

NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT

LETCHWORTH GARDEN CITY



Final Report
September 2007

CONTENTS

| | |
|--|----|
| 1. INTRODUCTION | 4 |
| <i>INTRODUCTION to the URBAN DESIGN GUIDELINES</i> | 4 |
| <i>LETCHWORTH - TODAY</i> | 6 |
| <i>LOCAL POLICY CONTEXT</i> | 7 |
| <i>LETCHWORTH - HISTORY</i> | 8 |
| 2. URBAN DESIGN GUIDELINES | 10 |
| <i>URBAN DESIGN ZONES</i> | 10 |
| <i>STRATEGY PLAN and SETTLEMENT PRINCIPLES</i> | 12 |
| <i>URBAN DESIGN GUIDELINES and CASE STUDIES</i> | 14 |
| 3. URBAN DESIGN ASSESSMENT | 26 |
| <i>MAKING PLACES</i> | 26 |
| <i>CONTINUITY AND ENCLOSURE</i> | 39 |
| <i>MAKING CONNECTIONS</i> | 51 |
| <i>QUALITY OF THE PUBLIC REALM</i> | 58 |
| <i>SETTLEMENT WIDE</i> | 62 |
| <i>ISSUES, SAFEGUARDS, OPPORTUNITIES</i> | 67 |
| 4. CONSULTATION WORKSHOP | 74 |



INTRODUCTION

The Letchworth Garden City Urban Design Assessment final report is structured into four sections.

1. INTRODUCTION

The introductory section sets the context for the Urban Design Guidelines and the Urban Design Assessment by providing background information for some of the assessment criteria, an overview of the settlement's geographic and socioeconomic conditions, a review of the current policy context unique to Letchworth Garden City and an historical overview of the town.

2. URBAN DESIGN GUIDELINES

The Strategy Plan and Settlement Principles lays out broad principles in both planimetric and text form which characterise the five Urban Design zones and sets out principles for circulation, views and legibility.

The Urban Design zones section defines the areas associated with each Urban Design zone and identifies the 'norm' for each zone. The Letchworth Garden City Urban Design zones have been created on the basis of existing characteristics, reflecting the morphology, density and typologies of each area, *and* an understanding of how these areas should be viewed in light of any potential development or regeneration of the zone. The norm, shown as a cropped portion of the zone and as a section, demonstrate the ideals for that zone in terms of such issues as building heights, setbacks, typology, morphology and densities.

Guidelines based on the assessment criteria have been created for each zone, followed by case studies for infill sites and larger sites.

3. URBAN DESIGN ASSESSMENT

The Urban Design Assessment provides the baseline evidence and analysis which has shaped the strategy plan, settlement principles and urban design guidelines. The assessment follows the criteria described in the borough-wide report. Please note that the maps contained within this report are not to scale. The Key Issues, Safeguards and Opportunities outlines the issues that emerged from the baseline evidence and analysis with potential steps to be taken to address them.

4. CONSULTATION WORKSHOP

The Consultation Workshop summary encapsulates the results of the Letchworth Garden City stakeholder workshop. Many of the stakeholder comments have been used as evidence in the urban design assessment.

URBAN DESIGN GUIDELINES and CASE STUDIES

The Urban Design Guidelines have been created on the basis of each Urban Design zone. The guidelines have been developed following the Urban Design Assessment criteria described in the district-wide report, although circulation, views and legibility have been addressed under the settlement-wide principles.

Urban Design Criteria

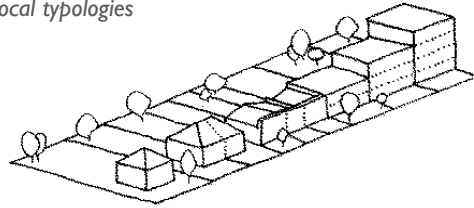
The following examples provide a summary of the urban design criteria used:

Building types

Building types considered for Letchworth Garden City include:

- Bungalows
- Terraced housing
- Semi-detached housing
- Detached housing
- Block of flats

Local typologies



Building heights

Building types considered for Letchworth Garden City includes:

- One-storey
- Two-storey
- Three-storey

Density

Density is based on an amalgamation of a number of different elements including building typology, building height, spacing between buildings, setbacks and garden size:

- Low density generally refers to one and two storey detached houses, with large spaces between buildings, large setbacks and gardens;
- Medium density generally refers to two storey semi-detached houses with medium spaces between buildings and medium sized setbacks and gardens; and
- High density generally refers to two storey terraced houses and two, three and four storey blocks of flats, with small setbacks and small or communal gardens.

Building lines

Building lines will be considered for each Urban Design zone generally in terms of:

- Large setback (6+ metres, depending on the building height)
- Medium setback (3 - 6 metres)
- Minimal setback (0 - 3 metres)

Building orientation

Building orientation impacts urban design in terms of:

- Building orientation toward street front
- No particular building orientation

Pattern of open spaces

As well as the pattern of public open spaces within the urban area, gardens have also been considered in terms of:

- Divided front gardens
- Shared front gardens
- Divided rear gardens (back-to-back with rear gardens)

The type of garden reflects on such concerns as the appearance of the streetscape, the privacy of the dwellings, quality of the wildlife habitat, the type of development, and the size of the development site.

Parking

Parking options can be classified as:

- On-street parking
- On-site communal parking
- On-site individual parking

Decisions on the parking type relates to type of streets within the Urban Design zone (primary or secondary through streets or dead-end streets).

Case Studies

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone. Depending on the zone, case studies may suggest applying the following density conditions relative to the surrounding character:

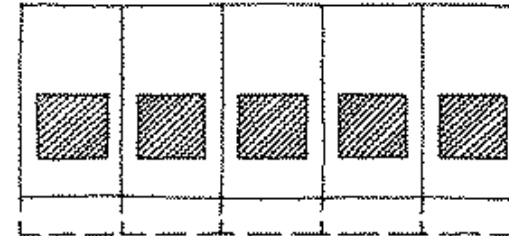
- typical density - which works with the existing building typologies, building heights and setbacks;
- enhanced density - which considers a moderate increase in density looking at different typologies, building heights and setbacks; and
- increased density - which considers a significant increase in density looking at different typologies, building heights and setbacks. Increased density is generally only suggested where larger sites (discussed below) are available.

The case study drawings which follow each zone's guidelines are illustrative only, particularly as it regards car parking or amenity space.

The case studies dedicated to each zone are divided into two categories, **infill** and **block** sites. A block site is considered to be an site area greater than 0.35 hectares, with dimensions of no less than (approximately) 50 metres by 70 metres. Block sites, due to their size, have greater latitude to introduce new densities and characteristics into an urban design zone. Examples are shown to the right.

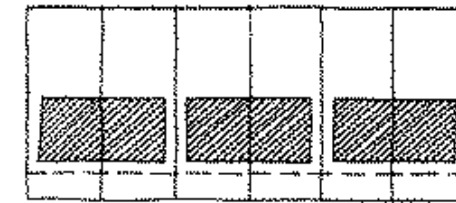
The determination of minimum block size has drawn advice from the *Urban Design Compendium*, produced by Llwyn-Davies for English Partnerships and The Housing Corporation in 2000.

Infill samples



Detached housing, medium setback = approx. 30 dph
(Assumes 5m setback, 11.5m rear garden, 13m x 25m plot)

Detached housing, large setback = approx. 25 dph
(Assumes 10m setback, 11.5m rear garden, 13m x 30m plot)



Semi-detached housing, medium setback = 40 dph
(Assumes 3.5m setback, 11.5m rear garden, 9.5m x 25m plot)

Semi-detached housing, no setback = 50 dph
(Assumes no setback, 11.5m rear garden, 9.5m x 21.5m plot)



Two-storey terrace housing, medium setback = 60 dph
(Assumes 4m setback, 11.5m rear garden, 7m x 25m plot)

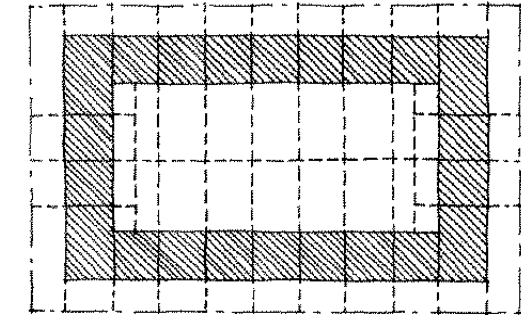
Two-storey terrace housing, no setback = 70 dph
(Assumes no setback, 11.5m rear garden, 7m x 25m plot)

3/4-storey terraces with flats, medium setback = 100 dph
(Assumes 4m setback, 11.5m rear garden, 7m x 25m plot)

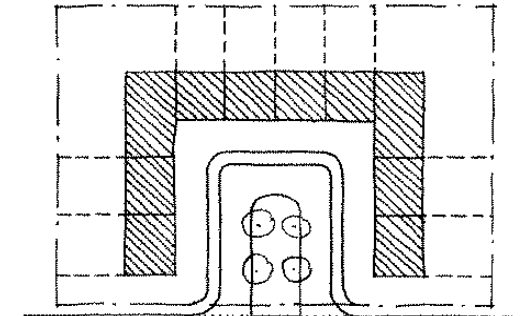
Block samples

The block samples were designed on the basis of the minimum block size of 50x70 metres (0.35 ha).

Minimum perimeter block



Close development



LETCHWORTH GARDEN CITY - TODAY

Physical Location

Letchworth is the world's first Garden City located in the centre of the District in close proximity to Baldock along its eastern edge, and Hitchin to the south west.

Letchworth Garden City is on a scarp top, and is surrounded by expansive flat arable landscape in the north, and rolling arable landscape of large scale fields in the south. Pix Brook flows through the centre of the urban area.

Transport Connections

The A1(M) runs north-south parallel to the eastern boundary of the urban area, with access provided from junction 9 via Letchworth Gate (A6141). The A505 is the main east-west regional traffic route passing through Letchworth and linking Hitchin to the west, and Baldock to the east.

Letchworth Garden City is one of few towns in the northern half of Hertfordshire to have a rail station right in its town centre, and is served by a frequent train service between Cambridge and London Kings Cross. The journey time to London Kings Cross is approximately 40 minutes.

The centre is a bus destination on high frequency limited stop services to Stansted Airport and Stevenage. Luton Airport is only 9.5 miles away.

Population

Letchworth Garden City is the largest of the four towns in North Hertfordshire, having the second largest town centre (in terms of floorspace) only after neighbouring Hitchin. Letchworth Garden City has a population of around 33,600, just over the original Ebenezer Howard ideal of 32,000 (source: Letchworth Town Centre Strategy).

Social composition

Almost half of the population are within the 25-59 age range, and 21.1% of the population is under 15. The town has a slightly higher older population compared to the District average with 22.3% of the population over 60, compared to the District average of 20.7%. Overall, the number of young adults in the town is decreasing and the number of retired persons increasing.



LOCAL POLICY CONTEXT

The following provides a summary of the local policies of relevance to Letchworth Garden City.

Local Planning Policy Context

North Hertfordshire District Local Plan No. 2 with Alterations, April 1996

Pattern and character of North Herts:

In view of the town's historic origins, only those development styles that maintain and enhance Letchworth's original layout and design style will be permitted.

Green Belt:

The Green Belt boundary is drawn around the town with reference to:

- Maintaining the separate identity of Letchworth with the villages of Norton and Willian from Hitchin, Baldock, and Stotfold;
- Preventing encroachment into areas of good quality agricultural land; and
- Containing the urban environment within a rural belt, in line with the original Garden City principles.

The Green Belt between Letchworth and Baldock is of particular importance, as it prevents the coalescence of the two towns.

Conservation Areas:

Letchworth contains four Conservation Areas:

- Letchworth - This includes those substantial parts of the Master Plan of the World's First Garden City which were implemented before 1918.
- Norton and Willian - The two historic villages which existed before Letchworth.
- Croft Lane, Norton - Early Garden City housing on the rural fringe of Letchworth.

The Council will expect the following policy aims to be achieved in relation to any future development:

- an overall emphasis on the preservation and enhancement of the existing fabric in order to maintain continuity throughout the town; and
- where new building takes place the design, layout, scale, material and colours should blend with the established character.

As a particular feature of many parts of the Conservation Area are the low density, housing areas, characterised by large single houses set within large gardens, the Council will resist development which prejudices this character, such as flats or the subdivision of plots.

In relation to housing development in Letchworth generally, the Council has produced a guide setting out the main elements of housing layout and design consistent with the achievement of policy aim (b) both inside and

outside the Conservation Areas, in order that any new development reflects the character of the World's First Garden City (Part 4: Policy 58 - Letchworth Garden City Design Principles).

Landscape and open space patterns in towns:

The unique pattern of growth in Letchworth means that its masterplan plays a significant role in the town's landscape pattern.

The most important landscape features are:

- Established features of the original pre-1904 landscape, such as Norton Common, small copses, and the shallow valley of the Pix Brook;
- Important views from vantage points both outside and within the town;
- The characters of residential areas in the original masterplan, having various densities and 'typical' Letchworth architectural styles and hence differing opportunities and forms of landscaping; and
- Amenity of open spaces throughout the town associated with the urban layout.

Newer housing estates, such as the Grange and Jackmans, lack mature landscaping, and would benefit from tree, shrub, and hedge planting.

Housing proposals:

The Council will expect new residential development to follow its 'Garden City Design Principles' guidelines so that it can reflect the character of the world's first Garden City.

Employment provision:

Employment opportunities in Letchworth are concentrated in the town centre and five other, well-defined areas within the structure of the town. The environment within employment areas should generally be improved.

Leisure uses:

Letchworth is generally adequately provided with leisure facilities in terms of National Playing Fields Association and Sports Council standards. Open space and recreational facilities are well distributed across the town, giving reasonable levels of access to local people.

Howard Park and The Broadway Gardens are designated as Historic Gardens of National Importance and on the English Heritage Register of parks and Gardens of Special Interest.

Transport:

The Local Plan safeguards land for road improvements at Blackhorse Road and Works Road. The Council will not permit development within these areas that would prejudice the proposed improvements.

Letchworth town centre:

Though Letchworth town centre is an attractive shopping destination, it is clear that other centres and retail developments are exerting pressure which could undermine the town centre's future success and continued ability to meet the needs of local people. As a consequence, studies have been undertaken, which include suggestions to improve the pedestrian environment in Eastcheap and Leys Avenue.

Shopping:

The Council hopes that environmental and access improvements will increase the likelihood of retail units becoming occupied by durable retailers, which are currently under-represented.

Shopping areas and frontages:

In main shopping areas like Eastcheap, Leys Avenue, Commerce Way, Central Approach, Broadway, and Station Forecourt, the emphasis will remain on shopping and bringing life and visitors to the town centre. There are policy commitments to improving the pedestrian environment and creating links with secondary shopping areas and parking provision.

Other areas in town centres:

Much of the town centre lies outside the main shopping area. The following residential areas fall within the town centre where it is intended that the character should remain residential as a priority: LR14 Station Road; LR15 Norton Way South.

Other uses in the town centre:

Other existing uses may be acceptable, depending on their ability to support and diversify the town centre. Any opportunity to increase the level of parking provision will be carefully considered.

Letchworth town centre environmental areas and proposals:

The main shopping area, and thus pedestrian activity, is in the area enclosed by Station Road, Broadway, Gernon Road and Norton Way South. The aim is that peripheral roads bounding this central shopping area will take the majority of vehicles approaching the town centre, though experiments in 'pedestrian-priority' areas are being considered for Eastcheap and Leys Avenue.

Minor opportunities for environmental improvements, such as improving links between parking and shops, also exist. The Letchworth Garden City Heritage Foundation is currently working up its redevelopment proposals for The Wynd and Arena areas as well as improvements to on street car parking and the shopping environment.

Letchworth Town Centre Strategy

The Council formally adopted the Letchworth Garden City Town Centre Strategy Supplementary Planning Document (SPD) in January 2007. The strategy comprises: a vision and aims for the town centre, a series of objectives whereby progress can be monitored, and a planning strategy for the centre including opportunity sites. The strategy sets down, in terms of broad principles and examples of how these can be met, the approach towards conservation management and urban design in the centre, as well as broad proposals for improving the public realm, and managing and improving transport. Where relevant, specific projects and proposals outlined in the Strategy have been reviewed as part of the Urban Design Assessment for the Town Centre Urban Design Zone.

Design Guidance for residential areas in Letchworth Garden City

This Design Guide is published by Letchworth Garden City Heritage Foundation in conjunction with North Hertfordshire District Council and has been adopted as Supplementary Planning Guidance to the Local Plan. It includes 'do's and don'ts' on property maintenance, alterations and extensions, to help ensure that any changes to Garden City properties, whether old or new, are in harmony with their original design and character and are appropriate to the area in which they are situated.

The Letchworth Shop Front Design Guide

This document provides guidance to shop owners and occupiers on the important characteristics of shopfronts and how to design shop fronts and signage which complement the individual character of buildings and the area in which they are situated.

Character Statement for Letchworth Conservation Area

The Letchworth Character Statement looks at the quality of the Conservation Area and defines the special interest and describes the character and appearance of the area.

The Statement forms essential guidance in itself by identifying and describing the special characteristics of the Garden City that will need to be taken into account when considering changes.

LETCHWORTH GARDEN CITY - HISTORY

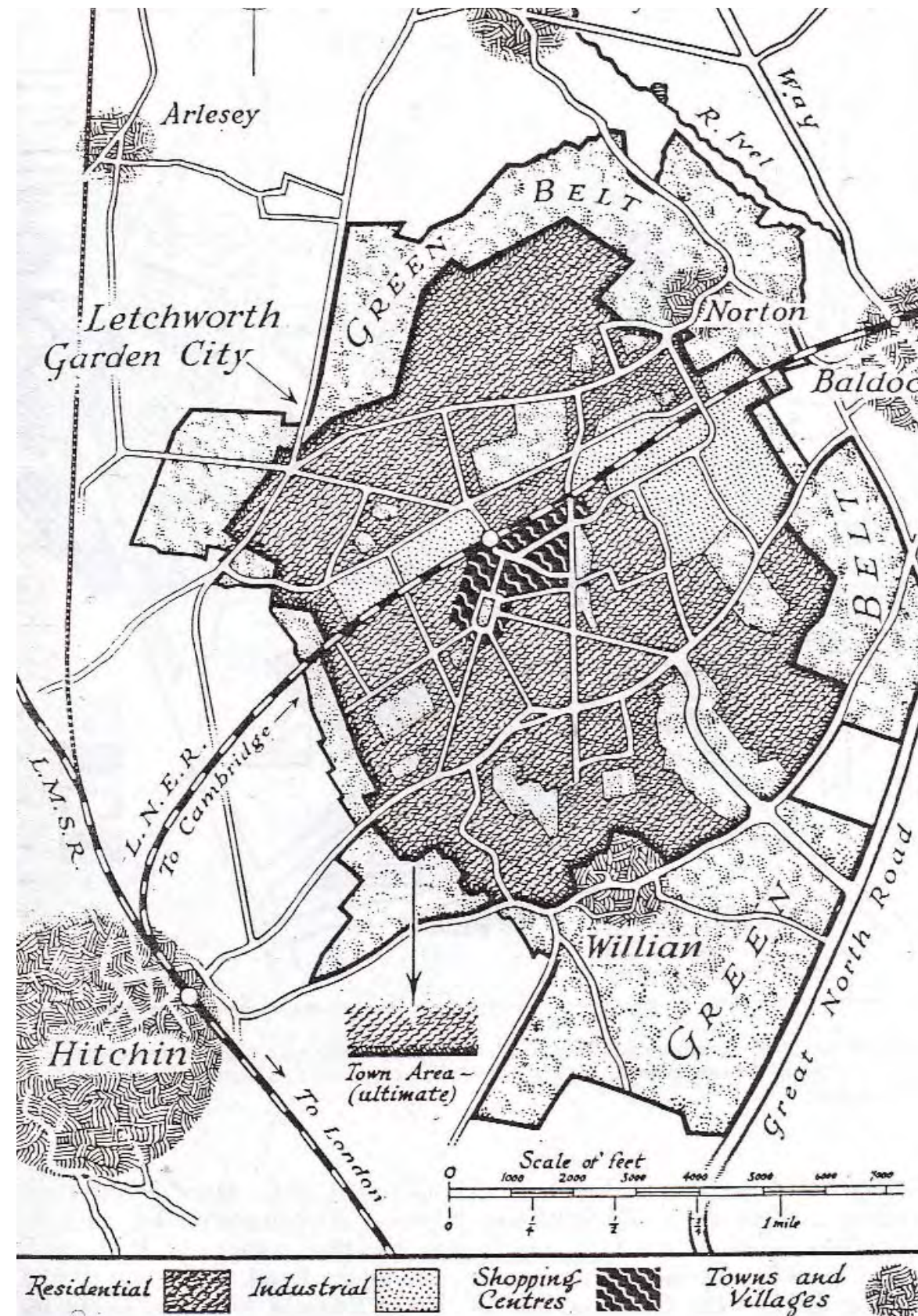
Letchworth Garden City was founded in 1903 by First Garden Ltd. This was a company set up to promote the delivery of the 'Garden City' idea contained in Ebenezer Howard's 1898 book 'Tomorrow; A Peaceful Path to Real Reform.' They looked for sites across the country and acquiring the site at Letchworth involved secret negotiations with fifteen adjoining landowners.

Howard had been inspired by the 'model villages' built by industrialists like Cadbury at Bourneville, Titus Salt at Saltaire, and the Lever Brothers at Port Sunlight. The new town was to provide the best of both town and country, with its prime objective being to 'promote the relief of overcrowded areas and to secure a wide distribution of the population over the land'. The town was to become the world's first Garden City, inspiring similar developments across the world, including Canberra, the Australian capital.

Following a design competition, Barry Parker and Raymond Unwin were appointed architects in 1904, having impressed with their earlier work for Joseph Rowntree at New Earswick. Parker and Unwin designed larger houses and were interested in the whole planned concept of settlements. Their architecture style was Arts and Crafts based in the vernacular precedent, and incorporated a subtle reworking to fit the perceived modern needs of the time.

The town was the scene of numerous examples of innovative construction, including prefabrication, concrete panels, and block work. A number of Cheap Cottages exhibitions were held in the town, attracting some 30,000 visitors to two main exhibitions in 1905 and 1907, at which entrants were challenged to design and construct a home for £150 including the cost of the land. Most of these entries are still standing and some are listed buildings.

A company, 'First Garden City Ltd', was established to manage development in accordance with one of the town's most important founding principles that land should be held in common for the good of all. The Garden City Company owned the entire estate, and leased plots back to residents and businesses, with rents then being re-invested within the community. All Letchworth residents were shareholders in the company, which ensured that money was reinvested for the common good. Over time, this arrangement changed, with the First Garden City Company becoming a statutory corporation. Since 1967 many freeholds have been sold. Today, the estate is managed by the Letchworth Garden City Heritage Foundation.

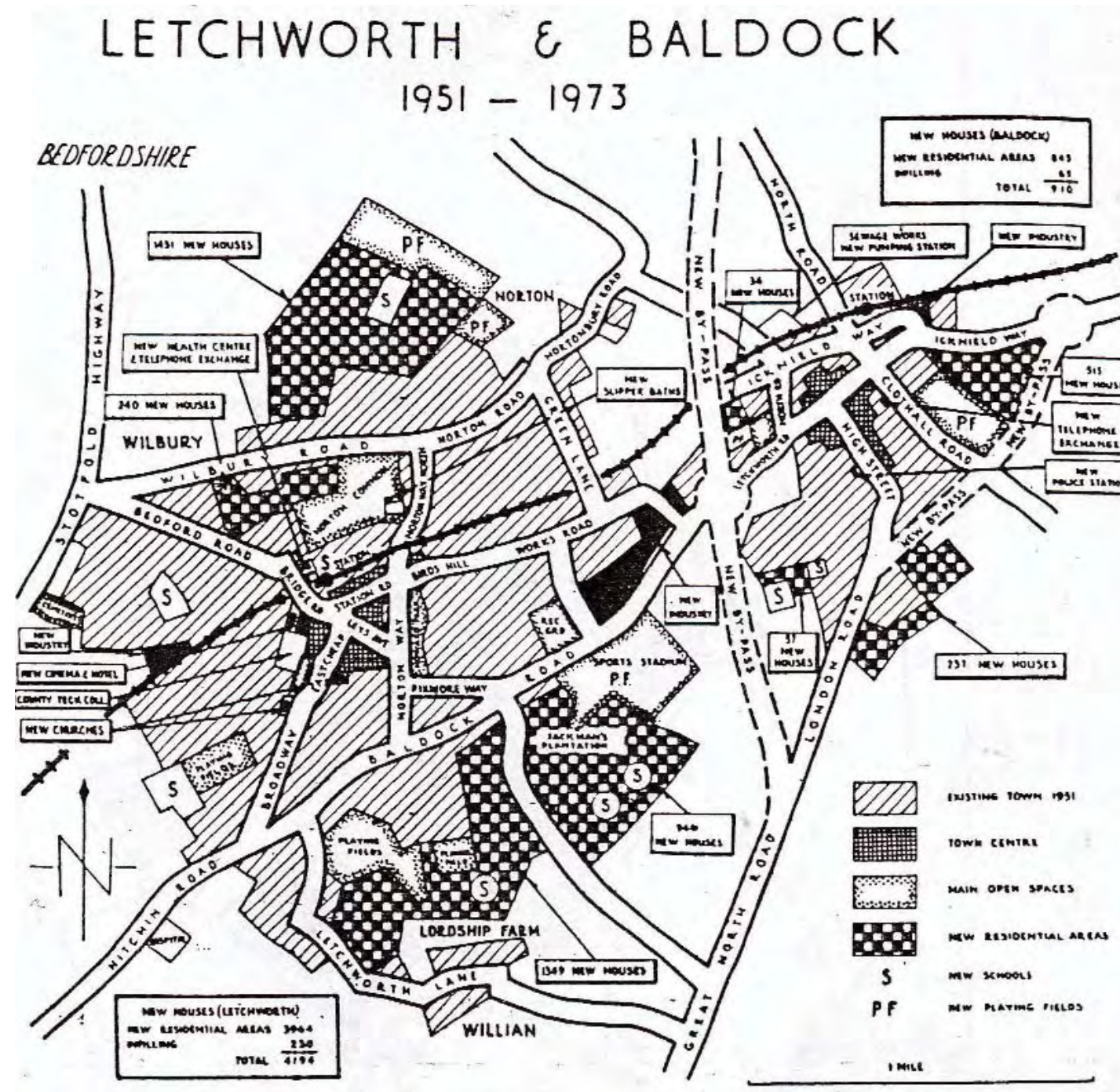


The Company Plan, 1946. A further expansion of the urban area, together with an industrial belt almost linking Letchworth to Baldock, was envisaged.

LETCHWORTH GARDEN CITY - HISTORY

The town's economy was built on light industry. The Spirella Company was an early success manufacturing corsets at its iconic Spirella Building in the centre of the town, until the decline of corsetry saw its refurbishment as an office building during the 1990s. Shelvoke & Drewry, who manufactured dustcarts and fire engines, was also an early employer between 1922-1990. However, the town's biggest employer was British Tabulating, which became Hollerith, then International Computers Limited (ICL), and ultimately Fujitsu. At its peak, ICL occupied some 30 factory buildings on Icknield Way.

Since the town was originally established, a number of housing estates have been added to the original settlement plan. The Grange was started in 1947, Jackmans in 1961, and Lordship Farm and Manor Park in 1971. New amenities were built during the 1980s, as the Garden City Estate began to operate at a profit, which it continues to do. A working farm, Standalone Farm, was opened to the public in 1980, the Plinston Hall leisure centre and theatre was opened in 1982, much of the building was formerly part of the Grammar School. The North Hertfordshire leisure centre on Baldock Road was opened in 1982, and the Ernest Gardiner Day Hospital, the only private hospital in the UK to treat NHS patients for free, was developed in 1984.



The County Development Plan, 1951. The plan made provision for the construction of The Grange and Jackmans Estates.

URBAN DESIGN ZONES

This section provide a summary of the 'general' characteristics of each of the urban design zones which have been identified for Letchworth Garden City.

Town Centre

Letchworth Garden City town centre is a compact centre built over a long period of both classical and vernacular architectural style with arcades and some later infill development in the form of shopping centres.

Buildings in the town centre are focused around a simple grid system of wide streets and broad footways and generally display continuous lines to the footway edge. Buildings along the main commercial streets are typically of two and a half to three storeys in height and of high density, with more domestic scale buildings of predominantly two storeys towards the eastern edge of the centre.

The buildings surrounding Broadway Gardens are large in scale and lower in density, following the line of the road, fronting and enclosing the garden but set back slightly from the road edge. There are also a number of gaps in the building line.

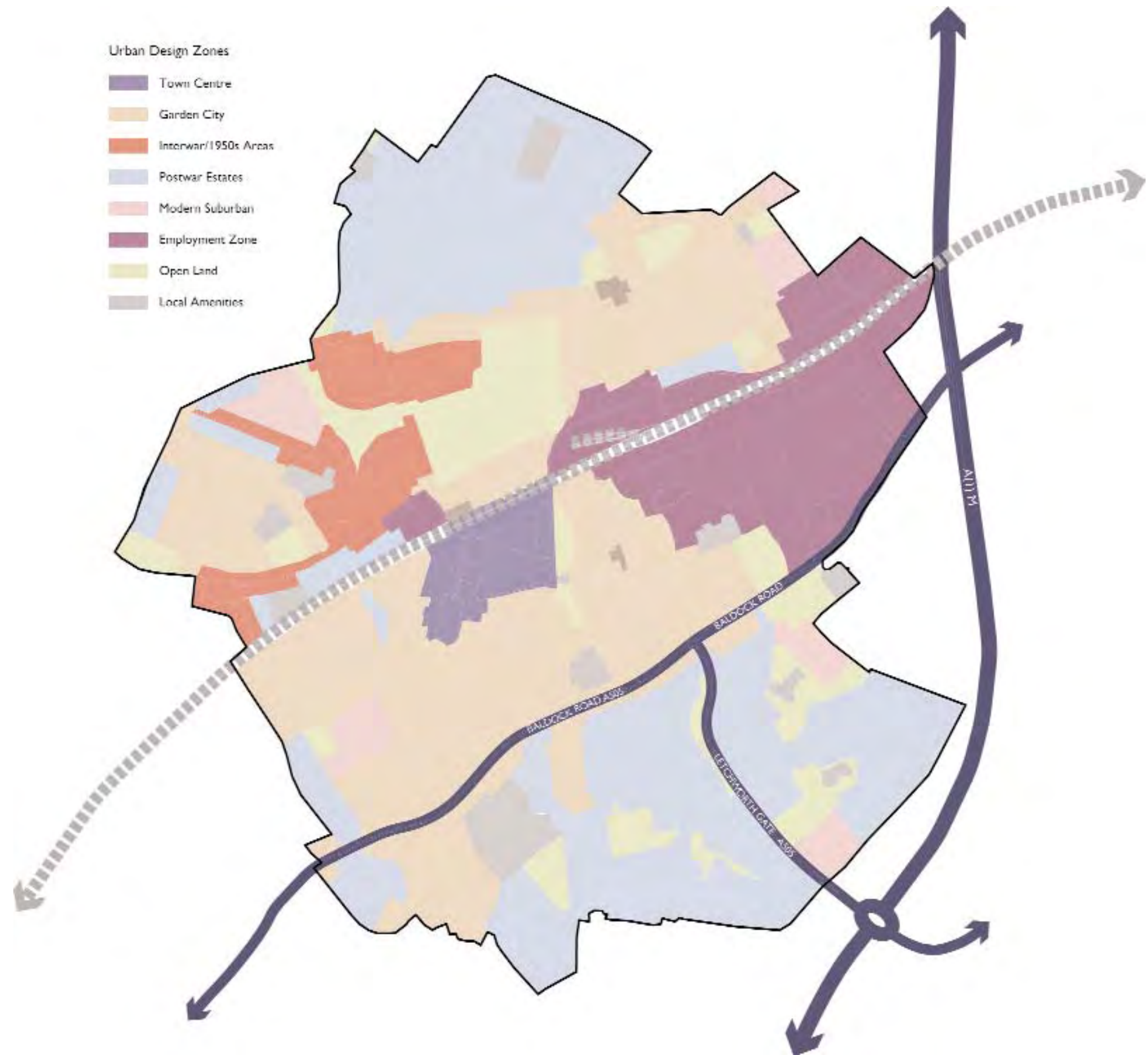
Garden City

This zone includes the original Garden City residential areas of the 1900-20s. The zone contains a number of distinct residential zones including high density terraced estates to the eastern side of the town, medium to low density semi-detached and detached cottages to the north and west, and low density larger individually designed houses to the south of the town centre. Houses are generally set back from the street along a grid pattern of straight roads, with others set around small amenity greens.

