and accessible ramp access will be created between the upper and lower levels, alongside a pleasant pedestrian promenade alongside the existing railway arches.
- 2.17 The MSCP Stage 2 report contains further details. However, cabinet should note that the RIBA 2 design is not fixed and will continue to flex and change in response to stakeholder feedback and value engineering proposals to bring the project in line with the approved budget.

Active Travel Hub

- 2.18 Active travel is a key priority set out in Sheffield City Region's (SCR) Transport Strategy, and further underpinned by the SCR Active Travel Implementation Plan. This sets out an ambition to make the natural choice for short journeys not to be via the use of a car, but on foot or by bike. The Active Travel Hub at the Seam is therefore a critical piece of infrastructure supporting these wider city region objectives.
- 2.19 The new active travel hub proposed for The Seam will be a gateway building for the Digital Campus, located adjacent to the DMC01. It will replace the existing provision in the transport interchange and provide larger and better equipped facilities to support active travel. It will also provide information on walking routes and will be part of a wider network of active travel hubs planned across the borough.

2.20 The hub has been designed to RIBA Stage 2 and following early stakeholder engagement with DMC stakeholders will also provide a small café facility on the site. It will be a 500m² single storey building housing the following facilities

- Bike Loan Workshop
- Cycle Storage for up to 100 bikes
- Locker facilities
- Shower facilities
- Café

2.21 A focussed consultation activity with cycle user forums was undertaken in February 22 to check and challenge some of the design assumptions around the building, but to also drive insight on cycle use in the town centre.

2.23 The Active Travel RIBA stage 2 report is provided for at Appendix D. However, cabinet should note that the RIBA 2 design is not fixed and will continue to flex and change in response to stakeholder feedback and value engineering proposals to bring the project in line with the approved budget.

Landscape & Public Realm Design

2.24 The Seam Digital Campus will include new areas of public realm for the enjoyment of Campus users and the wider Town Centre. The designs for the public realm have been developed to RIBA 2, despite the earlier intention to develop to RIBA 3. This change was instructed by the Project Board, in line with delegations, to ensure public consultation could be undertaken and involve wider stakeholders on the key principles for the site to support the design development to RIBA 3.

2.25 Plans developed to date for new public realm include a large central community greenspace, a promenade route which is designed to form the main footway through the lower area of the Campus (phase One) Connecting steps and accessible ramp built between the different levels and gateway public realm to the entrance of the site on the corner of Regent and Eldon street and hard landscaping around the new active travel hub.

2.26 There is a clear focus on pedestrian priority, with less traffic being encouraged through the site, traffic free areas within the public realm, in line with environmental aspirations.

2.27 The design progressed to date incorporates both hard and soft landscaping, interspersed with areas of seating and feature lighting. Appendix E provides further detail via the RIBA Stage 2 Landscape and Public Realm report. However, cabinet should note that the RIBA 2 design is not fixed and will continue to flex and change in response to stakeholder feedback and value engineering proposals to bring the project in line with the approved budget.

Smart strategy

- 2.28 The Seam will be an accessible and safe place where technology helps to create better visitor experiences, helps business to grow and helps people to learn new skills. An example might include smart lighting that shines brighter when people or vehicles pass by to conserve energy and make places safer. It could also include sensors to monitor air quality in public open spaces or pre-booking a parking space on a dedicated app.
- 2.29 The Seam aims to Integrate the latest smart city technology and digital infrastructure within buildings and public realm to create a 'living laboratory' for digital experimentation and creativity and set a good example around the capture and usage of data. Underpinning this will be a world class digital infrastructure which will include an ultrafast fibre ring supported with Wi-Fi and Lora Wan connectivity.
- 2.30 The fundamentals of a Smart Campus start with good digital infrastructure, and this will include the provision of full fibre connectivity delivered across the site as a foundation.
- 2.31 A Lora WAN sensor network will also be deployed integrating Smart Infrastructure into the physical campus. Establishing a Lora WAN network provides flexibility in terms of the future deployment of smart sensors across The Seam in line with use cases. This will provide the environment and opportunities to develop a test bed for digital and tech businesses promoting the development of innovative solutions and the creative use of data generated from within the site achieving our aspirations to establish a living laboratory' for digital experimentation.
- 2.32 Creating a flexible digital infrastructure is key to in-building strategy, enabling user ability to connect easily and for the building to evolve over time.

