Buntingford
PARKSIDE

Design Principles

Buntingford, Parkside:
Land North of Baldock Road

May 2025

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Hallam Land

Contents

Part 1: Site-Wide Design Principles

Introduction

This Design Principles document is submitted to East Herts District Council, in support of an outline planning application for Buntingford, Parkside to the west of Buntingford, Hertfordshire. The application is submitted by Hallam Land – 3/24/0966/OUT.

Summary of the Proposal

Buntingford, Parkside, is a comprehensive mixed-use scheme, comprising up to 600 new homes, a mixed-use local centre, elderly accomodation, a series of formal and informal open spaces, including new parkland, and sustainable transport connections, designed to seamlessly integrate with the existing town.

The site is located to the West of Buntingford, a market town acting as a centre for numerous outlying villages. The site is 50.12ha in size, lying north of Baldock Road (A507) and with a distinct eastern boundary characterised by the A10.

Illustrative Masterplan

The design approach for Buntingford, Parkside is landscape-led, with a strong focus on the delivery of new green infrastructure networks and enhancements, such as the creation of Buntingford Park, a 24.6ha parkland, as well as a series of green corridors and connections which weave through the development. Buntingford, Parkside is centred around a mixed-use local centre which will deliver a range of facilities and amenities to complement the town's existing offer, such as a First School, flexible commercial units, and a potential Doctors Surgery. This community heart is well connected to the wider town through a series of active and public transport connections that provide desirable alternatives to the private vehicle.

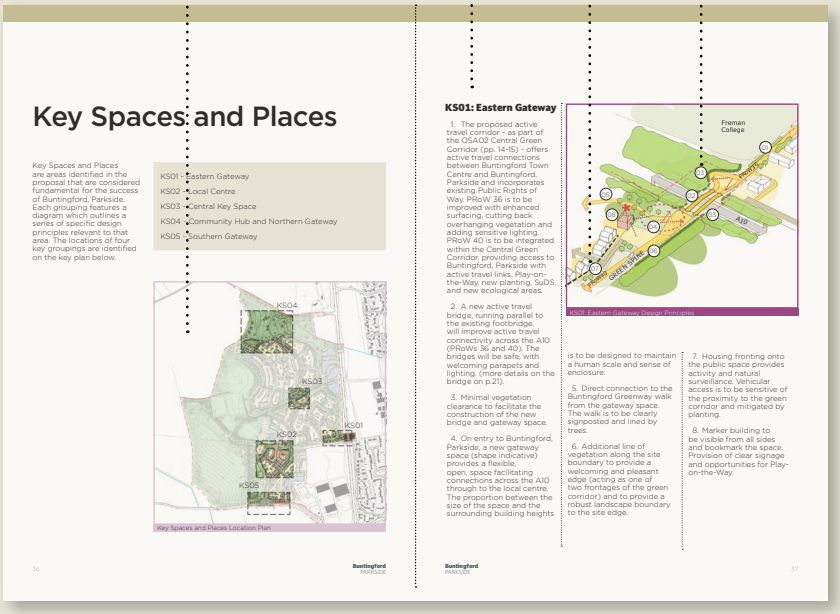
The illustrative masterplan demonstrates a representation of how the Land-Use Components Plan and Parameter Plans could be realised, within the framework of the vision and design principles for Buntingford, Parkside.

Illustrative elements are not fixed (e.g. position of houses, number of trees)

Location plan (Linking the design principles to the masterplan)

Design principles description

Diagramatic design guidance linking to text



How this Document Works

This document includes a series of frameworks and parameters to guide the detailed design of Buntingford, Parkside. The principles encompass a series of themes across Site-Wide and Area-Specific scales.

Illustrations within this document are grouped as follows and color-coded:

Parameter Plan
(Fixed parameters)

Required Design Principles
(Illustrative elements are not fixed, but highlighted principles are mandatory)

Illustrative Drawing
(Not mandatory)

Location Plan
(Linking the design principles to the masterplan)

Site-Wide Objectives

The following site wide objectives flow from the Design and Access Statement (DAS) submitted in May 2024, and establish the framework for the Specific Design Principles that will guide the design and development of the site and all its components.

The DAS contained seven emerging overriding design principles that are carried forward into this Design Principles Document but have evolved to reflect a deeper understanding of what is required to develop this site as a high-quality and distinctive mixed-use, landscape-led, urban extension for Buntingford. The objectives are as follows:

Providing Local Infrastructure and Facilities:

- First School: Catering for the development and wider town.
- Playing Fields: Offering opportunities for sport and recreation.
- Local Centre: With flexible units to support day-to-day needs.
- A potential Doctor's Surgery, should needs change*.
- Elderly Accommodation: Designed as a part of the Local Centre.
- Community Uses: To foster a sense of community and complement the town's existing uses.
- New Parkland and Greenway: Designed to be multi-functional.
- Sustainable Transport Infrastructure: To reduce reliance on private vehicles.

New Homes for Local People:

- Mix of typologies and tenures, including market, affordable, self- and custom-build options.
- Balance of built development and open space.
- Homes are set in an attractive landscape.

*Changing circumstances in Buntingford means that on-site provision of a Doctor's Surgery in this location is unlikely, however, should needs change or the alternative site East of Buntingford not come forward, the potential remains.

• Homes designed in line with the Future Homes Standard.

Moving Around:

• Extensive network of footpath, cycle and public transport connections, within the site and to the wider town.

• Improvements to public transport.

• Mobility hubs: Designed to support sustainable movement and local trips.

• Enhancements to the existing street network.

The Great Outdoors:

• Landscape-led development: The protection, enhancement and delivery of green infrastructure shapes Buntingford, Parkside.

• A new park for all of Buntingford: Offering a diverse range of spaces to interact with nature.

• A variety of formal and informal play opportunities are embedded in both the green infrastructure and within the development.

• Allotments and orchards: As a space for food-growing, community and education.

• Countryside views: With development nestled into the landscape.

A Healthy and Sustainable Place:

• Fostering a sense of community through diverse housing, a variety of open spaces, connections and community uses.

• Design that enables active and healthy lifestyles.

• A place that nurtures quality of life.

• Cohesiveness between Buntingford, Parkside and the existing town.

• Achieves the Sustainability Principles outlined in the DAS, covering Housing, Energy, Employment, Active & Sustainable Travel, Local Centre, Green Infrastructure, Place-Making, Community Facilities, Education, Blue Infrastructure, and Biodiversity.

New Jobs for Local People:

• Enabling temporary jobs in the construction of the scheme.

• Supporting existing businesses during site delivery through trade.

• Permanent job creation through the local centre, which offers opportunities for existing and new businesses to expand/open.

Co-Ordinated Engagement, Planning and Delivery:

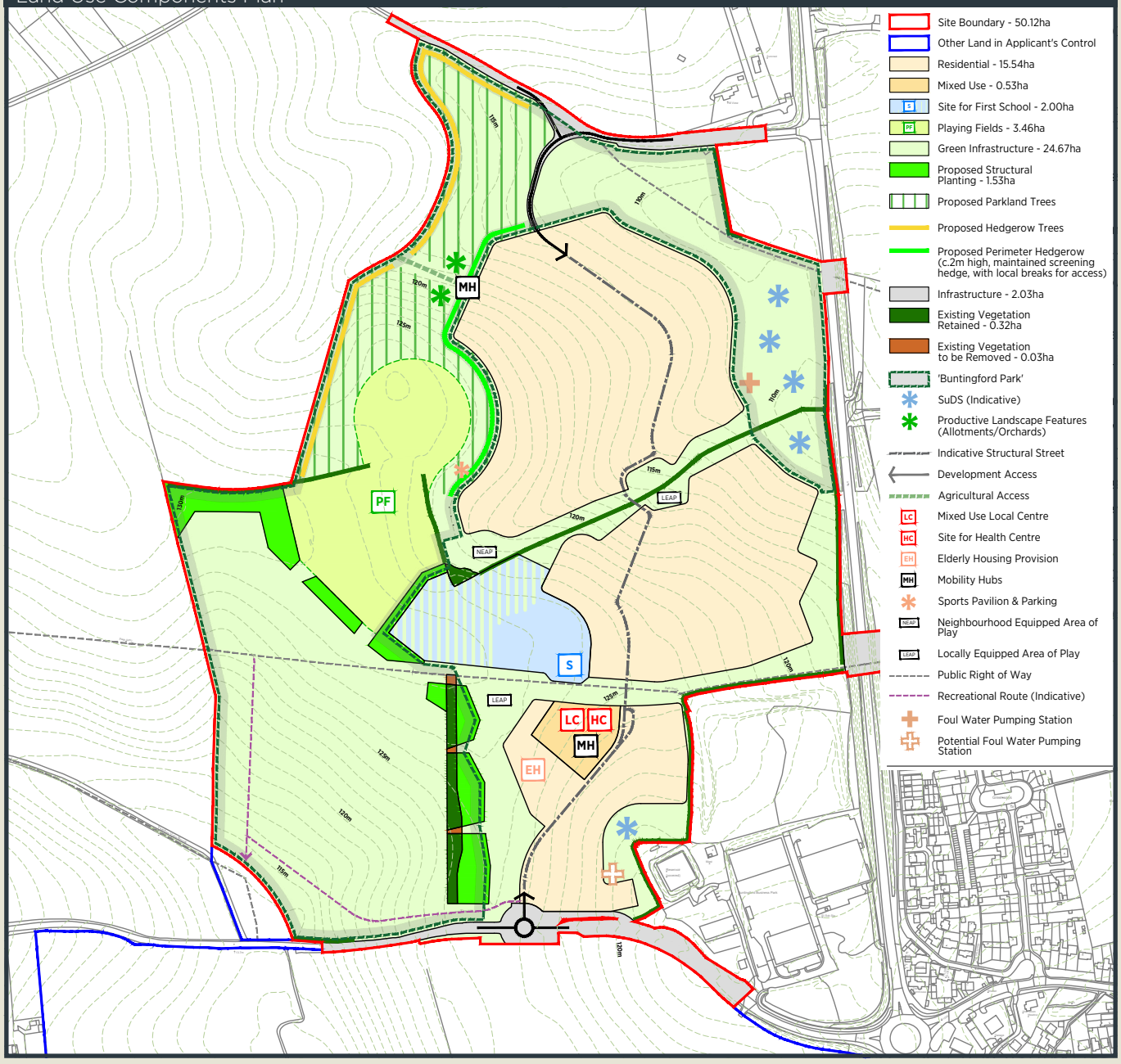
• Engage with stakeholders and members of the public as the scheme progresses.

