The Final Design

Design statement

The design for Doncaster Road aims to follow the principles set out below:

- Level surface to create a transformational change in the character of the street
- More pedestrian orientated space that is accessible for all
- Slower traffic speeds, a potential 20mph zone
- Flexible space for markets, events and shops to spill out onto the pavement
- Eco Vision - sustainable water management, recycled products, greener street
- Greening up the street through street trees and planting
- Creating 2 new public squares
- Improving public transport through new and improved bus stops
- More seating areas
- Improved lighting and CCTV
- Less street clutter
- New car parking bays on Barnsley Road
- Celebrate Goldthorpe

Level surface to create a transformational change in the character of the street

In order to create a transformational change on Doncaster Road a move away from a traditional, vehicular dominated design has been chosen. Plasmobility kerbs with a 30mm chamfer, along with a tactile strip, will be used to delineate the areas of ‘safe space’ from the perceived carriageway. The use of the plasmobility kerb will allow for a height differentiation while retaining the visual feel of a single surface from wall to wall.

More pedestrian orientated space that is accessible for all

The use of block paving from wall to wall, along with the plasmobility kerb, will create a visual transformation in the character of Doncaster Road.

The plasmobility kerbs will allow for a smoother transition from surface to surface for wheelchair and mobility scooter users.

Tactile guidance paving will guide users along the areas of ‘safe space’ to at grade demarcated crossing points.

Pedestrian crossing points will be at grade to avoid the need for dropped kerbs, giving priority to pedestrians rather than vehicles.

Slower traffic speeds

The street has been designed with shared space principles in mind. The design aims to create a civilised street. Creating a civilised street is based on the integration of traffic with other forms of human activity. Drivers, pedestrians, cyclists have to negotiate their way through spaces and in doing so are encouraged to look out for themselves and each other - thus being civil. This is achieved through altering drivers ‘mental maps’ through changing what they expect to see in order to focus drivers attention on their immediate environment.

In order to achieve this, as many familiar objects from the streetscape as possible: signs/lines/sightlines/pedestrian barriers must be removed. Along with this, “mental speed humps” should be introduced: intrigue/uncertainty/humour.

• Level surface to create a transformational change in the character of the street
• More pedestrian orientated space that is accessible for all
• Slower traffic speeds, a potential 20mph zone
• Flexible space for markets, events and shops to spill out onto the pavement
• Eco Vision - sustainable water management, recycled products, greener street
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• New car parking bays on Barnsley Road
• Celebrate Goldthorpe

Greening up the street

New street trees and rain gardens will create a visually greener street.

Public Squares

Two new public squares are situated adjacent to the proposed retail unit and the proposed school.

The design of these public squares straddles the carriageway and helps to create a more visually pedestrian orientated place by adding a level of uncertainty for the drivers.

The public squares can be used on market days. The square adjacent to the proposed school will act as a reception area for the school and community building.

Improved public transport

New bus stops with level access have been provided on Barnsley Road and on Doncaster Road adjacent to the proposed retail unit and proposed new school. The bus stops will feature new and improved signage as part of SYPTe’s on street interchange programme.

More seating areas

New seating areas along the length of Doncaster Road and within the new public squares will provide a variety of options of seating.

Improved lighting and CCTV

New pedestrian scale lighting in the village centre will create a strong impact in the heart of the village. The form of the lighting will add to the intrigue of the street which should help to alter the drivers’ mind map and assist in creating a civilised street.

CCTV will be located at strategic locations along Doncaster Road

Less street clutter

A key driver of the redesign of Doncaster Road is to create a transformational change with a more pedestrian focussed character. As previously discussed in order to achieve a civilised street, as many familiar objects from the streetscape as possible (signs/lines/pedestrian barriers) must be removed.

As many lines and signs as possible must be removed in order for the civilised street to be successful, however, this must be balanced with the need for bus...
clearways, traffic enforcement and disabled parking.

General parking: A restricted parking zone (RPZ)

A RPZ requires gateway signs advertising the zone at the entrances to the scheme. Side roads which enter the area will also require back to back signing. The size of which would be approximately 1 x 0.5 metres.

Waiting and loading restrictions are indicated by zone entry signs; these will be required at all side road junctions and will be similar to the size outlined above. This removes the requirement for road markings within the site to enforce the stated restriction.

Stated restriction would be ‘No waiting or loading at any time – except in signed bays’. As there are no double yellow markings, signs are required at maximum 30 metre intervals though these are small and can be attached to buildings / lamp columns etc. The impact of signs however can be reduced by attaching them to existing lighting columns / buildings / bollards / planters.

The provision of bays with a different restriction will still require the associated sign. The regulations do say that this can be marked with road markings OR by physical features such as different paving. This could be applied to disabled parking bays if required.

The provision of the no waiting or loading restriction at any time would negate the need for School Zig Zags.

Bus Stop clearways can be avoided if no waiting at any time restrictions are imposed. However loading can still take place on double yellow lines and therefore it would need to be discouraged by physical measures such as the raised kerbs / bus shelter.