The Croft Lane residential area on the north eastern side of Letchworth is also included within this zone. This area has a village character with individually designed large detached and semi-detached houses with medium to large front gardens.

The Glade in the south western part of Letchworth is included within this zone as it is part of the original Garden City village layout. The area contains very low density individually designed large detached, two storey interwar and 1960s and 1970s housing set within large plots.

The area around Monklands on the western side of Letchworth has also been included, as this area formed part of the original Garden City masterplan, and contains predominantly short rows of terraces and semi-detached properties of similar design with buildings following the line of the road, interspersed with staggered building lines, and others arranged in groups set back around small greens.



URBAN DESIGN ZONES

Interwar/1950s Areas

This zone includes interwar and 1950's residential areas on the north western side of Letchworth set around permeable street blocks, comprising a mix of brick build detached and semi-detached houses and pre-fabricated bungalows of medium to high density.

Houses have small to medium sized open plan front gardens with some low boundary walls. Buildings are set back parallel to the road with others set around corner verges.

Postwar Estates

This zone includes the large residential estates on the north, north west and southern edges of the town centre and includes the Grange, Jackmans and Lordship Estates. These estates are predominantly 1960s and 1970s, medium to high density, brick built terraced housing and flats with some tile and plastic cladding.

Houses are set around wide sweeping access roads with cul-de-sacs leading off. Within the Lordship Estate very few houses front the main access roads.

Modern Suburban

These infill residential areas are dispersed in small pockets at the edge of the urban area and comprise 1980s and 1990s predominantly two storey, medium to high density suburban housing of varying types with tile cladding and some painted render.

Houses have small open plan front gardens and are set around an informal layout of access roads and short cul-de-sacs.

Employment Zone

The employment zone straddles the railway line on the north east side of Letchworth. Buildings are set back from the road along straight access roads with some set surface car parks to the front and other set around courtyard parking. There are generally older buildings to the western end and postwar industrial estates, newer buildings to the eastern end.

Office and industrial units of two storey variety of materials including metal cladding, brick, glass and painted render.

This also incorporates Letchworth Retail park on Baldock Road 1980s and 1990s retail area on eastern edge large single storey retail warehouse units.

STRATEGY PLAN and SETTLEMENT PRINCIPLES

Urban Design Zones

A The Town Centre zone should continue to serve the day-to-day shopping and service needs of the local residents, as well as civic, entertainment (cinema, pubs) and community purposes (library, college). The evening economy should be strengthened through the provision of restaurants, cafes and bars. There is potential to improve and expand retail, leisure and service uses as well as additional residential uses in the zone.

B The Garden City zone contains a number of residential sub-character areas. The distinct housing types and densities within these sub-areas should continue to be promoted, with architectural styles, details and materials respecting the distinctive character of the area and providing a sense of overall unity.

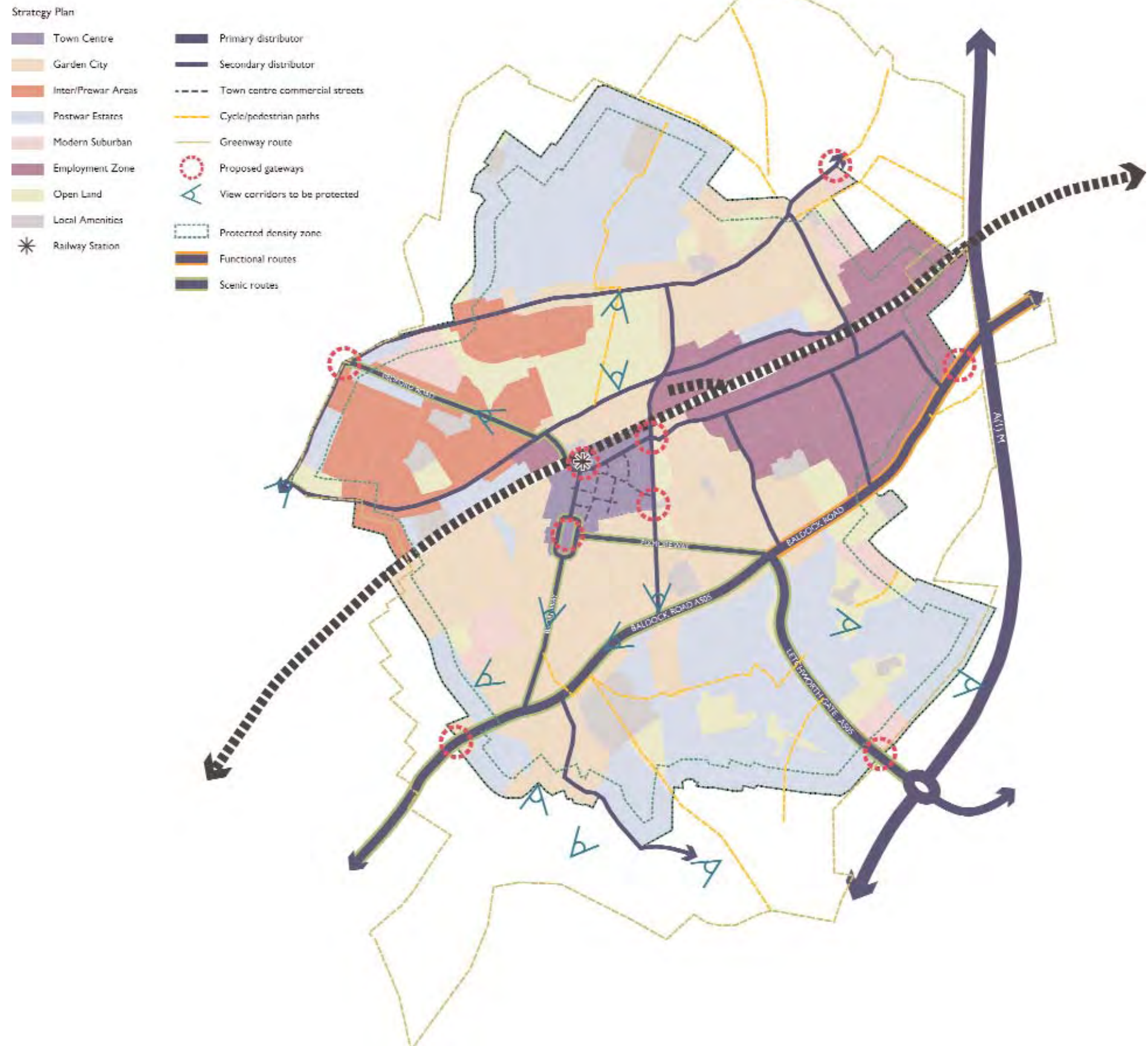
C The Interwar/1950s areas contain primarily detached and semi-detached houses and bungalows with low to medium densities. A broader range of housing types of medium to higher densities should be considered within this zone.

D The Postwar Estates contain a range of typologies with densities ranging from medium to high. The estates are centred around local shopping centres, public open space and schools. This zone should provide high quality, high density housing which provides frontage to the roads and the open space and pedestrian network.

E The Modern Suburban zone contain a range of typologies with densities ranging from medium to high. A range of housing types of medium to higher densities should be considered within this zone.

F The Employment zone generally has older industrial buildings to the western end and newer buildings at the eastern end. Industrial and modern business estates and a retail park are located on the southern side. The older industrial buildings represent an opportunity for possible residential development sites.

G Protected density zone: A 100m boundary has been marked from the urban fringe where lower density development should be considered to avoid presenting a hard edge to the open countryside. The boundary of the development area should be interspersed with planting and open spaces as well as pedestrian access routes into the countryside.



STRATEGY PLAN and SETTLEMENT PRINCIPLES

Circulation

H The primary distributors should facilitate through traffic, ensuring that two-way traffic is prioritised over on-street parking.

I The secondary distributor roads should facilitate through traffic, ensuring that two-way traffic is prioritised over on-street parking, with street design to ensure calmed traffic, and efforts made to include cycling routes.

J The main commercial streets within the town centre should be considered as an activity zone which prioritises High Street uses, such as generous pavements and pedestrian crossings, over through traffic. Through traffic should be discouraged through the provision of easily accessible car parks at the town centre edges. Pedestrian connectivity between the main commercial blocks should be encouraged through pedestrian only routes.

K On-street parking should be carefully managed within residential access streets to avoid the dominance of parked vehicles particularly where street width is a constraint.

L Pedestrian/cycle paths should be considered as significant pedestrian routes which receive design attention.

M Links should be improved to the station by bus, cycle and footpaths, and signage should be enhanced by creating information hubs at the station,

Views

N The prominent view corridors are located along the main approach roads into Letchworth. There are also a number of prominent views across Norton Common and out towards the countryside from the urban edge. These views should be protected, and the massing, height and architectural impact of any new development within the view corridor should be considered.

Legibility

O Broadway Gardens and the buildings surrounding it, and focal corner buildings create critical orientation points for the town centre for those arriving at the Station and approaching by car from primary distributor roads.

P Proposed gateways: outer gateways into Letchworth Garden City from primary distributors such as Norton Road, Baldock Road, Bedford Road and Letchworth Gate should be enhanced through the provision of signage, high quality landscaping and where development opportunities arise key landmark buildings.

Inner gateways marking arrival into the town centre are identified at the junctions of Station Road and Leys Avenue with Norton Way, at Broadway Gardens, and

Station Place. Opportunities exist to create an attractive gateway at the station with coordinated street furniture, signage, artworks and planting that are responsive to local character. In addition the Station Road Gateway could be improved through new development, streetscape and landscape treatments.

Q The main access routes into the town centre should be given careful design attention:

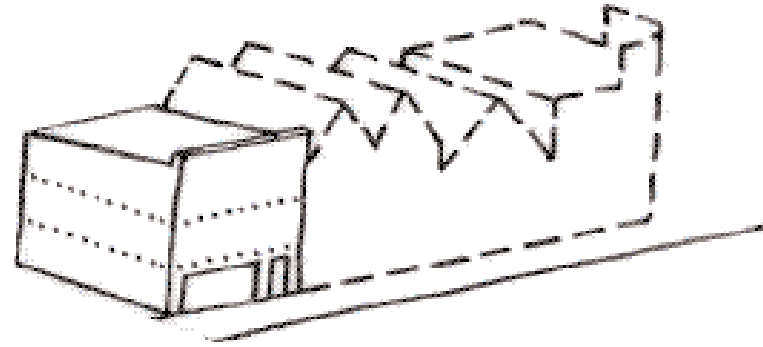
'Functional routes': Baldock Road (east) provides a poor sense of arrival and predominantly cater for vehicles and do not promote cycling and walking. There are opportunities along this corridor to incorporate cycle paths, create attractive crossing points, reflect local diversity in planting and built features, and create landmarks to help give a sense of place e.g. through artworks.

'Scenic routes': Letchworth Gate, Baldock Road (west), Broadway, Pixmore Way and Bedford Road are primary and secondary distributor roads leading into the town centre where a co-ordinated approach to environmental improvements should be adopted which incorporate cyclepaths and good quality, wide pavements, signage as well as crossings for pedestrians. Streetscapes should respond to local materials and character, and retain distinctive characteristics such as the formal avenues of street trees.

URBAN DESIGN GUIDELINES:TOWN CENTRE ZONE

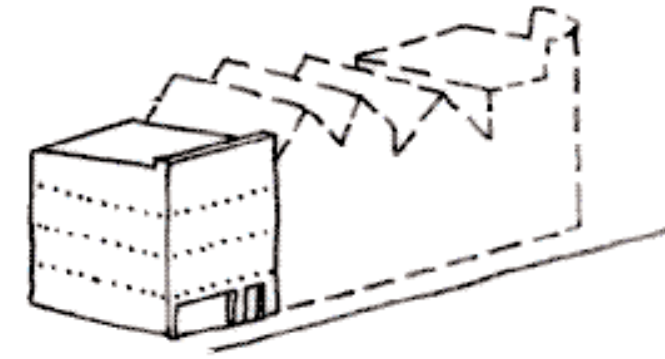
| | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------------|-------------------------------------|--|--|-----------------|
| Making places | Building types | The town centre has a range of building types including the large block pavilion forms of the buildings surrounding Broadway Gardens, the parades and fine grained smaller shops along the main commercial streets, and the late 20th century shopping parades and precincts, in addition later infill development has take the form of large multi-storey forms with flat roof. Building types should be encouraged to reflect the proportional divisions and rhythms of the traditional parades, small shops and cottages rather than large block or 'big box' structures. Landmark, pavilion buildings will be considered surrounding Broadway Gardens. | 26-27 | |
| | Materials/ architectural styles | The town centre has a distinctive formal classical architectural style of red brick buildings, with some vernacular style buildings of brick and painted render and modern concrete and glass buildings. Development should respect the classical ordering or vernacular design of surrounding buildings. The use of a narrow palette of materials which should draw on traditional building materials or high quality modern/contemporary materials should be encouraged. | 28-30 | 1-5 |
| | Listed buildings/ Conservation Area | The whole of the town centre zone is within the Letchworth Conservation Area. There are relatively few listed buildings within the town centre boundary, however, there are a number of buildings which make a positive contribution to the character and appearance of the centre which should be retained. There are also a number of buildings which are not considered to be in character such as Station Parade, Arena Parade, the Garden Square Shopping Centre, the Council office building, multi-storey car park and service yards, Gernon Road, Post Office service yard, Broadway. These areas should be considered for improvement or redevelopment. | 31-32 | |
| | Building heights and massing | Building heights should be determined by the prevailing heights of the character areas within the town centre (as defined through LGC Town Centre Strategy). Broadway Gardens and The Broadway Boulevard will be considered for development of between two-three storeys, the classical shopping core (main commercial streets) and Station Place will be considered for development of between three-four storeys, the 'village' shopping streets (on the eastern parts of Station Road and Leys Avenue) should maintain a domestic scale of two-three storeys. The varied roof line across the centre should also be reflected in new development. | 33-35 | 6-9 |
| | Density | It is assumed that new developments could have high to very high densities incorporating a mix of uses. In particular, Station Parade and the area incorporating the Wynd and Arena Parade, the Garden Square Shopping Centre have the potential to incorporate a mix of uses including residential development. | 36-37 | 10-14 |
| | Topography | Station Road, Gernon Road and Leys Avenue all slope gently downwards from Broadway. The streets radiating out at axes from Broadway Gardens therefore provide strong views and vistas. The visual focus of Broadway Gardens and the glimpses out towards the countryside should be protected and enhanced. | 38 | 15-17 |
| | Continuity and enclosure | Town Morphology | The morphology reveals the strongly defined nature of the main commercial streets, and the narrow routes and arcades running between blocks. Opportunities should be sought through new development to enhance east-west connectivity between Broadway and Eastcheap, and north-south connectivity between Station Road and Leys Avenue. | 39-40 |
| Building lines, setbacks and gaps | | The commercial streets in the town centre have continuous building lines to the footway edge which should be maintained. The parts of the centre developed in the mid-late 20th century lack strongly defined street frontages and there are a number of gaps in the building lines created by surface car parking (behind the Town Hall) and service yards (Post Office, Broadway). These should be addressed as part of new development opportunities. | 41-43 | 18-21 |
| Building orientation | | Buildings should maintain frontage onto the street, open spaces and public squares. In particular, active frontages should be encouraged surrounding Leys Square, with opportunities also considered to enhance the northern side of Gernon Road currently flanked by blank walls. Corner buildings should be given particular attention to create focal points and buildings that 'turn the corner'. | 44-45 | 22-25 |
| Pavements | | The town centre has generous footways and a general consistency of material treatments along the main shopping streets. The generous footways should be maintained and enhanced through the removal of unnecessary street clutter. The consistent use of pavement treatments reflecting a narrow palette of high quality materials should be encouraged across the town centre. | 46-47 | 26-28 |
| Open space | | Howard Park and Gardens should be more integrated with the town centre through the facilitation of more east-west connectivity, and the improvement of the entrance to the park. In addition new open spaces should be encouraged as part of new development within the town centre. | 48-50 | 29-32 |
| Making Connections | Land use | There are a number of opportunities to create new mixed use development in the heart of the town centre which could incorporate residential uses. The town centre also lacks a strong evening economy; leisure activities including restaurants and cafes should be encouraged within the town centre. | 51-52 | |
| | Circulation, demand and linkages | Signage to the town centre and to town centre car parks should be improved along key access routes. Links should be improved to the station by bus, cycle and footpaths, and wayfinding should be enhanced by creating information hubs at the station. The railway lines and the big box units on the western side of the town centre act as barriers; opportunities should be sought to improve A shopping circuit should be created around the town centre; in particular poor pedestrian routes and those which cut across parking and service areas should be addressed. | 53-55 | 33-36 |
| | Parking | Opportunities to reduce surface car parking should be encouraged. In addition, measures should be taken to improve the multi-storey car park off Gernon Road. | 56-57 | 37-40 |
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of the Letchworth Conservation Area; this does not necessarily mean a re-introduction of authentic traditional styles, well-designed consistent modern street furniture could be considered set within a narrow palette of colours and materials. Street furniture should be reduced to limit street clutter. Tree lined streets in particular are an important element of the Garden City character, and should be maintained and enhanced. | 58-59 | 41-45 |
| | Security | Certain parts of the town centre and pedestrian routes through the town centre are not well illuminated at night, these should be addressed as part of a streetscape improvement programme. There are also a number of security issues associated with the multi-storey car park which should be addressed. | 60-61 | 46-48 |

CASE STUDIES: TOWN CENTRE ZONE - INFILL SITES



CASE STUDY TC1: Typical density

This case study shows a three-storey infill building with no setback. This approach could apply to any area within the town centre. It is assumed that car parking would occur on-street or in nearby existing car parks.



CASE STUDY TC2: Enhanced density

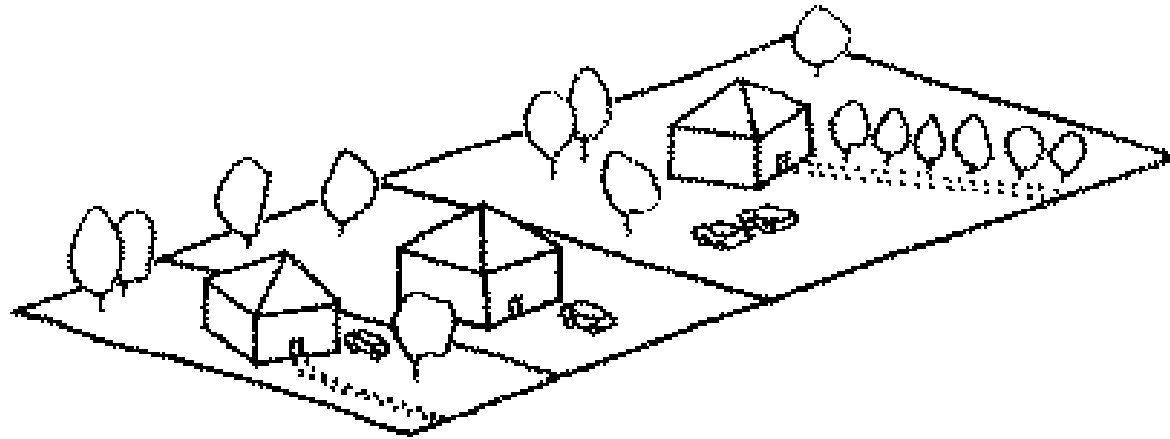
This case study shows a four-storey infill building with no setback. Four storey buildings would be applicable to the classical shopping core (the main commercial streets and Station Place).

URBAN DESIGN GUIDELINES: GARDEN CITY ZONE

| | Criteria | Guidelines | Page Reference | Photo Reference |
|------------------------------------|-------------------------------------|---|---|-----------------|
| Making places | Building types | The Garden City zone comprises very distinct areas of building types including terraced estates to the east of the town centre, and around Monklands, semi-detached and detached cottages to the north and western sides, and larger individually designed houses to the south west of the town centre. The primary typologies within these zones should continue to be promoted. | | |
| | Materials / architectural styles | Within the Garden City residential zone simple house designs were used with attention given to chimneys, roof eaves, dormer windows, porches, doors and windows. The houses have a roughcast cement finish, with some left as unpainted pebbledash and others with a cream colourwash, with black, green or cream painted woodwork. The use of tile, render and brick should be encouraged within the Garden City residential areas to maintain the striking character. It is also important that terraces and planned groups and semi-detached properties adopt the same overall colour scheme. | 30-32 | 1-5 |
| | Listed buildings/ Conservation Area | There are a number of listed buildings within this zone reflecting the contributions of a number of eminent architects. The residential areas are also encompassed within the Letchworth Conservation Area. | 33-35 | |
| | Building heights and massing | Buildings should generally be two-storeys . New blocks that are potential sites of increased density could include two and a half storey buildings . | 36 | 6-9 |
| | Density | The existing densities reflect the distinct zones of residential types. In general the density should reflect the prevailing densities within these zones with high to medium densities to the west and east of the town centre, and very low densities to the south and within the Croft Lane and Letchworth Lane residential areas. | 37-38 | 10-14 |
| | Topography | The Garden City zone lies on relatively level and gently undulating land. There are several strong views and vistas created along the residential streets which radiate out on axes from Broadway Gardens. Views and vistas along these streets should be maintained and enhanced. | 39 | 15-17 |
| | Continuity and enclosure | Morphology | The radiating streets on axes from Broadway Gardens and the simple grid system of wide streets defined by consistent built frontages should be continued where possible. The symmetry and permeability of layout is an important element of the original masterplan and should be retained. | 40-41 |
| Building lines, set-backs and gaps | | The Garden City residential areas have very strong consistent building lines with most houses parallel to roads, articulated around corners and around small amenity greens. There are also examples of variations in the building line, where short rows of terraces are set back from the main building line to provide interest in the street (such as around Monklands and Campers Avenue). Developments within each of the residential zones should follow the prevailing building line, including variations which provide interest. To the south of the town centre in particular, the large individually designed houses are set far back within their plots, in other areas where semi-detached and short rows of terraces dominate set backs are smaller although front gardens are clearly delineated from the street. | 42 | 18-21 |
| Building orientation | | The fronts of building should be facing the street , with entrances accessible from the pavement. Special attention was paid to corner plots with buildings often positioned at an angle within the plot. Corner buildings should be aligned to respect the roads 'turning the corner'. | 42 | 22-25 |
| Pavements | | The generous pavements set within grass verges interspersed with rows of street trees are an important element of the Garden City character and should be retained and enhanced. Efforts should be made to discourage cars from parking along the verges. | | 26-28 |
| Pattern of open space | | All properties have front gardens, and there are open grassed areas to provide a green character to the Garden City. Trees, grass verges and hedgerows are also an important feature. The arrangement and type of tree and the use and size of verge relates to the status of the road. Along the main roads the character is formal with regularly placed avenues of trees. In other areas there is a natural arrangement of trees either along the road side or within front gardens. The loss of front boundary hedges or their replacement with boundary treatments that are not characteristic of the area should be discouraged. Attention should be given to the dominant type of hedgerows and trees species used within each of the roads and this should be promoted. Where groups of houses have been designed with open garden frontages these should be kept in order to preserve the existing street scene. | 44 | 29-32 |
| Making connections | Circulation, demand and linkages | The very permeable street layout of main straight access roads and the formal grid pattern of interconnecting streets should be retained. The generous pavement proportions allow ease of access for pedestrians and cyclists along the road edges, these should be maintained and enhanced. | 46-47 | |
| | Parking | Parking within the larger individually designed houses to the south west of the town centre is predominantly off-street. Careful attention should be given to the amount of space given over to hard standing in hard materials resulting the the loss of green front gardens within these areas. Within the residential areas around Monklands, Pixmore, Westbury and Norton (Glebe Road/Common View) parking is predominantly on-street, which has created issues of parking on grass verges and the dominance of parked vehicles within the street scene. An issue which should be considered as part of new development. | 48 | 33-36 |
| | Land use | Residential | 45 | 37-40 |
| Quality of the public realm | Streetscape elements | The historic street name signs, traditional gateway signage posts, and distinctive lamp stands add to the character of the Garden City residential area. These traditional elements should be maintained and restored where appropriate. Consideration should also be given to recasting local designs in traditional materials to reinforce local identity through historical association throughout the zone. | 50 | 41-45 |
| | Security | Attention should be given to the level of street lighting along roads, with provision made for pedestrians and cyclists not just vehicles. | 44 | 46-48 |

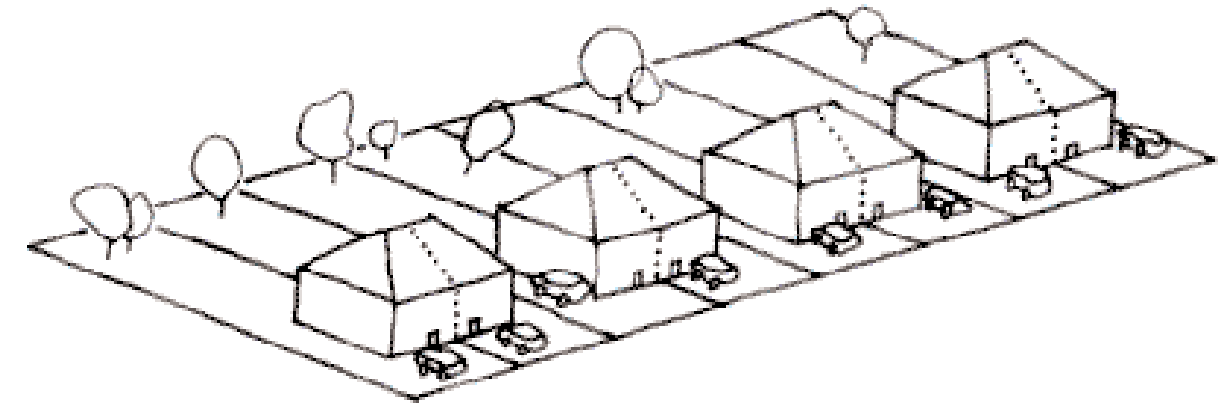
CASE STUDIES: GARDEN CITY ZONE - INFILL SITES

This page considers the typical typologies of the distinct sub-character areas of the Garden City Zone.



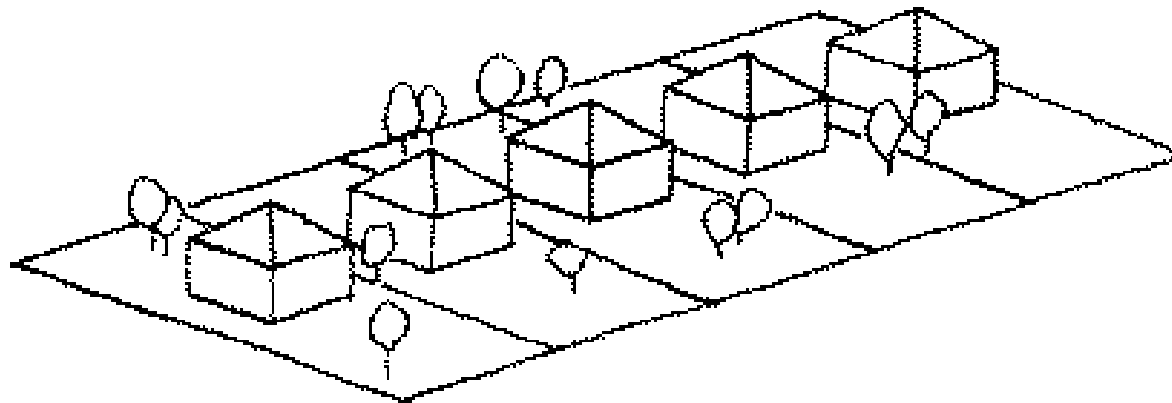
CASE STUDY GC1: Typical density

This case study shows detached housing with large irregular setbacks, building orientations that do not necessarily front the street and on-site individual parking characteristic of The Glade residential area in the south western part of Letchworth.



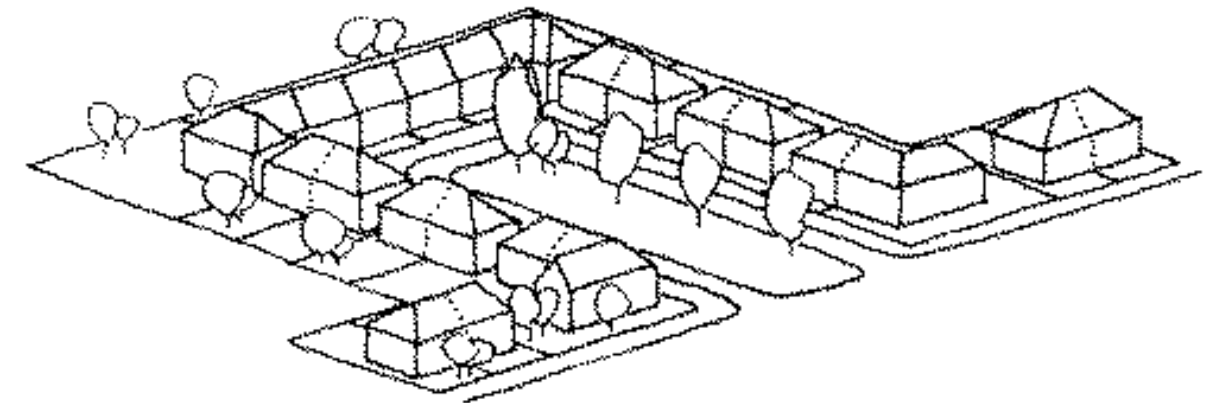
CASE STUDY GC2: Typical density

This case study shows semi-detached housing with medium setbacks and on-site individual parking typical of the Pixmore Way, and Norton Way South residential areas on the eastern side of the town centre.



CASE STUDY GC3: Typical density

This case study shows detached housing set within large plots with large setbacks and on-site parking typical of Broadway, Sollershot, Baldock Road and Hitchin Road residential areas on the southern side of the town centre, and the Croft Lane residential area on the north eastern edge of the urban area.