• Flexibility in the design to allow the scheme to adapt to changing needs in the future.

• Setting out management plans to understand how the new facilities, infrastructure and spaces will be maintained and cared for in the long term.

Part 2: Area Specific Design Principles

Land Use Components Plan



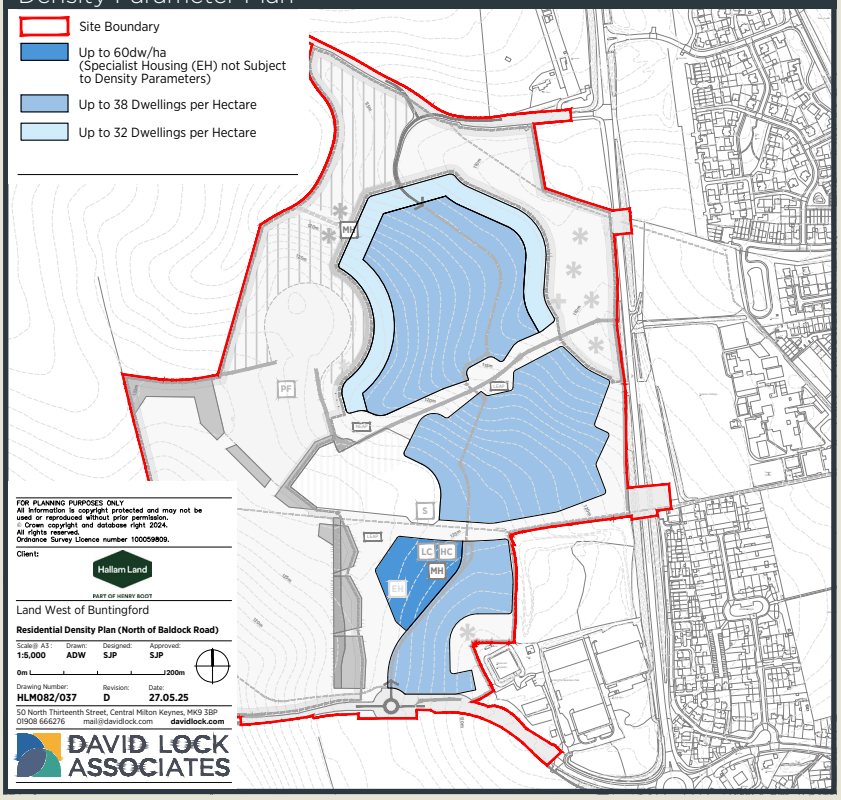
Developable Area

The site is 50.12ha in size, encompassing a series of uses across 24.6ha of green and blue infrastructure and 16.07ha of new built form. Density and Building Height Parameter Plans add additional layers of detail to the Land-Use Components Plan, guiding development within these frameworks.

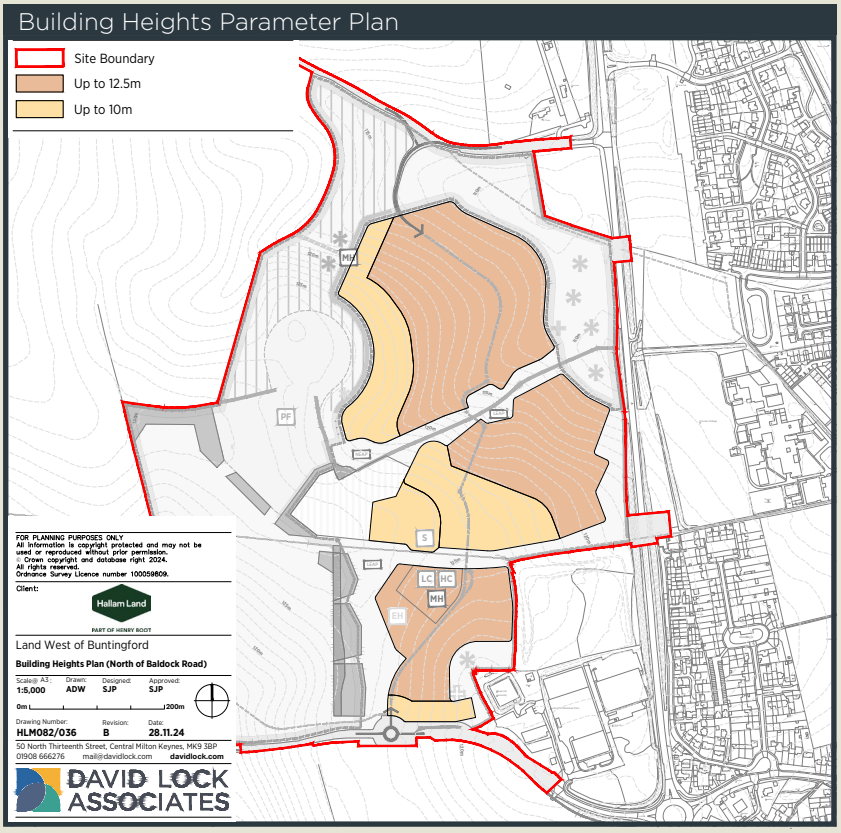
Regarding density, the northern edges of the site will experience a lower density, suitable for the character of Buntingford Park. Across the wider site, densities of up to 38 dwellings per hectare can be applied, in context to densities experienced across Buntingford. The Local Centre experiences an uplift in density, reflective of its position as the heart of the new community, allowing for a mix of uses, and allowing opportunities for a greater provision of apartments.

Building Height Parameters have been designed with regard to the local context, with a maximum developable height of up to 12.5m. Lower parameters of up to 10m have been designed to the west, informed by site contours and landscape, and in response to long-distance views from the west.

Density Parameter Plan



Building Heights Parameter Plan



Urban Design Framework Plan

The Urban Design Framework Plan represents a series of principles to shape the detailed design of Buntingford, Parkside. The plans provide greater clarity on what the proposal will look like.

Underpinning the plan are the parameters outlined in the Land-Use Components, Density and Building Heights Plans. Furthermore, the plan is guided by the following aims:

Landscape:

- Green infrastructure is designed regarding existing contexts, such as landforms.
- Integration of SuDS and play into the streetscape.