New parking bays on Barnsley Road

New parking bays have been provided adjacent to the shops on Barnsley Road to assist with loading and drop in shoppers.

Celebrate Goldthorpe

The uniqueness of Goldthorpe has been celebrated through public art interventions along Doncaster Road. Paving slabs adjacent to the proposed seating areas pick out cultural and social events from Goldthorpe’s history. These paving slabs should be designed in co-operation with local residents and schools.
**Principles**
- Encourage parking at the edges of Goldthorpe through improved, safer car parks
- Priority disabled parking
- Retain on street parking

**Shared space & traffic calming**
- Transition area
- New street furniture and trees to visually narrow the carriageway
- Possible area of shared space

**Markets**
- Space for on street market stalls
- Traditional highway with new parking
- Change in signalling to provide better pedestrian crossings

**Principles**
- Create space for a visible linear market along Doncaster Road

**Parking**
- Improved car park
- On street spaces
- Potential new car park with

**Principles**
- Encourage parking at the edges of Goldthorpe through improved, safer car parks
- Priority disabled parking
- Retain on street parking

**New public square adjacent to proposed school will provide an area to meet and greet and also spill out space for the proposed linear markets**

**New tree planting helps to visually narrow the carriageway**

**New tree planting helps to visually narrow the carriageway**

**New block paving and 30mm chamfered kerbs create a complete change in character on Doncaster Road. The street will feel like a shared surface with areas of ‘safe space’ delineated through a hazard warning surface**

**New tree planting helps to visually narrow the carriageway**

**New tree planting helps to visually narrow the carriageway**

**Shared space & traffic calming**
- Transition area
- New street furniture and trees to visually narrow the carriageway
- Possible area of shared space

**Markets**
- Space for on street market stalls
- Traditional highway with new parking
- Change in signalling to provide better pedestrian crossings

**Principles**
- Encourage slower speeds through the creation of a shared space
- Narrow the width of the road
- Visually narrow the road through the location of street furniture
Phasing

Phase 1 includes complete resurfacing the area as shown in the image from Lockwood Road to Co-operative Street, along with new parking bays on Barnsley Road and improved Public crossings over High Street.

New Street lighting and street furniture will further improve the street in phase 1.

Phase 2 relies on the implementation of the proposed school and retail unit and the associated public squares. Phase 2 also includes further upgrades to High Street junction and pavements on Barnsley Road.
Materials

Main paving
Kellen will be used in the majority of the street - the colours and percentage mixes are shown to the right.
Kellen is a modular concrete paving range from Hardscape. A 10% recyclable concrete paving with cement-bonded top layered natural stone aggregate.

Kerb unit
A plasmobility kerb has been chosen to aid mobility along Doncaster Road, it has a 300 chamfered profile.
It has proved successful elsewhere in South Yorkshire.

Tactile paving
3 types of tactile paving will be used along Doncaster Road.

Type 1: Blister paving to warn of road crossings
buff granite
red at controlled crossings

Type 1: Corduroy paving to warn of height difference at bus stops
Silver grey granite

Type 1: Guidance paving to guide 'safe space' area
Silver grey granite
Street furniture & elements

Bespoke seating unit with concrete and recycled glass base and timber seat

SYPTTE standard bus stop with new ‘on street interchange’ style information

Bespoke gateway signage units with restricted parking zone information

Broxap Derby bin

Furnitubes zenith bollard

Urbis Hernandez lights

Urbis Hernandez lights on a single side as per Doncaster Road

regenerating the core.............
Soft landscape

*Pyrus calleryana ‘Chanticleer’* have been chosen for Doncaster Road. The public overwhelmingly supported the use of a smaller and more compact street tree during consultation. This pyrus is of upright habit and produces beautiful white blossom in spring followed by brilliant autumn colour which persists well into winter. Deep rooting avoids problems of surface disturbance.

*Rain gardens* are used to capture rainwater and slowly release it back into the water table. Plants selected for use in a rain garden should tolerate both saturated and dry soil. Native plants should be used to contribute to urban habitats for native butterflies, birds, and beneficial insects.
Area within square for market stalls

Street Furniture and Bench Module
Refer to detail 011

Delineation of Parking Bay
Hardscape Kellan Concrete Paving
Tangents B - 50% Tangents E - 50%

Continuation of Square into Shared Surface Street

Brick drain
Plasmobility Kerb unit
Silver Grey Granite guidance path
Recycled glass tree grill with concrete and timber bench

Concrete and timber bench
Bandring within Public Square
Hardscape Kellan Concrete Paving

Bandring cross points within Public Square
Hardscape Kellan Concrete Paving

Market Stall

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**Barnsley Metropolitan Borough Council**

**GILLESPIES**

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GOLDTHORPE MASTERPLAN
PAVING & KERB DETAILS

1) KERB DETAIL PLAN

2) KERB DETAIL CROSS SECTION A-A

3) TYPICAL PAVING MIX DETAIL

Note: Paving Mix
Kellen Breccia concrete paving in various lengths 200 x 200, 200 x 300, 200x 400