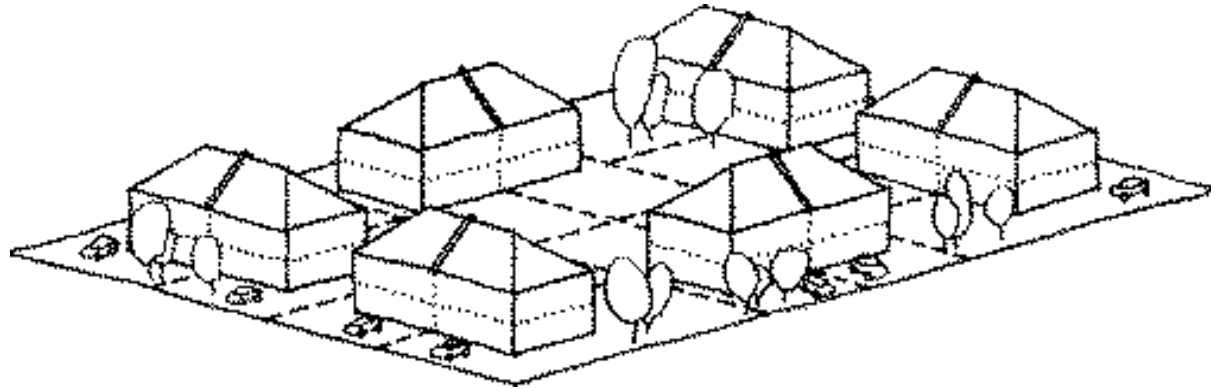


CASE STUDY GC4: Typical density

This case study shows formal groups of houses set around amenity greens characteristic of the typologies around Campers Avenue and Campers Road on the western side of the town centre and Westholm on the northern edge of the town centre.

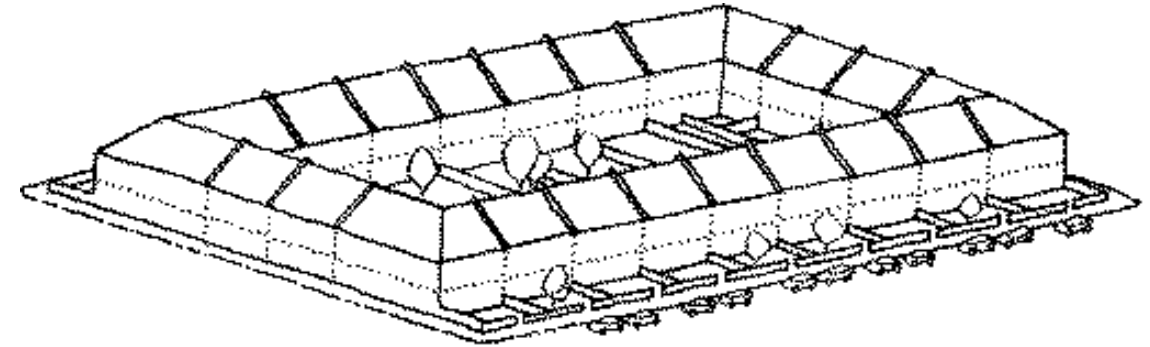
CASE STUDIES: GARDEN CITY ZONE - BLOCK SITES

These case studies consider a range of possibilities for block site development within or adjacent to the Garden City Zone.



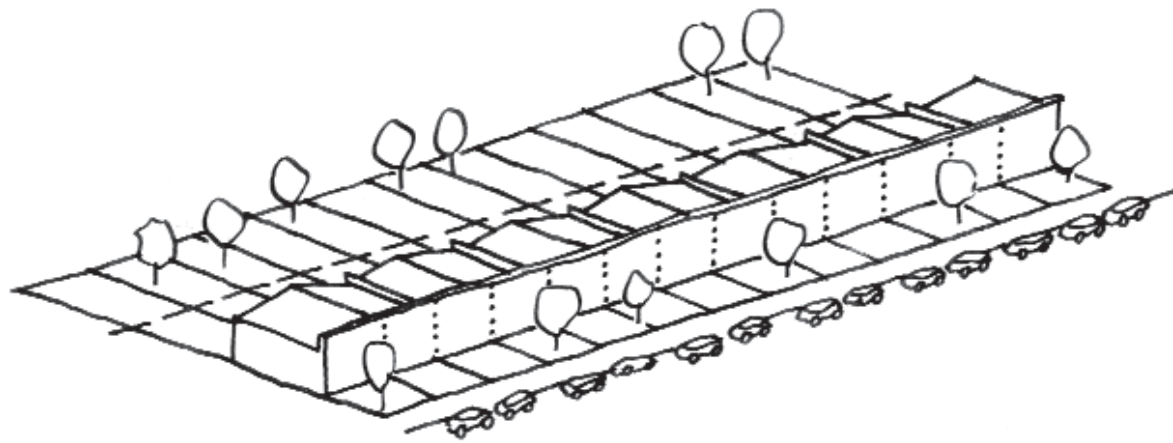
CASE STUDY GC1: Typical density

This case study shows a perimeter block of semi-detached housing with medium setbacks and on-site parking.



CASE STUDY GC2: Enhanced density

This case study shows two-storey terrace perimeter blocks where car parking would occur on-street, unless narrow existing street widths dictated that parking should occur on-site or if the site is along a distributor road.



CASE STUDY GC3: Enhanced density

This case study shows two storey terraced housing with small to medium setbacks with on-street parking. This form of development is characteristic of the Norton (Glebe Road/Common View), Pixmore (Hillshot/Ridge Avenue/Jackmans Place etc.), Westbury (Campers Avenue etc.), and Monklands residential areas of the Garden City Zone.

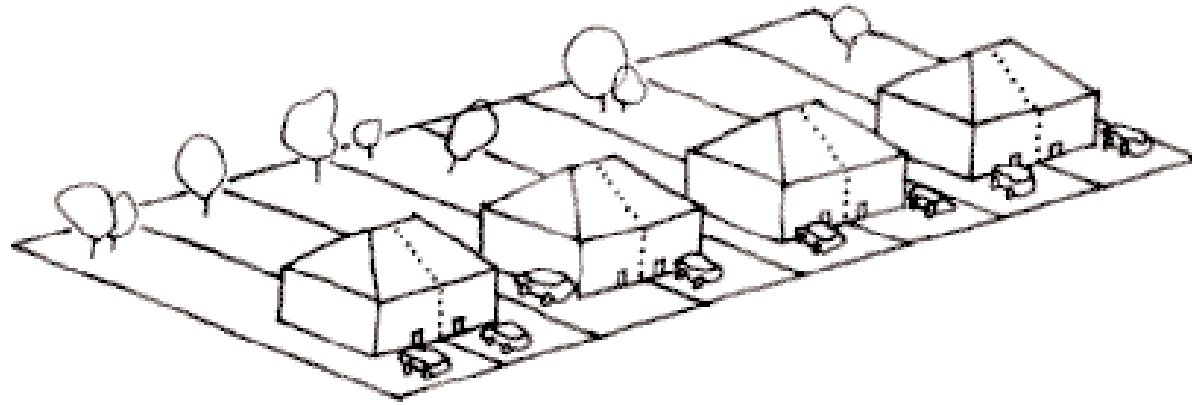
URBAN DESIGN GUIDELINES: INTERWAR/1950s AREAS

| | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-------------------------------------|--|----------------|-----------------|
| Making places | Building types | The interwar/1950s areas are made up of predominantly semi-detached and detached houses, and bungalows. Along Bedford Road there are a number of short rows of terraces. Semi-detached, town house and terraces should be encouraged, although detached buildings should be discouraged. | | |
| | Materials / architectural styles | The interwar and 1950s bungalows and chalet bungalows are of similar style with varying brown brick tones. There are also pre-fabricated houses with orange/brown or beige coloured brick, some with painted render and tile cladding. Modern styles and materials should be considered to enliven the residential areas. | 30-32 | 1-5 |
| | Listed buildings/ Conservation Area | N/A | | |
| | Building heights and massing | Mainly two storeys, with some bungalows. Buildings should typically be two-three storeys . | 36 | 6-9 |
| | Density | As a result of the range of typologies the densities range from low to medium density. The zone could potentially become slightly more dense, ranging from medium to high densities. | 37-38 | 10-14 |
| | Topography | The interwar/1950s areas lie within gently undulating landform. Some bungalows within this zone are positioned on ridge lines or crests and are half a storey below street level. There is potential to exploit these opportunities to introduce more dense development where opportunities arise. | 39 | 15-17 |
| Continuity and enclosure | Morphology | The residential areas within the interwar/1950s areas are based around through routes with houses set on either side along long straight through roads and sweeping crescents. There is a very strong perimeter block structure to the zone and a permeable street network. These large, curvilinear blocks should be protected, with new developments built along the lines of the perimeter block structure. | 40-41 | |
| | Building lines, setbacks and gaps | The existing buildings generally have small to medium setbacks with open plan front gardens or gardens delineated by low boundary walls and hedges. In some areas buildings are set around corner verges. Building lines are generally consistent although some are slightly staggered to the road. A consistent building line parallel to the road should be promoted throughout the area. | 42 | 18-21 |
| | Building Orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 42 | 22-25 |
| | Pavements | All new developments should have pavements along the roads. Narrow grass verges with ornamental street trees should be retained and existing pavement treatments should be improved. | | 26-28 |
| | Pattern of open space | Given the curvilinear nature of the streets there are also various pieces of open space along the roads and at corners. These areas should be preserved. Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Front gardens should be individual. New developments adjacent to the recreation ground or common should encourage houses that front the open space, creating positive overlooking. | 44 | 29-32 |
| Making connections | Circulation, demand and linkages | The interwar/1950s areas have a clear hierarchy of roads, with a series of secondary distributor roads - such as Wilbury Road, Bedford Road and Icknield Way - running through the area, and residential access roads cutting between blocks. These secondary distributor roads minimise the amount of traffic running through the residential access roads. Efforts should be made to prevent cut-through activity. | 46-47 | |
| | Parking | Off-street parking should be encouraged along the secondary distributor roads, with some on-street parking acceptable within residential access roads. | 48 | 33-36 |
| | Land use | There are a number of schools adjacent to the zone, there is also a small local convenience store and takeaway along Bedford Road. Local amenities should be encouraged along the secondary distributor roads. | 45 | 37-40 |
| Quality of the public realm | Streetscape elements | Street lighting on the roads should be improved. There are opportunities for 'amenity clusters' of lighting, benches, plantings and bins in some of the small open spaces along the streets. | 50 | 41-45 |
| | Security | Attention should be given to the level of street lighting along roads, with provision made for pedestrians and cyclists not just vehicles. New development should face the street and open space to ensure maximum natural surveillance. | 44 | 46-48 |

* Photo references correspond to page numbers within the associated photo log.

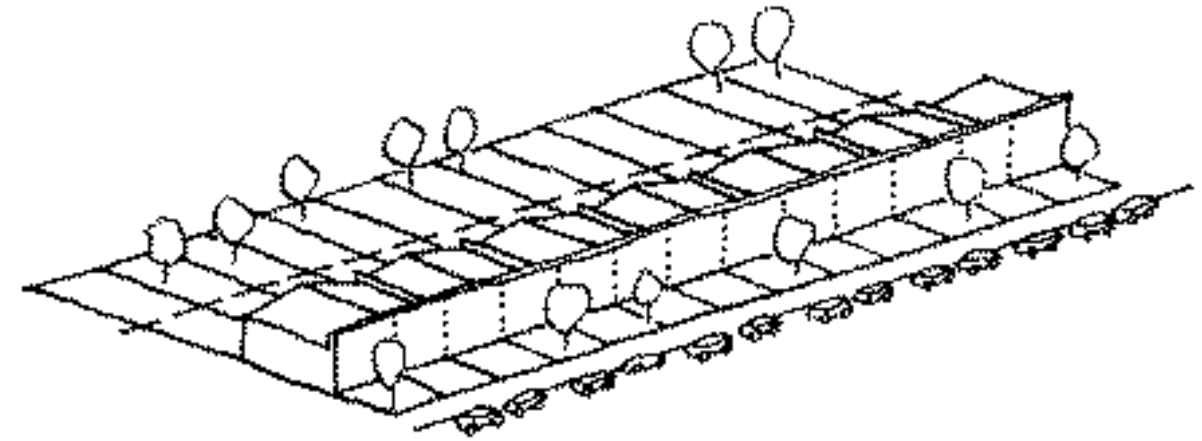
CASE STUDIES: INTERWAR/1950s AREAS - INFILL SITES

These case studies demonstrate the typical typologies of the Interwar/1950s area, and how the densities within these areas could be increased.



CASE STUDY IP1: Typical density

This case study shows two-storey semi-detached housing and bungalows with medium setbacks and on-site individual parking typical of the interwar/1950s residential areas

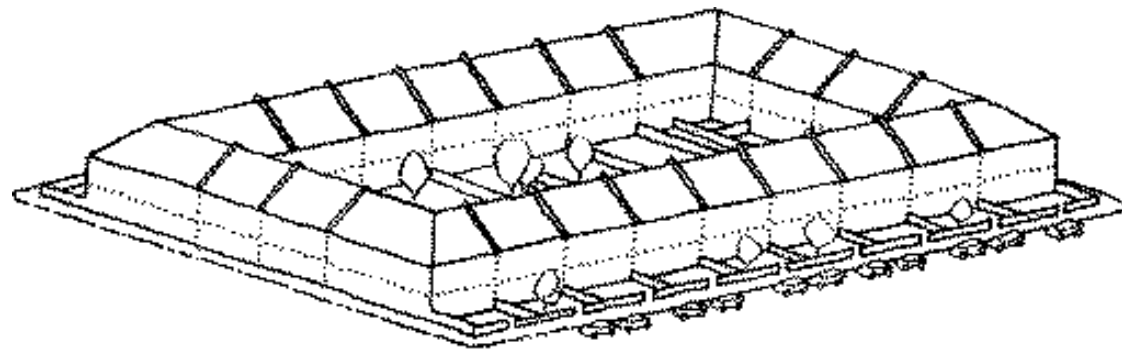


CASE STUDY IP2: Enhanced density

This case study shows two-storey terrace housing which could be considered within the Interwar/1950s areas. On-site car parking should be considered along the secondary distributors.

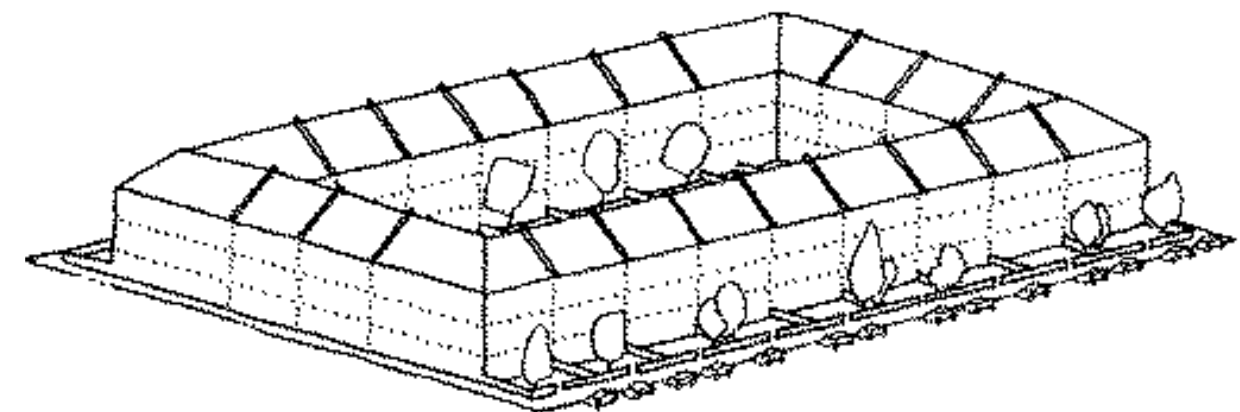
CASE STUDIES: INTERWAR/1950s AREAS - BLOCK SITES

These case studies consider a range of possibilities for block site development within the Interwar/1950s areas.



CASE STUDY IP3: Enhanced density

This case study shows the two-storey terrace blocks which could be achieved within the inter/pre war areas. It is assumed that car parking would occur on-street unless narrow existing street widths dictated that parking should occur on-site or because the site is along a distributor road.



CASE STUDY IP4: Enhanced density

This case study shows three-storey terrace housing which could be considered along the primary distributor road (Bedford Road). This type of development would typically have garden maisonettes and third-floor flats or garden flats and duplexes above. With the enhanced densities, on-site parking would most likely need to be provided. This scenario would be a logical option for undercroft parking.

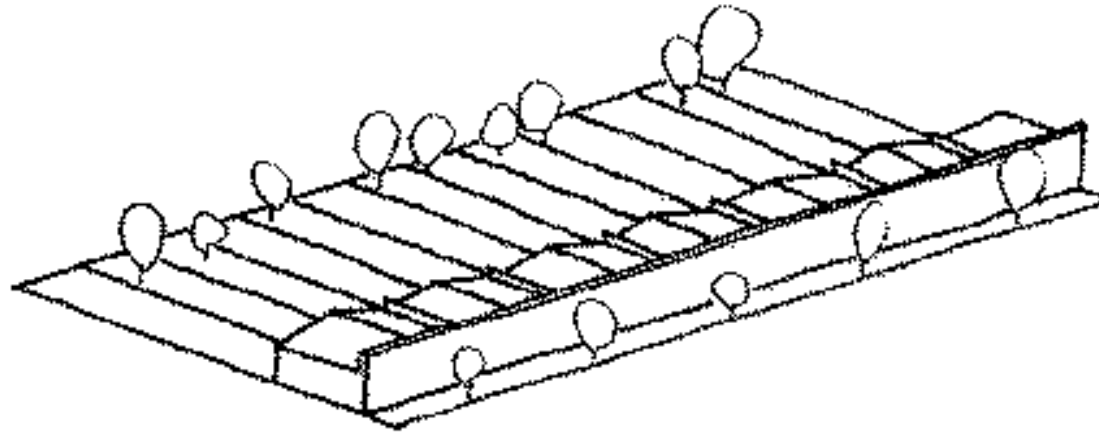
URBAN DESIGN GUIDELINES: POSTWAR ESTATES

| | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-------------------------------------|--|----------------|-----------------|
| Making places | Building types | There is a range of building types within the postwar estates including detached and semi-detached houses, short rows of terraces and flat blocks. A range of building types could be encouraged to broaden the social mix of the area, although detached buildings should be discouraged. | | |
| | Materials / architectural styles | The estates are of a variety of designs; the Jackmans Estate incorporates beige brick with grey tile cladding or pebble dash and some plastic cladding. The Lordship Estate has brick built properties with tile, wood or plastic cladding. The use of traditional materials or high quality modern materials should be encouraged within this zone. | 30-32 | 1-5 |
| | Listed buildings/ Conservation Area | N/A | | |
| | Building Heights and Massing | The postwar estates comprise two storey detached and semi-detached houses, blocks of two storey terraced housing, two three and four storey flats and four storey flats above shops. Buildings of between two and four storeys should be considered. | 36 | 6-9 |
| | Density | The existing densities are generally medium to high. In general the area's density should be increased to medium, high and very high. | 37-38 | 10-14 |
| | Topography | The estates are set within undulating topography, in particular there are views across the Grange Estate from the local shopping parade. These views should be maintained and enhanced. Views out towards the countryside from the urban boundary edges should be protected, particularly from Wilbury Hills Road. | 39 | 15-17 |
| Continuity and enclosure | Morphology | The Grange Estate is based around a fairly permeable grid of straight access roads. The Lordship Estates is predominantly based around isolated cul-de-sacs. The Jackmans Estate was based on a pioneering experimental Radburn layout with houses fronting onto communal green spaces, linked by a footpath network with vehicular access to the rear of dwellings. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over cul-de-sac developments. | 40-41 | |
| | Building Lines, setbacks and gaps | There is a variety of building lines and setbacks throughout the estates. Within the Grange Estate houses are generally parallel to the road with small square front gardens and some staggered building lines. The Lordship and Jackmans Estate contains staggered building lines and irregular setbacks particularly around cul-de-sacs. New residential development should strive to create continuous active street frontages. | 42 | 18-21 |
| | Building Orientation | Within the Jackmans Estate public space to the front of houses and parking and garage courts at their rear means that the properties have no private 'face' and there is limited natural surveillance of routes by drivers. Within new developments the fronts of buildings should face the street and the network of open spaces and pedestrian and cycle routes. | 42 | 22-25 |
| | Pavements | All new developments should have pavements along the roads. The grass verges and small and medium sized street trees which contribute to the visual character of the area should be retained. | | 26-28 |
| | Pattern of open space | The estates contain large areas of grassed public open space with some trees and shrub planting. Opportunities to improve access to and the overlooking of these open spaces from surrounding residential areas should be encouraged. Opportunities to improve the general landscape quality particularly at key entrances to the estates should be encouraged. Existing trees and hedges should be retained. Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Front gardens are typically small some are open character (Lordship Estate), whilst in other areas (Grange Estate) small boundary walls, hedges wooden fences, chainlink fences and any new development should maintain this characteristic, although consideration should be given to the materials used and chainlink fences should be avoided. | 44 | 29-32 |
| Making connections | Circulation, demand and linkages | The estates were based on the layout principle of pedestrian and vehicular separation with main distributor roads and subsidiary cul-de-sacs serving vehicles and a network of pedestrian and cycle routes connecting to schools and open spaces. The footpath network should be retained, and made safe and accessible. The cycle network through these areas should be strengthened and linked to the town centre and surrounding countryside. | 46-47 | |
| | Parking | The estates suffer from a lack of off-street parking which has created issues of parking on grass verges and the dominance of parked vehicles within the street scene. Therefore on-street parking should be discouraged in favour of on-site car parking in front of individual houses or where significant development opportunities arise undercroft or courtyard parking should be considered. Within new development, garage courts should be avoided. | 48 | 33-36 |
| | Land Use | The postwar estates were designed to be self contained neighbourhoods, with schools, community centre, local shopping parade and playing fields. There are opportunities to enhance the local shopping parade within both the Jackmans and Grange Estate, both in terms of the units themselves and the surrounding public realm. | 45 | 37-40 |
| Quality of the public realm | Streetscape elements | Street lighting on the roads and along the footpaths should be improved and upgraded. The public realm around local centres within the estates should be improved with new street furniture (benches, bins and lighting) and landscaping considered as an integral part of the design. | 50 | 41-45 |
| | Security | The local shopping centres/parades at the heart of the Estates should be enhanced to reduce issues of anti-social behaviour. Existing subways should also be considered carefully in terms of lighting levels and surveillance. New developments should also be encouraged to front onto the road system and overlook the network of open spaces and footpaths to promote natural surveillance. | 44 | 46-48 |

* Photo references correspond to page numbers within the associated photo log.

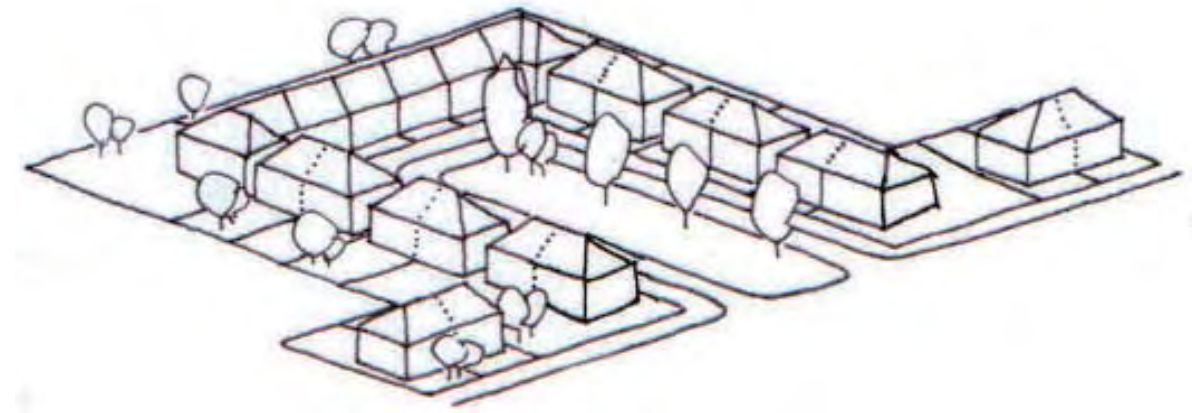
CASE STUDIES: POSTWAR ESTATES - INFILL SITES

This page considers the typical typologies of the Postwar estates.



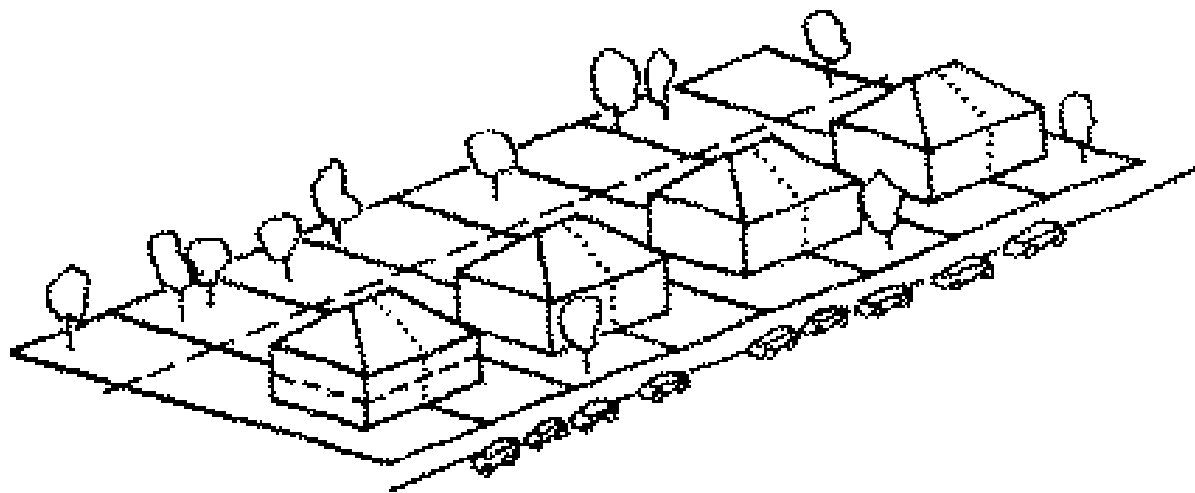
CASE STUDY PE1: Typical density

This case study shows the typical two-storey terrace housing with small setbacks typical of the Jackmans Estate.



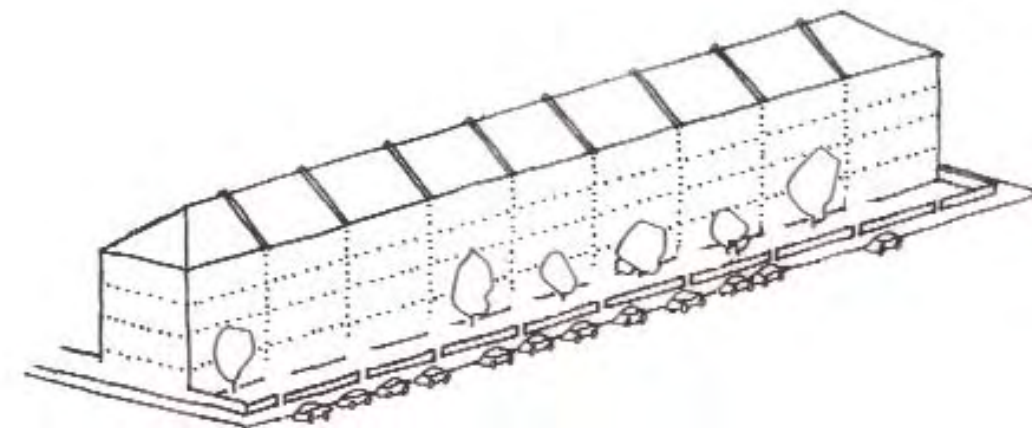
CASE STUDY PE2: Typical density

This case study shows detached, semi-detached housing and terraces grouped around cul-de-sacs typical of the typologies within the Lordship Estate. Corner plots tend to present a blank facade to the street frontage.



CASE STUDY PE3: Typical density

This case study shows two storey semi-detached houses with small setbacks and on-street parking typical of the typologies within the Grange Estate.

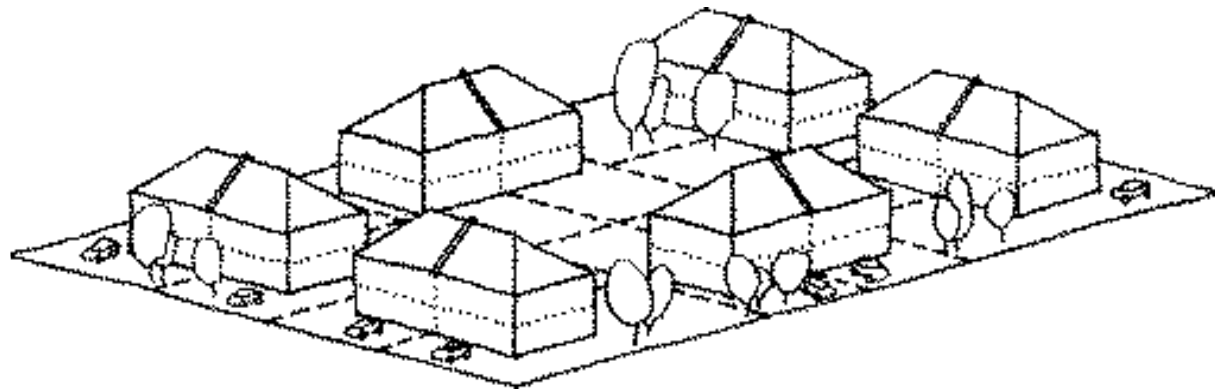


CASE STUDY PE4: Typical density

This case study shows three and four storey flat blocks typical of those found within the Jackmans Estate and Grange Estate (Western Way)

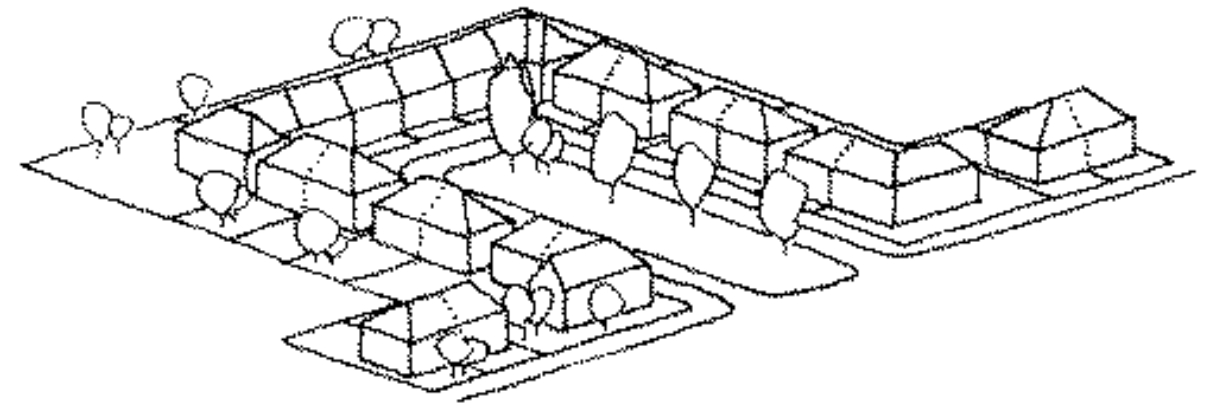
CASE STUDIES: POSTWAR ESTATES - BLOCK SITES

These case studies consider a range of possibilities for block site development within the Postwar Estates.