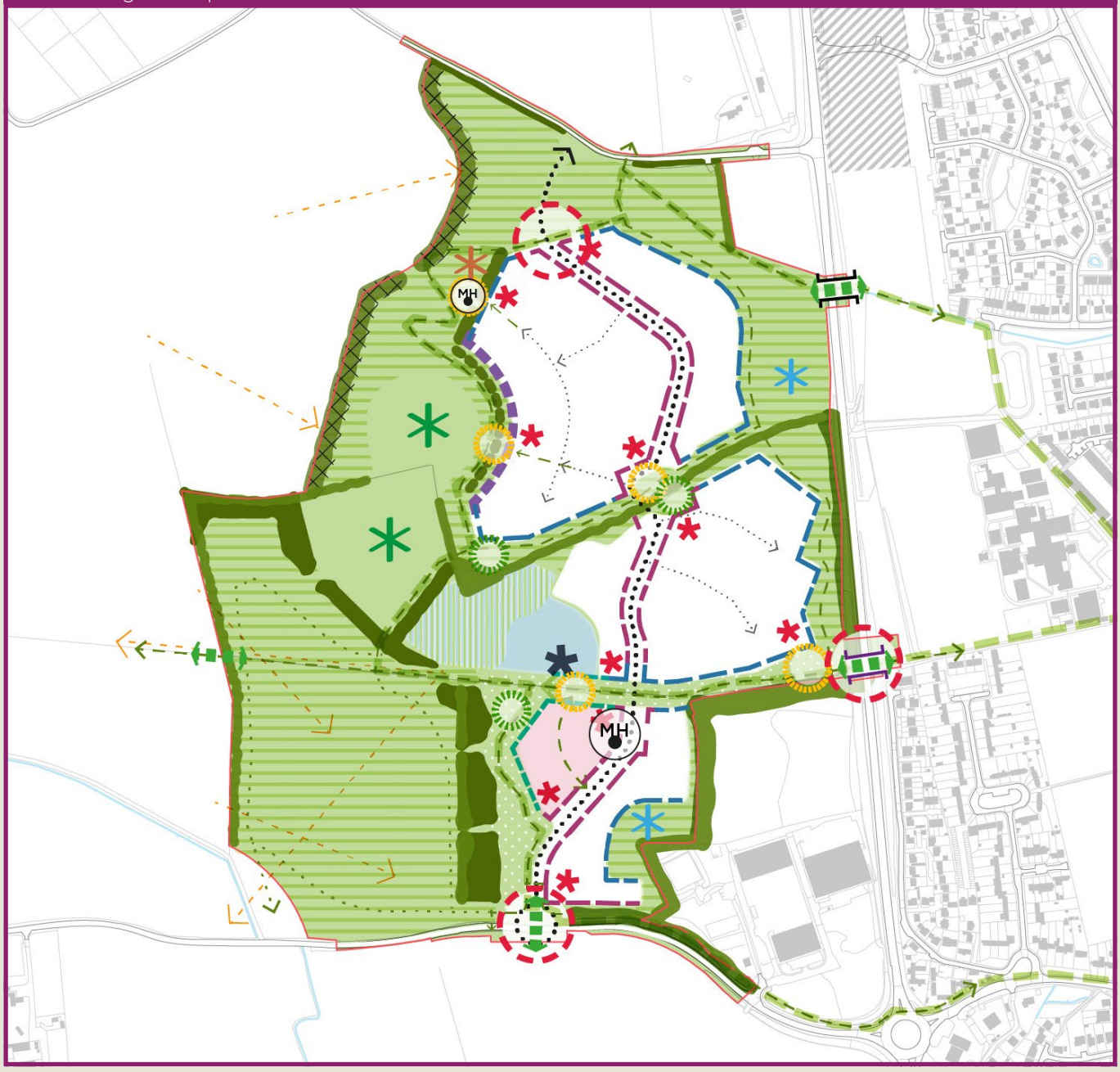
Movement:

- Create a movement network which is permeable and creates cohesiveness between Buntingford, Parkside and the existing town.
- Create opportunities for sustainable travel.
- Create a network of pedestrian and cycle routes within the development and beyond.

Built Form:

- An efficient layout that creates interest.
- Design a local centre that is complementary to the town's existing uses.
- Provide greater detail in regards to place-making components, such as key spaces, marker buildings and key frontages.

Urban Design Principles Plan



Landscape Principles

- Landscape Principles
- Open Space Areas
    - o Buntingford Park
    - o Green Corridor
    - o Wetlands
- Play Areas and Play Trail

Landscape Principles

• The Framework Plan identifies the locations of key open spaces, landscape features and play spaces for formal and informal recreation.

• The Framework Plan identifies over 24.6ha of open space provision in total, including playing fields. This is almost half of the 50ha total site area.

• The development must create a hierarchy of open spaces, offering an attractive and safe environment for all.

• Open spaces to be linked by a network of active travel connections.

• Creation of a sense of enclosure is important for open spaces to develop a sense of place and encourage activity.

• Public spaces will be well overlooked by buildings that address the space, generally by fronting onto it.

• Open spaces should be defined within a clear hierarchy of space: from private through to semi-private, semi-public and public.

• The site benefits from a strong landscape character, landform and natural features, which must be respected in the development design to help define a sense of place and provide appropriate landscape setting and mitigation for the development. Existing vegetation is to be retained where possible and practicable.

• Public open spaces should be designed to capitalise on the site's assets, such as topography and hedgerows.

• A sensitive and gradual transition from built areas to countryside.

• Sensitive views into the site should be respected, and where necessary mitigated, and existing views and vistas out of and within the site should be harnessed for the benefit of those who will live, work or visit the development.

• Views out of the site will support wayfinding and orientation.

• New planting requires considered design by an appropriate professional and will need to be predominantly local and native species,

Urban Design Principles Plan: Landscape

but also include appropriate planting species for climate resilience.

• Existing ditches will be retained as part of the integrated sustainable drainage infrastructure and will need to be accessible for maintenance purposes, as well as contributing to landscape amenity.

Open Space Areas

OSA01- Buntingford Park

• Buntingford Park will provide an important public open space for the new development and the existing Buntingford community, and will include a variety of walking routes and trails such as forage trails and Play-on-the-Way.

• It will create new natural ecology habitats, outdoor recreation and sport, natural play (potentially a climbing wall) community food growing areas (allotments and/or community orchard) new trees, hedgerows and structural planting, and sustainable drainage areas/ wildlife ponds.

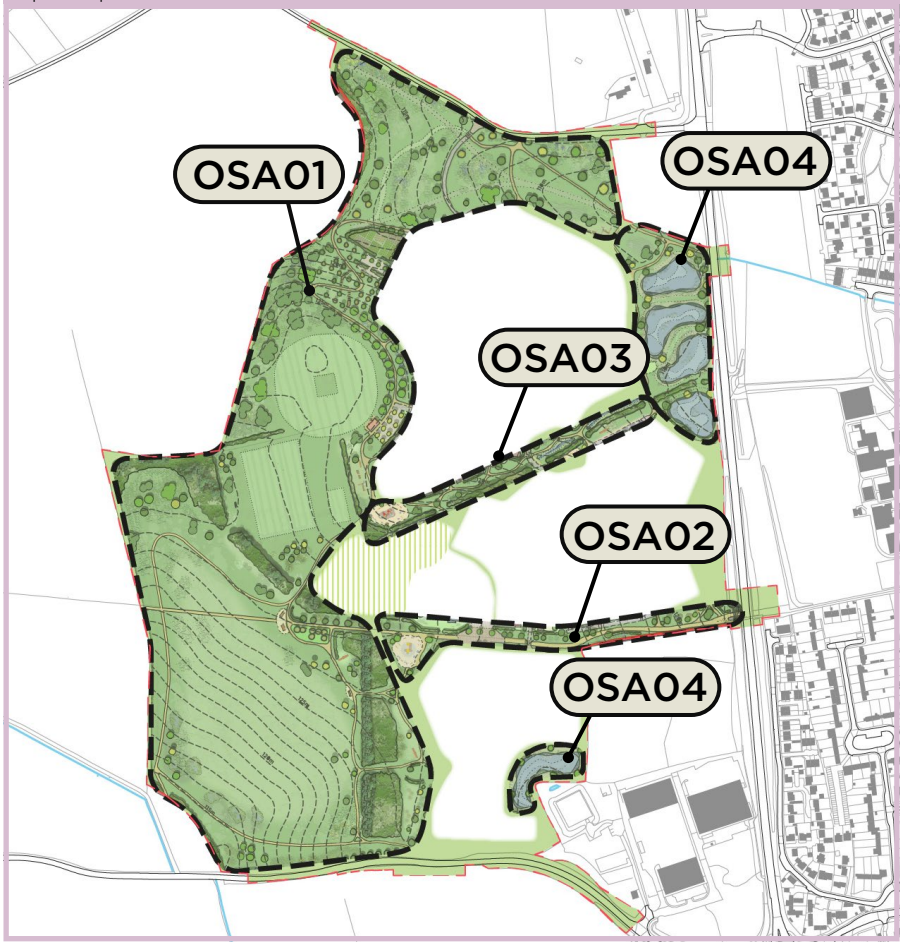
• Retain and enhance existing hedgerows and trees where possible.

• Buntingford Park will feature views out to the open countryside, west of the ridgeline, for users to enjoy.

• Where built form interfaces with Buntingford Park, dwellings should front and overlook parkland to provide natural surveillance.

• There are two different character areas to

Open Space Areas Location Plan



Buntingford Park:

° North Area: an amenity zone, open grassland and trees, potential to include wetlands alongside a series of recreational elements such as playing fields and a community growing hub; and

° South Area: naturalistic character with a stronger connection to the rural context, with structural landscape planting, informal and open sloping grassland with ecological interest and occasional trees.

OSA02 - Central Green Corridor

• Key green corridor with active travel routes and the existing Public Right of Way, connecting Buntingford Park to the existing Buntingford community. It includes tree planting, part of the Play-on-the-Way trail, and Locally Equipped Area of Play (LEAP).

• Where built form interfaces with the Corridor, dwellings should front and overlook the space to provide natural surveillance.

OSA03 - Northern Green Corridor

• Key green corridor with active travel routes connecting Buntingford Park to the development. It includes tree planting, part of the Play-on-the-Way trail, and Neighbourhood Equipped Area of Play (NEAP).

• Where built form interfaces with the Corridor, dwellings should front and overlook the space to provide natural surveillance.

OSA04 - Wetlands

• The green infrastructure and open space network incorporates Sustainable Drainage Systems (SuDS) which provide a drainage function as well as contributing towards amenity for people and biodiversity by providing opportunities for habitat creation and wildlife.

• SuDS elements must be designed and positively integrated into the open space network to provide placemaking, amenity and ecological value, whilst being accessible for maintenance.