- 25% Hardscape Kellen 'Breccia Ambrosia' Paving
- 10% Hardscape Kellen 'Breccia Tangenta Type B' Paving
- 10% Hardscape Kellen 'Breccia Tangenta Type C' Paving
- 10% Hardscape Kellen 'Breccia Tangenta Type D' Paving
- 10% Hardscape Kellen 'Breccia Glim' Paving
- 5% Hardscape Kellen 'Breccia Abig' Paving
GOLDSHORTHORPE MASTERPLAN

SEAT UNIT DETAILS

"The greatest danger in life is not taking the adventure." - BERNARD SHAW

GILLESPIES

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Sustainability statement

The redesign of Doncaster Road aims to make sustainability a key driver of the design.

Policy background

The relevant parts of the Planning and Climate Change - Supplement to Planning Policy Statement 1 states:

"In their consideration of the environmental performance of proposed development, taking particular account of the climate the development is likely to experience over its expected lifetime, planning authorities should expect new development to:

• deliver a high quality local environment;
• provide public and private open space as appropriate so that it offers accessible choice of shade and shelter, recognising the opportunities for flood storage, wildlife and people provided by multifunctional greenspaces;
• give priority to the use of sustainable drainage system, paying attention to the potential contribution to be gained to water harvesting from impermeable surfaces and encourage layouts that accommodate waste water recycling;
• provide for sustainable waste management; and
• create and secure opportunities for sustainable transport in line with PPG13 including
  • the preparation and submission of travel plans;
  • providing for safe and attractive walking and cycling opportunities including, where appropriate, secure cycle parking and changing facilities; and
  • an appropriate approach to the provision and management of car parking."

The Dearne Valley Eco Vision has been key in the design process, and the following concepts adhered to:

Promoting a car free environment

The redesign of the street looks to make a more pedestrian focussed place with prominent public transport links. This has been done through the creation of a shared space where pedestrians have more of a civilised and fair use of what is currently a car dominated street. The main aim of this statement is to deliver a high quality local environment for all users.

In line with PPG 13 bus stops have been designed to be visually more prominent and we have been working alongside SYPT to pilot and on street interchange system. This system includes improved public transport mapping real time information and safe and secure cycle parking.

Peripheral car parks have been considered in order to create safe, secure and convenient car parking for the centre of Goldthorpe to encourage people to leave their cars at the periphery.

Greener environment & encouraging wildlife

The design looks to create a greener environment and encourage wildlife through the inclusion of rain gardens with suitable planting and new street trees.

The idea of using gable end walls as green walls is an aspiration and subject to funding and maintenance requirements

Product choice

Kellen concrete paving has been chosen for the floorscape. The Kellen factory has processes in place to reduce dust output into the atmosphere and to save energy and therefore REDUCE CARBON emissions. Recycled water is used in the manufacturing process and raw materials are transported for 90% of their journey by water. As a standard, at least 10% of the raw materials used in the backing layer are from recyclable sources. All products carry a CE mark.

Street furniture will contain recycled glass and tree pits will also use recycled glass in a visible way to make a statement about the eco vision and Goldthorpe.

Sustainable water management

The design looks to reduce surface water run off where possible. A number of rain gardens will collect the additional surface run off which will be created from the proposed public squares on Doncaster Road.

Swales have been included within the design guidance for the proposed retail developments and adjacent to the proposed new school.

Micro generation

Micro generation is an aspiration for Goldthorpe. It has been suggested that visible wind turbines are used as gateway features to visually enhance the eco vision and aid eco literacy. This will be subject to future funding provisions and feasibility of the site.

Eco literacy

Any green design interventions along Doncaster Road will be supported by interpretation panels to improve local eco literacy.

This will include the areas of rain gardens and any recycled street furniture.

Green infrastructure

A key aim of the new masterplan is to improve the green infrastructure within Goldthorpe.

The masterplan aims to take a lead from the emerging Green Infrastructure Strategy for Barnsley and embed these principles within Goldthorpe.

Refer to the green infrastructure chapter for further information.
The principle design objective of the proposed supermarket is to integrate, what will be, a large retail unit into the existing village centre as sensitively as possible while retaining the character of the existing school building.

The retail unit should respect and respond to the existing village context in terms of scale and character, should provide a positive contribution to the village architecturally, and should not dominate the existing street scene.

**RETAIL UNIT DEVELOPMENT BRIEF**

**Size**
The size of the proposed store is approximately 20,000sqft unit with 200 parking spaces.

**Layout**
The retail unit should be located on the corner of High Street and Doncaster Road to reinforce the existing urban grain and visual prominent corner within the village.

The building line of the development should reinforce the existing street pattern by following the line of the existing footways on High Street and Doncaster road.

The building line should be approximately 5-6m from the back of kerb so that the building does not dominate the street/footway.