Public Art

- 2.33 The RIBA stage 2 design development and stakeholder consultation both reinforced the importance of developing a public art strategy for the site. This element was not included as part of the Future High Street Funding proposal. The budget envelope agreed for the site will look to accommodate the development of an art strategy for the site. However, the success of the proposal is subject to leveraging in private sector support. Management of the programme would be via a digital public art stakeholder panel.
- 2.34 A proposal is being developed to bring forward an arts programme over three years that delivers engaging experiences in the public realm as well as realising the concept of the 'digital playground' and linking closely to the DMC and the economic development agenda. This programme will be fully aligned to the emerging refreshed Public Art strategic which is currently subject to review.

Residential Development Plots 1 and 2

- 2.35 Phase One of the site includes 2 private sector development plots (plots 1&2) see Appendix B
- 2.36 The Blueprint for the Seam campus initially identified Plot 1 as being suitable for either a hotel, or apartments, with some commercial use at lower level. Plot 2 as being principally suitable for family type townhouses.
- 2.37 Arcadis, in conjunction with the appointed Development Manager, Aspinal Verdi, completed a Market Feasibility Study in January 22. The purpose of this market engagement was to further explore and refine the most appropriate, market facing form of development to progress on Plots 1 and 2.
- 2.38 The Market Feasibility Study considered the over-arching aspirations for the site in line with the blueprint and did an assessment of the commercial viability of a range of different options, this included factoring in low carbon costs and affordable housing on plots 1 and 2.
- 2.39 The conclusions of the Market Feasibility Study show that the most commercially viable development option for the site is townhouses, although there is strong market interest for a hotel on the site.
- 2.40 Further market engagement with hotel providers is progressing, with a view to considering options in future phases. The Local Plan does not currently support this use and there would need to be evidence of market demand for this to be considered.
- 2.41 The site topography, massing and planned MSCP lends itself to apartments, and, subject to market conditions and viability, the Council is keen to bring forward a mixture of townhouses and apartments on plots 1&2 that substantially change the market offer in the town centre. With the focus on high quality, excellent design, and low carbon homes.
- 2.42 Market engagement is being undertaken with the type of developers that are already delivering this aspirational form of housing in the region and a procurement strategy is being progressed to bring forward these plots to the market and secure a developer that can deliver our expectations for the site. A report will be brought back into cabinet.

Pre-construction delivery

- 2.43 The design development to date has been accelerated to ensure we can meet the timelines necessary for spending of all Government's Future High Street Funding allocation by March 2024. This funding deadline has been one of the principal drivers of the programme and informs the sequencing of the next steps and key activities to be completed.
- 2.44 The previously approved approach for the delivery of the phase one elements (MSCP / Active Travel Hub / Public Realm / Enabling Infrastructure) saw a

linear process that required a sequential completion of RIBA Stage 2 (MSCP and ATH) and RIBA 3 (Public Realm), submission of planning, and then the completion of a procurement exercise to identify a preferred construction partner who would deliver RIBA 3 and 4 via a Pre-Construction Services agreement.

- 2.45 This linear approach introduced a 2-3 month pause in the pre-construction development process, into what is already a challenging delivery programme for the reasons set at 2.46 above.
- 2.46 To eliminate this 2-3 month delay it is proposed to progress a series of parallel pre-construction activity. Design of RIBA Stage 3 and the Planning submission will be developed in tandem, with a procurement exercise being undertaken for a construction partner to delivery RIBA Stage 4 design. Subject to a gateway approval, via Cabinet, this contractor will then construct the MSCP / ATH, Public Realm falling outside of the plots 1 and 2 and associated Phase one infrastructure, and this option informs the procurement strategy.

Principal Contractor Procurement Strategy

- 2.47 The procurement strategy to deliver the construction of the MSCP, Active Travel Hub and infrastructure is detailed at appendix F. This has been developed by Arcadis and Barnsley Council, building on earlier market engagement with the construction sector.
- 2.48 The strategy was developed in conjunction with the council and identifies the key drivers that were then ranked in terms of priority. The identification and ranking exercise confirmed five key drivers: -
1. Programme – priority to align closest with master programme driven by the need to defray FHSF by March 2024
 2. Cost Certainty – priority to provide surety over outturn costs
 3. Risk Transfer – minimise exposure to construction risk (principally programme and cost overruns)
 4. Quality (incl. Sustainability) – workmanship and innovative use of products to achieve maximum benefits.
 5. Collaboration – opportunities to deliver wider council objectives – local supply chains and employment and skills training opportunities
- 2.49 The Procurement Strategy recommends a Two Stage Design and Build. The only negative of such a route is the later delivery of a cost certainty. However, there are mechanisms available through the development of the procurement to secure a Guaranteed Maximum Price (GMP), from which costs can only be reduced through risk elimination as the design is developed.
- 2.50 The Two Stage, Design and Build option requires an initial procurement exercise to identify a preferred contractor to fulfill the duties set out in a Pre-Construction Services Agreement. This will enable a contractor to be engaged to develop designs and programme to RIBA Stage 4. This is referred to as the first stage and is evaluated on quality and price. The quality submission will

seek to identify experience of delivering similar projects of a scale and nature as well as addition benefits, such as wider social values that can be attained. The cost evaluation will consider both the GMP and the Design and Management Fees incurred by the contractor associated with the PCSA.