• Wetlands areas to be accessible in dry periods. Opportunities for signage about SuDS functions and features and ecological benefits associated with them.

• Where built form interfaces with wetland open spaces, dwellings should front and overlook them to provide natural surveillance.

Play Areas Location Plan

N NEAP Neighbourhood Equipped Area for Play (1000m²)

L LEAP Local Equipped Area for Play (400m²)

Opportunity for additional undesignated Area for Play

Play-On-The-Way provision

Opportunity for natural play in Buntingford Park

Sport pitches

Play Areas and Play Trail

• Playing outdoors creates opportunities for children to develop self-confidence and independence, and challenge themselves through play.

• Outdoor play helps children to build social skills, reduces stress levels, encourages exercise, and improves mood. Connecting with their wider environment is good for wellbeing and mental health, and grows awareness of nature.

• "Engaging in outdoor activities with the local community helps young people develop a stronger connection to their surroundings, promoting a sense of community and belonging" (*UK Youth*). Outdoor learning is vital for children's mental health" UK Youth.

Equipped Play Areas:

• Formal Play Areas
  • Equipped play space standards:
  • ~0.125ha (based on 0.25ha/ 1000p FiT) recommended benchmark standards - with 2.4 people/ household).

• Formal NEAP
  • 15 mins/1000m walking distance from home
  • A minimum of 1000m² activity zone.

• Formal LEAPs
  • 5 mins/400m walking distance from home
  • A minimum of 400m² activity zone.

• Play-on-the-Way and Informal Play Areas: informal natural play interventions interspersed along key movement routes.

Play-on-the-Way:

• The driving principle behind Play-on-the-Way is to provide opportunities for natural, outdoor play, and to encourage children and family to engage with, and discovery of, their outdoor environment.

• Play-on-the-Way can be defined as a dedicated play trail through green spaces and green corridors, which is punctuated by 'play nodes' of natural play opportunities and different types of play equipment which are situated throughout the trail routes.

• This approach distributes smaller, local, play areas throughout green spaces of different characters, providing greater accessibility to the community. Play-on-the-Way moves away from fenced-off local play areas with 'off-the-shelf' components and seeks to reduce the requirement for parking on streets.

• Materials can include: natural materials such as timber, logs, stones and ropes, as well as recycled / reused materials.

• Colour used to highlight key elements in the play nodes.

• Examples of Play-on-the-Way:

- Balancing logs
- Timber climbing structures
- Sculptures, dens and tunnels
- Stepping stones
- Slides and swings
- Mini climbing wall / climbing nets
- Table and benches for group play and outdoor activities
- Landform / mounding and platforms to create slopes and level changes
- Web climbing frames, Rope balance / rope bridges




Movement and Access Principles

- Access and Movement Principles
- Public Rights of Way & Sustainable Travel
    - o Active Travel Bridge
- Street Design and Street Hierarchy
    - o Structural Street
    - o Secondary Streets
- Site Access
- Mobility Hubs

Access and Movement Principles

• Buntingford, Parkside is designed to encourage and facilitate active and sustainable transport movements.

• Movement networks are designed to be legible and navigable.

• Pedestrian and cycle networks must be connected, permeable and uninterrupted across the site, with convenient linkages to key spaces, uses, and surrounding areas.

• The movement network must be safe and accessible, with routes that are well-fronted and overlooked.

• A North-South Structural Street connects Baldock Road (A507) to Throcking Lane, both serving the development and acting as a central route for all transport modes.

• The structural street has been aligned to work with the landscape and topography. All streets, paths and connections must align with the terrain to minimise steep gradients.

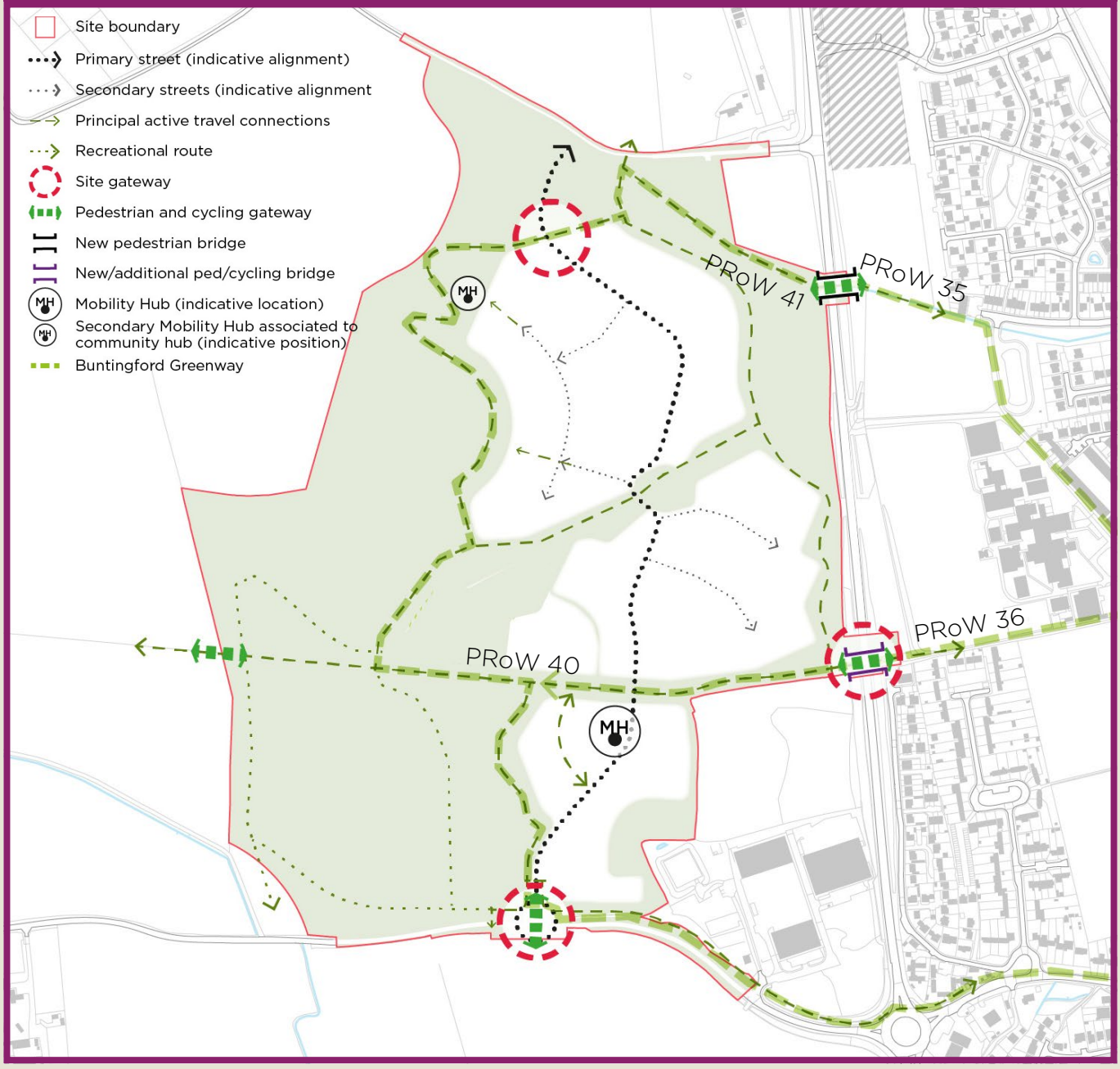
• Streets must be designed to serve both place and movement functions, complemented by traffic calming measures to reduce vehicle speeds and encourage the use of spaces.

• Streets are to be designed in compliance with standards acceptable and adoptable to the local highway authority.

• Streets should look to incorporate green features, such as SuDS, tree planting and landscaped verges, where appropriate.

• PRoWs are to be retained, improved, and integrated into the overall movement network.

Urban Design Principles Plan: Movement



Public Rights of Way & Sustainable Travel

• A new permeable network of pedestrian and cycling links.

• Connectivity between new and existing green infrastructure is achieved through the retention and incorporation of existing public rights of way.

• Links are to broadly follow the site topography to ease active travel movement.