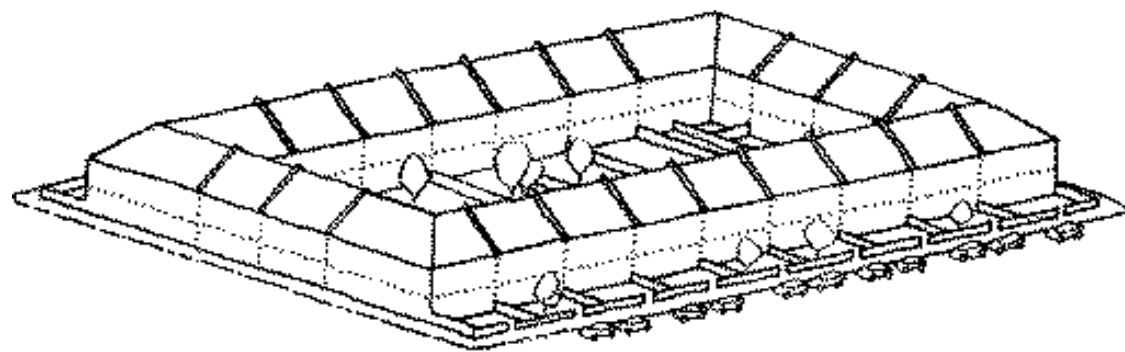
CASE STUDY PE1: Enhanced density

This case study shows a perimeter block of semi-detached housing with medium setbacks and on-site parking.



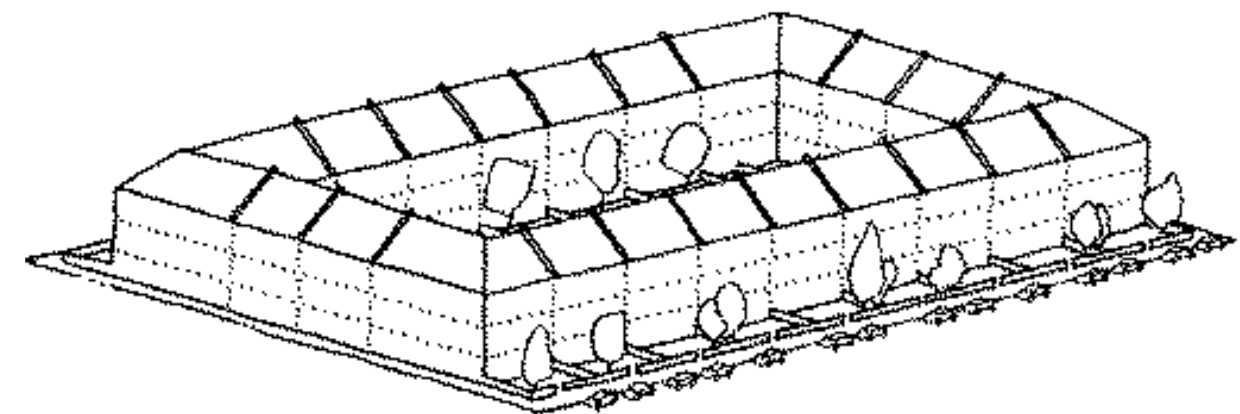
CASE STUDY PE2: Increased density

This case study shows semi-detached housing in a two-storey close development, with corner plots addressing the road providing a continuous active frontage to the road. Given the issues of parking within the zone this should occur on-site.



CASE STUDY PE3: Enhanced density

This case study shows the two-storey terrace blocks which could be achieved within the interwar/1950s areas. It is assumed that car parking would occur on-street unless narrow existing street widths dictated that parking should occur on-site or because the site is along a distributor road.



CASE STUDY PE4: Enhanced density

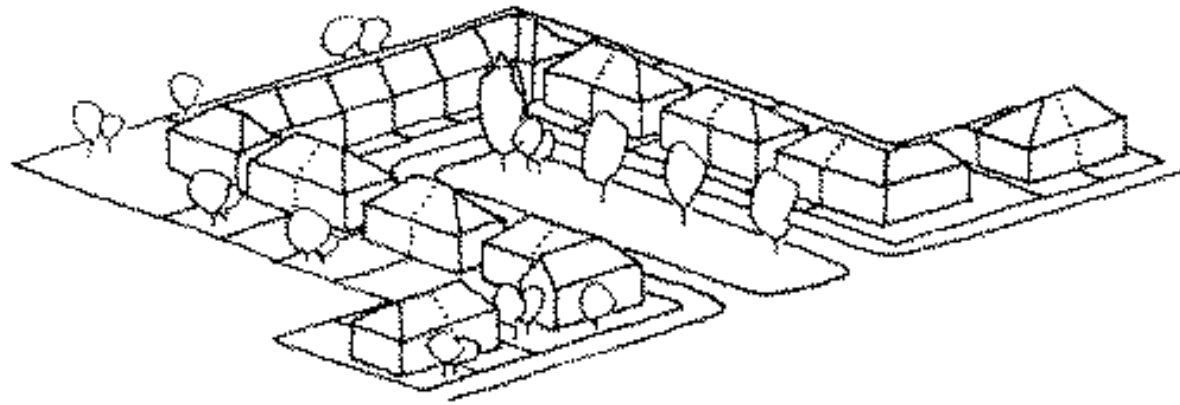
This case study shows three-storey terrace housing which could be considered along the primary distributor road. This type of development would typically have garden maisonettes and third-floor flats or garden flats and duplexes above. With the enhanced densities, on-site parking would most likely need to be provided. This scenario would be a logical option for undercroft parking.

URBAN DESIGN GUIDELINES: MODERN SUBURBAN ZONE

| | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-------------------------------------|---|----------------|-----------------|
| Making places | Building types | The existing building types are predominantly semi-detached and detached houses with some short terraces and flats. A mix of building types should be considered within these zones with a particular emphasis on small-medium sized starter and family homes. | | |
| | Materials / architectural styles | The houses within these zones are predominantly 1980s and 1990s modern suburban residential developments brick built with tile cladding and some cream coloured painted render. The architecture style of these properties is bland creating an 'anywhere' character, lacking regard for their context. Traditional and high quality materials should be considered for new development. | 30-32 | 1-5 |
| | Listed buildings/ Conservation Area | N/A | | |
| | Building heights and massing | The modern suburban zone is predominantly two storey houses and terraces, with some two and three storey flats. Buildings of up to three storeys should be considered within these zones. However, where infill opportunities arise on the urban fringe within the protected density zone, two storey development will be considered most appropriate. | 36 | 6-9 |
| | Density | The existing densities range between medium to high with closely spaced properties. Densities should remain medium to high density. | 37-38 | 10-14 |
| | Topography | The modern suburban areas are dispersed in pockets along the edges of the urban boundary, as such views out towards the countryside should be protected and enhanced. | 39 | 15-17 |
| Continuity and enclosure | Morphology | The modern suburban areas are based around isolated cul-de-sacs. The use of through streets is encouraged over the development of cul-de-sacs. | 40-41 | |
| | Building lines, setbacks and gaps | The cul-de-sac layout of the modern suburban areas have led to uneven building lines with small or no front gardens creating varied setbacks. Any new residential development should strive to create continuous active street frontages with houses addressing corner plots. | 42 | 18-21 |
| | Building orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 42 | 22-25 |
| | Pavements | All new developments should have pavements along the roads. | | 26-28 |
| | Pattern of open space | There are few open spaces within the modern suburban zones, as such access to adjacent public open spaces and the surrounding countryside should be encouraged. Houses have small open plan front garden and small rear gardens open plan front gardens. There is a lack of grass verges or street trees within the zones, therefore shrub and tree planting within front gardens should be encouraged, and the existing amenity belts of trees along Letchworth Gate should be protected. Back to back gardens should be encouraged to promote continuous habitat and residential privacy. | 44 | 29-32 |
| Making connections | Circulation, demand and linkages | The modern suburban areas are essentially infill developments accessed off existing housing areas and are as such relatively isolated and impermeable due to the cul-de-sac layouts. New development should follow a more permeable, perimeter block structure. Pedestrian and cycle access should be enhanced along the roads and to adjacent public open spaces and the surrounding countryside. | 46-47 | |
| | Parking | Due to the narrow nature of the pavements, most parking should be accommodated off-street either integral to the house or within designated parking areas. | 48 | 33-36 |
| | Land use | Residential | 45 | 37-40 |
| Quality of the public realm | Streetscape elements | Attention should be given to the level of street lighting along roads, with provision made for pedestrians and cyclists not just vehicles. Well-designed modern street lights should be considered within these areas. Street clutter should be avoided due to the narrow nature of the pavements. | 50 | 41-45 |
| | Security | New developments should front onto the road to promote natural surveillance. | 44 | 46-48 |

* Photo references correspond to page numbers within the associated

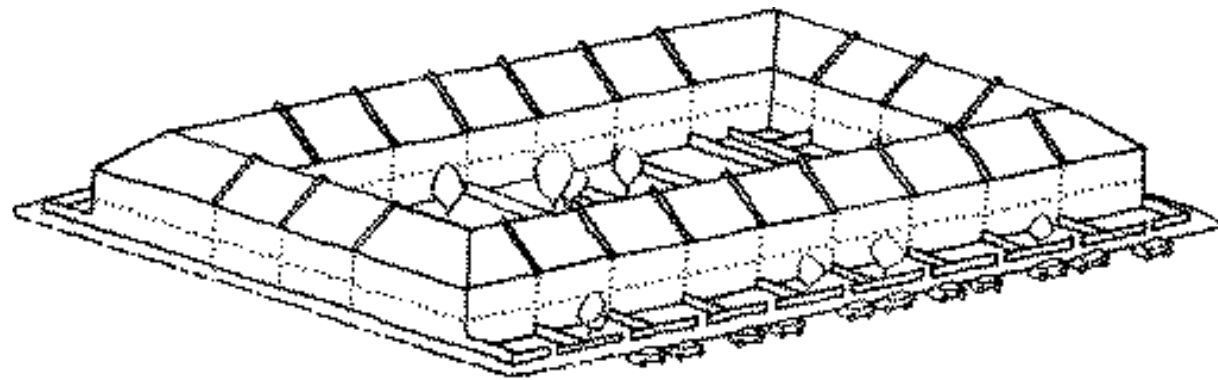
CASE STUDIES: MODERN SUBURBAN ZONE - INFILL SITES



CASE STUDY MS1: Typical density

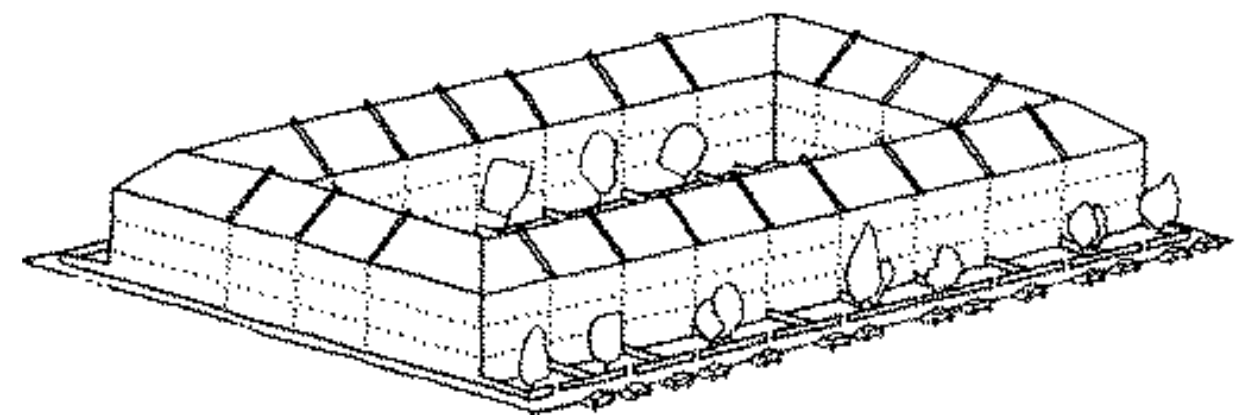
This case study shows closely spaced two-storey semi-detached housing and short terraces within short cul-de-sac developments with small front and rear gardens.

CASE STUDIES: MODERN SUBURBAN ZONE - BLOCK SITES



CASE STUDY E1: Typical density

This case study shows the two-storey terrace blocks within a perimeter block layout providing active frontage to the street and providing courtyard space for green space. It is assumed that car parking would occur on-street unless the site is along a distributor road where internal courtyard parking could be considered.



CASE STUDY PE4: Enhanced density

This case study shows three-storey terrace housing which would typically have garden maisonettes and third-floor flats or garden flats and duplexes above. With the enhanced densities, on-site parking would most likely need to be provided. This scenario would be a logical option for undercroft parking.

URBAN DESIGN ASSESSMENT

MAKING PLACES BUILDING TYPES

Town Centre

The main shopping streets of the town centre are set around northern Eastcheap and Leys Avenue and were developed as a series of parade blocks fronting and built right up to the pavements. A variety of comparison shopping is also concentrated within the late twentieth century shopping parades and precinct of Arena Parade and Garden Square Shopping Centre.

The eastern parts of Leys Avenue and Station Road are different in character from the central shopping core with mostly two storey buildings, some of which are individually designed. These buildings are mainly occupied with specialist shops and restaurants. In particular, The Arcade and Wynd are small covered arcades which connect Station Road and Leys Avenue and contain a number of small specialist independent retailers.

Gernon Road forms a boundary between the residential zones to the south and the town centre. The lower end of Gernon Road contains housing to the southern side, as the road progresses towards Broadway Gardens the building types change to more public buildings of pavilion form such as the Town Lodge and Library, and on the eastern side the multi-storey car park and District Council main office block.

KEY ISSUES MPI: BUILDING TYPES

MPIA

The town centre comprises long blocks divided into individual shops and smaller individually designed shops. Post-war building types within the town centre include large multi-storey buildings with flat roofs.

MPIB

The Garden City residential areas comprise very distinct types of sub-character areas defined by differing building typologies and reflecting the original masterplan for the town.

MPI C

The interwar/1950s residential areas predominantly contain detached and semi-detached houses.

MPI D

The postwar suburban residential areas contain a mix of building types including detached, semis, short terraces and flat blocks.



1. The large block of the Broadway Hotel on the western edge of Broadway.



2. Individually designed two storey buildings in the eastern part of Station Road.



3. Individual units within Letchworth's employment zone.



4. A continuous parade block along Eastcheap.

MAKING PLACES BUILDING TYPES

Development along the Broadway between Broadway Gardens and Station Parade has a strong building line on the eastern side typically two-three storeys height with shops and some residential accommodation in the upper floors. The large block of the hotel and the 'big box' building of Morrisons supermarket provide the main frontages along the western edge.

Employment Zone

The small employment area to the north east of the Town Centre is dominated by the 1912 Spirella building with a number of smaller industrial units along Icknield Way.

The main concentration of employment activity is located around Icknield Way East, along Pixmore Avenue and Works Road straddling the railway lines on the north east side of the town. This area is dominated by industrial buildings and units of varying size, with older units in the western end, and newer buildings at the eastern end. 'Big box' units comprising individual large buildings and blocks of units are located along Avenue One; a modern business park and around Letchworth retail park.

Garden City

Within the Garden City zone distinct residential areas formed an essential part of the original masterplan. This is reflected in the sub-character areas of terraced estates to the eastern side of the town centre, semi-detached and detached cottages to the northern and western sides, and larger individual houses located near the main axis of Broadway to the south of the town centre.

Interwar/1950s Areas

The Interwar/1950s areas are predominantly comprised of semi-detached housing with some detached houses.

Postwar Estates

The postwar estates comprise of detached and semi-detached houses with some short terraces of four dwellings (Grange Estate), flats are also in evidence particularly within the Jackmans Estate.

Modern Suburban

The Modern Suburban areas contain predominantly semi-detached and detached houses with small pockets of terraces.



1. Large detached houses within the Garden City residential area along the main axis of Broadway.



2. Interwar/1950s Areas contain semi-detached and detached houses.



3. Large detached and semi-detached houses within the Garden City zone.



4. Flat blocks within the postwar estates.

MAKING PLACES
MATERIALS / ARCHITECTURAL
STYLES

Town Centre

The Classical style was chosen for the town centre for its formal character and concepts of symmetry and to provide distinction from other parts of the urban area. However, other styles are seen including the Arts and Crafts interpretation of vernacular housing (more characteristic of the residential areas), as well as a couple of buildings, namely the Post Office and Garden Corporation Building, displaying elements of a Tudor style.

Both the classical Georgian and vernacular architectural styles are characteristic and the distribution of styles varies in different parts of the town centre. There is a distinct area around Station Place and at the top sections of the adjoining roads which are formal in character and dominant in size and scale. The public buildings along Broadway and around the Town Square also follow a more formal classical Georgian architectural style including the Museum, the Grammar School Building and the Town Hall. The buildings in Leys Avenue and around its junction with Eastcheap are more typical Arts and Crafts character. There are also a number of other buildings within the town centre which are more modern styles of the 1960s and 1970s particularly demonstrated by the block adjacent to Station Place, Garden Square Shopping Centre and Arena Parade.

The amount of detailing to the buildings varies, with the larger buildings and terraced blocks displaying more sophisticated details and complete compositions and the smaller buildings having simpler forms of detailing of either vernacular or Georgian style.

KEY ISSUES
MP2: MATERIALS / ARCHITECTURAL
STYLES

MP2A

The formal classical architectural style and Arts and Craft style provide distinction to the town centre.

MP2B

Postwar materials used in the town centre incorporate concrete, steel, and glass.

MP2C

The narrow palette of materials used within the Garden City residential areas provides overall unity and harmony to the areas. Although some of the characteristic features of the Garden City style have been lost, such as the timber framed windows.

MP2D

Within the later housing developments designs have been simplified, and the result has been a bland irregular jumble of styles, materials and colours.



1. Classical Georgian style bank building at the confluence of Station Place, Station Road, Leys Avenue and Eastcheap.



3. The vernacular architectural style more common in the Garden City residential areas is also evident in the town centre.



3. A modern 1960s flat roofed block adjacent to the station provides a poor first impression of the town centre.



4. The 1970s Garden Square Shopping Centre is somewhat out of keeping with the traditional architectural styles of the town centre.

MAKING PLACES
MATERIALS / ARCHITECTURAL
STYLES

The rooflines across the town centre are varied, highlighting the juxtaposition of architectural styles. There are full hipped or gabled roofs which are more characteristic of the larger individual Georgian style buildings and terraced blocks. Many of the buildings also have red brick chimneys that form part of the design of the roof. Wooden sash windows with small glass panes and narrow glazing bars are an important feature of the Georgian style buildings. Casement windows are used on the buildings of vernacular style again with small panes and narrow glazing bars.

Materials

The careful control of materials for the Garden City led to the adoption of a narrow palette of materials. There is a predominance of rough textured red/orange plain clay tile roofs, painted rendered walls, interspersed with some red brick. Materials relate to the dominant architectural styles; mainly in Leys Avenue and around its junction with Eastcheap are buildings with more typical Arts and Crafts character with the use of off white/cream roughcast render and steep gables. The public buildings along Broadway are predominantly orange/red brick. Newer developments along Arena Parade and Commerce Way have flat roofs and greater use of glass and metal.

Employment Zone

The Spirella factory was designed by Cecil Hignett in Arts and Crafts style in 1912. The Icknield Way East industrial area contains industrial units and buildings of varying materials and ages. The development at the western end is generally older inter-war, whilst at the eastern end there are post war and newer buildings. The more modern 1980s and 1990s office/industrial units along Blackhorse Road/Flint Road: Avenue One: Icknield Way comprise a variety of materials including metal cladding, brick, glass and painted render.

Garden City

To the north of Letchworth, Croft Lane has its own distinctive village character with some pre-Garden City historic buildings, some with thatched roofs and early 20th century Garden City large individual dwellings.

Monklands properties on the western side of Letchworth have flat elevations with canopies over the doorways and hipped roofs with chimneys. There are also numerous satellite dishes on the front elevation of the houses.

Many of the original Garden City houses of the 1900-20s have a roughcast cement finish, although some have been left as unpainted 'pebbledash', and others have a cream/off-white colour wash. The original plinths are natural red-brick or black-tarred, and woodwork is black, green or cream painted.

Many of the early houses in Letchworth were built with steeply pitched roofs of 45-50 degrees, hung with plain clay tiles. Gables and dormer windows created a lively



1. Garden City houses with characteristic off-white colour wash, prominent chimney stacks and steeply pitched roofs.



2. Cream painted rendered walls with green painted woodwork is characteristic of many Garden City houses.



3. Pink painted render and UPVC windows dilute the distinctive Garden City character.



4. Birds Hill Garden City social houses, refurbished in 1980.

MAKING PLACES

MATERIALS / ARCHITECTURAL STYLES

skyline. Since that time roof pitches have gradually become lower and machine-made concrete tiles have been introduced.

Chimney stacks

Chimneys remain a significant part of the design of many Letchworth houses. They are often structurally important, and give visual strength and a lively silhouette to the overall external appearance of the house.

Windows & Doors

Older Letchworth houses have painted softwood window frames, divided by wooden glazing bars. Some have small paned leaded lights. Both types of window are an integral part of the design of these houses and their character. Many of the original early Garden City doors have a cottage-like appearance, being made of wide timber planks, with small glazed areas in the upper third, sometimes divided into small panes.

Porches

Many early Garden City houses have a small canopy or tiled doorhood over the front door. Some of the larger more individually designed houses, however, have open porches, some with benches or settles, creating attractive outdoor rooms.

Unfortunately, within the Garden City zone there are a number of areas where many of these characteristic features have been diluted particularly where wooden windows have been replaced by UPVC (e.g. Glebe Road), the render has been painted a variety of colours, and dormer windows of an inappropriate scale have been added (e.g. Broadwater Avenue).

Interwar/1950s Areas

Inter war and 1950s residential areas on the western edge of Letchworth comprise a mix of detached and semi-detached houses and pre-fabricated semi-detached bungalows. Orange/brown or beige coloured brick is common, and painted render with tile cladding is also in evidence. There are some bay windows at ground and first floor levels.

Postwar Estates

The large residential areas on the northern and western boundaries of Letchworth including the Grange Estate area comprise post-war housing of similar style; brick built with painted render. The 1960s and 70s Jackmans Estate comprises a variety of designs with some beige brick with grey tile cladding, plastic cladding or pebbledash. Similarly, the large 1970s residential area within the Lordship Estate comprises brick built detached, semi-detached and terrace properties with tile, wood (Penn Way), or plastic cladding.

Modern Suburban

The small pockets of 1980s and 1990s suburban housing on the edges of Letchworth are generally brick with tile cladding and some cream coloured painted render.



1. Thatched house within the Craft Lane area on the northern side of Letchworth within the Garden City zone.



2. Orange brick semi-detached house within the Interwar/1950s residential area.



3. Brown brick bungalows with very steep pitches within the interwar/1950s area.



4. Detached beige brick houses with tile cladding within the postwar housing area.

MAKING PLACES

LISTED BUILDINGS AND CONSERVATION AREAS

Listed Buildings

Town Centre

The Town Centre has relatively few listed buildings. The listed buildings in the Town Centre are the Edwardian Station, the former Estate Offices (Parker and Unwin), the Museum (by Barry Parker), 50-58 Leys Avenue, and the Free Church.

Employment Zone

The Spirella industrial building is Grade II* Listed and forms a prominent landmark at the western edge of the town centre.

Garden City

In addition to Parker and Unwin, a number of other eminent architects of the day also designed houses. Many of these buildings are listed including 1 and 2 Eastholm (Parker and Unwin – Grade II) and 32-38 Sollershott East and 47 South View (Crickmer – Grade II). There are also a number of listed buildings in the Croft Lane residential area.

KEY ISSUES

MP3: LISTED BUILDINGS AND CONSERVATION AREAS

MP3A

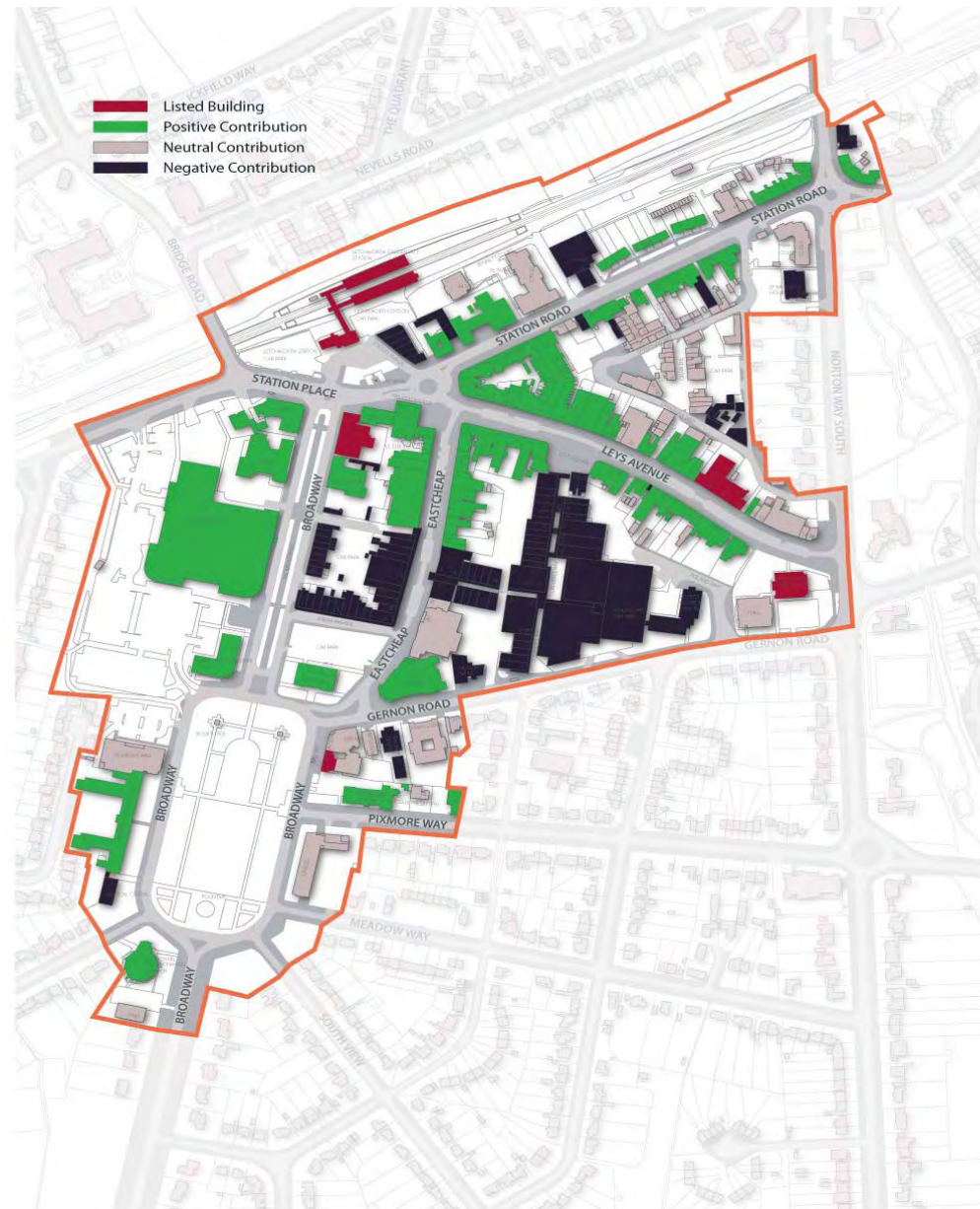
The town centre has relatively few listed buildings, although many of the buildings are of local importance/significance.

MP3B

The listed buildings within the Garden City residential areas reflects the contributions of a number of eminent architects of the day.

MP3C

The Conservation Area status of the town centre and surrounding original Garden City residential areas reflects its important historical significance.



Contribution of Individual Buildings within the town centre (Source: Letchworth Garden City Town Centre Strategy)

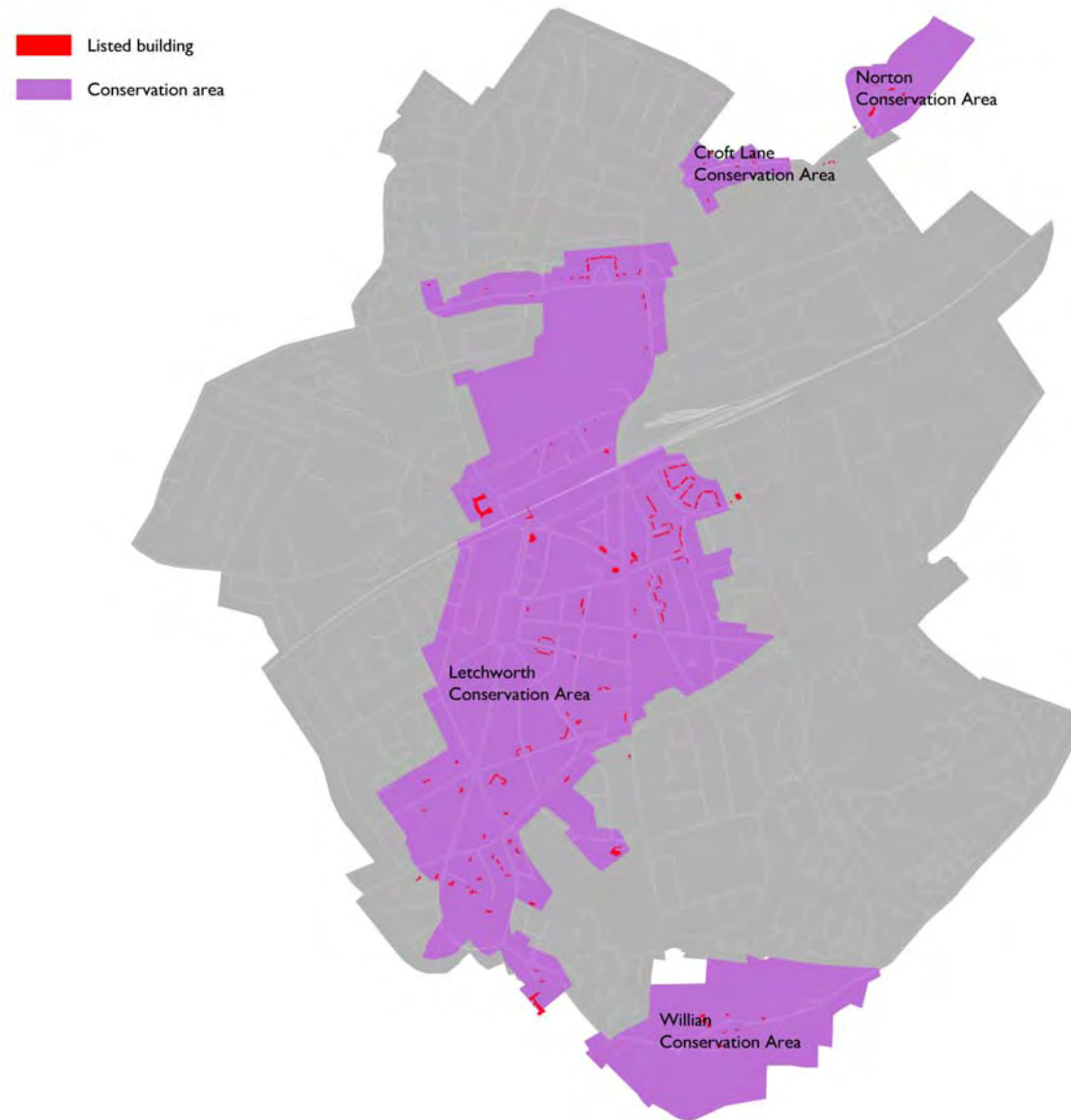
MAKING PLACES LISTED BUILDINGS AND CONSERVATION AREAS

Conservation Areas

The whole of the town centre area lies within the Letchworth Conservation Area. This large Conservation Area also includes the major residential areas built before 1914 including the Broadway and Willian Way areas located to the south of the town centre, and part of the Broadwater Avenue/Spring Road area which adjoins the western boundary of the town centre.

Separate Conservation Areas cover Croft Lane, on the north eastern edge of the urban boundary, and Norton and Willian villages outside the urban fringe.