The entrance to the retail unit should be located as near to the existing retail area/Doncaster Road as possible so that the store is perceived as an integral part of the village retail centre.

The retail unit should accommodate other, smaller facilities within the development to again integrate the store into the village centre. These additional facilities such as the relocated post office or possible café should front onto Doncaster road to provide an active frontage onto the existing retail centre.

The car park for the retail unit should seek to serve the retail unit and the wider village centre. Therefore it should have adjacent access to the retail unit but also have convenient access, and a physical/visual link to the village centre for pedestrians.

The car park should have vehicular access off High Street to reinforce the wide village master plan proposals to reduce the volume of vehicular traffic using Doncaster Road.

The service yard should be located on High street to enable HGV access via High Street to avoid the need for service vehicles on Doncaster Road.

**Form**
The retail unit should consist of a one storey unit between 5-7m in height so that it is in scale with the existing 2-3 storey buildings.

The retail unit should have active frontages on both the High Street and Doncaster Road elevations. Blank or in-active facades on these two primary elevations should be strictly avoided.

Elevation treatments to the primary elevations should ideally seek to have glazed elements to create a visual link between the internal and external spaces. Where the internal layout doesn’t permit this, then the elevations should be carefully articulated through fenestration, depth of the façade treatment, changes in materials to break up the mass of the development.

The building form should be divided up horizontally and vertically where appropriate to break up the mass of the unit to create a more sensitive response to the ‘small scale’ intimate, urban grain of the existing village centre.

The entrance to the retail unit should look have provide an architectural statement to give a clear visual clue as to the orientation and access point to the development. This feature also provides the opportunity to contribute to the overall street scene.

The roof eaves detail are a key consideration to ‘lift’ the visual appearance of the unit. Overhangs/protruding elements and careful detailing will ensure that the retail unit does not take on a ‘bland box’ character.

The existing bus stand on High Street could be integrated with the building elevation to provide improved shelter for passengers, and help further break up the building mass.

Any servicing ducts/plant required on the roof should be screened from view to avoid visual clutter at roof level.

The service yard should be enclosed and provide a continuation of the retail unit elevation façade treatment so that it contributes to the form and urban grain of the village. A large, open service area or high security fencing should be avoided.

The car park should respect its adjacent residential neighbours on Market Street and should consider a green buffer to the edge of the car park to soften/screen the development. The car park should look to ‘green up’ the large areas of tarmac through tree planting and structural planting.

**Integration with existing primary School**
The existing primary school, although not listed, represents a prominent building in Goldthorpe in terms of its visual contribution to the streetscene and is cultural and historical context within the village. It is therefore proposed that part of the school building façade is retained and integrated with the new development.

The proposed development should integrate the existing school and new retail unit in a sensitive and respectful manner. The two parts of the development should read as two connected, yet distinct elements in their own right, to provide a clear narrative between ‘new’ and ‘old’. The interface between the two elements is key, to the success of this integration.

The new retail unit should be a modern and contemporary development and should not seek to replicate or extend the existing character of the school. However the articulation of the form and elevation treatment of the new retail unit should look to reflect the proportions/rhythm/distance of the primary school so that it can sit comfortably adjacent to it.

Opening up the elevation of the existing primary school onto Doncaster road should be considered so that the existing building can have a more active role within the village retail centre.

**Sustainability**

As a major new development in Goldthorpe there should be a clear commitment to the Eco vision strategy.

- The building should be energy efficient and promote renewable energy sources such as wind turbines on roof, photovoltaics, ground/air source heating.
- The building should utilise natural light to light the internal spaces through roof lights.
- It is suggested that the large roof expanses are turned into a green roof to reduce rain water run off and promote biodiversity.
- The car park should have an integrated SUDS to reduce/attenuate surface run from the large areas of tarmac, through permeable paving systems, water attenuation areas, balancing pool or underground tank.
4. Shopfront study

Intro

The shopfronts in Goldthorpe form a visible and essential part of the streetscape and through their redesign and refurbishment it will help to lift the appearance of the village centre.

There are a fantastic range of independent shops along Doncaster Road and Barnsley Road, each with their own individual character. Sometimes the frontages have been altered to include various sizes and shapes of signboards and advertising with, in some cases, wares spilling out onto the street.

During the evening many of the shops have large metal external shutters to protect their livelihoods from vandalism, however, these shutters create inactive places which are hostile in appearance.

This chapter aims to set out design guidance for the visual appearance of the shops in Goldthorpe.

BRIEF

The consultant team will provide a visual survey and design proposals for an agreed set of retail units along Doncaster Road. Three types have been identified that represent the differing types of construction. We will use these as templates for future advice. This study will develop a strategy for which units will be treated to provide maximum benefit to the business realm; will develop design guidance principles that can be rolled out to future retail units; will consider temporary hoardings/elevation treatments for vacant units and will consider ground and upper floor frontages to provide a holistic elevation treatment.

OUTPUT

Planning brief/supplementary design guidance for shop front improvements. Strategy for which shop frontages are to form the 1st phase of refurbishment; Cost Breakdown.