- 2.51 There are several options available to the council in terms of accessing the construction industry which are compliant from a Public Procurement perspective. The strategy identifies the most appropriate route is via a Framework as this will be efficient both in terms of time to deliver and cost.
- 2.52 The design team engaged by the current PMDT will (subject to this cabinet approval) design the MSCP, ATH and Public Realm associated with delivery of the active travel hub and multi-storey car park to RIBA Stage 3. It will then be progressed to RIBA 4 under the terms of the PCSA. There is the option available to the council to mandate that the existing design team be novated in full to the preferred principal contractor appointed under the terms of the PCSA.
- 2.53 It is proposed that the option to mandate novation under the terms of the PCSA is not progressed but to only offer the option to novate under a pre agreed fee proposal from the existing design team.

Planning Strategy

- 2.54 A site wide planning strategy is currently being finalised and will inform the boundaries and types of planning applications to be submitted for the individual elements of development to be brought forward. It is proposed that the final draft of the planning strategy be approved by the project board.
- 2.55 The design team has concluded design at RIBA Stage 2. Additional design detail is now required to support a full planning application. Further work is being undertaken to progress these designs to a RIBA stage 2+ including site investigations and supporting assessments.
- 2.56 The proposal is for Arcadis to submit a full planning application to be based on RIBA 2+ design for the MSCP, ATH and areas of public realm associated with the MSCP and Active Travel delivery. Pre-application consultation with BMBC Development Management should commence as soon as possible. It is proposed that approval of the planning strategy is delegated to the delivery board.

Development Phasing

- 2.57 The redline boundary for phase 1 of the Seam development encompasses the whole of the former lower Courthouse car park and incorporates the MSCP, ATH, Public Realm and plots 1 and 2. As previously stated in this report, the MSCP, ATH and Public Realm have secured external funding

from the FHSF and are needing to be substantially complete by 31st March 2024.

- 2.58 Having reviewed the extent of public realm needing to be delivered by this date, it has been established that no definitive boundary has been committed to in terms of FHSF delivery and as such a review of the extent and timing of public realm delivery has been conducted.
- 2.59 The review concluded that, due to the close interaction between the public realm and the housing development plots 1 and 2, it is appropriate to incorporate and integrate the design of both the housing and public realm. As a result, it will be necessary to delay the delivery of a large area of public realm in the centre of the phase 1 site until a preferred housing developer has been identified.
- 2.60 This approach will ensure the most efficient use of the site, mitigating any site constraints, limiting viability impacts as well as ensuring complimentary design of both the housing and public realm elements. On an interim basis, it will be necessary to hoard the fallow site bound by the new MSCP to the north and the ATH and small area of public realm to the south.

Governance

- 2.60 The Council's Cabinet has overriding authority over the project. Cabinet has delegated some powers to the project board for the development of the project. The initial approval for Work Package A was for design development to RIBA stage 2/3 and for market engagement on plots 1&2.
- 2.61 This report sets out the following delegations for approval by the Project Board until the next gateway approval of RIBA 4 design and cost plan and appointment of preferred residential developer.
- Board will sign off the fee proposal from Arcadis for work package B-C in line with the budget for fees within Appendix A
 - Board will sign off RIBA 3 & 4 Design and associated cost plan (in line with cost plan set out at Appendix A)
- 2.62 The Project Board for the scheme has already been established and its role is to monitor the project programme, costs, and quality outcomes.
- 2.63 The board has been set up to make key decisions and/or approve decisions made by the council project leads. The board will provide the overall decision making for the development and will provide reports into the cabinet.
- 2.64 The board consists of the following BMBC Senior Management, plus BMBC officers and representatives from Arcadis and Barnsley College:
- Executive Director Place
 - Service Director Regeneration and Culture
 - Service Director Finance

- Head of Corporate Finance & Business Monitoring
- Head of Property
- Head of Economic Development

2.65 At least one of the members for Place and one of the members for Finance must be present at each meeting for quoracy and these are the decision makers. Other named officers attend the Board in an advisory role.