Letchworth Conservation Area was first designated in December 1974 with amendments made in 1990 and with a major review, additions to the designated area and production of a Conservation Area Character Appraisal in 2001.



Letchworth Garden City Listed Buildings and Conservation Areas

MAKING PLACES

BUILDING HEIGHTS AND MASSING

Town Centre

Buildings in the town centre are typically of two and a half or three storeys. The buildings at the top of Leys Avenue and Station Road, around Station Place, and along Eastcheap and Broadway are taller buildings mainly of two and a half to three storeys in height. The overall height of these buildings is generally constant. The buildings along these main commercial streets are rectangular in shape and lie parallel with the street with the overall building block divided into four to six separate shops through the division of shop fronts, the positioning of upper floor windows and pilasters, though usually with a central section. The buildings have carefully conceived proportions. The blocks are large in scale and their height provides a sense of enclosure to the streets relaxed to some extent by the relative widths of the streets.

The buildings further down Station Road and Leys Avenue are lower, generally two storeys in height, and appear more domestic in scale and vernacular in character. In some cases buildings containing three to four shops. The majority of these buildings are individually designed and constructed rather than forming a block.

The buildings with their front elevations facing onto Broadway Gardens mainly have a strong horizontal form, balanced by vertical details and proportions. The buildings are relatively large in scale and are complemented by the size and shape of the Gardens.

KEY ISSUES

MP4: BUILDING HEIGHTS

MP4A

The buildings along the main commercial streets have carefully conceived proportions. The consistent scale and height provides a sense of enclosure to the streets.

MP4B

The taller, pavilion style buildings surrounding Broadway Gardens provide physical presence to the civic focus of the centre.

MP4C

Corner and focal buildings are important in the centre, and were a significant element of the original masterplan for the Garden City.

MP4D

The residential areas are predominantly two storeys in height, although there are a number of taller flat blocks distributed throughout the Postwar residential areas.



1. Taller three storey buildings at the top end of Leys Avenue.



2. Lower two storey retail parade further down Leys Avenue.



3. The cinema building and Town Hall with strong horizontal form facing Broadway Gardens.



4. More domestically scaled buildings at the edge of the town centre.

MAKING PLACES

BUILDING HEIGHTS AND MASSING

Corner and focal buildings were an important part of the original masterplan for the Garden City. As a result most of the centre benefits from strong prominent corner buildings. In particular, this is demonstrated by The Free Church at the bottom of Leys Avenue situated on a corner plot with Gernon Road, the Art Deco style Broadway Cinema at the top of Eastcheap on a corner plot with Gernon Road, and the HSBC bank building at the confluence of Station Place, Station Road, Leys Avenue and Eastcheap.

Employment Zone

The Spirella building is four storeys in height and is set around a courtyard. The office/industrial units within the main employment zone are generally two storeys in height, although Letchworth retail park along Baldock Road is comprised of single storey individual large buildings and blocks of retail units.

Garden City

Around Common View and Glebe Road: Ridge Road/Ridge Avenue/Pixmore Way/Pixmore Avenue: Hillbrow/High Avenue/Campers Avenue there are a mix of two storey short terraces and semi-detached houses with some detached houses.

Around Wilbury Road: Nevilles Road; Broadwater Avenue/Spring Road: William Way/Pixmore Way/Meadow Way/Southview/Baldock Road there is a mix of larger, individually designed, detached and semi-detached houses, mainly two storey with some bungalows and few three storey houses.

There are some three storey blocks of flats around Boscombe court on the eastern side of the town centre.

To the south of the town centre around Broadway/Sollershot West and Sollershot East/Baldock Road and Hitchin Road residential areas comprise two storey detached and semi-detached large garden city style houses.

Within the Norton Way North/North Road/Croft Lane/Cashio Lane/Green Lane areas and around the western part of Wilbury Road housing is predominately made up of two storey detached homes set in large plots.



1. Two storey detached houses within the Garden City residential area.



2. Two storey cottages with steeply pitched roof within the Garden City residential area.



3. Bungalows within the interwar/1950s area.



4. Semi-detached bungalows within the interwar/1950s area.

MAKING PLACES BUILDING HEIGHTS AND MASSING

Interwar/1950s Areas

The interwar/1950s semi-detached houses are predominantly two storeys in height, with some bungalows at one storey.

The Wilbury Hills residential area on the western side of Letchworth comprises predominantly two storey semi-detached houses and short rows of terraces.

Postwar Estates

Within the Jackmans Estate and the Grange Estate there are blocks of two storey terraced housing, two, three and four storey flats with some flat blocks above shops. The Lordship Estate comprises two storey detached houses with some two storey semi-detached and terraces.

Modern Suburban

The modern developments from the late 1980s, 1990s and 2000s (around Parker Close/Unwin Close, Quinn Way, and Alban Road) are predominantly two storey semi-detached and detached houses.



1. Two storey flat block above the retail parade within the Postwar estates.



2. Four storey flat block above the retail parade within the Grange Estate.



3. Two storey semi-detached and detached houses within Sanderling Close within the Modern Suburban zone.



3. Two storey detached house within the Modern Suburban zone.

MAKING PLACES DENSITY

Town Centre

In general, large buildings of two and a half and three storeys with continuous facades along the main commercial streets provide a high density within the town centre. The density becomes slightly lower in the areas of smaller two storey buildings, along Leys Avenue and Station Road. The buildings surrounding the outer edge of Broadway Gardens are large in size, most being two or three storeys in height, with a relatively low density due to the open space provided by the Gardens.

Employment Zone

The employment zone is relatively low density with large units at mainly one to two storeys in height.

Garden City

The Garden City housing areas comprise a mix of densities reflecting the type of housing within the originally conceived residential sub-character areas. The low density housing areas are concentrated around Broadway, Sollershot West and Sollershot East/Baldock Road and Hitchin Road to the south west of the Garden City and allow for broad avenues of trees, in grass verges.

Around Wilbury Road: Nevilles Road; Broadwater Avenue/Spring Road: Willian Way/Pixmore Way/Meadow Way/Southview/Baldock Road housing is medium to low density.



1. The continuous parade of three storey buildings along the main commercial streets provide a high density town centre core.



2. Garden City houses surrounding a large open space of medium density.

KEY ISSUES MP5: DENSITY

MP5A

The main commercial streets have a high density with buildings of two and a half to three storeys with continuous facades.

MP5B

The buildings surrounding the outer edge of Broadway Gardens are of relatively low density due to the large open space provided by the Gardens.

MP5C

The zoning of distinct areas of certain sized houses and housing densities within the Garden City residential areas provides a variety of densities, from the very low density, large individually designed detached houses, to the high density small workers terraces and cottages.

MP5D

The interwar/1950s housing areas are predominantly medium density with a fairly open character. The post-war residential areas are characteristically medium to high density.



3. Very low density Garden City houses set in large individual plots.



4. Medium density housing with open character within the interwar/1950s areas.

MAKING PLACES DENSITY

Around Common View and Glebe Road: Ridge Road/Ridge Avenue/Pixmore Way/Pixmore Avenue: Hillbrow/High Avenue/Campers Avenue densities are predominantly medium to high. Similarly, the residential areas around Monklands and Bursland are medium to high density with tightly spaced short rows of terraced, and semi-detached housing.

The Croft Lane area located to the north east of the town backing onto Norton Common and the countryside comprises small pockets of low-density housing.

Interwar/1950s Areas

The interwar/1950s semi-detached houses and bungalows are predominantly medium density with a fairly open character.

Post-War Estates

The post-war estates comprise medium to high-density housing.

Modern Suburban

The modern suburban urban design zones are predominantly medium to high density housing.



1. Medium-high density short terrace blocks along Bursland within the Garden City zone.



2. Low density houses within the Croft Lane residential area.



3. High density postwar flat blocks .



4. High density terraces within the Jackmans Estate part of the Postwar Estates zone.

MAKING PLACES TOPOGRAPHY

Town Centre

The town centre is mainly situated on a level plateau. Broadway slopes gently down in a north eastern direction, towards Broadway Gardens and into the town centre. The line of Broadway was an important design concept of the original masterplan with the aim of creating long vistas; there is however, a crest in the landform of Broadway Gardens that interrupts continuous vistas from one section of Broadway to the other. From Eastcheap, the land slopes down towards Howard Park Gardens and Norton Way South, creating view up and down Leys Avenue and Station Road, towards Howard Park or Station Place.

Residential Areas

The surrounding residential areas lie within gently undulating land which allows views both in and out of Letchworth particularly along the approach roads, including Broadway, William Way, Baldock Road and Norton Way. In addition, there are a number of long distance views out towards the countryside from Wilbury Hills Road along the western edge of the urban boundary.

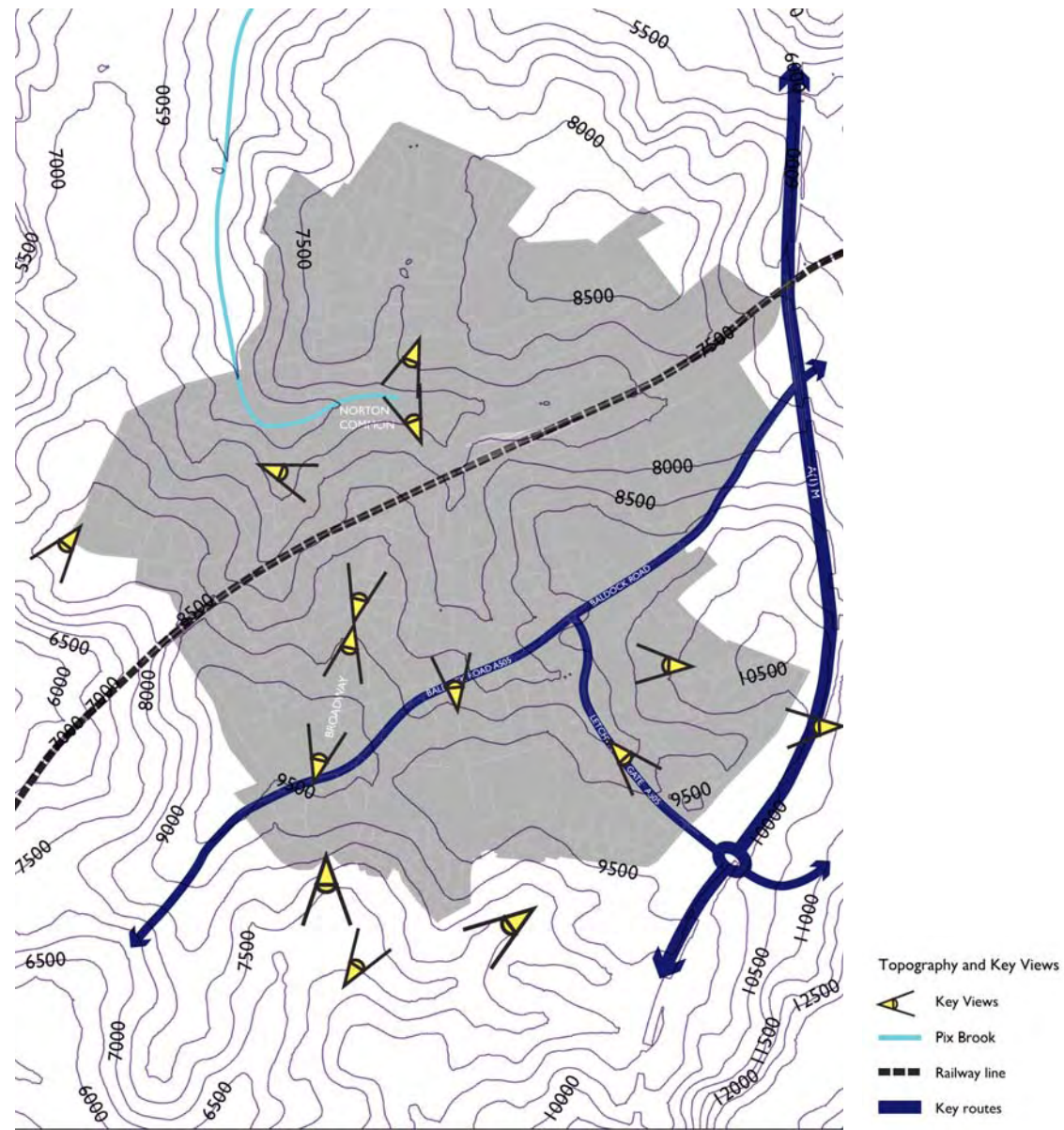
KEY ISSUES MP6: TOPOGRAPHY

MP6A

The town centre sits on a level plateau which creates significant views and vistas particularly along Broadway.

MP6B

The surrounding residential areas are predominantly within gently undulating land. This affords a number of views both in and out of Letchworth particularly along the approach roads of Bedford Road, Letchworth Gate, Broadway and Norton Way.



Topography (in centimetres) and key views

CONTINUITY AND ENCLOSURE TOWN MORPHOLOGY

Town Centre

Parker and Unwin devised the original masterplan for the town centre combining the formal geometrical principles of Ebenezer Howard with the natural contours and features of the land. The plan included a central Town Square (now Broadway Gardens) with streets radiating out on axes to provide open vistas of the countryside, whilst glimpses of the intended public buildings were envisaged when approaching the town. The road layouts were based around crescents and a simple grid system of wide streets and broad footways. An existing line of trees marked the line chosen for the main axis of Broadway running at an angle from Hitchin Road and the railway line.

Broadway Gardens/Town Square and the main axis of Broadway are very much in evidence today. However, the original masterplan aim of symmetrical development along the Broadway was broken to some extent by the rapid development of the commercial heart of the Garden City in the 1920s around Eastcheap and Leys Avenue. Development in the town centre happened in a more piecemeal manner resulting in some informality. In particular, the later infill developments of Arena Parade, the Garden Square Shopping Centre, Gernon Road multi-storey car park and the District Council offices are larger in scale to other parts of the town centre, changing the existing patterns of permeability. The intention of a harmonious civic setting around Town Square has been impacted by later buildings such as the Nexus building and Plinston Hall and the medical centre (the last two buildings on parts of the Grammar School site). Coherence of civic design has been more successfully achieved along the northern section of the Broadway.

KEY ISSUES

CE1: TOWN MORPHOLOGY

CE1A

The morphology of the town centre and the Garden City residential areas clearly reflect the original masterplan with streets radiating out on axes from Broadway Gardens, and a simple grid system of wide streets defined by consistent built frontages.

CE1B

The urban structure and permeability and legibility breaks down towards the edges of the urban area with more recent residential developments based around a series of cul-de-sacs.

CE1C

Open spaces and wide streets provide an overall sense of spaciousness to Letchworth.



Plan for the centre of Letchworth, Parker and Unwin, 1904.

CONTINUITY AND ENCLOSURE TOWN MORPHOLOGY

Employment Zone

The industrial area was zoned to the north east of the town to form a broad belt to the north and south of the railway line; few early buildings remain although the employment zone has remained concentrated around this area.

Residential Development

As part of the original masterplan for the Garden City, pioneer planned residential zones were set out mainly to the north and east of the town centre. These include the Cheap Cottage sites mainly in the areas north and south of Norton Common, Rushby Mead and the Pixmore estate, and other examples of terraced housing layouts including greens and early experimental cul-de-sacs. Similar estates of simpler design followed between the wars to the west (Burnell Rise/Campers Road area) and to the south east Jackman's Place area.

Residential development of the 1980s, 1990s and 2000s are dispersed in small pockets at the edges of the urban area including Kristiansand Way (north east), development around Beech Hill/Valley Road (north west), Parker Close and Unwin Close to the west, and around Alban Road and Quinn Way/Webb Close to the south east. These residential developments are based around a series of cul-de-sacs which breaks down the formal street grid of the original Garden City areas.



Letchworth Garden City Morphology

**CONTINUITY AND ENCLOSURE
BUILDING LINES,
SETBACKS AND GAPS**

Town Centre

In the town centre buildings line the streets with focal buildings positioned at corners and with some buildings arranged to create open spaces.

The commercial streets in the town centre display continuous building lines to the footway edge as demonstrated along Eastcheap, Leys Avenue and Station Road. The buildings surrounding Station Place respect the lines of the roads, with some of those positioned on corners stepped back. This is clearly seen on the corners of Eastcheap and Broadway producing open spaces and reinforcing the overall open character of Station Place.

Leys Square is an important public space within the town although it is poorly fronted on two sides by a vacant shop unit, and a blank facade. The cafe on the corner, however, provides some spill out space onto the square along the eastern edge.

The building line along the eastern edge of Broadway/Broadwalk is broken by the Post Office service yard set adjacent to the street edge and the car park behind the Town Hall which is visually intrusive and leads to a break in the sense of enclosure. Along the western edge of Broadway the building line is strongly defined by North Hertfordshire College and Morrisons although there are few direct entrances from the street, and there are a number of gaps created by car parking areas set against the street frontage.



1. Leys Square is an important public space in the town centre although it is poorly fronted on two sides.



2. Surface car parks set adjacent to the pavement edge break the building line along Broadway.

KEY ISSUES

CE2: BUILDING LINES, SETBACKS, GAPS

CE2A

The commercial streets in the town centre display almost continuous building lines to the footway edge, although a number of gaps are created by surface car parking and service areas.

CE2B

The parts of the town centre developed in the mid-late 20th century lack strongly defined street frontages, and breach the building line in places. Leys Square is also poorly fronted by surrounding buildings.

CE2C

Within the Garden City residential areas, overall the building lines appear generally constant with regularly positioned spaces between houses, and some groups of houses set back, articulated around corners and amenity greens to add visual interest.

CE2D

The more modern developments of the 1980s and 1990s are based around an informal layout with houses set at varying angles around short cul-de-sacs.



3. The Arena Parade colonnades breach the building line along Broadway.



4. The commercial streets in the town centre display continuous building lines to the footway edge, with Leys Square providing a break in the line.

CONTINUITY AND ENCLOSURE

BUILDING LINES, SETBACKS AND GAPS

The buildings surrounding the outer edge of Broadway Gardens largely follow the line of the road, fronting and enclosing the central space. Most of the buildings are set back slightly from the road edge, fronted either by grass verges, and or pavements. On the eastern side the line is broken by St Hugh's of Lincoln Catholic Church which is set far back from the building line, and on the western side, where Plinston Hall steps forward.

The parts of the town centre developed in the mid and late 20th century lack strongly defined street frontages. The Arena Parade colonnades for example, breach the building line. On the northern side of Gernon Road the council office building, car park and service yards treat the road as a back rather than a front with the blank walls of the buildings and multi-storey car park providing an unwelcome appearance to the road edge.

Employment Zone

Within the Employment Zone along Bridge Road and Icknield Way West, buildings are set back from the road along straight access roads. Blackhorse Road/Flint Road comprises long straight cul-de-sacs with buildings setback parallel to the road.

Garden City

The Garden City residential areas to the north east and east of the town centre around Common View/Glebe Road, and Pixmore Avenue comprise of large estates of formal Garden City layout forming a grid pattern of straight roads. The houses within this zone are parallel to the roads and articulated around corners, and around small amenity greens. Some houses are set around small cul-de-sacs.

To the west of Letchworth, around Monklands and Campers Avenue blocks of houses follow the main line of the roads, although some short rows are set back to provide visual interest in the street scene.

To the west and north of the town centre residential roads are set in a grid pattern with straight or formal sweeping curves. Houses are set back parallel to the road, or set around large amenity greens such as in Eastholm and Westholm.

To the south of the town centre around Broadway/Sollershot West and Sollershot East/Baldock Road and Hitchin Road there is a simple grid system of straight roads radiating outwards in Garden City layout. The larger houses in individual plots relate to the lines of the roads and are positioned to have a constant building line and generous spaces between neighbours.

Parker and Unwin allowed a certain amount of flexibility in regard to the positioning of buildings in relation to the road. As a result there are often slight fluctuations in the positioning of buildings, however, overall the building lines appear generally constant with regularly positioned



1. Buildings setback parallel to the road within the Employment Zone.



2. Special attention was paid to corner plots where buildings were often positioned at an angle within the plot within the Garden City zone.



3. The building lines appear generally constant with regularly positioned houses within the Garden City residential area.

CONTINUITY AND ENCLOSURE

BUILDING LINES, SETBACKS AND GAPS

spaces between houses. Houses were often angled on corner plots to avoid the direct confrontation with another property, to maximise the area of open space between buildings and to provide architectural focal features.

Interwar/1950s Areas

Interwar/1950s housing tends to be on through routes with dwellings situated on either side of long straight roads and sweeping crescents such as those around Cowslip Hill/Bedford Road/Redhoods Way and Icknield Way West.

At Campfield Way and Highover Road looped access roads with cul-de-sacs are evident with houses set back parallel to the road and others set around corner verges.

Postwar Estates

Around the Grange Estate there is a grid system of long straight access roads with connecting through routes. Houses are generally parallel to the road with some staggered building lines.

The Jackmans Estate is characterised by a Radburn layout with wide sweeping access road with cul-de-sacs leading off. Houses are in formal straight blocks set around cul-de-sacs.

The Lordship Estate is set around a major access loop with cul-de-sacs leading off. There are very few houses with frontage onto the main access road; most are grouped around cul-de-sacs with staggered building lines.

Letchworth Gate A505 provides one of the key gateways into the town centre from the south. Along the eastern edge houses within the Jackmans Estate are set well back from the road, and on the western edge all the houses within the Lordship Estate 'back' onto this main route forming a very poor first impression of the town.

Modern Suburban

The more modern developments of the 1980s and 1990s, which are dispersed in pockets throughout the town, are set around an informal layout of access roads and short cul-de-sacs. As a result, there are some areas where houses are set at right angles with 'sides' of houses and fences set against the road frontage.



1. Terraces set around a green network of footpaths within the postwar estates.



2. Dwellings situated along Radburn Way, a wide sweeping access road within the Postwar Estates.



3. Houses laid out at right-angles around a cul-de-sac in the Modern Suburban zone.



4. Houses set with their backs to the main road frontage within the Modern Suburban areas.

CONTINUITY AND ENCLOSURE BUILDING ORIENTATION

Town Centre

Along the main commercial streets of Eastcheap, Leys Avenue and Station Road buildings face the street providing a continuous active frontage. On the northern side of Gernon Road, however, the council office building and multi-storey car park 'back' onto the road frontage. The buildings around Broadway Gardens and Broadway frame the open space.

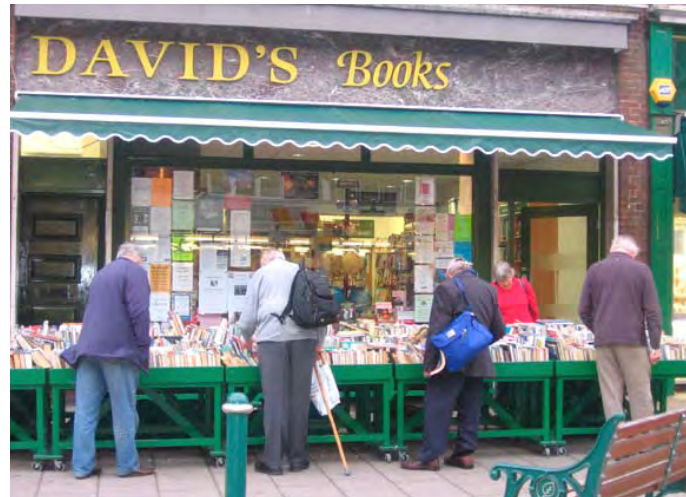
Employment Zone

Within the Employment Zone many of the buildings have frontages along the roads although many of the smaller industrial estates are perpendicular to the main access roads.

Garden City

Within the Garden City areas, houses provide frontage to the roads, and small amenity greens. Buildings at corner plots sit at angles to the plot, 'turning the corner' so that the street frontage is addressed.

The houses are set around large street blocks and are positioned back to back so that continuity of street frontage is maintained.



1. Activity outside a book shop along Eastcheap one of the main commercial streets of the Town Centre.



2. Continuous active street frontages along the main commercial streets within the town centre.

KEY ISSUES

CE3: BUILDING ORIENTATION

CE3A

The main commercial streets have almost consist active frontages, creating a strong and vibrant town centre. This breaks away on the northern side of Gernon Road.

CE3B

Within the Garden City residential areas a strong continuity of building frontage is maintained and articulated around corners.

CE3C

Within the later residential developments there is no clear pattern of fronts and backs with some houses facing the backs of others, and the side of some houses providing blank frontage to the street.



3. The smaller industrial units are set perpendicular to the main access roads in the Employment Zone.



4. Houses fronting the road within the Garden City residential areas.

CONTINUITY AND ENCLOSURE BUILDING ORIENTATION

Interwar/1950s Areas

Within the Interwar/1950s areas, houses front the long straight roads and follow the line of the sweeping crescents. The blocks along Icknield Green, however, are set perpendicular to the road. Most of the houses are set back to back, although the houses along Redhoods Way, Longmead and Runnalow back onto Pix Brook walk, and those around Bedford Road, Archers Way and Haselfoot back onto Wilbury Junior School.

Postwar Estates

Within the Grange Estate (to the north) buildings front the grid of access roads and are set around long blocks with houses backing onto one another. A similar pattern is found around William Way and Baldock Road and Bowershott in the south of the town.

Within the Jackmans Estate, houses are in formal straight blocks set around cul-de-sacs, there is no clear pattern of fronts and backs with some houses facing the backs of others, and the side of some houses providing blank frontage to the street.

The houses within the Lordship Estate are arranged around cul-de-sacs, with some houses perpendicular to the road particularly at corner plots leaving blank facades to the street. The houses within the Lordship Estate 'back' onto Baldock Lane and Letchworth Gate (now A505).

Modern Suburban

Within the Modern Suburban areas many of the houses face the street, although there are some areas, particularly at corner plots, where sides of houses front the street.



1. Terraces fronting on to pedestrian footpaths within the Postwar Estates.



2. The blank side facade of the flat blocks within the Postwar Estates.



3. Sides of houses front the street within the Modern Suburban area.



4. Corner plots leaving blank facades to the street within the modern suburban area.

CONTINUITY AND ENCLOSURE PAVEMENTS

Town Centre

The footpaths, gardens and street trees around Broadway and within Broadway Gardens have recently been renovated to a high standard. The main commercial streets within the town centre have wide footways, the paving materials used are fairly consistent with horizontally laid concrete slabs along the wide pavements, and herringbone red brick paving along the roads. The kerbs are dropped, with slightly raised slab cross over treatment on the roads to allow for pedestrian crossings. Despite the generous pavements along the main shopping streets, the pavements appear cluttered with street furniture particularly the dominant use of bollards which combined with the brick planters, benches, street posts, lighting stands and street trees create a sterile environment. There are also rather crude footway extensions to delineate the on-street parking bays.

Garden City

The Garden City residential areas have well maintained generous pavements, set alongside wide grass verges. However, there are also some areas where pavements have been damaged and grass verges have been lost due to parking pressures.

Norton Road and Cashio Lane have well maintained pavements with wide grass verges. Along Croft Lane there are some areas with no pavements where roads are edged by well maintained grass verges, providing a village character to the zone.



1. Despite the wide pavements along the main shopping streets, the pavements appear cluttered with street furniture.



2. Broadway and Broadway Gardens have recently been renovated and provide a high quality pedestrian environment within the town centre.

KEY ISSUES CE4: PAVEMENTS

CE4A

Despite the generous pavements along the main shopping streets, the pavements appear cluttered with street furniture. There are also rather crude footway extensions to delineate the on-street parking bays.

CE4B

The Garden City residential areas have well maintained generous pavements, set alongside wide grass verges. However, within some of the areas, pavements have been damaged and grass verges lost due to parking pressures.

CE4C

The pavements within the later residential developments are of varying quality, with ad hoc repairs in differing materials and damaged grass verges.



3. Well maintained, generous pavements set alongside wide grass verges within the Garden City Area.



4. Within the Garden City residential area some pavements have been damaged, and grass verges have been lost where parking pressures are high.

Interwar/1950s Areas

Within this zone, the quality of the pavements varies, some are poorly maintained with ad hoc repairs in differing materials. Grass verges are also in evidence again of varying levels of maintenance. The open plan front gardens of some of the properties within this zone also adds to some ambiguity between public and private areas.

Postwar Estates

The pavement treatment within the postwar suburban areas varies. The postwar housing estates built up to the mid-1980s display some tiring of surface treatments, with ad hoc repairs in differing styles and colours. The issues with parking on grass verges has also led to some damaging of the grass.

Modern Suburban

Within the more modern residential areas built in the late 1980s, 1990s and 2000s pavements are narrow but well maintained with few grass verges.



1. Along Craft Lane there are some areas with no pavements where roads are edged by well maintained grass verges giving a village character to the area.



2. The quality of paving varies within the Interwar/1950s areas with ad hoc repairs in differing materials and colours.



3. The issues with parking on grass verges has also led to some damaging of the grass within the Postwar Estates.



4. Pavements are narrow with few grass verges within the Modern Suburban areas.

CONTINUITY AND ENCLOSURE OPEN SPACE

Pattern of Open Space

Town Centre

The main green space in the town centre is provided by Broadway Gardens with its open character on the southern section of the town centre providing a buffer between the shopping and commercial centre and the surrounding residential areas. The main axis of Broadway contains Broadway which runs through the middle of the road providing a green corridor.

In general, there is a sense of spaciousness across the town centre with wide pavements and tree lined avenues. The wide boulevard along Broadway is complemented by the grass verges and trees along Gernon Way and Norton Way South. There is also new tree planting along Leys Avenue, Eastcheap and Station Road.

Howard Park and Gardens are two formal parks located on the eastern edge of the town centre boundary. Norton Common is a major open space with swimming pool; tennis courts and bowling greens located north of the town centre and the railway lines. Pix Brook flows through the Common.

Employment Zone

The Spirella building has formal planting within its grounds, and there are landscaped boundaries along Icknield Way West and some mature trees along Works Road. Within Blackhorse Road/Plint Road/Avenue One/Icknield Way there are wide grass verges, and some mature planting within plots. In general, however there is very limited planting within the employment zones.

KEY ISSUES

CE5: OPEN SPACE

CE5A

There is a sense of spaciousness across the town centre with a number of large open spaces, wide pavements and tree lined avenues. This spaciousness continues into the Garden City residential areas.

CE5B

The post-war estates are focused around a fairly well maintained network of green spaces and footpaths.

Open Space

- 1 Allotments
- 2 Norton Common
- 3 Playing Field
- 4 Playing Field
- 5 Recreation Ground
- 6 Cemetery
- 7 Recreation Ground
- 8 Broadway Gardens
- 9 Howard Park and Gardens
- 10 Recreation Ground
- 11 Sports Ground
- 12 Playing Field
- 13 Open Space
- 14 Open Space
- 15 Sports Ground
- 16 Sports Ground
- 17 Playing Field



Open Space

Garden City

Grass verges and small amenity greens with avenues of mature trees lining the roads characterise the Garden City residential areas. The arrangement and type of trees and the use and size of verges tends to relate to the status of the roads. As part of the original Garden City design approach roads have specific tree species. In some roads the character is formal with regularly placed avenues of trees. In others there is a natural arrangement of trees either along the road side or within front gardens.

Gardens also play a vital role in providing further green space around buildings. Houses tend to have medium to large rear gardens with mature trees and shrubs, and medium to large front gardens although some of these areas have been lost to hardstanding for parking. Mature front boundary hedges and fences contribute to the character of the area. Hedgerows are both small and boxed in the areas of smaller and terraced housing, or larger and more natural in areas such as Sollershott West. Some groups of houses have been designed with open garden frontages, which are also important in preserving the existing street scene.

Within the Norton Road and Croft Lane areas properties surround Norton Common and back onto the countryside in the Green Belt to the north east. Houses have medium to large front gardens and large rectangular rear gardens. The large mature trees and shrubs in the gardens are important to the visual character as is the mature boundary hedges, grass verges and street trees.