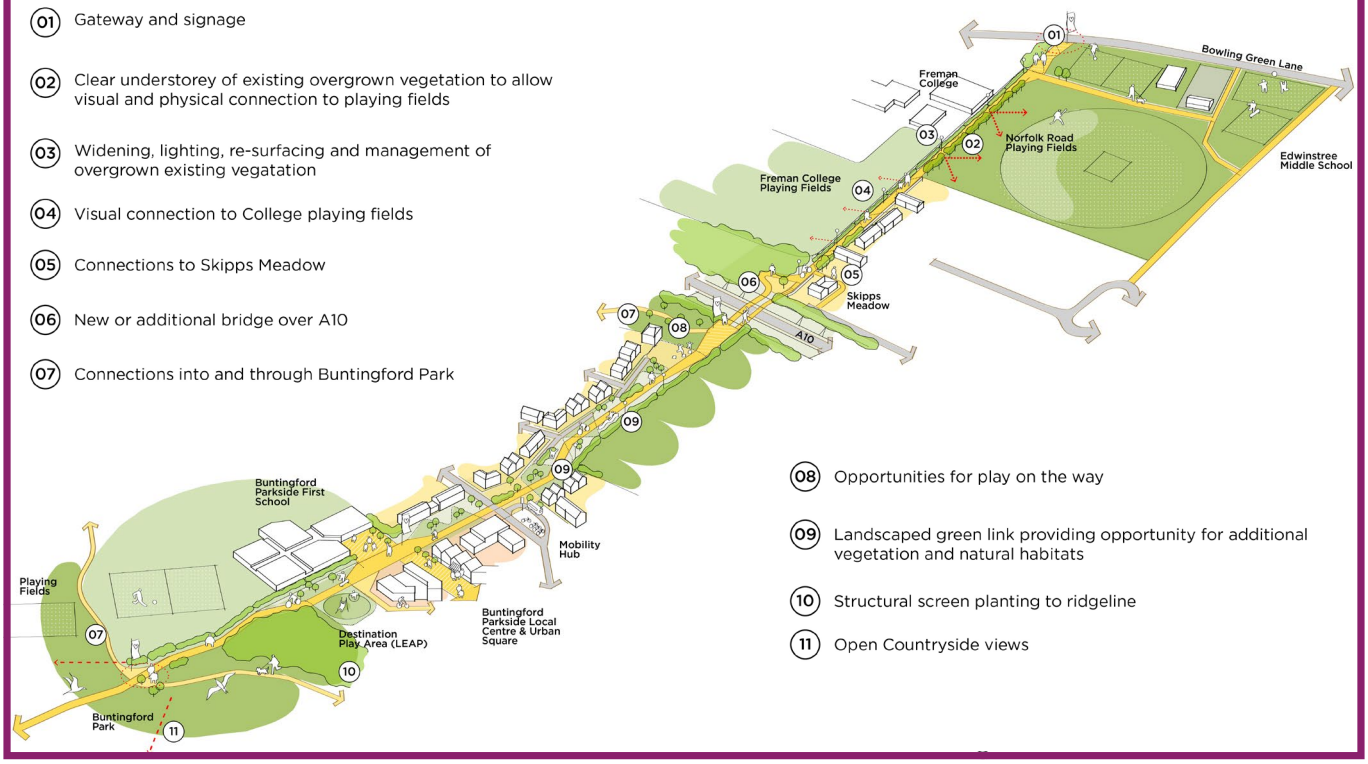
• To create attractive links and spaces that are well-overlooked by buildings within Buntingford, Parkside.

• Links to connect key open spaces accommodating a variety of activities.

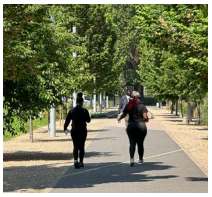
• A series of recreational routes within the new Buntingford Park.

• 'Buntingford Greenway' a green connection going from the new Buntingford Park to Buntingford Town Centre passing through the new development, consisting of existing and new active travel links. Landscaped and variable in width (see Urban Design Principles Plan : Movement on p.19).

Central Green Corridor Design Principles




Development access.


Walking and cycling.


Play-on-the-Way.


Planting.


SuDS.


Ecological Areas.

• A **Central Green Corridor**, running along PRoW 40 (see below) to provide:

- Development access
- SuDS
- Active travel
- Ecological area
- Planting
- Play-on-the-Way

• The corridor should feature pedestrian-level lighting, in agreement with Hertfordshire County Council.

• Given the original bridge's constrained width, a new parallel bridge will pair with the existing footbridge (in addition to improvements to existing footbridge).

• The **new parallel active travel bridge** will serve as an improved point of connection linking the focal point of the site to the centre of Buntingford, particularly Freman College and Edwinstree Middle School, and will improve connections between PRoWs 40 and 36. This will serve to complement the active travel connectivity along Baldock Road (A507) and will provide further opportunities for connection by active modes.

Cycing Infrastructure

Town Gateway

Cycle Priority

Traffic Calming Measures

• New parallel bridge should accord with the following specification:

- ° Use: Active travel.
- ° Width: Minimum 3m.
- ° Lighting: Yes, in agreement with Hertfordshire County Council Highways.
- ° Accessibility: Unobstructed height above a pedestrian of 2.3m from the surface level; wheelchair-accessible handrail; maximum 1 in 20 gradient (DfT Inclusive Mobility Guidance).
- ° Bridge parapets to help reducing traffic noise from the A10.

• The **existing pedestrian bridge** should:

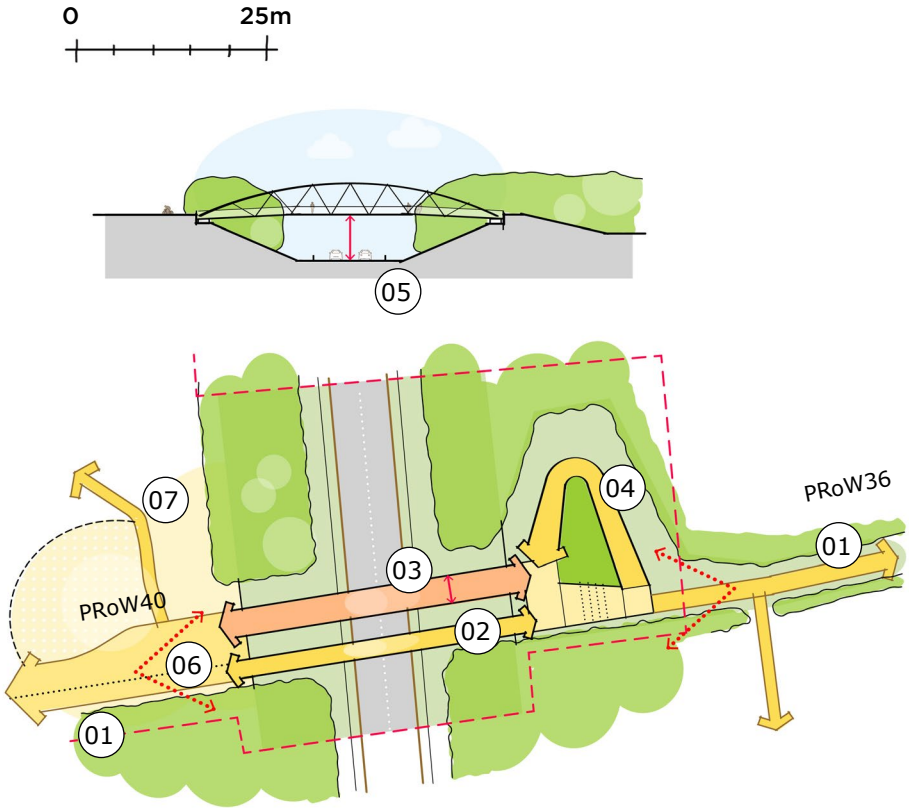
- ° Be resurfaced with non-slip and waterproof surfacing.
- ° Be upgraded with safe and high-quality architectural parapets (to help reducing traffic noise from the A10).
- ° Have new floor level lighting.

• Existing PRoW 36 on the eastern side of the A10 to be resurfaced, low level lighting added and hedges to be cut back to achieve a reasonable width.

• Existing PRoW 40 on the western side to be widened and improved (integrated in central green corridor).

• In addition, a further point of connection in the form of a footbridge is proposed

New parallel active travel bridge diagram



1. Existing Public Rights of Way.
2. Existing pedestrian bridge.
3. New parallel active travel bridge: min. width 3m.
4. New Active travel reinforced earth ramp at 1:20 (existing slope approx. 1:10).
5. Minimum 5.7m veritcal distance between road surface and bridge base.
6. Intervisibility and natural surveillance.
7. New leisure route.

further north to provide enhanced connections to and from the north of Buntingford and provide a high quality connection for PRoW 41 across the A10.

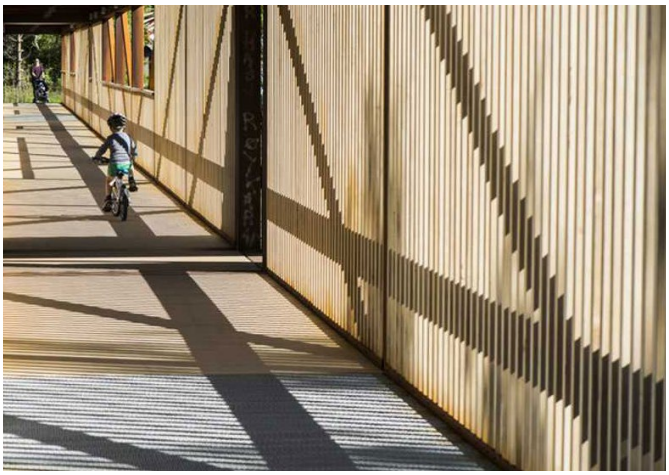
• These routes will serve to enhance active travel connection for residents / visitors of the proposed community but also for existing residents of Buntingford who will have high quality access to the facilities proposed within the new development.

Active travel bridge over the A10 in Cheshunt (©Google).

Active Travel Bridge in Stratford, London (© happypontist.blogspot.com).

Active Travel Bridge in Stratford, London.

Active Travel Bridge in Northampton.



Active Travel Bridge in Norway (© Rintala Eggertsson Architects).