2.66 A Project Execution Plan (PEP) has been developed and will be maintained as a live core project management document and provides the direction, scope, and objectives for the project together with the practice and procedures to be adopted. This will be developed for the next stage of the project.

IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

This section of the report is exempt under Schedule 12A Local Government Act 1972. See appendix J – Commercial Matters (exempt)

4. Legal

4.1 External Legal support will be required to engage a PCSA contractor for the design development of phase one.

4.2 The PCSA is a legal contract and will need appropriate legal oversight and drafting. Discussions have been had with BMBC Legal Services and due to capacity issues, it has been confirmed that external legal services should be sought.

4.3 The Council will appoint an external legal advisor via a Legal Framework it can call on be appointed to draft and execute the PCSA, although final appointment to be made by Executive Director Core Services.

5. Equality

An Equality Impact Assessment has been completed for the design development of The Seam (Appendix H) with key potential impacts and mitigations summarised below.

Summary of equality impact	Disabled and elderly groups could be negatively impacted by closure of town centre parking spaces. Review of existing disabled access car
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	parking provision and review of the Glass Works Public realm design consultation with key equalities groups to inform design development
Summary of next steps	Review impact on disabled access car parking provision Provide summary of consultation on Glass Works Public Realm to appointed designers taking the scheme to RIBA 2.

6 Sustainability

- 6.1 A sustainability strategy has been developed to support the design, construction and operation of the Seam Phase one development. There is an ambition that the project reflects a progressive and ambitious approach to sustainability. This strategy has been developed following a series of workshops and industry research. It will remain a live document that will be updated as design develops, and in line with future policy.
- 6.2 The Campus aim is to lead by example through a development that supports the 2045 “Zero45” net zero carbon target for the Borough of Barnsley. As design develops consideration will be given to contributions to the local community, wellbeing, reduced carbon emissions, and the restoration and enhancement of the natural environment.
- 6.3 Additional performance indicators and/or targets will be introduced and existing targets refined as the project develops over the design stages.
- 6.4 There are plans to bring in a BREEAM assessor at RIBA 3 to advise on design development and meet the BREEAM Very Good requirement of the Active Travel Hub.

7. Employees

- 7.1 It is critical that the delivery of this programme is adequately resourced from a commissioning, implementation and monitoring perspective. Dedicated project management resource will be allocated to the project from within the Economic Development team and funding is contained within this approval for project management resource.

8 Communications

- 8.1 A communication and marketing strategy is being developed by BMBC and the PMDT linked to key project milestones and feedback from the public consultation, will ensure communication focuses around key messages and

questions that the public have asked.

9. CONSULTATION

- 9.1 Two public consultation exercises on the proposals for Phase one of The Seam have been undertaken, to draw out key concerns and engage with the community and stakeholders. This is in addition to internal BMBC consultations through design workshops and Local Plan consultation on this site.
- 9.2 The first consultation undertaken 14th-23rd January focused on the Active Travel Hub (ATH) proposals, with 129 complete and partial responses. This was primarily aimed at cyclists and current users of the ATH and disseminated accordingly.
- 9.3 The second was the general, public consultation on plans for Phase one of The Seam, encompassing questions on all the key elements and principles for the site and gathering data on current and potential usage. The public consultation was undertaken 1st – 28th February 2022. An interim analysis of the data has taken place (due to this report concluding before the close of the consultation), with 501 complete and partial responses as of 13th February 2022. Responses before this date were incentivized with a prize draw and online sessions for Q&A.
- 9.4 The Seam Phase one consultation was an online survey (with all questions optional). Paper copies were made available in the Library @ Lightbox and in the Markets, with a contact email address for further support. Digital and paper posters went out throughout the borough to all Council libraries and museums where possible, as well as to the DMC, the College, the Civic and Alhambra. Flyers were posted to residents living closest to the site. In addition, the survey was circulated via internal and external networks to reach across the borough and different interest groups, and it was widely shared on social media including through BMBC's primary pages. Four online sessions were available for members of the public to hear more and ask questions. Finally, a briefing was held for members of the Central Area ward.
- 9.5 **Summary of ATH consultation headlines**
When asked "On a scale of 1 (low) to 5 (high), how good do you think a new, larger Active Travel Hub would be good for Barnsley?", 86.1% chose a 4 or a 5. This suggests very strong support for a new ATH in the cycling community.
- 9.6 A wealth of further data was gathered and summarised in appendix I; it is particularly worth noting that 63% of respondents were interested in more provision of bikes for hire. When asked what would encourage greater ATH usage, the top two responses were a café onsite and a better location & visibility for the ATH, both met through The Seam proposals.
- 9.7 **Summary of The Seam Phase One consultation headlines**

A wide range of data was gathered on Phase One, summarised in the Consultation Appendix. Crucially, data was gathered on support for key elements & principles on the site as follows. For some elements, respondents were invited to rate how good or important the proposal was, on a scale of 1 (low) to 5 (high).