Monklands on the western edge of the urban boundary is focused around Icknield Infant School, Recreation Ground and Cemetery.

Interwar/1950s Areas

The Interwar/1950s residential zones are focused around Fearnhill School, Wilbury JMI School, Norton Common, Pix Brook Walk and Wilbury Road Recreation Ground.

In general, houses have medium sized, square, front gardens with low boundary walls and hedges to the front gardens and medium rectangular rear gardens. Narrow grass verges with ornamental street trees line the streets.

Within Campfield Way and Highover Road there are a number of grass corner verges. Houses have small square open plan front gardens and rectangular medium sized rear gardens.



1. Grass verges with avenues of mature trees line the roads within the Garden City residential areas.



2. A network of green open spaces and footpaths are distributed throughout the Postwar Estates.



3. Open plan front gardens within the Postwar Estates.



4. A lack of natural surveillance around this open space within the Modern Suburban area.

CONTINUITY AND ENCLOSURE OPEN SPACE

Postwar Estates

The Grange Estate located to the north of the town is bounded by countryside in the Green Belt to the north. The area surrounds Grange JMI School and Northfields School and abuts Grange Playing Fields on the northern edge.

The Grange Estate is characterised by grass verges, small greens and corner splays with small trees. Most roads have avenues of medium sized trees. Houses have small, square, front gardens and rectangular, medium sized rear gardens. Front gardens are delineated by small boundary walls, hedges, wooden fences and chain link fences.

A network of small, green, open spaces and footpaths are distributed throughout the Jackmans Estate. There are large areas of public open space which are generally grassed with some trees and shrub planting. Roads are divided with wide grass verges with small and medium sized trees. Houses have small, square, front gardens and small, rectangular or square shaped rear gardens.

The Lordship Estate is characterised by wide grass verges on main access roads. There are various sizes of trees in verges and open plan front gardens, with some front boundary fences and hedges.

Modern Suburban

There are very few open spaces within the modern suburban zones although most of these areas are adjacent to local green spaces and at the periphery of the urban boundary and therefore back onto the countryside.

These areas are characterised by small open plan front gardens and small rear gardens with some tree and shrub planting. The areas have very narrow or no grass verges although the Alban Road development (commonly known as the Creamery development) is set against an existing belt of trees along Letchworth Gate.

Quality of Open Space

Broadway Gardens and Broadway Walk

Broadway Gardens and Broadway Walk have recently been renovated following a £1.25m project which includes a fountain, a new paved area for public events together with substantial replanting of trees, shrubs and hedges.

Howard Park and Gardens

The well used formal parks of Howard Park and Gardens on the eastern edge of the town centre are fairly well maintained grassed spaces with trees. These are the subject of a recent Heritage Lottery Fund renovation bid, which seeks to rediscover the original (Parker and Unwin) concept – as an important facility for Letchworth, a setting for housing, an arrival at the town centre and a green link. Issues in relation to the car parking, which fails to integrate with the landscape, and the public conveniences which currently obscure the view of the park will also be addressed.

Broadway Gardens and Howard Park and Gardens are on the English Heritage Register of Parks and Gardens of Special Interest.

Station Place

A small area of planting, including a hedge with yew, lime and cherry trees surrounding the War Memorial, provides green character to Station Place. This amenity garden in front of the station, however, is more informal and untidy in nature and fails to create an impact at this key arrival point.

Norton Common

Norton Common is well maintained, although the signage at the entrances are in need of replacement.



1. The poor signage at a gateway into Norton Common.



2. A small area of planting, including a hedge with yew, lime and cherry trees, surrounding the War Memorial provides green character to Station Place.

MAKING CONNECTIONS LAND USE

Town Centre

The main comparison shopping streets of the town centre are along Eastcheap, Leys Avenue and Station Road, Central Approach and Commerce Way with small amounts of residential accommodation within the upper floors. There is a concentration of banks around Station Place at the top of the main commercial streets. There is a large food store along Broadway and a hotel.

Development west of Norton Way South, and within the eastern parts of Station Road and Leys Avenue are occupied by more specialist shops and restaurants. In general, however, there is a lack of cafes and restaurants within the town centre.

The town centre comprises a range of arts and cultural venues focused around Gernon Road and Broadway including The Broadway Cinema, Plinston Hall, The Letchworth Museum, The Garden City Museum and Letchworth Library. There is a tourist information centre at the top of the Arcade in Station Road. Around the Broadway Gardens area, civic, educational and business functions frame the square. There are also managed office workspaces at the Nexus Building, the Spirella Building (just north of the town centre) and the Pixmore Centre.



1. One of the main comparison shopping streets within the town centre containing some national retailers.



2. A concentration of banks at the top of Station Place.

KEY ISSUES MCI: LAND USE

MCIA

The town centre contains a number of distinct character areas providing a variety of different uses. In general, however, there is a lack of cafes and restaurants within the town centre.

MCIB

The employment area is provided within a discrete zone to the north east of the town centre and contains office, industrial and 'big box' retail uses.

MCIC

The surrounding areas are predominantly residential interspersed with local shops and amenities.



3. The Arcade containing a number of specialist independent retailers.



4. The Nexus building, an office block along Broadway.

MAKING CONNECTIONS LAND USE

Employment Zone

The Spirella building contains managed workspace units. The main employment zone around Icknield Way East, Pixmore Avenue and Avenue One contain a number of industrial buildings and units, and a power station. There is also a modern business park and retail park.

Garden City

Within the Garden City residential areas there is little mix of uses, although there are some churches set on corner plots.

The Croft Lane residential area on the north east of Letchworth is focused around Norton School and playing field.

The medium to high density areas around Ridge Avenue and Pixmore Avenue are focused around Hillshot Infant School.

Interwar/1950s Areas

The Interwar/1950s areas are predominantly residential in character. There is a small independent supermarket and a school along Bedford Road.

Postwar Estates

The Postwar Estates are centred around schools, playing fields and sports grounds. There are also a number of local shops and services in the Jackmans parade which contains a post office, off license, chemist, small supermarket and community centre. There is also a small local retail parade within the Grange Estate.

Modern Suburban

These zones are residential only.



1. The Wynd shopping area within the town centre contains small specialist shops.



2. St George's church, Norton Way North - one of the most notable modern buildings in Letchworth with its soaring concrete spire.



3. One of the small local retail parades in the Grange Estate within the Postwar residential areas.



4. Iver Court, in the Jackmans Estate contains a post office, off license, chemist, small supermarket and community centre.

MAKING CONNECTIONS CIRCULATION, DEMAND AND LINKAGES

Town Centre

Vehicular Linkages

Local distributor roads within the town centre include Broadway, Station Parade, Station Road and Pixmore Way. Currently Gernon Road is one-way west to east which means that the Gernon Road car park is less accessible from the west leading to unnecessary traffic on Station Road.

Public Transport

Letchworth Garden City's railway station is conveniently located within the town centre along its north western edge. The advantage is eroded due to the awkward pedestrian connections between the station and the Broadway and the main shopping area. In addition, there is no direct bus interchange between buses and trains. The station currently has no disabled access this issue has been identified as a priority in the Local Transport Plan.

Bus stops are scattered around the town centre although it is unclear where to catch a bus to a specific destination. The town has a reasonable bus network, although those consulted as part of the Town Centre Strategy felt that bus services were poor, infrequent and expensive.

Cycle Network

Access through the town centre from the north by cycle is made difficult by traffic management measures, including the Broadway one-way arrangements. As a result,

KEY ISSUES

MC2: CIRCULATION DEMAND AND LINKAGES

MC2A

The vehicular routes into the town centre are clearly defined, although access and signage to town centre parking is poor.

MC2B

There is no direct interchange between buses and trains, with bus stops scattered around the centre.

MC2C

An obvious shopping circuit in the centre is lacking, with some pedestrian desire lines passing through service areas.

MC2D

Pedestrian connections to surrounding residential areas are of mostly good quality and frequency, however the railway acts as a barrier to the north; in addition connections to the west are limited in number.



1. A key pedestrian desire line within the town centre which leads across service areas.



2. Cycle stands within the town centre.



3. A key pedestrian route from Morrisons across Broadway and through a service area to Eastcheap.



4. Cycle stands near the station within the town centre.

MAKING CONNECTIONS CIRCULATION, DEMAND AND LINKAGES

the National Cycle Route 12 (Great Northern Way) is forced to bypass Broadway Gardens. Many cyclists cycle down the wide central strip of Broadway and across Broadway Gardens. The Town Centre Strategy looks to formalise this and introduce a dedicated cycle crossing between the northern section of the Broadway and Broadway Gardens, as well as a cycle route along Station Road.

Pedestrian Circulation

Pedestrian connections within the town centre are good, there are strong connections along Eastcheap and Leys Avenue, and visually if not functionally along Broadway. However pedestrian connections are awkward and unclear from the station gateway. For those arriving via Gernon Road multi-storey car park, the pedestrian environment is very poor and dark. This leads to the Garden Square Shopping Centre (Central Way, Commercial Approach), which also provides a poor pedestrian environment with some routes out of the centre leading into back alleys and service yards. There are also a number of unpleasant but well used connections between Morrisons along Broadway and Eastcheap.

An obvious shopping circuit is also lacking, with visitors complaining that they are naturally led to the south end of Eastcheap, or the western end of Leys Avenue, with then nowhere else to go. As a result of this lack of a shopping circuit the eastern part of Station Road has much lower pedestrian flows.

Employment Zone

Vehicular Linkages

The main employment areas can be accessed from Icknield Way which forms a long straight east-west spine route running parallel to the railway lines. Norton Way provides the north-south link between the two employment areas on either side of the railway line. Works Road and Pixmore Avenue are the main axes running through the centre of the employment area with short access loop roads leading into individual industrial estates and car parking areas.

Icknield Way/Blackhorse Road and Works Road are dead ends at the eastern end. Pixmore Avenue and Avenue One provide the main access points onto Baldock Road from the employment areas.

Public Transport

Frequent bus routes pass along Works Road, Avenue One and Pixmore Avenue. An infrequent bus service, however, passes along Icknield Way.

Pedestrian and Cycle Circulation

Due to the defined nature of the employment area and its position at the eastern edge of the centre, there is very little reason for pedestrians or cyclists to cross the area, there is, however, a pedestrian crossing point across the railway lines leading from Pascal Way into Dunham's Lane.



1. One of a number of narrow footpaths within the residential areas.



2. A poorly overlooked and lit pedestrian footpath within the residential areas.



3. Pedestrian footpath to the countryside.



4. One of a number of generous pedestrian footpaths framed by wide grass verges.

MAKING CONNECTIONS CIRCULATION, DEMAND AND LINKAGES

Garden City

Vehicular Linkages

The Garden City residential areas are set around a formal grid pattern of main straight roads with straight or sweeping curves off them. This provides a very permeable street layout giving a number of options for vehicles to pass through the area.

Pedestrian and Cycle Circulation

Pedestrian and cycle access is provided along the vehicular routes within generous pavements set aside large tree planted grass verges.

Interwar/1950s Areas

Vehicular Linkages

Within the inter/pre-war residential areas dwellings are situated along long straight roads and sweeping crescents providing a permeable road network.

Pedestrian and Cycle Circulation

Pedestrian and cycle access is provided along the vehicular routes.

Post-War Estates

Vehicular Linkages

The Grange Estate is set around a grid system of long straight connecting through routes providing a permeable street layout. In contrast, the Lordship and Jackmans Estates, and the more modern 1980's and 1990's residential developments are less permeable due to being planned around major access loops with dead end cul-de-sacs leading off.

Pedestrian and Cycle Circulation

Within the Grange Estate there is an extensive network of footpaths. Similarly the footpath network within the Lordship Estate is connected to the central public open space. There is also a dedicated cycle route connecting Alington Lane and Chaomans which provides access to the local school and sports grounds.

Pedestrian and cycle routes within the the Jackmans Estate centre around Lannock School and Radburn Primary. There are fewer footpaths and cycle connections in the Highfield area on the south western edge of the town.

Modern Suburban

Vehicular Linkages

These small areas are accessed off existing housing areas and are relatively isolated and impermeable due to the cul-de-sac layouts.

Pedestrian and Cycle Circulation

Pedestrian and cycle access is provided along the roads.



1. Part of the formal grid of vehicular routes running through the Garden City residential area.



2. A network of green spaces and footpaths running through the post war estates.



3. Segregated cycle and pedestrian routes.



4. Segregated cycle and pedestrian routes.

MAKING CONNECTIONS PARKING

Town Centre

The town centre contains a variety of car parks including short stay on-street parallel parking bays on Broadway, along Eastcheap and at the top end of Leys Avenue, the main surface car parks, at the Station, behind the Town Hall, Morrisons at Hillshot and a multi-storey car park at Gernon Road. Although the multi-storey car park provides the greatest number of spaces within the town centre there are management, attractiveness and security issues associated with it.

The Letchworth Garden City Town Centre Strategy envisages that future development will considerably impact upon on-street parking in the town centre. It is recognised that on-street parking pressures are already a problem in areas such as Norton Way South and around Broadway Gardens where office workers park all day for free. Overall, the Town Centre Strategy proposes a net gain in the region of 300 spaces in a new multi-storey car park in The Wynd area, 120 semi-basement parking spaces in the Arena/Broadway/Eastcheap area and 10 short-stay on-street parking bays in Leys Avenue and Eastcheap.

Employment Zone

Within the employment zone large surface car parking areas are set adjacent and to the front of buildings.



1. Short stay on-street parallel parking bays along Eastcheap within the town centre.



2. Short stay parking outside the station.

KEY ISSUES MC3: PARKING

MC3A

The town centre contains a variety of car parks. There are management, attractiveness and security issues associated with the multi-storey car park.

MC3B

Parking within the larger Garden City houses is predominantly provided off-street within the large front gardens.

Throughout the larger Garden City estates there is a lack of parking provision within the curtilage of the plots which has led to a particular issue with car parking on grass verges and some front gardens and open spaces have been given over to parking.

MC3C

The participants at the workshop highlighted a lack of adequate parking provision within the estates leading to damaged grass verges and a dominance of cars in the street scene.



3. Off-street parking along Broadway.



4. Garages and driveways within the Lordship Estate.

MAKING CONNECTIONS PARKING

Garden City

Parking within the large Garden City housing areas (Broadway/Sollershott West/the Glade/Pasture Road/Croft Lane) is predominantly provided off-street within the large front gardens, with driveways across the grass verges, and some garages infilling spaces between buildings.

Off-street parking is also provided within the residential areas immediately west and east of the town centre (around Broadwater Avenue and Pixmore Way).

Within the residential areas around Common View/Glebe Road/Pix Road and around Pixmore Avenue parking is predominantly on-street although there are some designated parking areas and some front gardens given over to parking. Within these areas and around Monklands, Abbots Road, Archers Way and Wilbury Close the lack of parking provision within the curtilage of the plots has led to a particular issue with car parking on grass verges.

Interwar/1950s Areas

Around Cowslip Hill/Bedford Road/Redhoods Way/Icknield Way West: Haymoor parking is mainly provided off street with front gardens divided for parking. Within Campfield Way and Highover Road parking is on-street.

Postwar Estates

Within the Postwar areas there is some on-street parking within designated parking bays and garage areas to the rear of houses. Some houses in the Grange Estate have garages or drives, although on-street parking is still dominant. Within the Jackmans Estate parking is provided on-street with some garage courts to rear of properties. The Lordship Estate has some off-street parking and garages. The lack of adequate parking provision within the estates was highlighted in the workshop.

Modern Suburban

Parking is generally off-street within the curtilage of the plot or within designated parking bays.



1. Damaged grass verges due to the lack of parking within the Monklands residential area part of the Garden City zone.



2. Parking perpendicular to the street within the Monklands residential areas.



3. Off street parking within very large front gardens along Norton Avenue within the Garden City zone.



4. Off-street parking along Redhoods Way within the Inter/Interwar/1950s areas Area.

QUALITY OF THE PUBLIC REALM STREETSCAPE ELEMENTS

Town Centre

In the early 1990s the town centre underwent a major programme of environmental improvements, which included paving, landscaping, and improvements to the street furniture. As a result there is a general consistency of design and colour in the street furniture across the town centre, with traditionally styled green painted lamp stands, wooden benches, bins and bollards in green with gold/silver detailing. A tourist information board is available within Leys Square. There are a number of brick planters and street trees set in metal grates with brick surrounds. There are also a number of cycle stands outside the station, at the entrance to the Arcade, and at the top end of Eastcheap. Pieces of public art which encapsulate the original vision for the Garden City in street signs are found adjacent to the Town Hall.

Broadway Gardens and Broadwalk were renovated for the Centenary with generous gravel walkways, grass verges and large green spaces. A fountain provides a focal point at the southern edge of the Gardens. There are also pieces of public art including the paving stone of Unwin and the bust of Ebenezer Howard and the wooden animals set in the grassed areas of Broadway Gardens. Uniformity is provided through the Gardens and Broadwalk by the use of green fences, benches, bollards and ornate lamp stands.

In general, however, the streetscape inadequately represents the heritage of Letchworth. This issue is being addressed as part of the Town Centre Strategy, in which improvements to the streetscape are proposed. The Strategy states that the design for the street scene will be a modern reflection of the Art Nouveau/Art Deco movements, using simple clean and angular designs. Streets will be laid with stone, with steel and aluminum

KEY ISSUES

QPRI: STREETSCAPE ELEMENTS

QPRIA

There is a general consistency of design and colour in the street furniture across the town centre, although there are some issues of street clutter.

QPRIB

Pieces of public art provide some sense of the important history of the town.

QPRIC

A key feature of the street scene within the Garden City residential areas is the historic street name signs, and the traditional gateway signage posts at the key arrival points into the town.

QPRID

The Jackmans Estate retail parade has large areas of public hardstanding in front of the shops and around the community centre which are of poor quality.



1. Brick planter, and green lamp stand along Leys Avenue.



2. More traditional bench and information board in Leys Square.



3. A tribute to Raymond Unwin, one of the masterplanners of the Garden City in the paving stones.



4. A wooden animal in Broadway Gardens.

QUALITY OF THE PUBLIC REALM STREETSCAPE ELEMENTS

street furniture, supported by hedging to add that all-important element of green. Subtle lighting will be added, defining interest and creating a comfort zone after dark.

Garden City

The large, detached housing areas of the Garden City are characterised by wide grass verges with avenues of mature trees. The very dense, mature planting throughout the area makes great visual contribution to the street scene and provides a unifying element to the zone. Another key feature of the street scene are the historic street name signs, and the traditional gateway signage posts at the key arrival points into the town. There are also traditional ornate green lamp stands along the Broadway and concrete textured lamp stands within the Croft Lane area.

The large estates of formal Garden City layout (around Common View/Ridge Road/Pixmore/Campers View) are characterised by narrower grass verges, small greens, avenues of mature trees (Ridge Road) and front boundary hedges. In some areas, however, some of the green space has been lost for parking, and some front hedges have been replaced with boundaries which are out of character with the area (Glebe Road).

Interwar/1950s Areas

The interwar/1950s areas are characterised by low boundary walls and hedges and some open plan front gardens. The pavements tend to be lined with narrow grass verges interspersed with ornamental street trees. Old style metal lamp stands are dispersed throughout the area, and there are some relatively low lying cables leading from wooden poles which dominate some streets.

Postwar Estates

Within the Postwar Estates roads are divided with wide grass verges incorporating small and medium sized trees. Standard lamp stands line the streets of varying quality. Front gardens are delineated by small boundary walls, hedges, wooden fences and chainlink fences. The flat blocks within the Grange Estate are fronted by wide grass verges delineated by new low wooden boundary fences.

The Jackmans retail parade comprises concrete car parks, an under-utilised green space and large areas of public hardstanding in front of the shops and around the community centre. The spaces are neglected with very crude blue street furniture, concrete plant stands and poorly maintained paving providing a harsh environment.

Modern Suburban

The newer cul-de-sac residential developments of the 1980's, 1990's have very narrow or no grass verges, street trees or amenity green spaces. The main loop roads which provide access to the short cul-de-sacs have some grass verges. Standard street lights are dispersed evenly throughout these areas.



1. The historic street name signs within the Garden City residential areas.



2. Low timber fencing within the Grange Estate (part of the Postwar Estates) helping to define public and private space.



3. The harsh environment of the local centre within the Jackmans Estate part of the Postwar Estates.



4. Shrubs and grass verges along Radburn Way within the Postwar Estates.

QUALITY OF THE PUBLIC REALM SECURITY

Town Centre

There is a growing concern for the large number of youths who gather in the open spaces in and around the town centre at weekend evenings.

A major part of the town centre is covered by CCTV. However, certain parts of the town centre and pedestrian access ways to and within the town centre are not well illuminated at night, such as the Wynd, the Station and Morrisons after hours, and the Bridge Road link to Spirella. Garden Square Shopping Centre is dark and unattractive constructed of brown/red bricks which do not lighten its enclosed character. In addition Gernon Road multi-storey car park is not user friendly.

The consideration of lighting levels and the provision and location of new cameras will be looked at within a review of CCTV to be carried out as part of the District's street scene improvement plan.



1. CCTV surveillance in the town centre.



2. Garden Square shopping centre is dark due to the low canopies and dark brick.

KEY ISSUES QPR2: SECURITY

QPR2A

A major part of the town centre is covered by CCTV. However, certain parts of the town centre and pedestrian access ways to and within the town centre are not well illuminated at night.

QPR2B

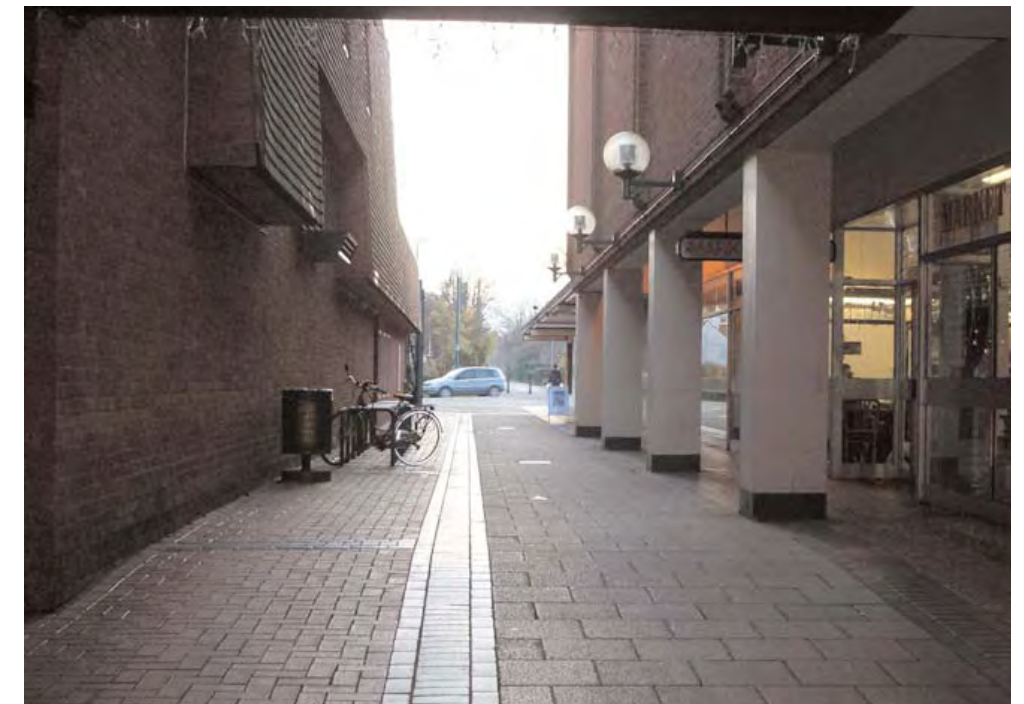
Areas of multiple deprivation exist within the Postwar Estates, with some associated anti-social behaviour.

QPR2C

Many of the more recent residential developments within the town lack natural surveillance of the streets and pedestrian footpaths.



3. Security cameras in the Garden Square Shopping Centre.



4. The rear access into the Garden Square Shopping Centre is dark and unattractive.

QUALITY OF THE PUBLIC REALM SECURITY

Residential Areas

There are areas of multiple deprivation within the Postwar Estates with associated problems of anti-social behaviour and noise pollution which causes disturbance to residents particularly around the local centres and poorly overlooked areas (such as parking courts, poorly maintained and underused land).

In May 2007 Groundwork completed a regeneration project on the Grange Estate, turning two unused car parks at the centre of the estate into a community park with community facilities including children's play area, a sports area with basketball hoops, park benches, landscaped gardens, better lighting and CCTV.

The Jackmans Estate is based on the 'Radburn' principles of separating pedestrians from vehicles. However, the public space to the front of the houses and parking and garage courts at their rear means that the properties have no private 'face' and residents can feel susceptible to intruders from all sides. There is also limited natural surveillance of routes by drivers and this can make pedestrian routes feel lonely and dangerous. Similarly, car owners cannot see the car parks and garage courts and feel that their vehicles are more prone to theft and vandalism. Whilst the layout provides reasonable pedestrian permeability, these routes can feel dangerous and isolated, particularly if walking alone in the evenings and on dark winter days. The underpass which provides access to the local centre is perceived as particularly dark and uninviting.

Many of the more recent residential developments within the town lack natural surveillance of the streets as many of the buildings present backs or sides to the road frontage, as such some of these areas can feel unsafe at night.



1. The poor design quality of the local centre within the Jackmans Estate.



2. A dark subway in the Jackmans Estate which can be perceived as dangerous at night.



3. There is no natural surveillance from surrounding houses.



4. The blank frontage created by the backs of properties means a lack of natural surveillance along these key routes.

SETTLEMENT-WIDE CRITERIA CIRCULATION

The major strategic vehicular routes into the town include Letchworth Gate (A6141) from the south which provides access from Junction 9 of the A1(M), Baldock Road (A505) which cuts through the town east-west linking Hitchin to the west, and Baldock to the east. Routes from the north include Bedford Road and Norton Way/Norton Road.

Letchworth Garden City is one of few towns in the northern half of the County to have a rail station right in its town centre, and is served by a frequent train service to London Kings Cross taking approximately 40 minutes.

The centre is a bus destination on high frequency limited stop services to Stansted Airport and Stevenage. The town itself is relatively well served by bus connections from the town centre along major vehicular routes into local residential areas.

The wide roads and comparative lack of traffic in Letchworth produces a good environment for cyclists and there is a growing network of dedicated routes being implemented as part of the County's emerging cycling strategy and the North Hertfordshire District Proposed Cycle Network for Letchworth.

Pedestrian connections to surrounding residential areas are of mostly good quality and frequency, however the railway acts to some extent as a barrier to the north; in addition connections to the west are limited in number. This is reflected in the findings of the NHDC Household Survey (2004) which indicated that there is a high proportion of car based shoppers (66.8%) and as a result, there are fewer people walking into the town centre compared to other towns in the District.

KEY ISSUES SWC1: CIRCULATION

SWCIA

The main vehicular routes into the town are from the Letchworth Gate in the south (linking to Junction 9 of the A1(M) and Baldock Road which is a major east-west regional route.

SWCIB

The rail station is in the town centre with a frequent service to London Kings Cross.











SWCIC

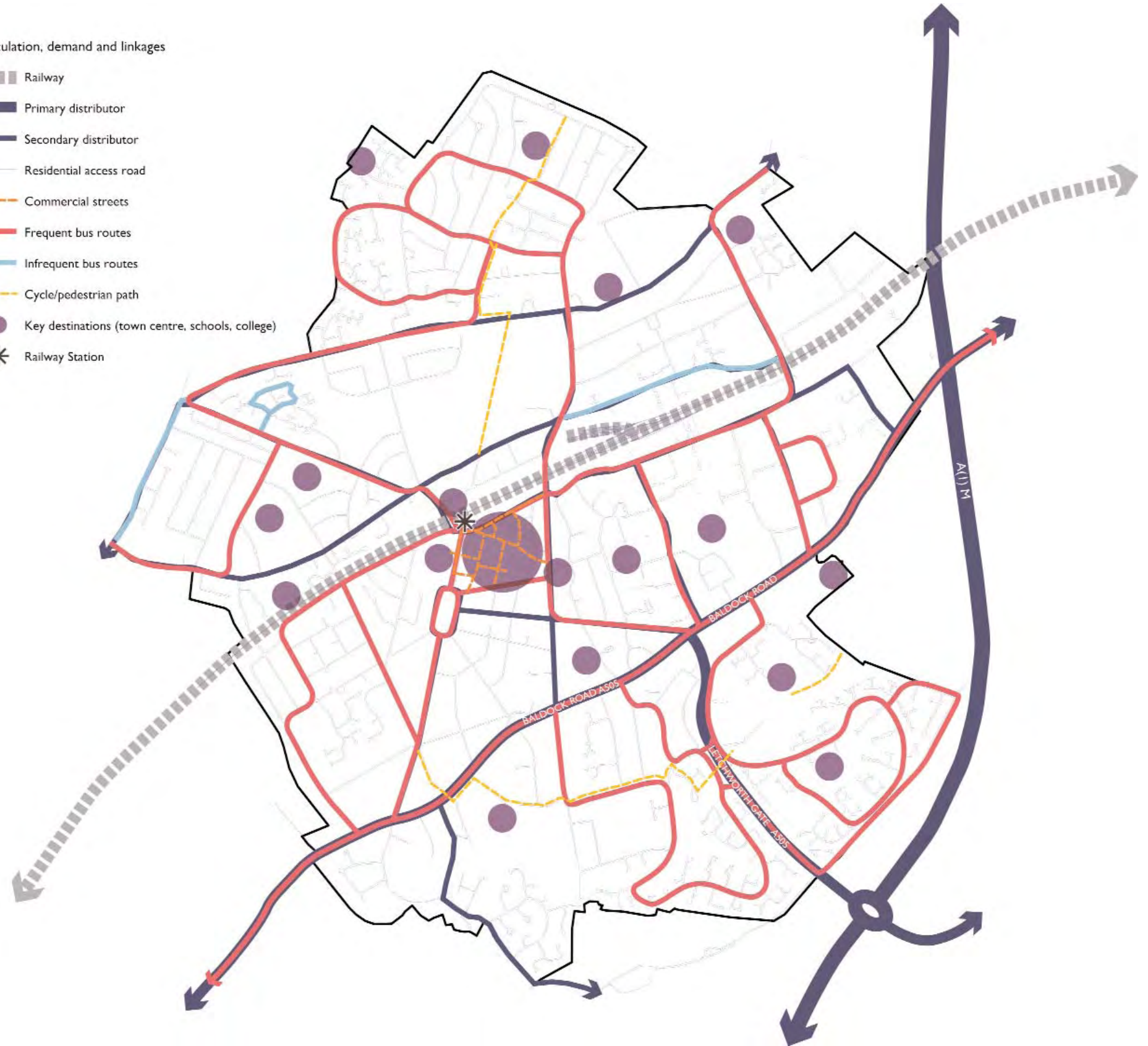
The town is served by frequent bus routes which provide residential areas with good connections to the town centre.

SWCID

There is a growing network of cycle routes. There are, however, fewer people walking into the town centre compared to other towns in the District,

Circulation, demand and linkages

-  Railway
-  Primary distributor
-  Secondary distributor
-  Residential access road
-  Commercial streets
-  Frequent bus routes
-  Infrequent bus routes
-  Cycle/pedestrian path
-  Key destinations (town centre, schools, college)
-  Railway Station



Circulation, demand and linkages

SETTLEMENT-WIDE CRITERIA VIEWS

Views and Vistas (see plan page 38)

Most of the centre benefits from strong vistas and landmarks as envisaged in the original masterplan. The eastern part of the centre, however, lacks landmark features.