Street Design and Street Hierarchy

• Street network to be a permeable, continuous and legible network of routes within the new neighbourhood.

• All routes to be designed to be safe and attractive for all users with low speeds maintained through 'designed in' traffic calming measures.

• Streets to be designed as a positive element of the public realm displaying variety and character.

• All streets to be designed to be overlooked by new development, providing opportunities for the natural surveillance of the public realm.

• Streets within parcels are to be designed in accordance with 'Manual for Streets' principles, creating high-quality places not just for movements but for people.

• Street hierarchy should be complementary to the landscape and built form strategy.

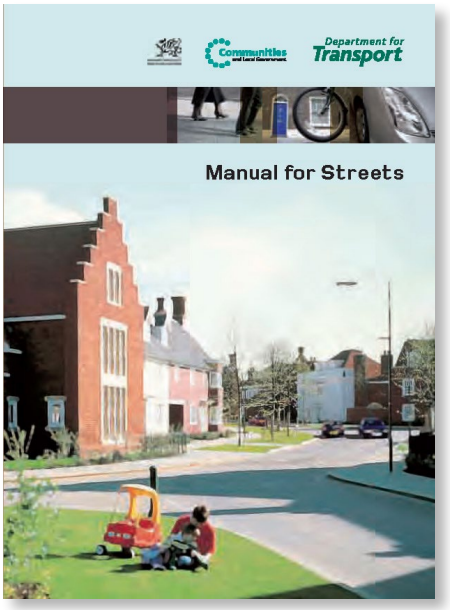
• The layout of the development should not be dictated just by the geometry of road design, but must cater for all forms of movement, so walking and cycling are at least as easy and convenient as using the car.

• The layout of streets should be designed so that they 'lead to somewhere' and provide a choice for residents and visitors whilst discouraging 'rat running' of vehicles.

• Where on-street parking is required, it must be incorporated into the street design, and must include landscape breaks and street trees.

• Streets to broadly follow topography to minimise slope and provide better legibility and permeability.

• Street typologies include primary development access and secondary development access.



Precedent: Primary access street in North-West Cambridge

Precedent: Primary access street in Alconbury Weald

Structural Street

• The primary movement route through the development, connecting the A507 to Throcking Lane, serving as structuring component of the place.

• Change in character from southern section (allowing for a mix of uses) to northern part (residential).

• Single carriageway, at a maximum of 6.75m wide, allowing for a bus service to operate through.

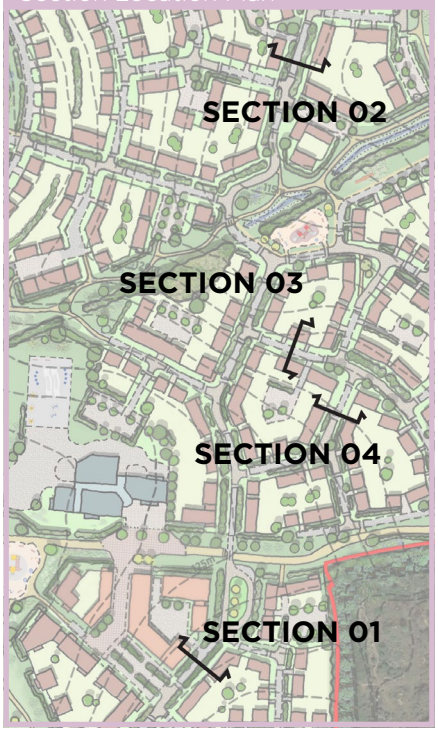
• Designed for low vehicle speeds to create streets for people which are safe and encourage active travel.

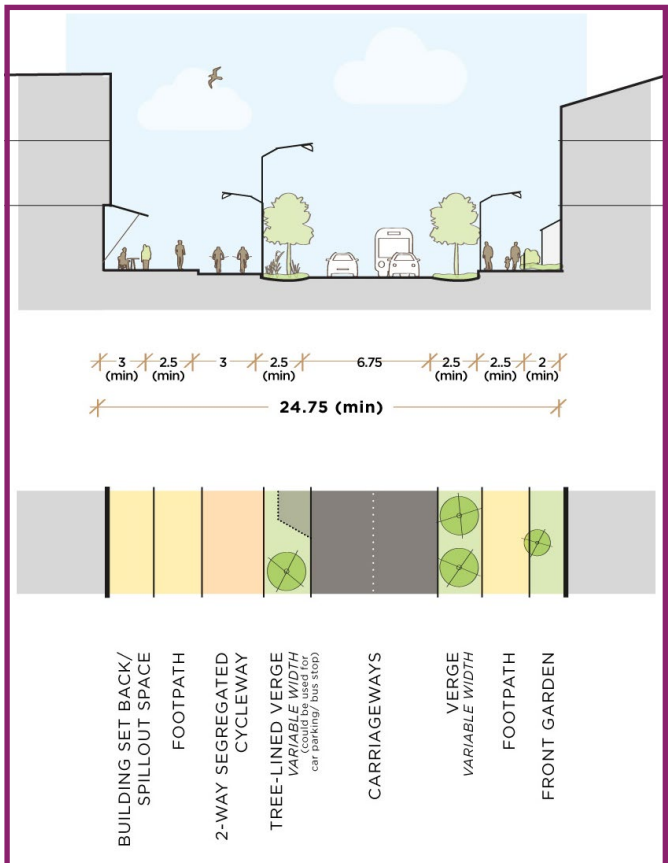
• High quality tree-lined (tree frequency variable) verges (including swales and on-street car parks).

• Segregated pedestrian/ cycle lanes.

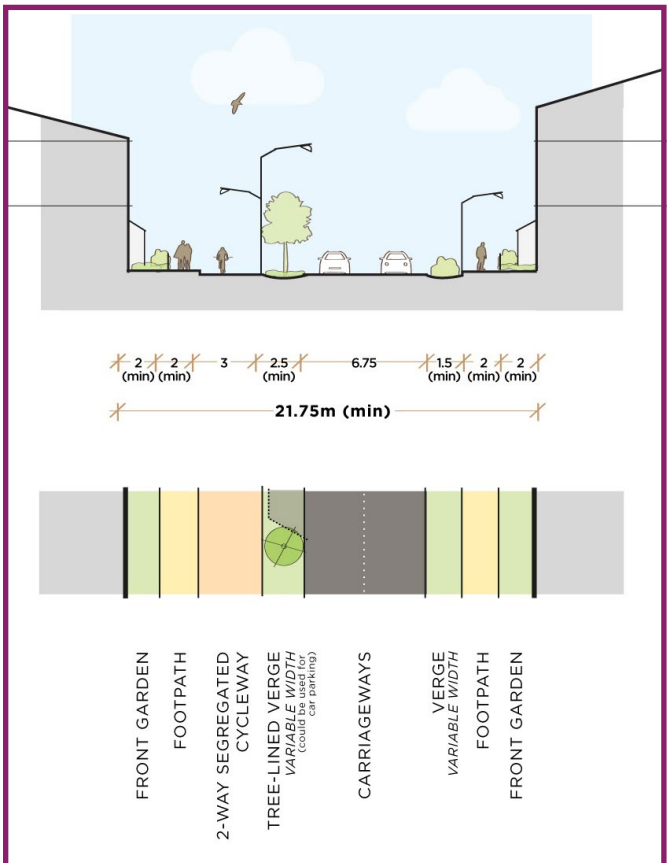
• Cycle link (LTN 1/20): 3m wide.

Section Location Plan





Structural Street: Section 01 (South)



Structural Street: Section 02 (North)

Secondary Development Access Streets

• To provide access to development parcels.

• Raised tables and surface material change to mark crossings and junctions.

• Single carriageway at a maximum 5.5m wide.

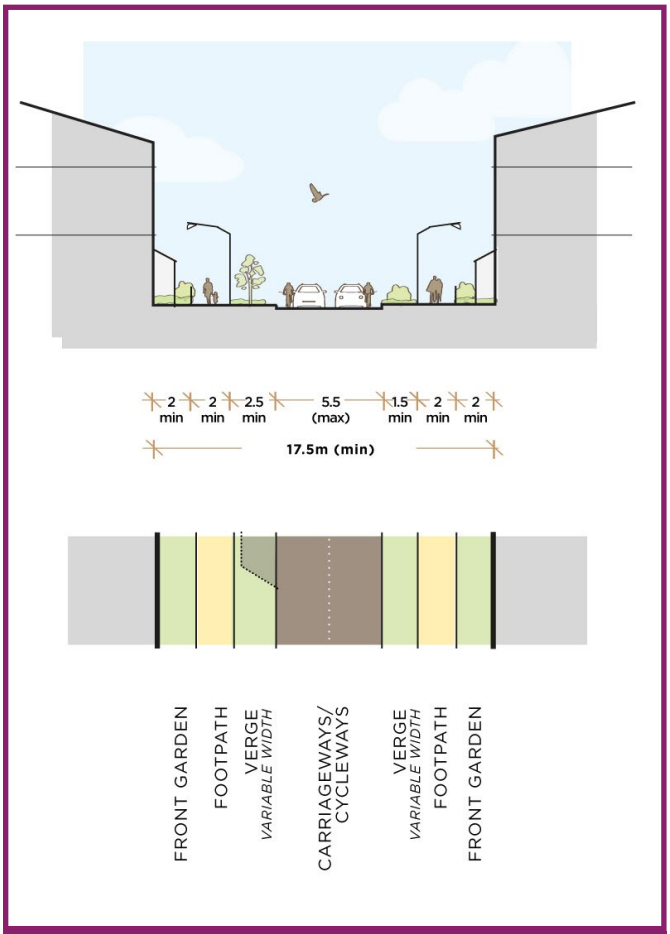
• Could accomodate tree-lined verges (including on-street car parking) in some sections. Street section will be more variable (refer to DfT Manual fro Streets).