Contents

i  Introduction.

ii  Council Policy.

iii  Permissions.

1.0  Village Centre Offer.

2.0  Shopfront Elements.

3.1  Shopfront Analysis - Typical Traditional Shopfront.

3.2  Shopfront Analysis - Typical Modern Shopfront.

4.0  Design Guidance - Key Objectives.

4.1  General.

4.2  Signage.

4.3  Lighting.

4.4  Blinds & Canopies.

4.5  Accessibility.

4.6  Security.

4.7  Materials.

4.8  ‘Upstairs’.

5.0  Building Types.

5.1  Type A - Single Frontage.

5.2  Type B - Double Fronted.

5.3  Type C - Concrete Frame.

5.4  Type D - Feature Building Refurbishment.

5.5  Type D - Feature Building Refurbishment.
i. Introduction

This document is a guidance leaflet on shopfront design prepared by Gillespies LLP.

The guidelines and advice contained within the document are intended to help commercial operators and retailers occupying units in Goldthorpe improve the standard of design when replacing or altering shopfronts and aid Local Authority Officers in assessing applications. It is not intended to replace the need for skilled design, planning or architectural advice.

The document includes information and guidance on:

- What planning permissions and consents may be required for alterations to shopfronts.
- The basic principles of good shopfront design.
- The design of signage.
- Security measures for shopfronts.
- Disabled access issues.

ii. Policy

New targets have been defined by the Government for Planning and Design, Planning Policy Statement 1: Delivering Sustainable Development (2005) sets out six key principles on sustainable development in the planning system. Principle IV states that ‘Planning policies should promote high quality inclusive design’ and that ‘Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted’ it continues to stipulate in Principle V that ‘Development plans should also contain clear, comprehensive and inclusive access policies’

Planning Policy Statement 12: Local Spatial Planning (2008) states that supplementary planning guidance can be taking into account as a material consideration in determining the outcome of an application.

This document should be read in conjunction with the following Supplementary Planning Guidance notes (SPG) which have been produced by Barnsley Metropolitan Borough Council.

<table>
<thead>
<tr>
<th>SPG 7</th>
<th>SPG 8</th>
<th>SPG 11</th>
<th>SPG 22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hot Food Takeaways</td>
<td>Advertisements</td>
<td>Design To Avoid Crime</td>
<td>Shopfront Design</td>
</tr>
</tbody>
</table>

iii. Permissions

Planning Permission
Planning permission is needed for any alteration or change which materially affects the appearance of a shopfront.

Planning permission may be needed to change the type of business carried out (this is called a change of use).

Listed Building Consent
Listed Building Consent must be obtained for any alterations to a shopfront which is part of a listed building.

Conservation Area Consent
The local council may require Conservation Area Consent to demolish or remove an existing shopfront in a Conservation Area.

Advertisement Consent
Advertisement Consent must be obtained for any shop sign, advertisement or projecting sign.

Building Regulations
Building Regulations approval may be required to ensure the shopfront complies with structural, fire and access requirements.
1.0 Village Centre Offer
2.0 Shopfront Elements Glossary

- **Cornice**: A prominent, continuous, horizontally projecting feature.
- **Console**: An ornamental bracket that supports a horizontal feature.
- **Fascia**: The surface above a shop window that normally contains the signage.
- **Architrave**: A decorated or molded band that frames either an opening or a panel.
- **Transom Bar**: The horizontal bar that separates the panes of glass in a window.
- **Corner Post**: A post that supports part of the shopfront structure.
- **Pilaster**: The pilasters define the extent of the shopfront.
- **Cill**: The horizontal bar at the bottom of a door or window.
- **Plinth**: A mould that projects at the foot of a pilaster.
- **Stall Riser**: Stall risers are a horizontal surface between the pavement and window which provide protection from damage to the shopfront, they also help to lift the window display to make it more visible.

The drawing above highlights elements of architectural importance that can be found within a shopfront, it is good practice to retain and restore them where possible.
3.1 Shopfront Analysis - Typical Traditional Shopfront

**Existing**
A wide variety of businesses occupy the terraced shopfronts that run along Barnsley Road however little seems to have been taken into account with the design of the shopfronts.

**Map**
This image shows how the shopfront can be analysed by mapping the elements that form it.

**Diagram**
The diagram reduces the shopfront to its simplest elements highlighting problem areas such as signage and security.

**Concept**
This illustrates the aspiration for how the diagram would look if the exercise was done after shopfront improvements had been undertaken.
3.2 Shopfront Analysis - Typical Modern Shopfront

**Existing**
Arndale house is a highly prominent linear shopping centre at the core of the Goldthorpe village centre. Although there are some thriving businesses the street scene is overwhelmed by varying frontages and fenestration.