The main tree-lined Broadway vista provides visual unity with the fountain and Broadway Gardens at the centre of the square creating a visual focus from the northern and southern ends. Within this area, the Town Hall, St Michaels Church and the Broadway Cinema form local landmarks viewed from the Gardens. There are some distant views of the surrounding countryside when looking from Broadway Gardens down Pixmore Way and Meadow Way. The Station forms the focal building at the end of Broadway as well as Leys Avenue. However, the building is largely masked from Leys Avenue and Station Road by the war memorial and relatively high trees.

Other views within the town centre include the view east down Leys Avenue of Mrs Howard Hall and the Free Church at a prominent corner plot, and the view south down Eastcheap of the Broadway cinema designed to fit the acute shape of the plot.

The dominant building of the Spirella Corset Factory, seen clearly from Station Place is a focal point terminating the line of Nevells Road and in views from Cowslip Hill.

There are also views from Wilbury Road across Norton Common and the view from the Jackmans play area to the Town Hall.

KEY ISSUES SWC2: VIEWS

SWC2A

Most of the centre benefits from strong vistas and landmarks as envisaged in the original masterplan. The eastern part of the centre lacks landmark features.



1. A key vista looking from the fountain across Broadway Gardens.



2. One of the prominent axes of the original Garden City masterplan providing views to the countryside beyond.



3. The main tree-lined Broadwalk provides visual unity with views of the station building.



4. St George's Church spire is an important landmark to the north of the town centre.

SETTLEMENT-WIDE CRITERIA LEGIBILITY

Landmarks

There are a number of landmarks within the town centre, and most are focused around Broadway Gardens including the Town Hall, a Georgian style building with an elaborate door surround and cupola on the roof, the Museum, Library, former Grammar School (by Barry Parker in classical style), and the Broadway Cinema by Bennett and Bidwell in Art Deco style on the corner of Eastcheap and Gernon Road. The Station building and Mrs Howard Hall were also seen as key landmarks in the consultation workshop.

The prominent spire of St George's Church is an important landmark to the north of the town centre.

Gateways

Outer Gateways

There are a number of main gateways into Letchworth. Letchworth Gate (A505) enters Letchworth from the south and is the link to Junction 9 of the A1(M); it runs between wide grass verges planted with trees and circles a well-planted roundabout. The road from the west comes up the hill from Hitchin (Hitchin Road/Baldock Road A505) and presents a limited view of Letchworth as a result of the brow of the hill and screen planting along the road. Similarly the road entering east from Baldock has limited views of the town as a result of the landform and hedging along the road edge.

KEY ISSUES SWC3: LEGIBILITY

SWC3A

Prominent landmarks around Broadway Gardens and at key corner plots provide orientation within the town centre.

SWC3B

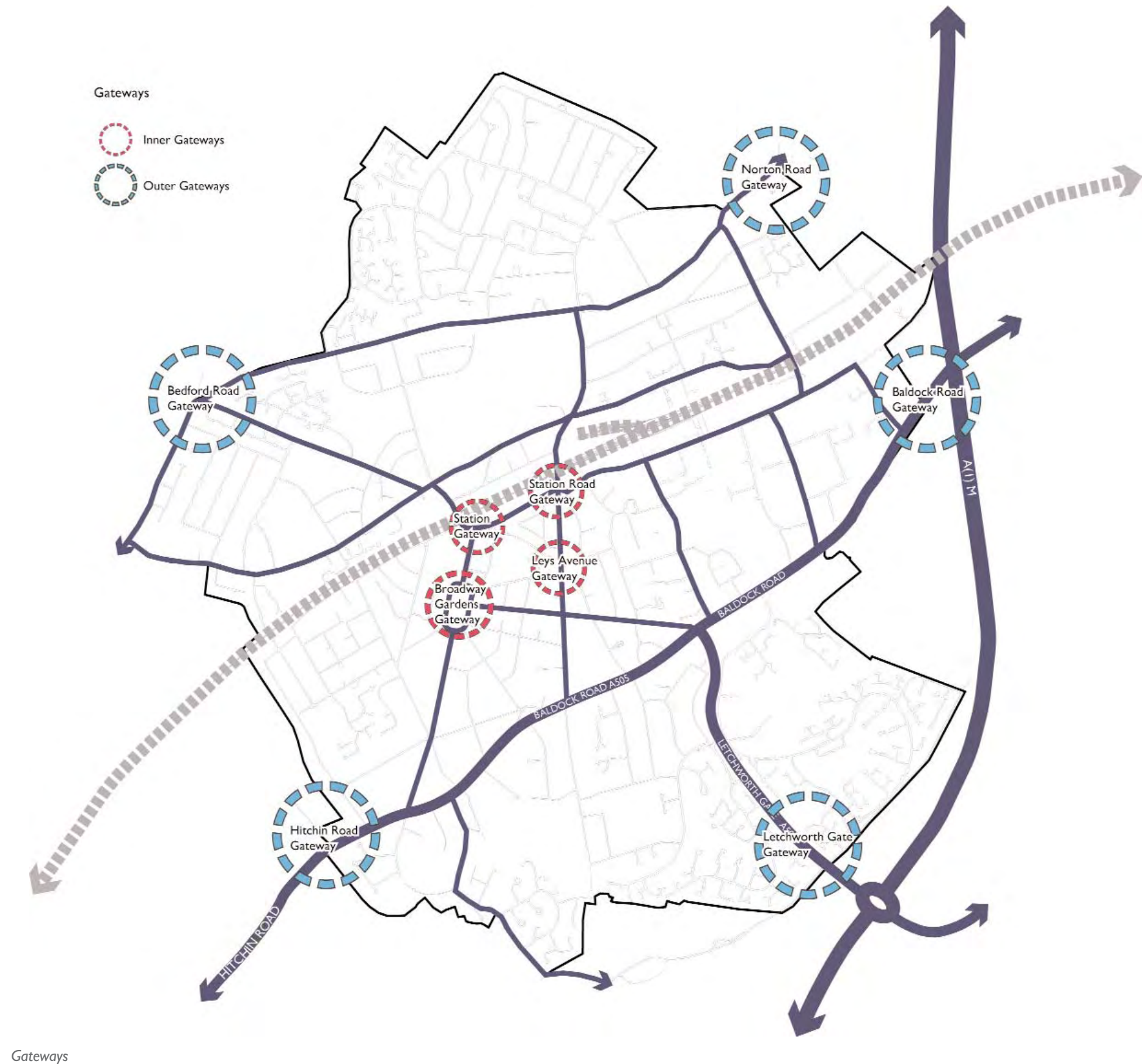
There are few significant views of the town from key outer gateways due to the nature of the landform and landscaping.

SWC3C

Most of the town has strongly defined visual gateways, although the gateway from the east, and at the key arrival point of the station could be enhanced.

SWC3D

There is a lack of directional signage from key gateways and access routes into the town centre for vehicles. Pedestrian navigability could also be improved.



SETTLEMENT-WIDE CRITERIA LEGIBILITY

Inner Gateways

Most of the town centre has strongly defined visual gateways particularly when approaching from the south where Broadway Gardens, the fountain, and surrounding public buildings create a very clear 'Garden City' gateway into the centre. Other less well defined gateways include the Station and Station Place Gateway, the Leys Avenue Gateway defined by the Free Church, and the gateway into the town centre from the eastern end of Station Road where emphasis has been eroded by the loss of a distinctive hotel and lamppost.

Edges

The A1(M) which runs parallel to the eastern boundary of the town was seen by stakeholders as a prominent edge to the urban area. In addition the flat expansive arable landscape in the north and rolling arable landscape to the south of the urban area were seen as important to the wider setting of the town.

Paths and Barriers

The key vehicular paths into the town were identified as the A505 Baldock Road which provides access from Junction 9 of the A1(M), Letchworth Gate (from the south), and Norton Road (from the north west). Congestion in Broadway and along Spring Road were seen as barriers.

The key pedestrian paths were seen as the main shopping streets of Eastcheap, Leys Avenue and Station Road. The path between Morrisons across Broadway into Eastcheap was also identified as a well used route. This route, however, was seen as poorly defined with pedestrians having to pass through service areas. Similarly, service areas behind the Arcade interrupted the link to the Wynd. The railway line which runs east-west dissecting the town was also identified as a key barrier.

Image

Letchworth is the world's first Garden City, a fact of which many residents are very proud. There is still a sense of spaciousness with wide pavements and tree lined avenues which clearly exemplify Howard's vision for the town and for which the Letchworth Garden City Heritage Foundation have a key role in maintaining.

However, many people at the consultation workshop felt that more should be made of this unique history. It was also felt that the town centre was let down by the rather 'down market' quality of some of the shops, and that too much of the town centre appears tired and run down. In particular, the Garden Square Shopping Centre and the indoor market were considered to be unattractive and projected a poor image of the town.



1. The prominent gateway sign which provides character to the area.



2. The wide streets and grass verges add to the sense of spaciousness on one of the key approaches into Letchworth town centre (Broadway).



3. The Letchworth Museum - could more be made of the unique history of the Garden City?



4. The poor quality of the Market Hall is seen to project a negative image of the town centre.

SETTLEMENT-WIDE CRITERIA

LEGIBILITY

Signage

In terms of vehicular navigation, there was seen to be a lack of directional signage from key gateways and access routes into the town centre, and in particular signage to town centre car parks which creates some unnecessary circulation of the central core. A wider study is being undertaken on improvements to signage in the town and to the town centre.

In terms of pedestrian navigability the town centre is seen as quite confusing in terms of connections between the various shopping centres, arcades, public spaces and green areas, much of this is due to the lack of a natural shopping circuit within the centre as well as the lack of signage. These issues are also been addressed as part of the Town Centre Strategy.

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|---------------|--|--------------|---|--|--|
| MAKING PLACES | MPI: Building Types | MPIA | The town centre comprises long blocks divided into individual shops and smaller individually designed specialist shops. Post-war building types within the town centre include large multi-storey buildings with flat roofs. | Discourage large blocks and multi-storey forms which impede permeability and legibility. | Redevelop those areas where building types affect permeability and fail to activate the street frontage. |
| | | MPIB | The Garden City residential areas comprise very distinct types of buildings reflecting the original masterplan for the town. | Protect and enhance the original Garden City residential areas. | |
| | | MPIC | The Interwar/1950s residential areas predominantly contain detached and semi-detached houses. | | Look at opportunities to create a better mix of housing types when new development sites come forward. |
| | | MPID | The Postwar suburban residential areas contain a mix of building types including detached, semis, short terraces and flat blocks. | Ensure that new developments include a mix of housing types | |
| | MP2: Materials/ Architectural Styles | MP2A | The formal classical architectural style and Arts and Crafts buildings provides distinction to the town centre. | Protect existing stock of Garden City architectural styles that contribute positively to the character and appearance of the area. | |
| | | MP2B | Postwar materials in the town centre incorporate concrete, and glass. | Discourage the use of materials and colours which do not fit within the context of the Garden City. | Develop a palette of modern materials which fit within the context of the Garden City. |
| | | MP2C | The narrow palette of materials used within the Garden City residential areas provides overall unity and harmony to the areas. Although some of the characteristic features of the Garden City style have been lost, such as the timber framed windows. | Discourage the use of materials and colours which do not fit within the context of the Garden City. | |
| | | MP2D | Within the later housing developments designs have been simplified, and the result has been a bland irregular jumble of styles, materials and colours. | | Encourage the use of traditional or high quality modern materials which contribute to the Garden City's distinctive character. |
| | MP3: Listed Buildings and Conservation Areas | MP3A | The town centre has relatively few listed buildings, although many of the buildings are of local importance/significance. | Protect those buildings which make a positive contribution to the character of the town centre. | |
| | | MP3B | The listed buildings within the Garden City residential areas reflects the contributions of a number of eminent architects of the day. | Protect the listed buildings which make a positive contribution to the character of the Garden City residential areas. | |
| | | MP3C | The Conservation Area status of the town centre and surrounding original Garden City residential areas reflects its important historical significance. | | New development within the Conservation Area should respect the scale, height and massing of existing buildings. |
| | MP4: Buildings Height and Massing | MP4A | The buildings along the main commercial streets have carefully conceived proportions. The consistent scale and height provides a sense of enclosure to the streets. | | New development along the main commercial streets should respect the scale, height and massing of existing buildings. |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|---------------|-----------------------------------|--------------|--|--|--|
| MAKING PLACES | MP4: Buildings Height and Massing | MP4B | The taller, pavilion style buildings surrounding Broadway Gardens provide physical presence to the civic focus of the centre. | Buildings around the Gardens should maintain and enhance its character as an area for civic, educational and business functions. | |
| | | MP4C | Corner and focal buildings are important in the centre, and were a significant element of the original masterplan for the Garden City. | Landmark corner buildings should be protected within the town centre. | |
| | | MP4D | The residential areas are predominantly two storeys in height, although there are a number of taller flat blocks distributed throughout the Postwar residential areas. | | A broader range of housing types should be considered within the post-war residential areas. |
| | MP5: Density | MP5A | The main commercial streets have a high density with buildings of two and a half to three storeys with continuous facades. | | New development along the commercial streets should reinforce the continuous frontage to the street. |
| | | MP5B | The buildings surrounding the outer edge of Broadway Gardens are of relatively low density due to the open frontages and large open space provided by the Gardens. | The sense of spaciousness around Broadway Gardens should be protected. | |
| | | MP5C | The zoning of distinct areas of certain sized houses and housing densities within the Garden City residential areas provides a variety of densities, from the very low density, large individually designed detached houses, to the high density small workers terraces. | Prevailing densities within the distinct Garden City residential areas should be respected. | |
| | | MP5D | The Interwar/1950s housing areas are predominantly medium density with a fairly open character. The post-war residential areas are characteristically medium to high density. | | Higher density development should be considered within the inter/pre-war and post-war residential areas. |
| | MP6: Topography | MP6A | The town centre sits on a level plateau which creates significant views and vistas particularly along Broadway. | Views and vistas within the town centre should be protected. | |
| | | MP6B | The surrounding residential areas are predominantly within gently undulating land. This affords a number of views both in and out of Letchworth particularly along the approach roads. | Views along the main approach roads into Letchworth should be protected and enhanced. | |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|--------------------------|--|--------------|---|---|---|
| CONTINUITY AND ENCLOSURE | CE1: Town Morphology | CE1A | The morphology of the town centre and the Garden City residential areas clearly reflect the original masterplan with streets radiating out on axes from Broadway Gardens, and a simple grid system of wide streets defined by consistent built frontages. | The formal structure of the street morphology should be protected and enhanced. | |
| | | CE1B | The urban structure, permeability and legibility breaks down towards the edges of the urban area with more recent residential developments based around a series of cul-de-sacs. | | Through routes should be encouraged over cul-de-sac development. |
| | | CE1C | Open spaces and wide streets provide an overall sense of spaciousness to Letchworth. | Protect and enhance open spaces, grass verges and street trees within Letchworth. | |
| | CE2: Building Lines, Setbacks and Gaps | CE2A | The commercial streets in the town centre display almost continuous building lines to the footway edge, although a number of gaps are created by surface car parking and service areas. | Protect the continuous building lines along the main commercial streets of the town centre. | Consider opportunities to redevelop gap sites within the town to promote continuous active frontages to the street and along footpaths. Create permeability through blocks where pedestrian desire lines are important. |
| | | CE2B | The parts of the town centre developed in the mid-late 20th century lack strongly defined street frontages, and breach the building line in places. Leys Square is also poorly fronted by surrounding buildings. | | Consider opportunities to redevelop those parts of the town centre which lack strongly defined street frontages. |
| | | CE2C | Within the Garden City residential areas, overall the building lines appear generally constant with regularly positioned spaces between houses, and some groups of houses set back, articulated around corners and amenity greens to add visual interest. | Development should respect the strong building lines of the Garden City residential areas. | |
| | | CE2D | The more modern developments of the 1980s and 1990s are based around an informal layout with houses set at varying angles around short cul-de-sacs. | | Perimeter block developments should be encouraged over cul-de-sac development to provide active frontage to the street. |
| | CE3: Building Orientation | CE3A | The main commercial streets have almost consist active frontages, creating a strong and vibrant town centre. This breaks away on the northern side of Gernon Road. | | Consider opportunities to redevelop the area on the northern side of Gernon Road. |
| | | CE3B | Within the Garden City residential areas a strong continuity of building frontage is maintained and articulated around corners. | Development should maintain the strong continuity of building frontage along streets and at corner plots. | |
| | | CE3C | Within the later residential developments there is no clear pattern of fronts and backs with some houses facing the backs of others, and the side of some houses providing blank frontage to the street. | | Perimeter block developments should be encouraged over cul-de-sac development to provide active frontage to the street. |
| | CE4: Pavements | CE4A | Despite the generous pavements along the main shopping streets, the pavements appear cluttered with street furniture. There are also rather crude footway extensions to delineate the on-street parking bays. | | Co-ordinated style, colour and siting of street furniture. Reduce new furniture to a minimum by good design. |
| | | CE4B | The Garden City residential areas have well maintained generous pavements, set alongside wide grass verges. However, within some of the areas, pavements have been damaged and grass verges lost due to parking pressures. | Protect and enhance generous pavements, wide grass verges and street trees. | |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|--------------------------|---------------------------------------|--------------|---|--|---|
| CONTINUITY AND ENCLOSURE | CE4: Pavements | CE4C | The pavements within the later residential developments are of varying quality, with ad hoc repairs in differing materials and damaged grass verges. | Consider parking issues to reduce the damage created to the grass verges. | Consider the potential to enhance the pavements within the later residential developments. |
| | CE5: Designated Open Land | CE5A | There is a sense of spaciousness across the town centre with a number of large open space, wide pavements and tree-lined avenues. This spaciousness continues into the Garden City residential areas. | Protect and enhance the open spaces, wide grass verges and street trees. | New development should reinforce and enhance the green character of the Garden City. |
| | | CE5B | The post-war estates are focused around a fairly well maintained network of green spaces and footpaths. | | Consider opportunities to enhance and extend the network of footpaths through new development. |
| MAKING CONNECTIONS | MCI: Land Use | MC1A | The town centre contains a number of distinct character areas providing a variety of different uses. In general, however, there is a lack of cafes and restaurants within the town centre. | | There is potential to improve and expand retail, leisure and service uses within the town centre. |
| | | MC1B | The employment area is provided within a discrete zone to the north east of the town centre and contains office, industrial and 'big box' retail uses. | | Consider opportunities to re-use and where appropriate redevelop older industrial units within the employment zone. |
| | | MC1C | The surrounding areas are predominantly residential interspersed with local shops and amenities. | Protect local shopping parades as an important part of the residential areas. | The Grange local centre should be enhanced both in terms of the units and the surrounding public realm. |
| | MC2: Circulation, Demand and Linkages | MC2A | The vehicular routes into the town centre are clearly defined, although access and signage to town centre parking areas is poor. | | Improve signage from key access roads into the town centre. |
| | | MC2B | There is no direct interchange between buses and trains, with bus stops scattered around the centre. | | Consider the potential to provide direct interchange between buses and trains. |
| | | MC2C | An obvious shopping circuit in the centre is lacking, with some pedestrian desire lines passing through service areas. | | Create a shopping circuit around the town centre through improved east-west and north-south connectivity. |
| | | MC2D | Pedestrian connections to surrounding residential areas are of mostly good quality and frequency, however the railway acts as a barrier to the north; in addition connections to the west are limited in number. | | New development should improve east-west and north-south pedestrian connectivity through and within the town. |
| | MC3: Parking | MC3A | The town centre contains a variety of car parks. There are management, attractiveness and security issues associated with the multi-storey car park. | | Look at opportunities to improve the multi-storey car park. |
| | | MC3B | Parking within the larger Garden City houses is predominantly provided off-street within the large front gardens. The rest of the zone has predominantly on-street parking. There are issues with car parking on grass verges and some front gardens and open spaces have been given over to parking. | Discourage the dominance of parking areas and hardstanding over green areas within front gardens in the Garden City residential areas. | |
| | | MC3C | The participants at the workshop highlighted a lack of adequate parking provision within the estates leading to damaged grass verges and a dominance of cars in the street scene. | | New development should incorporate parking off-street where possible to reduce parking issues. |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|-------------------------|----------------------------|--------------|--|---|--|
| QUALITY OF PUBLIC REALM | QPR1: Streetscape Elements | QPR1A | There is a general consistency of design and colour in the street furniture across the town centre, although there are some issues of street clutter. | | Co-ordinated style, colour and siting of street furniture. Reduce new furniture to a minimum by good design. |
| | | QPR1B | Pieces of public art provide some sense of the important history of the town. | | Consider opportunities for artworks at key gateways into Letchworth. |
| | | QPR1C | A key feature of the street scene within the Garden City residential areas is the historic street name signs, and the traditional gateway signage posts at the key arrival points into the town. | Maintain and restore traditional streetscape elements where possible. | Consideration should be given to recasting old designs in traditional materials to reinforce local identity. |
| | | QPR1D | The Jackmans Estate retail parade has large areas of public hardstanding in front of the shops and around the community centre which are of poor quality. | | Enhance the public realm surrounding the Jackmans Estate retail parade with new paving, street lighting and furniture. |
| | QPR2: Security | QPR2A | A major part of the town centre is covered by CCTV. However, certain parts of the town centre and pedestrian access ways to and within the town centre are not well illuminated at night. | | Enhance the lighting along pedestrian accessways to and within the town centre. |
| | | QPR2B | Areas of multiple deprivation exist within the Postwar Estates, with some associated anti-social behaviour. | | New development within the Postwar Estates should consider Secured by Design principles with properties overlooking streets and footpaths. |
| | | QPR2C | Many of the more recent residential developments within the town lack natural surveillance of the streets and pedestrian footpaths. | | New development should consider Secured by Design principles with properties overlooking streets and footpaths. |

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

| | Criteria | Issue Number | Issue | Safeguards | Opportunities |
|--------------------------|-------------------|--------------|---|--|---|
| SETTLEMENT-WIDE CRITERIA | SWC1: Circulation | SWC1A | The main vehicular routes into the town are from the Letchworth Gate in the south (linking to Junction 9 of the A1(M) and Baldock Road which is a major east-west regional route. | Parking along the main vehicular routes into the centre should be discouraged to enable good access into the town. | Main vehicular routes into Letchworth should be given careful design attention. |
| | | SWC1B | The rail station is in the town centre with a frequent service to London Kings Cross. | | Opportunities should be considered to improve the gateway status of the station. |
| | | SWC1C | The town is served by frequent bus routes which provide residential areas with good connections to the town centre. | | |
| | | SWC1D | There is a growing network of cycle routes. There are, however, fewer people walking into the town centre compared to other towns in the District. | Cycle routes and pedestrian paths should be protected and enhanced throughout the town. | New development should consider the potential to enhance cycle and pedestrian connectivity. |
| | SWC2: Views | SWC2A | Most of the centre benefits from strong vistas and landmarks as envisaged in the original masterplan. The eastern part of the centre lacks landmark features. | Development should protect the strong vistas within the town centre. | opportunities for landmark features should be considered within the eastern part of the town centre. |
| | SWC3: Legibility | SWC3A | Prominent landmarks around Broadway Gardens and at key corner plots provide orientation within the town centre. | Landmarks and corner plots which make a positive contribution to the town should be protected. | |
| | | SWC3B | There are few significant views of the town from key outer gateways due to the nature of the landform and landscaping. | | Key gateways into the town and the town centre should be enhanced to create positive first impressions. |
| | | SWC3C | Most of the town has strongly defined visual gateways, although the gateway from the east, and at the key arrival point of the station could be enhanced. | | Consider the potential to improve the Station gateway and the gateway to the town centre from the east at the junction of Gernon Road and Norton Way. |
| | | SWC3D | There is a lack of directional signage from key gateways and access routes into the town centre for vehicles. Pedestrian navigability could also be improved. | | Consider the potential for a signage strategy across the town. |

CONSULTATION

Letchworth Garden City Workshop, 23 January 2007

The Letchworth Garden City Urban Design Assessment Day was held on Tuesday 23 January 2007 at Plinston Hall.

The purpose of the event was to examine the perceptions of local people about Letchworth Garden City and to record how people perceive and use the town in their daily lives. The event was comprised of three workshop sessions, each examining a different issue in relation to Letchworth Garden City, from the character and textures that create a unique local identity, to personal perceptions of the local neighbourhood and local routes and connections.

The event was attended by 13 local stakeholders and was introduced by Helen Leitch, Urban Design Officer at North Hertfordshire District Council. Adam Lubinsky of Urban Practitioners explained the programme for the day.

The format of the day involved three workshop sessions, outlined within this consultation document.

RECORD OF ATTENDANCE

The following people attended the event:

Ms Helen Brookes, Urban Practitioners
Patricia Craggs
Simon Ellis, North Herts District Council
Mr Martin Fletcher, Letchworth Town Centre Partnership
James Gran, North Herts District Council
Mr Harper, Letchworth Town Centre Partnership
Cllr Terry Hone
Kirstie Hough, North Herts District Council
Kathy Kulver, Letchworth Garden City Society
Ms Helen Leitch, North Herts District Council
Mr Adam Lubinsky, Urban Practitioners
Kate Poiser, North Herts District Council
Paul Stevens, North Herts District Council
Mr Welch, Howard Cottage Society
Louise Ward, North Hertfordshire Homes

URBAN DESIGN ASSESSMENT DAY

Date Tuesday 23 January 2007
Time 12.00noon-3.00pm
Venue Plinston Hall

PROGRAMME

- 12.00** Registration and buffet lunch
- 12.20** Introduction
Helen Leitch, North Hertfordshire District Council
Adam Lubinsky, Urban Practitioners
- 12.30** What Surrounds Us? Neighbourhood Character and Textures
- 1.00** Does It Work For Us? Neighbourhood Perceptions
- 1.30** Where Are We Going? Routes and Connections
- 2.15** Tea break
- 2.30** Feedback
- 2.45** Summing Up and Next Steps
- 2.50** Close



**NORTH HERTFORDSHIRE
URBAN DESIGN ASSESSMENT
LETCWORTH GARDEN CITY**



Participants completing the worksheets in Workshop 1: What surrounds us?



Participants completing the worksheets in Workshop 2: Does it work for us?



Participants completing the worksheets in Workshop 3: Where are we going?

WORKSHOP I - WHAT SURROUNDS US?

How well do you know your town? Neighbourhood character and textures

An initial 'ice breaking' exercise was undertaken in the form of a quiz based on the textures, materials and landmarks in Letchworth Garden City. Participants worked in small groups and were issued with a worksheet containing snapshots of photographs from around the town. They were asked to identify the subjects of the images and where these subjects were located on a map. Following this, participants were asked to identify whether a series of photographs showed publicly or privately-owned areas. Finally, participants were asked to identify local features and their functions.

In the first section, the majority of participants were unable to identify the images of the local area on the map. The musical light box located along Leys Avenue caused some confusion although it was subsequently discovered that this feature was often covered during the day.

The second image also caused some confusion and few recognised it as above the cafe on Leys Square. Participants mentioned that Leys Square was well used and popular especially when the farmers and continental markets, and other events; occurred there. It was acknowledged, however, that the square could be better framed by active shop frontage; and this was seen as an important element as part of the Town Centre Strategy proposals.

The third image was taken from the board at the entrance to the Garden City Museum and was not identified by any of the participants. One participant highlighted the fact that the Heritage Foundation were looking for an alternative location for the museum, but that English Heritage were keen for them to stay in the Grade II* Listed house.

The window of the Art Deco cinema was correctly identified by a number of the participants and was seen to be an important and well used facility in the town centre especially since it had been restored. Similarly, the book store was recognised as an important local independent shop and was particularly popular on Saturdays. One participant mentioned that the book racks outside the shop obstructed the pavement could cause problems for the access and visually impaired.

Few participants recognised the distinctive stars above the door of the Roman Catholic Church. However, the pieces of public art which acknowledged the Garden City heritage in images 7 and 8 were more widely recognised. The street signs at the back of the Town Hall which portray the original Garden City vision 'paradise is a place as well as a promise' were acknowledged to be commissioned by North

How well do you know your town?

**NORTH HERTFORDSHIRE
URBAN DESIGN ASSESSMENT
LETCHWORTH**

Recognise these features?
Can you map them by their number?

Recognise these features?
Are they public or private?

A

B

C

D

E

F

Recognise these features?
What are their function?

1

2

3

practitioner

WORKSHOP I - WHAT SURROUNDS US?

Hertfordshire District Council as part of the centenary celebrations but were not popular.

North Hertfordshire College represented in image 8 was recognised by half of the participants, one mentioned that the college was looking to move to a building in Hitchin, but that the building was covered by a covenant to be retained in educational uses.

In the second part of the workshop, the groups were asked to identify whether particular spaces were public or private areas of the town, based on their appearance. On the whole, people were able to correctly identify whether the areas were publicly or privately owned.

The first image taken from the Jackmans Estate was seen as a positive feature with many of the footpaths providing access to the local schools. Participants mentioned that there were very few of these sorts of footpaths on the Highfield side of town.

The second image of a block of flats on the Grange Estate was correctly identified as private due to the railings which demarked the space and prevented parking on the grass (a particular problem in this area, as well as in the Grange, Westbury and Wilbury areas).

The third image of the local community centre and square in the Jackmans Estate was identified as a very poor quality space but participants mentioned that there were plans to improve this space and the surrounding community facilities.

The wide grass verges and street trees in image D were seen as important characteristics of much of the original Garden City residential areas. It was felt that these areas were particularly well maintained due to the by-laws which did not allow parking on the grass verges and the work of the Letchworth Garden City Heritage Foundation which had stringent policies in relation to maintaining the green open character of the residential areas.

The final image (F) was identified as a particular problem within Letchworth where the backs of properties front onto the road especially within the cul-de-sac estates such as within the Lordship Estate.

The third section required the groups to identify the function of local features. In particular, the sign at the junction of Baldock Road and Willian Way was seen as an important gateway marker for the Garden City. The original road signs within the Garden City residential areas were also seen as very special and distinctive.

Many identified the plan for the Wynd shopping centre although this centre was seen as off the main shopping streets and was, as such, poorly used.

How well do you know your town?

NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT LETCHWORTH











**Recognise these features?
Can you map them by their number?**










**Recognise these features?
Are they public or private?**

A

B

C

D

E

F





**Recognise these features?
What are their function?**

1

2

3

NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT LETCHWORTH GARDEN CITY SEPTEMBER 2007

76

WORKSHOP 2 - DOES IT WORK FOR US?

Neighbourhood perceptions

A short presentation was given to the group by Adam Lubinsky of Urban Practitioners about why certain aspects of the built environment have evolved in a particular way. The presentation examined the relationship between the built form and streetscape of an area and the paths that people chose to move around. In addition, the relationship between building density and street form, building heights and views was also discussed within the presentation.

Following the presentation, participants were asked to identify what they liked about their town by looking at a series of photographs examining building materials, shop signs, footpaths and boundaries. Participants were asked to consider four photographs under each heading and assign each one a mark between one and five to indicate which ones they liked the most (with five representing those that were liked the most). In addition, participants were asked to write a word or phrase to describe how they felt about the image.

The following pages outline participants' responses to each of the images and the words that were selected to describe them. Beneath each image and the number scale are the total number of participants that allocated the image that particular score.

What do you like about your town?