• Segregated pedestrian links.

• Designed for low vehicle speeds, to create streets for people which are safe and encourage active travel.

Precedent: Basildon secondary street access

Precedent: Newhall, Harlow secondary access street



Secondary development access street: Section 03

Tertiary Development Access Streets

• To provide access to homes.

• Variable street section. Refer to the DfT Manual for Streets for guidance and principles.

• Opportunity for shared surfaces and informal street design.

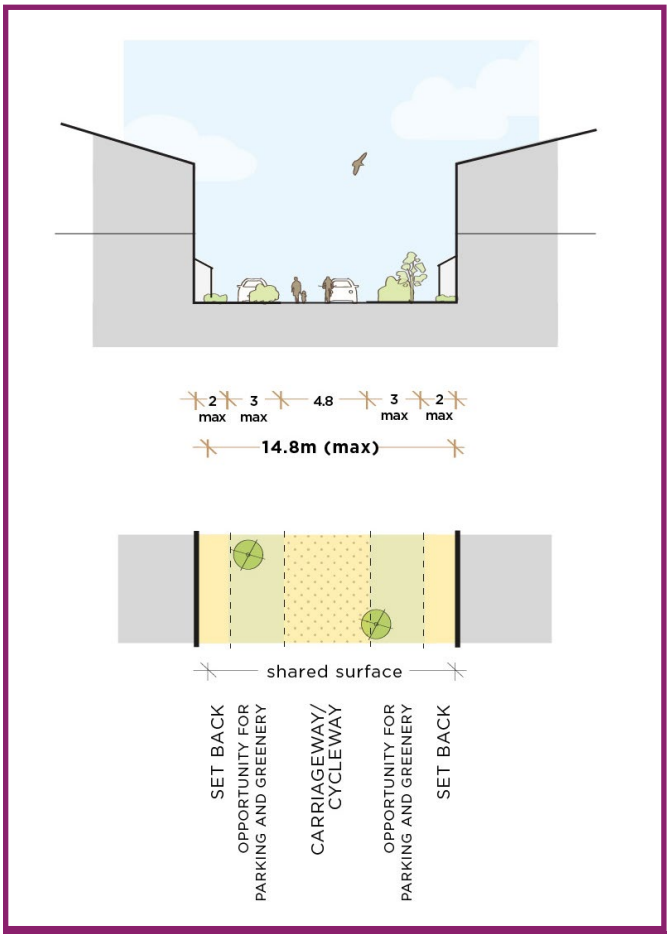
• Designed for low vehicle speeds.

• Where the development edge meets green spaces, tertiary streets should:

° feature a landscaped buffer (below eye level) to provide separation.
° feature a change in surface treatment, appropriate to the green edge, in key areas.

Precedent: Horsted Park tertiary access street

Precedent: Newhall, Harlow tertirary access street



Tertiary development access street: Section 04

Built Form Principles

- Built Form design principles
- Building Frontages
    - o Primary Frontages
    - o Open Space Frontages
    - o Crescent Frontages
    - o Baldock Road Frontages
- Architectural Character

Built Form Design Principles

• Create a hierarchy of frontages with 'key frontages' along main routes and public spaces.

• Frequent building entrances facing streets and public spaces.

• Windows to habitable rooms to overlook public spaces and routes and to provide passive surveillance.

• Building frontages to provide legibility to identify different edge characters.

• Promote variety (different typologies, roofscape) within street frontage.

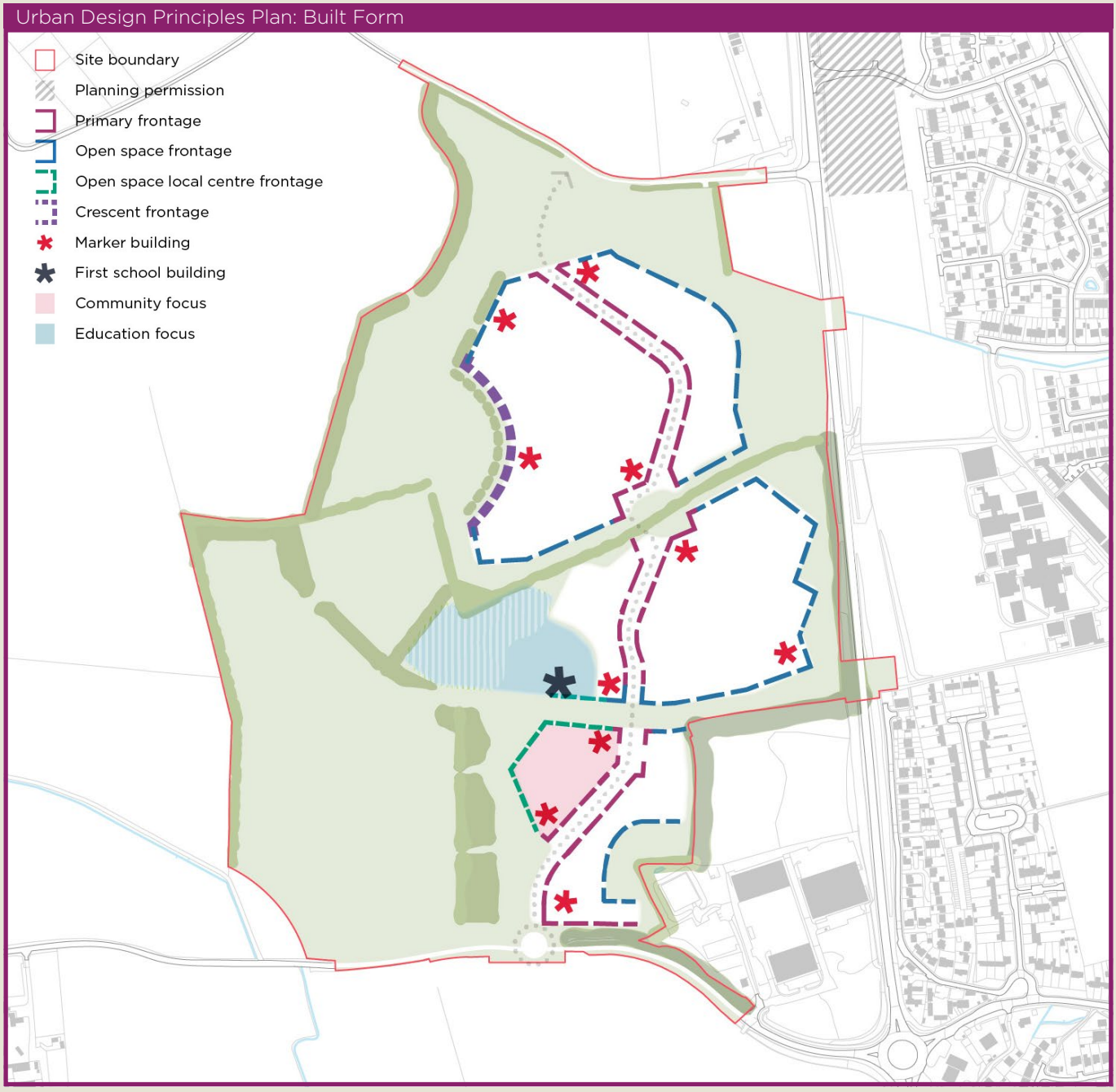
• 'Marker buildings' to provide emphasis to key elements of the development, reinforcing the character, structure and legibility of the streets and spaces they address, improve legibility and create visual connections.

• Block Structure: perimeter blocks to support permeability.