9.8 Support for key elements:

- Green space: YES – 76.9% love or like
- Walkway, ramp & steps: YES – 75.9% love or like
- Active Travel Hub: SOME – 49.6% rate 4 or 5. Rises to 73.5% including 3, 4 or 5. *Note: only 5% of respondents cycle into town.*
- MSCP: YES – 57.5% support, 24.7% undecided
- Housing: YES – 67.3% support

9.9 Support for key principles:

- Sustainability: YES – 76.2% rate 4 or 5. Rises to 91.1% including 3, 4 or 5
- Pioneering new tech: YES (57.1%), but many Need More Information (37.1%)
- Car-free housing: SOME – 51.8% support, but 22.7% against
- Reducing cars on site/pedestrian priority: SOME – 48.2% rate 4 or 5. Rises to 71.6% including 3, 4 or 5
- Public art: YES – 70.3% support

9.10 Key concerns emerging:

- Parking: Loss of parking; Worries regarding provision; Questioning building a new car park; Security, location & construction.
- Anti-Social Behaviour & Safety: Significant ASB concerns for new public space; Safety & lighting for new walkway.
- New housing: Questioning need; Questioning location (close to work & public spaces); “Right” tenants; Parking concerns; Safety concerns.
- Disability: Car park distance from town; Whether walkway will be suitable; Car free housing not realistic if disabled.
- Car free: Continued perceived need for cars; Poor public transport; Houses standing empty; Excludes certain buyers/occupants.
- Other: Public art is good but shouldn’t be prioritised; Demand for real grass; Upkeep of green & public spaces.

9.11 After the closure of the public consultation on 28th February, results will be fed back to the design team to inform RIBA 2 + design work. BMBC Comms officers will consider key concerns and, where possible, address these with future comms around the site. Frequently Asked Questions will be responded to on The Seam website, and a summary of consultation feedback will be shared.

10. ALTERNATIVE OPTIONS CONSIDERED

10.1 Do nothing. There is the option not to progress any of The Seam Campus development any further and retain the existing surface level car park. This would result in the loss of a significant amounts (£11.3m) of external

investment from the FHSF. The current use as a surface level car park is a hugely inefficient use of a prime town centre location.

11. REASONS FOR RECOMMENDATIONS

- 11.1 The recommendations set out in this key gateway approval will ensure continued delivery of the Seam development and is a critical decision milestone within the pre-construction development phase necessary to maintain the development programme and ensure compliance with Future High Street Funding delivery criteria.

12. GLOSSARY

ATH – Active Travel Hub

BREEAM - Building Research Establishment's Environmental Assessment Method

FHSF – Future High Streets Fund

GMP – Guaranteed maximum price

PCSA – Pre-Construction Services Agreement

PEP – Project Execution Plan

PMDT – Project Management Design Team

RIBA – Royal Institute of British Architects

SYMCA – South Yorkshire Mayoral Combined Authority

13. LIST OF APPENDICES

Appendix A: Financial Implications (Exempt)

Appendix B: Site Plan/ BDP Blueprint

Appendix C: MSCP RIBA Stage 2 Report

Appendix D: Active Travel RIBA Stage 2 Report

Appendix E: Landscape and Public Realm RIBA Stage 2 Report

Appendix F: The Seam Procurement Strategy Report

Appendix G: The Seam Risk Register (Exempt)

Appendix H: The Seam Equality Impact Assessment

Appendix I: The Seam Consultation Report

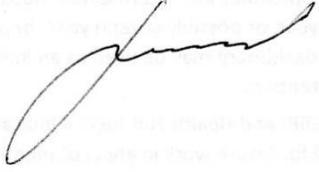
Appendix J: Commercial Matters (Exempt)

14. BACKGROUND PAPERS

Future High Street Funding and Development of The Seam Digital Campus
(Cab.8.9.2021/10)

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

15. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>This box must be signed to confirm that there are no financial implications. Alternatively, a signed Appendix A outlining the financial implications is required.</i>
Legal consultation & sign off	Legal Services officer consulted and date  4/3/22

Report Author: Paul Clifford
Post: Head of Economic Development
Date: 03/03/22