**Map**

**Diagram**

**Concept**

- Signage with varied font and size provides no continuity to the streetscape.
- Current canopy is an unattractive addition to the streetscape.
- Low quality materials.
- Areas not currently provided for operators to create high quality ‘spill’.
- Shutters that remain lowered during daylight hours create a negative impression of the area.
- Varying styles of fenestration clutter upper levels.
- Irregular shopfronts
- A new glazed canopy provides a positive contribution to the street scene and life in the shopfront.
- Consistent shopfronts create an attractive facade to shoppers.
4.0 Design Guidance

Key Objectives

The following objectives are key to the design of a good shopfront:

• Shop frontages should look to form a consistent and coordinated character with one another so that rows of shops look more unified.

• The height, proportion and scale of the shopfront should take into account the existing building and the streetscape.

• Detailing of the shopfront should be appropriate to the age and character of the building, with historical features reinstated or restored where appropriate.

• Security should be an integral part of the design so that it does not compromise the appearance of the shopfront or the street scene.

• Where possible the design of the shopfront should ensure access for all.

• Sustainability should be promoted in the design and construction of a shopfront.

• Signage should express the individuality of a business whilst coordinating with the character of the streetscape.

• Consideration should be given to the careful integration of elements such as wiring and alarm boxes into the shopfront.
4.1 General

• Where possible the removal of existing architectural features should be avoided and common features that occur in the streetscape should be respected.

• When undertaking any alterations to a shopfront, consideration should be given to the proportion, scale, detailing and style of the existing streetscape and it should be designed to complement the existing building.

• There should be a suitable gap between the top of the shopfront and the cill of the first floor windows above.

• Retail chains must respect the character of the building and surrounding units and not introduce ‘standard’ shopfronts

• If a shop includes more than one individual facade or building type the signage should reflect this change of character.

• The bottom door panel should be equal to the height of the stall riser.

• Ventilation should be considered in the design of the shopfront and any mechanical plant must not be located streetside.

4.2 Signage

• The depth of the facia should not exceed one quarter of the height from the pavement level to the underside of the facia and box facia should be avoided.

• Posters and window stickers should not be used.

• Temporary signage should be avoided and when used should not be erected for any longer than necessary.

• For Sale/To Let signs should be placed at a suitable level above the facia and not detract from the shopfront

Lettering

• Materials that are highly reflective should be avoided.

• Large areas of uninterrupted glazing should be easily identified with permanent markings 1500mm above street level.

• Lettering should be legible to shoppers but no bigger so to avoid it dominating the facia.

• The style should not conflict with any elements of the building.

Projecting Signage

• Signage that projects from the shop front should not obscure any architectural features, be located at facia level and allow at least 2400mm clearance from ground level.

• One projecting sign is preferred per shopfront.
4.3 Lighting

• Any illuminated signage should be an appropriate shape and size to compliment the shopfront and streetscape.

• The light output of any signage should be controlled so not to cause nuisance to adjacent neighbours.

• Characters that are individually illuminated are preferred to box signs.

4.4 Blinds & Canopies

• When open, blinds should be positioned so that the facia remains visible and when closed should always be fully retracted.

• The design and size of any blinds and canopies should not detract from the street scene.

• Blinds and canopies should not be positioned above first floor level and should allow a minimum clearance of 2400mm from ground level.

4.5 Accessibility

When undertaking alterations to a shopfront consideration should be given to improving access particularly for those with disabilities.

Building Regulations Approved Document M: Access to and Use of Buildings (2004) requires any business owner to take steps ‘to remove, alter or provide a reasonable means of avoiding a physical feature of their premises, which makes it unreasonably difficult or impossible to make use of their services’

• Fully glazed doors should have a clearly visible frame so that they are easily distinguishable by the visually impaired and young children.

• Large areas of uninterrupted glazing should be easily identified with permanent markings 1500mm above street level.

• Level access must be provided at shop entrances, where this is not possible a non-slip ramp should be provided at a gradient that conforms to current Building Regulations. If this is not possible steps must be clearly visible, with an acceptable tread depth and a handrail must be provided at both sides.

• As current Building Regulations single doors should have a clear opening width of 900mm with 300mm adjacent to allow wheelchair users to open the door, ideally the door should be able to open both ways.

• Double doors must have a minimum clear opening width of 800mm through a single leaf.

Integrated shutter boxes in a lattice style improve the visual character of the building and keep window displays visible at night.
4.6 Security

Security should not be a secondary consideration in the design and appearance of a shopfront.

General

• Recessed entrances to shops must be adequately lit.

• Stallrisers should be provided to deter ram-raiding.

Shuttering

• Where possible, laminated or toughened glass should be used as opposed to shuttering.

• Internal security shutters are preferred though where this is unavoidable external shutters should finished in a colour to match the shopfront, in both cases the shutters should have perforations to allow transparency.

• Shutterboxes must not extend beyond the shopfront and be located within the plane of the facia.

• Where provided railings or gates must be suitably appropriate for the shopfront.

Alarm Boxes & CCTV Cameras

• Alarm boxes and CCTV cameras should not obscure architectural features, should be free of surface runs of cables and mounted at a level consistent with other shopfronts.