NORTH HERTFORDSHIRE
URBAN DESIGN ASSESSMENT

LETCHWORTH

Consider the architectural elements and materials in the photographs below. Give each one a mark from 1-5, where 5 indicates those that you like most. Below each image write a key word to describe how you feel about it.
When you have completed the sheet, please return it to a member of the Urban Practitioners team.

| | | | | |
|--------------------|---|---|---|---|
| BUILDING MATERIALS |  |  |  |  |
| | 5 4 3 2 1 | 5 4 3 2 1 | 5 4 3 2 1 | 5 4 3 2 1 |
| SHOP SIGNS |  |  |  |  |
| | 5 4 3 2 1 | 5 4 3 2 1 | 5 4 3 2 1 | 5 4 3 2 1 |
| FOOTPATHS |  |  |  |  |
| | 5 4 3 2 1 | 5 4 3 2 1 | 5 4 3 2 1 | 5 4 3 2 1 |
| BOUNDARIES |  |  |  |  |
| | 5 4 3 2 1 | 5 4 3 2 1 | 5 4 3 2 1 | 5 4 3 2 1 |

Urban Practitioners logo

WORKSHOP 2 - DOES IT WORK FOR US?

BUILDING MATERIALS



LIKE DISLIKE

0 0 2 4 7

NUMBER OF RESPONSES

The 1960s red brick residential block with white painted window detail was unpopular, with the majority of participants expressing dislike for the materials used. Many found the materials 'bland' and 'utilitarian'. With others expressing indifference to the plainness of the overall building.

| COMMENTS | |
|----------------|---------------|
| Bland x4 | Indifferent |
| Blank | Characterless |
| Utilitarian x2 | Ugly |
| 60s x2 | |
| Plain | |



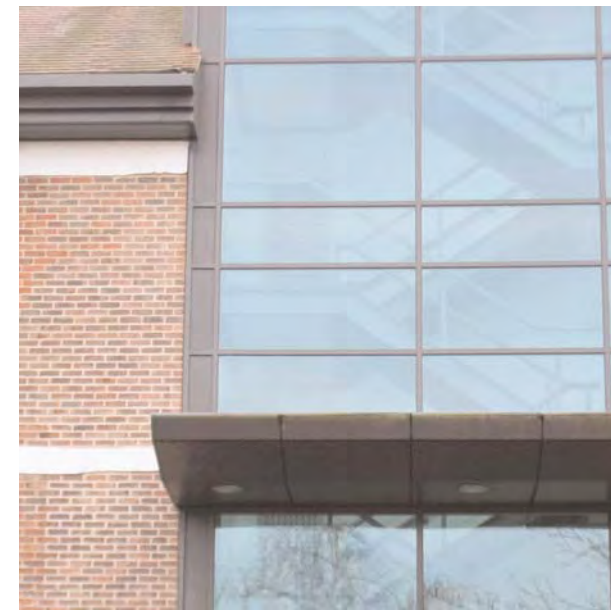
LIKE DISLIKE

5 7 0 0 0

NUMBER OF RESPONSES

The vernacular architectural detail of this image with cream painted render, tiled roof and steep pitch as well as the distinctive round window was liked by the majority of participants. The detailing was seen as 'interesting', and characteristic of the Garden City architectural style.

| COMMENTS | |
|----------------|------------|
| Interesting x4 | Excited |
| Good | Elegant x2 |
| Garden City x4 | |
| Quaint | |



LIKE DISLIKE

1 3 7 1 1

NUMBER OF RESPONSES

The use of modern glass and steel framed windows juxtaposed with the brown/orange brick of the Nexus building received a neutral response from the majority of participants. The materials used were seen as 'modern', 'stylish', 'smart' and 'simple'. On the negative side participants saw the materials as 'unwelcoming' and 'alienating'.

| COMMENTS | |
|-------------|------------|
| Modern x4 | OK |
| Interesting | Simple |
| Unwelcoming | Reflective |
| Stylish | Smart |
| Ultra | |
| Alienating | |



LIKE DISLIKE

2 5 3 3 0

NUMBER OF RESPONSES

The traditional facade incorporating two shades of brick was generally liked, scoring two fives and five fours with participants liking the textured quality and warm colour of the brick work, and the 'warm', 'rich' colour.

| COMMENTS | |
|-------------|-------------|
| Texture x3 | Skilled |
| OK x2 | Rich |
| Warm | Brickwork |
| Skilled | Unnecessary |
| Prison Wall | |

WORKSHOP 2 - DOES IT WORK FOR US?

SHOP SIGNS



LIKE DISLIKE

5 2 5 2 0

NUMBER OF RESPONSES

The classical signage of the bank building was well liked by at least seven participants, with five having a neutral response, and only two scoring the image a number two. The sign was seen as 'pleasing', 'classical' and 'grand'. Some however, saw the sign as 'dull' and 'imposing'.

| COMMENTS | |
|---------------|-------------|
| Classical x2 | OK |
| Pleasing | Secure |
| Authoritative | Dull |
| Imposing | Understated |
| Roman | Grand |
| Architectural | Solid |
| Detailed | |



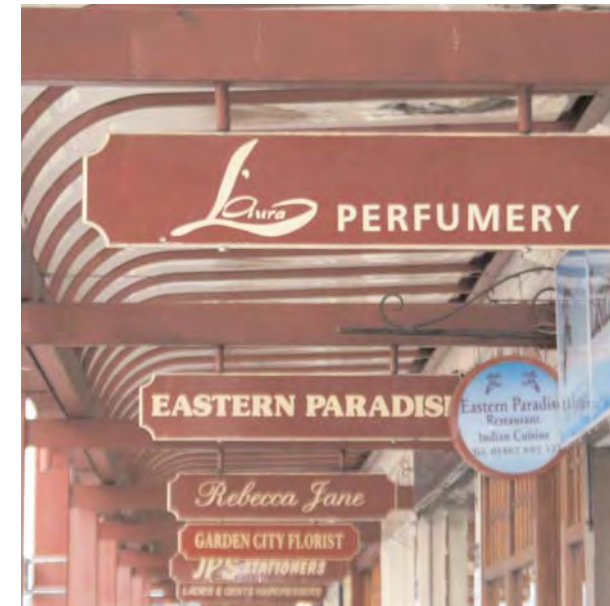
LIKE DISLIKE

3 6 3 1 0

NUMBER OF RESPONSES

Similarly, this shop sign was liked by the majority of respondents for its 'elegant' lettering and 'classical' detailing. Residents valued the classical Georgian architectural style of the sign.

| COMMENTS | |
|---------------|---------|
| Classical x4 | OK |
| Interesting | Ornate |
| Safe | Elegant |
| Georgian | Grand |
| Architectural | |
| Nice detail | |



LIKE DISLIKE

1 2 2 6 2

NUMBER OF RESPONSES

The signs hanging from the awning of Arena Parade received a mixed response from participants, with eight people expressing dislike, and three liking the signs. On the positive side, it was considered as 'uniform', and 'informative', although many recognised the fact that it was in need of renovation, and others found it 'cheap', 'cluttered' and confusing'. One participant highlighted the fact that the Heritage Foundation had put in a planning application for Arena Parade and that the concepts had been out for consultation, but not the detailed treatment of the facades.

| COMMENTS | |
|------------------|------------|
| Uniform | Depressing |
| OK | Confusing |
| Uninspired | Weak |
| Informative x2 | Cluttered |
| Tacky | Quaint |
| Not in keeping | Cheap |
| Needs renovation | |



LIKE DISLIKE

0 0 2 4 7

NUMBER OF RESPONSES

The red and white sign and protruding awning of the butchers shop provoked a predominantly negative response, scoring seven ones and four twos. In particular, the bright colours were labelled as 'ugly', 'tacky' and 'gaudy'. It was felt that the sign was not in keeping with the Garden City.

| COMMENTS | |
|-----------------|----------------|
| Gaudy | Not in keeping |
| Bright x2 | Yuk! |
| Not Garden City | Traditional |
| Ugly | Stark |
| Garish x2 | Awful |
| Tackier | |

WORKSHOP 2 - DOES IT WORK FOR US?

FOOTPATHS



LIKE DISLIKE

0 0 1 7 5

NUMBER OF RESPONSES

The underpass within the Jackmans Estate was disliked by the majority of respondents because it was seen as 'unsafe', 'intimidating' and 'threatening'. It was also perceived as 'frightening' and likely to attract anti-social behaviour mainly due to the fact that it was too dark.

| COMMENTS | |
|----------------|--------------|
| Threatening x2 | Too dark |
| Doubtful | Frightening |
| Unsafe x2 | Vulnerable |
| Grim | Intimidating |



LIKE DISLIKE

0 0 0 3 10

NUMBER OF RESPONSES

The metal railings along the path running between two houses was disliked by the majority of participants with ten participants giving this image a score of one. The barrier, obstruction and clutter created by the railings was commented upon a number of times.

Other respondents found the path 'dreary', 'dull', 'confusing', 'uninviting' and 'alienating'.

| COMMENTS | |
|----------------|--------------|
| Barrier x2 | Alienating |
| Obstructive x2 | Rubbish |
| Dreary | Ugly |
| Unnecessary | Cluttered x2 |
| Dull | Uninviting |
| Too busy | Confusing |



LIKE DISLIKE

1 2 7 1 2

NUMBER OF RESPONSES

The pedestrian footpaths sets within the grass banks within the Jackmans Estate received a fairly neutral response with seven respondents giving the path a three, and three people liking the footpaths and another three disliking the routes. On the positive side the footpaths were seen as 'open', 'green' and 'good', it was also recognised that there was a lot of potential for improvement with negative comments such as 'bland', 'uninspiring' and 'featureless'. Interestingly, some saw these paths as 'frightening' and 'wary' perhaps due to a lack of natural surveillance from surrounding

| COMMENTS | |
|-------------------|-------------|
| Open x3 | Frightening |
| Dreary | Wary |
| Uninspiring | Bland |
| Lots of potential | Featureless |
| Green | Accessible |
| Good | |



LIKE DISLIKE

0 0 3 2 7

NUMBER OF RESPONSES

This image taken of a well used footpath within the town centre received a predominantly negative response from participants. There was a general feeling that the path was 'boring', 'functional' and 'uninviting'. There was also some confusion as to where the path was taking pedestrians particularly since it passes through a service area and along a blank wall.

| COMMENTS | |
|-------------|------------|
| Boring x3 | Anywhere! |
| Services | Busy |
| Narrow | Conflict |
| Uninviting | Functional |
| Poor access | Concrete |
| Ugly | |
| Unclear | |

WORKSHOP 2 - DOES IT WORK FOR US?

BOUNDARIES



LIKE DISLIKE

1 5 5 2 0

NUMBER OF RESPONSES

The enclosed well-planted front garden within part of the original Garden City residential areas received a fairly positive to neutral response. Participants saw this as very 'traditional' and characteristic of the vernacular style of the Garden City. Others saw it as 'charming', 'cottagey' with a village feel. On a negative note some respondents felt that it was inappropriate and provided a poor frontage.

| COMMENTS | |
|-----------------------|----------------------|
| <i>Traditional x2</i> | <i>Inappropriate</i> |
| <i>OK</i> | <i>Poor frontage</i> |
| <i>Charming</i> | <i>Vernacular</i> |
| <i>Cottagey x3</i> | <i>Village</i> |
| <i>Maintained</i> | |



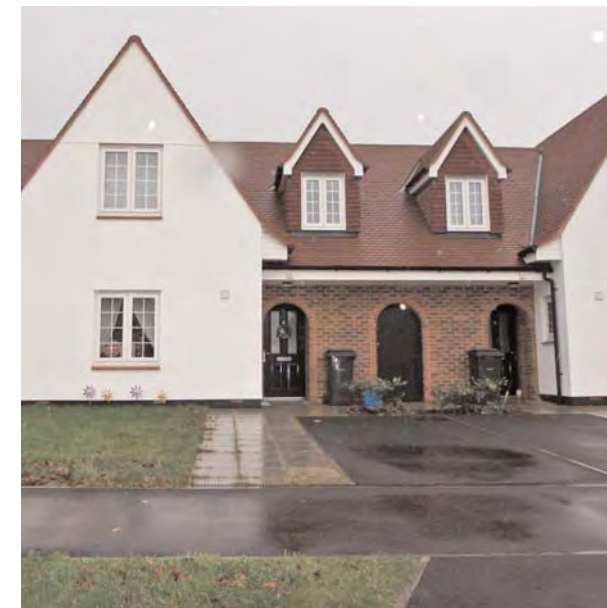
LIKE DISLIKE

0 0 2 4 7

NUMBER OF RESPONSES

The chainlink fences used to demarcate the boundaries of the properties in this image were disliked by the vast majority of participants. They were seen as temporary, 'cheap', 'bleak' and 'inappropriate'.

| COMMENTS | |
|--------------------|----------------------|
| <i>Trashy</i> | <i>Inappropriate</i> |
| <i>Terrible</i> | <i>Depressing</i> |
| <i>Unappealing</i> | <i>Bleak</i> |
| <i>Drab</i> | <i>Dull</i> |
| <i>Very cheap</i> | <i>Untidy</i> |



LIKE DISLIKE

2 6 3 2 1

NUMBER OF RESPONSES

The open frontage of this property received a mixed response from participants with most expressing positive or neutral response to the image. This was reflected in the comments 'unsure', 'functional' and 'ok'. It was also felt that there was a lack of distinction between public and private space due to the very open character of the front garden.

| COMMENTS | |
|----------------------------|-----------------------------------|
| <i>Functional x2</i> | <i>Open</i> |
| <i>Not very attractive</i> | <i>No clear distinction</i> |
| <i>Representative</i> | <i>between public and private</i> |
| <i>OK x2</i> | |



LIKE DISLIKE

0 1 4 2 3

NUMBER OF RESPONSES

The very long front garden of this property also received a mixed response from participants with four people giving a neutral response, and three expressing dislike. Again there was seen to be no clear distinction between public and private space due to the open character of the space. Some commented that the space looked 'unloved' and 'unattractive'.

| COMMENTS | |
|--|-------------------------------|
| <i>Not attractive</i> | <i>Unloved</i> |
| <i>Ordinary</i> | <i>Where is the boundary?</i> |
| <i>Semi</i> | <i>1930's</i> |
| <i>Open x3</i> | |
| <i>No clear distinction between public and private</i> | |
| <i>OK</i> | |

CONCLUSIONS

BUILDING MATERIALS

Traditional Garden City building materials and styles were valued for their historic associations as well as being considered attractive in their own right by many. In general, participants were not against the use of modern materials as long as consideration was given to the local context and the quality of materials used was high.



SHOP SIGNS

Signs which respected the original style of the town centre in terms of simple materials and classical style were well received. Simple, modern signage was considered acceptable by most, although uniformity to a standardised design was not liked. Signs displaying bright colours did not score highly.



FOOTPATHS

The footpath that was most positively scored was open and green. Narrow, dark footpaths and underpasses were perceived as unsafe and threatening. Overly cluttered and poor quality paving treatment were also disliked.



BOUNDARIES

Enclosed, well-greened boundaries were, on the whole, popular; and representative of parts of the original Garden City residential areas. Fences designed without any thought to aesthetic appeal were strongly disliked. Open plan front gardens were given a neutral scoring where they were well maintained, although there was felt to be a lack of distinction between public and private space.



WORKSHOP 3 - WHERE ARE WE GOING?

Routes and connections

Participants were divided into small groups and provided with a large scale plan of Letchworth Garden City and different coloured pens to begin to annotate the plan.

Each participant took a turn to annotate the plan with the routes that they regularly take on foot, by car or by bicycle. Participants then marked the plans with areas where they encountered barriers or edges to their journey. Barriers to movement were identified as not only physical constraints but also psychological barriers that discourage people from visiting place or taking particular routes. These barriers could include graffiti that makes an area feel unsafe or traffic congestion on some roads during peak periods.

Participants used the pens to highlight the routes and connections that they would like to make within the town on foot, by car and by bicycle. Finally, they marked favourite views and places to visit.

Routes and connections



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NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT

LETCHWORTH

Where do you live/visit?

Destination ●

Where are your routes?

Walking ———

Cycling ———

Driving ———

What are the barriers/edges you encounter?

Barrier XXXXXXXXXXXXXXXX

What other routes/connections would you like to make/take?

Walking - - - - -

Cycling - - - - -

Driving - - - - -

Where is your favourite place?

Favourite place ★

Where is your favourite view point?

Favourite view point ▲

WORKSHOP 3 - WHERE ARE WE GOING?

Routes

Key driving routes from surrounding areas into the town centre including Bedford Road from the north west, Norton Road/Norton Way from the north east, Baldock Road (A505) from the east, and Broadway, Willian Way and Letchworth Gate (A6141) from the south.

Very few of the participants cycled within Letchworth although on group member identified a north-south axis incorporating Broadway.

Common walking routes were identified along the main commercial streets of the town centre.

Barriers

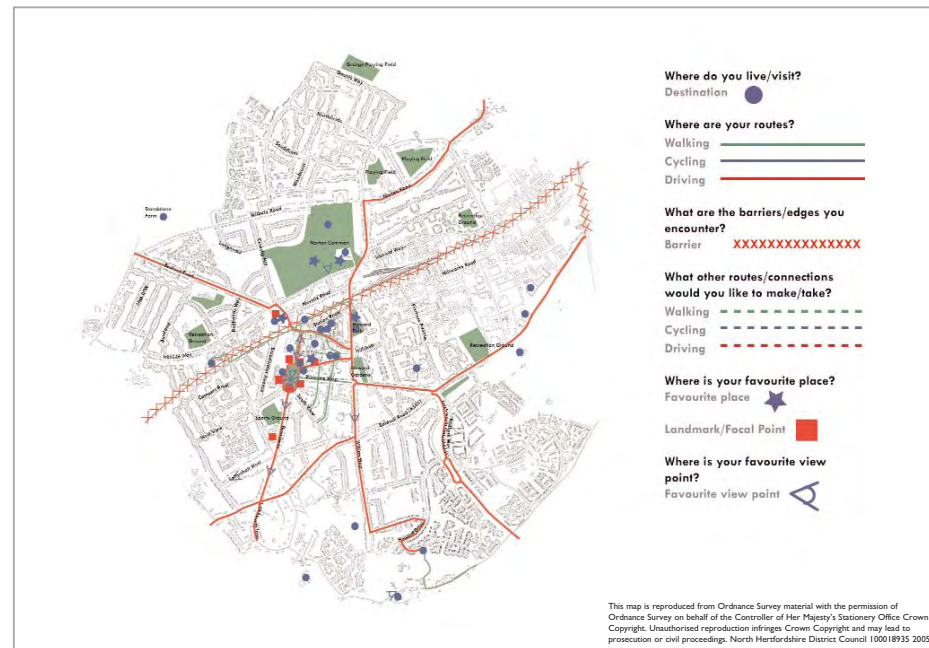
The railway line which dissects the town in two was identified as the major barrier within Letchworth Garden City. The A1(M) running along the eastern edge of the town was also seen as a barrier which helped to define the edge of the town.

Within the town centre the poor pedestrian environment around Openshaw Way and between Morrisons and Eastcheap were seen as barriers to pedestrian movement.

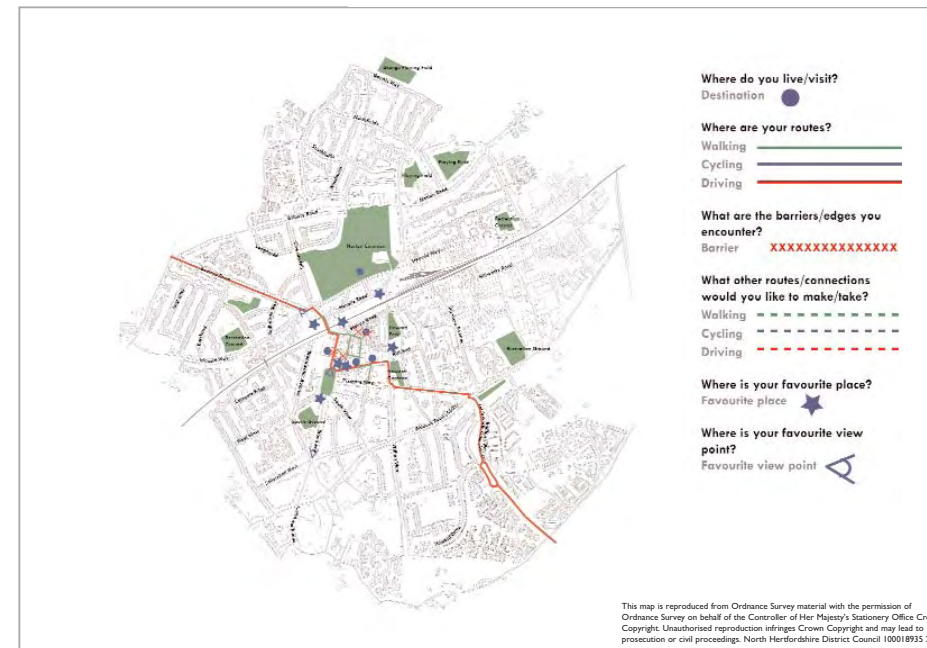
Favourite views and places

Favourite views both in and out of Letchworth were located on several of the approach roads, including Broadway, Willian Way, Baldock Road and Norton Way. Within the town centre, the views provided by the road axis from Broadway Gardens were particularly appreciated.

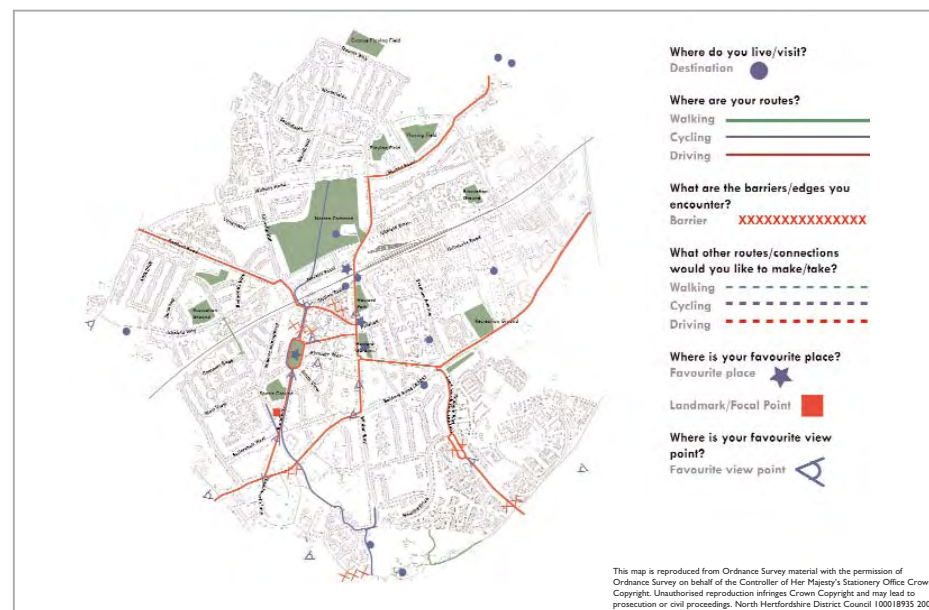
Norton Common and Howard Park and Gardens were favourite places for many. Other favourite places included the cinema, and the local landmarks of the Spirella building, and those buildings around Broadway Gardens.



Group 1



Group 2



Group 3

Group I



Residents' houses and destinations

The members of Group I lived in a number of locations across the town, with one participant living in Standalone Farm just outside the north western edge of the urban boundary. A number of key destinations such as places of work (the Spirella building and Council offices), the station, Morrisons, the shops along Eastcheap, the Library and open spaces were also identified.

Routes

Residents indicated a number of key driving routes from surrounding areas into the town centre including Bedford Road from the north west, Norton Road/Norton Way from the north east, Baldock Road (A505) from the east, and Broadway, Willian Way and Letchworth Gate (A6141) from the south. None of the group members cycled. Common walking routes were within the town centre along Pixmore Way, Souberie Avenue and Lytton Avenue. In the northern part of the town centre along the Broadway, Station Way and Station Road.

Barriers

The railway line which dissects the town in two was identified as the major barrier within Letchworth Garden City. The A1(M) running along the eastern edge of the town was also seen as a barrier which helped to define the edge of the town.

Desired connections

This group wanted to see better pedestrian connections between blocks within the town centre particularly through The Arcade and through Garden Square Shopping Centre. The group also wanted a better connection between Broadway and Eastcheap connecting Morrisons more effectively with the town centre.

Favourite places

Norton Common was generally the favourite place, along with Howard Park and the cinema.

Landmarks/focal points

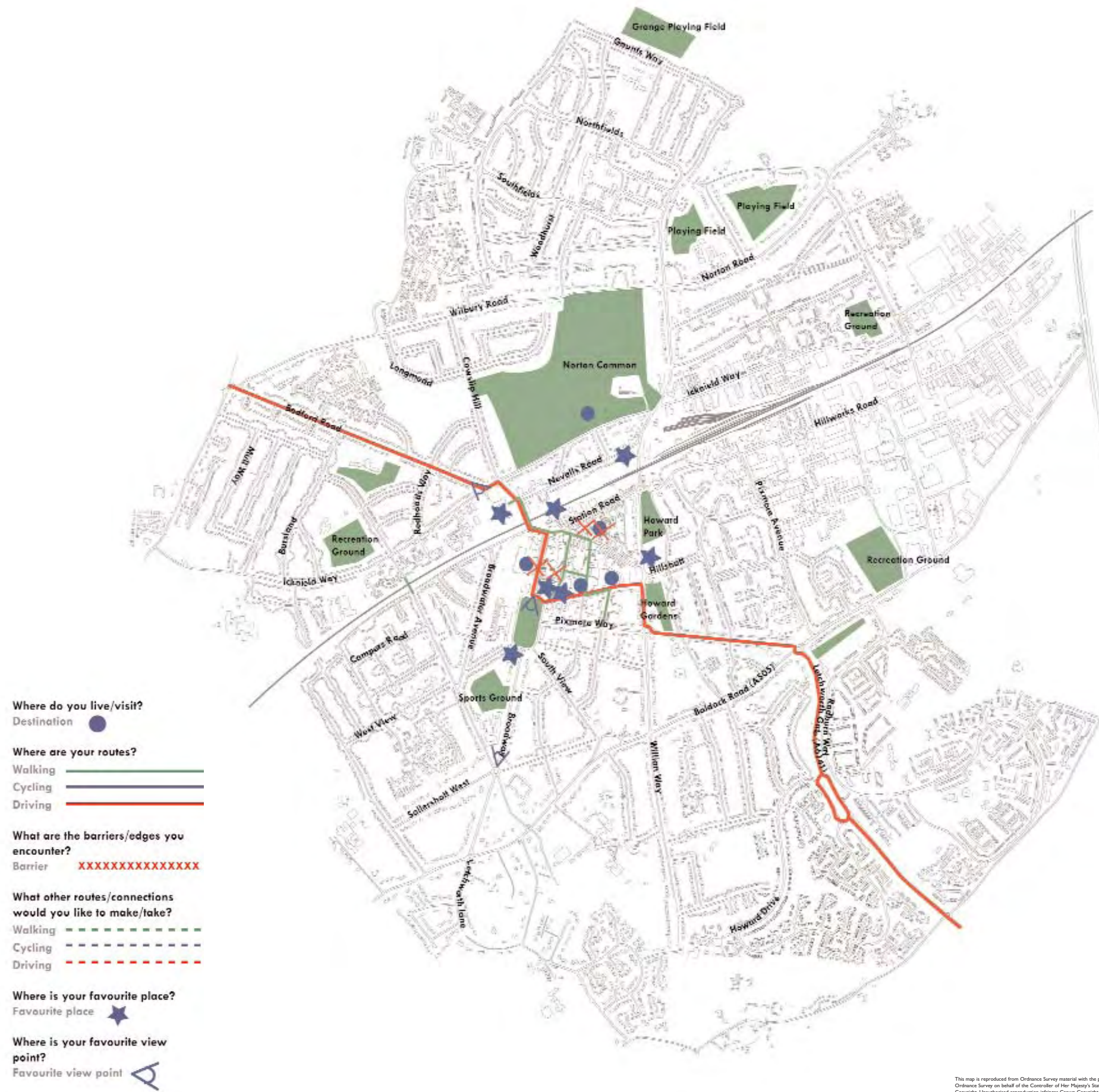
The group also identified landmarks and focal points which were mainly located around Broadway Gardens and included North Hertfordshire College, the Nexus building, the fountain in the Gardens, the Town Hall, and the Spirella building.

Favourite view points

There were a number of favourite view points from the strategic vehicular routes into the town centre; looking north along Broadway and Willian Way, east along Baldock Road and south along Norton Way. Within the town centre the views in all directions out of Broadway Gardens were particularly appreciated as were the views looking both north towards the station and south towards the Gardens along Broadway. Group members also enjoyed the view across Norton Common.

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Group 2



Residents' houses and destinations

None of the members of Group 2 lived in Letchworth, although a number of the participants worked in the Council offices. Other key destinations were also identified as Norton Common, the Spirella building, and Morrisons.

Routes

The main driving routes the group identified were along Bedford Road and along Letchworth Gate into the town centre. One of the group members felt that Gernon Way should be a two-way road.

None of the group had cycled within Letchworth, although it was acknowledged that there were cycle and pedestrian routes all around the urban boundary. Walking routes were identified in the town centre as the main shopping streets of Eastcheap, Leys Avenue and Commerce Way.

Barriers

The main barrier identified by this group was the lack of signage once in the town centre especially to the multi-storey car park. The poor pedestrian environment within the Openshaw Way area was also identified as a barrier to movement through the Wynd.

Desired connections

Residents desired a better pedestrian link from Morrisons along the Broadway into Eastcheap and the heart of the town centre.

Favourite places

These were indicated as the two major green spaces of Norton Common, Howard Park and Gardens. The Town Hall, the Broadway cinema, St Michael Church, the station building and the Spirella building were also highlighted as favourite places. The group also felt that the Museum was an important part of the town although it was hidden and tucked away.

Favourite view points

Favourite view points were identified as those looking north along Broadway and the view looking south down Broadway from Broadway Gardens, and the view of the Spirella building from Bedford Road on approaching the town centre from the north west.

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Group 3



Residents' houses and destinations

Members of Group 3 came from around the Station Road area, along and just north of the Baldock Road on the eastern side of the town centre, and just off Willian Way on the southern side of the town centre. Two of the team members lived outside the urban boundary on the north eastern edge.

Routes

Group 3 identified Bedford Road, Norton Road, the Baldock Road and Letchworth Gate as the main vehicular routes into the town.

A very strong north-south cycle route was identified from Willian Road in the south, across the Pitch and Putt Course and Sports Ground, along Broadway and through the town centre under the railway lines to Norton Common. This group identified an important pedestrian route under the railway lines along Spring Road.

Barriers

This group identified a number of barriers including the subways under Letchworth Gate connecting the Lordship and Jackmans Estates which were seen as dark and uninviting. The Jackmans Estate, and in particular Ivor Court, was seen as unattractive and impacts on the southern gateway into Letchworth. Within the town centre the poor pedestrian environment around Openshaw Way and between Morrisons and Eastcheap were seen as a barrier to pedestrian movement.

Desired connections

Group 3 did not indicate any desired connections.

Favourite places

Broadway Gardens, Howard Park and Gardens, and the youth club and hall were the favourite places of this group.

Favourite view points

Group 3 identified a number of strategic views into the town from the A1(M) on the eastern edge of the town looking west across the urban area, and the view from Letchworth Golf Course looking north over the town. Views out to the countryside from Wilbury Hills were also appreciated.

Key views were also identified along strategic vehicular corridors along Willian Way (looking north and south), and Letchworth Lane (looking north and south). Within the town centre the views along Broadway looking south from Broadway Gardens were identified, as were the views of the cinema and the station building from Broadway Gardens.

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