4.7 Materials

• Metal finished shopfronts should have the finish applied pre installation and plain anodised aluminium should be avoided.

Although the colour of a shopfront may need to reflect a style or brand this must not detract from the street scene.

4.8 ‘Upstairs’

• Thought should be given so that any window above the facia does not detract from the shopfront and care should be taken so that it is consistent with other shopfronts in the row.
5.0 Building Type

A large proportion of the shop units in Goldthorpe are in a linear shopping parade or a group that have some unifying characteristics. Each group has its own set of issues that the guidance contained within this document addresses.

The map to the left shows the types of shop units which can be grouped according to common elements and the following pages show exemplars of issues highlighted and how they can be resolved.

- **Type A** Single Frontage
- **Type B** Double Fronted
- **Type C** Feature Building Refurbishment
- **Type D** Concrete Frame
5.1 Type A - Single Frontage

The following examples highlight elements and areas of weakness within existing shopfronts that are generic to the Goldthorpe shopping district. It is hoped that the objectives applied to these along with the guidance contained elsewhere in this document are considered when undertaking any shopfront design.

**Lighting.**
Characters that are individually illuminated are preferred to box signs.

**Contact:**
Barnsley Sign Company or other equally approved.

**Shutter Specification.**
Internal mounted with perforations to allow transparency.
System to comply with BS 8220-2:1995.

**Contact:**
Defence Group - Sheffield or other equally approved Secured by Design supplier.

**Signage.**
Lettering should be legible to shoppers but no bigger so to avoid it dominating the facade.

**Contact:**
Barnsley Sign Company or other equally approved.

**Security.**
Alarm boxes should be free of surface runs of cables and mounted at a level consistent with other shopfronts.

**Supplier:**
NSI NACOSS Gold approved supplier.

‘Upstairs’
Thought should be given so that any window above the facade does not detract from the shopfront and care should be taken so that it is consistent with other shopfronts in the row.

**Lighting.**
Illumination should be restricted to the facade. Box signs, neon lights, swan necks and projecting spotlights should be avoided.

**Accessibility.**
Single doors should have a clear opening width of 900mm with 300mm adjacent to allow wheelchair users to open the door.

**Accessibility.**
Large areas of uninterrupted glazing should be easily identified with permanent markings 1500mm above street level.

**Stall Riser.**
Stall risers should be provided to deter ram-raiding, the bottom door panel should be equal to the height of the stall riser.

**Signage.**
High quality graphic transparencies that are applied to vacant shopfronts are encouraged so that empty units do not detract from the streetscape.

**Glazing.**
Glazing to comply with, and be marked according to, BS 6206.
(Refer to guidance section)

**Product:**
T Glass by Pilkington or other equally approved.

**Signage.**
Signage that projects from the shop front should not obscure any architectural features, be located at facade level and allow at least 2400mm clearance from ground level.
5.2 Type B - Double Fronted

**Glazing.**
Glazing to comply with, and be marked according to, BS 6206. (Refer to guidance section)

**Product:**
T Glass by Pilkington or other equally approved.

**Lighting.**
Characters that are individually illuminated are preferred to box signs.

**Contact:**
Barnsley Sign Company or other equally approved.

**Security.**
Alarm boxes should be free of surface runs of cables and mounted at a level consistent with other shopfronts.

**Supplier:**
NSI NACOS Gold approved supplier.

**Security.**
Lettering should be legible to shoppers but no bigger so to avoid it dominating the facia.

**Contact:**
Barnsley Sign Company or other equally approved.

**Signage.**
High quality graphic transparencies that are applied to vacant shopfronts are encouraged so that empty units do not detract from the streetscape.

**Stall Riser.**
Stall risers should be provided to deter ram-raiding, the bottom door panel should be equal to the height of the stall riser.

**Proposed**

**Signage.**
Signage that projects from the shop front should not obscure any architectural features, be located at facia level and allow at least 2400mm clearance from ground level.

**Accessibility.**
Single doors should have a clear opening width of 900mm with 300mm adjacent to allow wheelchair users to open the door.

**Accessibility.**
Large areas of uninterrupted glazing should be easily identified with permanent markings 1500mm above street level.

**‘Upstairs’**
Thought should be given so that any window above the facia does not detract from the shopfront and care should be taken so that it is consistent with other shopfronts in the row.

**Illumination**
Illumination should be restricted to the facia. Box signs, neon lights, swan necks and projecting spotlights should be avoided.

**Contact:**
Defence Group - Sheffield or other equally approved Secured by Design supplier.

**Shutter Specification.**
Internal mounted with perforations to allow transparency. System to comply with BS 8220-2:1995.

**Contact:**
Barnsley Sign Company or other equally approved.
5.3 Type C - Concrete Frame

**Lighting.**
Characters that are individually illuminated are preferred to box signs.

**Contact:**
Barnsley Sign Company or other equally approved.

**Shutter Specification.**
Internal mounted with perforations to allow transparency.
System to comply with BS 8220-2:1995.

**Contact:**
Defence Group - Sheffield or other equally approved Secured by Design supplier.

**Security.**
Alarm boxes should be free of surface runs of cables and mounted at a level consistent with other shopfronts.

**Supplier:**
NSI NACOSS Gold approved supplier.

**Signage.**
Lettering should be legible to shoppers but no bigger so to avoid it dominating the facia.

**Contact:**
Barnsley Sign Company or other equally approved.

**Signage.**
High quality graphic transparencies that are applied to vacant shopfronts are encouraged so that empty units do not detract from the streetscape.

**Contact:**
Barnsley Sign Company or other equally approved.

**Accessibility.**
Large areas of uninterrupted glazing should be easily identified with permanent markings 1500mm above street level.

**Stall Riser.**
Stallrisers should be provided to deter ram-raiding, the bottom door panel should be equal to the height of the stall riser.

**Product:**
T Glass by Pilkington or other equally approved.

**Glazing.**
Glazing to comply with, and be marked according to, BS 6206. (Refer to guidance section)

**Existing**

**Proposed**

Thought should be given so that any window above the facia does not detract from the shopfront and care should be taken so that it is consistent with other shopfronts in the row.

**Lighting.**
Illumination should be restricted to the facia. Box signs, neon lights, swan necks and projecting spotlights should be avoided.

**Accessibility.**
Single doors should have a clear opening width of 900mm with 300mm adjacent to allow wheelchair users to open the door.

**Stall Riser.**
Stallrisers should be provided to deter ram-raiding, the bottom door panel should be equal to the height of the stall riser.

**Signage.**
Signage that projects from the shopfront should not obscure any architectural features, be located at facia level and allow at least 2400mm clearance from ground level.

**Signage.**
Signage that projects from the shopfront should not obscure any architectural features, be located at facia level and allow at least 2400mm clearance from ground level.

**Signage.**
High quality graphic transparencies that are applied to vacant shopfronts are encouraged so that empty units do not detract from the streetscape.

**Contact:**
Barnsley Sign Company or other equally approved.

Characteristics that are individually illuminated are preferred to box signs.
5.4 Type D - Feature Building Refurbishment

**Materiality**
New high quality materials such as timber cladding help improve the character of the streetscape.

**Existing**

**Proposed**

**Glazing.**
Glazing to comply with, and be marked according to, BS 6206.
(Refer to guidance section)

**Product:**
T Glass by Pilkington or other equally approved.

**Lighting.**
Characters that are individually illuminated are preferred to box signs.

**Contact:**
Barnsley Sign Company or other equally approved.

**Accessibility.**
Large areas of uninterrupted glazing should be easily identified with permanent markings 1500mm above street level.

**Accessibility.**
Level access must be provided at shop entrances, where this is not possible a non-slip ramp should be provided at a gradient that conforms to current Building Regulations.

**Signage.**
Lettering should be legible to shoppers but no bigger so to avoid it dominating the facia.

**Contact:**
Barnsley Sign Company or other equally approved.

**Lighting.**
Illumination should be restricted to the facia. Box signs, neon lights, swan necks and projecting spotlights should be avoided.

**Shutter Specification.**
Internal mounted with perforations to allow transparency.
System to comply with BS 8220-2:1995.

**Contact:**
Defence Group - Sheffield or other equally approved Secured by Design supplier.
5.5 Type D - Feature Building Refurbishment

Shopfront
Appropriately detailed and designed shopfronts add to the attractiveness of the streetscape and help the area to become somewhere people want to shop, live and work.

Signage
Lettering should be legible to shoppers but no bigger so to avoid it dominating the facia.
Contact: Barnsley Sign Company or other equally approved.

Security
Alarm boxes should be free of surface runs of cables and mounted at a level consistent with other shopfronts.
Supplier: NSI NACOSS Gold approved supplier.

Glazing
Glazing to comply with, and be marked according to, BS 6206. (Refer to guidance section)
Product: T Glass by Pilkington or other equally approved.

Contact: Defence Group - Sheffield or other equally approved Secured by Design supplier.

Product: NSI NACOSS Gold approved supplier.

Lighting
Characters that are individually illuminated are preferred to box signs.

Contact: Barnsley Sign Company or other equally approved.

Shutter Specification
Internal mounted with perforations to allow transparency.
Contact: Barnsley Sign Company or other equally approved.

Supplier: Defence Group - Sheffield or other equally approved Secured by Design supplier.

Stall Riser
Stall risers should be provided to deter ram-raiding, the bottom door panel should be equal to the height of the stall riser.

Illumination
Illumination should be restricted to the facia. Box signs, neon lights, swan necks and projecting spotlights should be avoided.

Accessibility
Large areas of uninterrupted glazing should be easily identified with permanent markings 1500mm above street level.

Contact: Barnsley Sign Company or other equally approved.

Supplier: NSI NACOSS Gold approved supplier.

Glazing
Glazing to comply with, and be marked according to, BS 6206. (Refer to guidance section)
Product: T Glass by Pilkington or other equally approved.