Trumpington Meadows, Cambridge

Great Kneighton, Cambridge

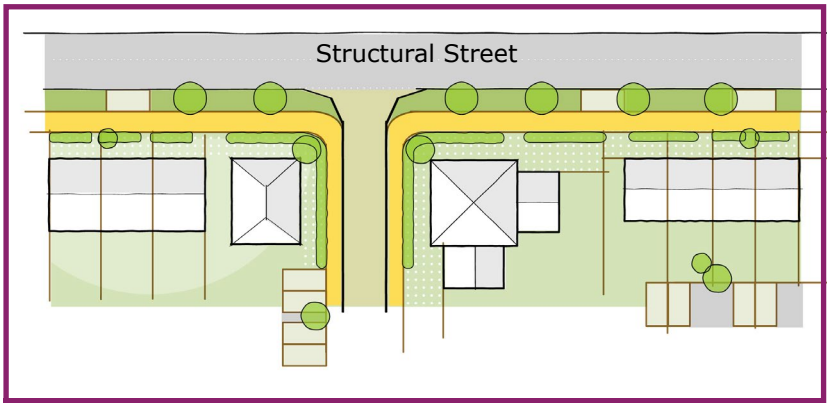
Urban Design Principles Plan: Built Form



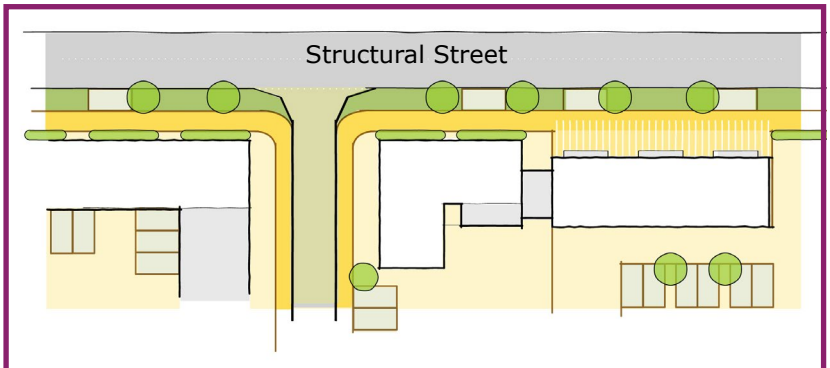
• First school in the Local Centre is to act as a focus point and centre of activity at the heart of the new neighbourhood. The school building will have a prominant street presence in a visible location, through a high-quality and distinctive layout and architectural form appropriate to this location.

Building Frontages

Key building frontages (as illustrated in the Urban Design Framework Plan) are identified below, according to how they differ in treating building lines, building alignment, edge treatment.



Primary Frontages: Residential



Primary Frontages: mixed-use

Primary Frontages

• Buildings aligned to follow the structural street alignment.

• Frontages set back from the street via a landscaped verge.

• Formal, consistent building line, broken down to avoid a 'tunnel' feeling (avoiding rows of more 5-6 homes per terrace).

• No direct access to driveways or garages (potential access from structural street only to local centre car parking court).

• Potential for small, subdivided parking courts accessed from the back.

• Variety along the street scene, such as through marker buildings and corner units.

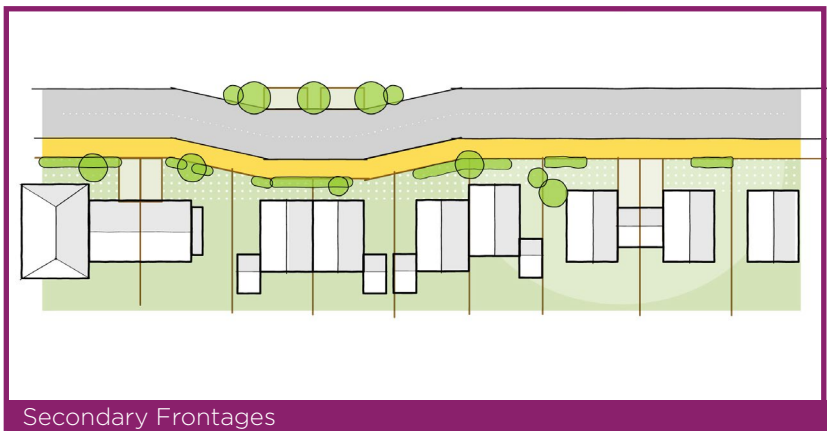
• Clear definition of private/ public edge.

Secondary Frontages

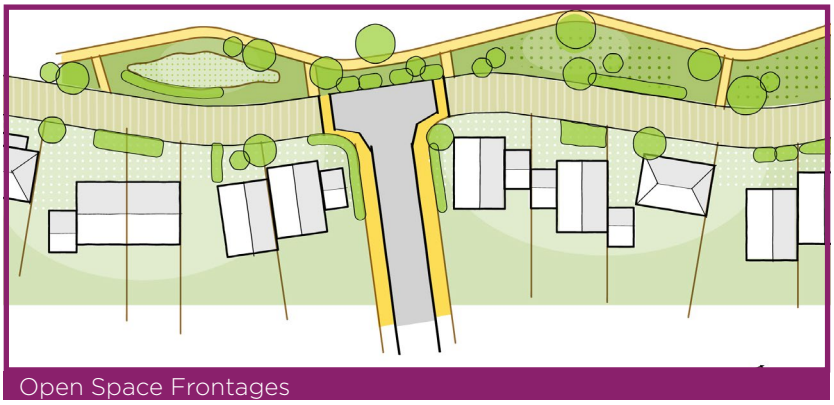
• Buildings aligned to follow the street alignment, with a variable set back.

Newhall, Harlow

Oakbridge Park, Milton Keynes



Secondary Frontages



Open Space Frontages

- Building line is to be less formal, broken down to avoid more of 4 homes per terrace.
- Direct access to driveways or garages.
- Variety along the street scene, such as through marker buildings and corner units.
- A mix of boundary treatments which are complementary and reflect in context, i.e. Key Spaces, Open Space Areas and Character Areas.

Open Space Frontages

- A stepped or staggered building line along informal edges to green spaces.
- A formal, consistent building line along linear edges, such as existing hedgerows, green corridors and active travel corridors.
- Potential for occasional deviation of building orientations.
- Clusters of trees in wider areas created by variation in frontage.

Rochester Riverside

Trumpington Meadows, Cambridge

• Landscaped edge boundary condition.

Open Space Local Centre Frontages

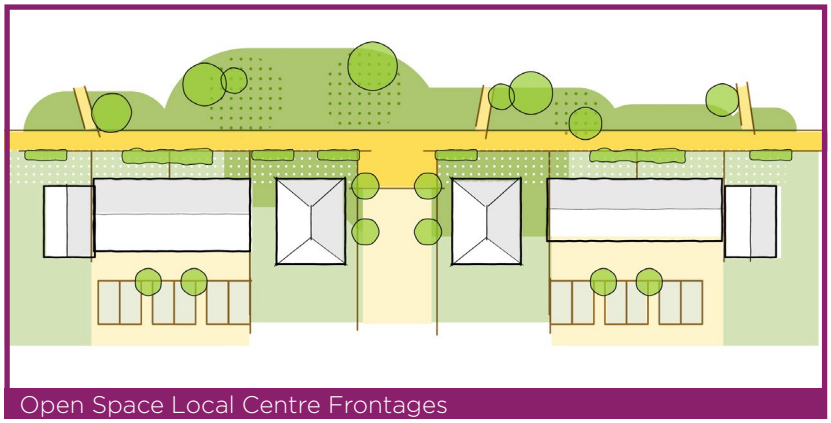
• Buildings aligned to follow the active travel link alignment.

• Consistent building line, broken down to avoid a 'barrier' feeling (avoiding rows of more 5-6 units per terrace).

• No vehicular access access from the front, access from internal car parking court).

• Variety along the street scene, such as through marker buildings, corner and gateway units.

• Clear definition of private/ public edge.



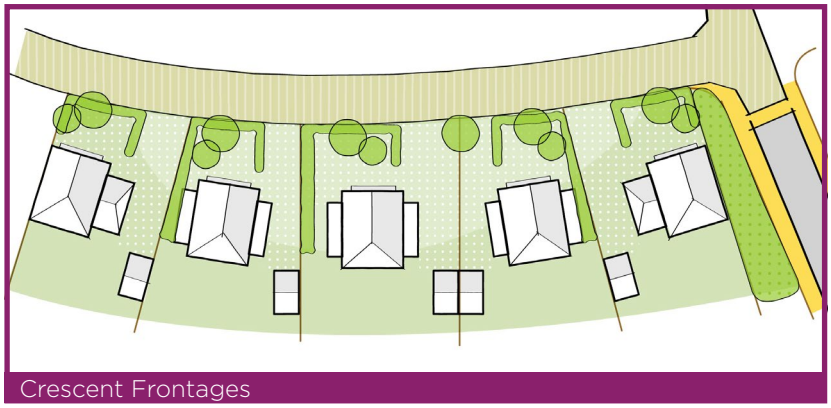
Open Space Local Centre Frontages

Crescent Frontages

• A formal, consistent building line, which follows the edge of the cricket green.

• Potential for symmetry in set pieces.

• Potential for repetitive rhythm in built form.



Crescent Frontages

Brooklands, Milton Keynes

Brooklands, Milton Keynes

Marker Buildings

Marker buildings function to provide emphasis to certain areas of Buntingford, Parkside, such as important corners and end-of-vistas. Marker buildings help to reinforce character and contribute to wayfinding and leigibility, supporting the structure of the place to help with orientation.

Marker buildings can be identified as having:

• An enhanced architecture articulation compared to its immediate surroundings;

• A change in roof form compared to neighbouring buildings within the block and vicinity;

• A variation in materials and colours.

• Incoporating feature elements, such as a feature window, bay window and chimney.

• Adopting a greater massing from its context. Massing can be increased in a variety of ways, such as through the number of stories, floor-to-ceiling heights, and building footprint.

Great Kneighton, Cambridge. Marker buildings adopt different materials, patterns and general architectural form.

Barton Park, Oxford. Marker buildings adopt an altered roof and materials.

Great Kneighton, Cambridge. Marker buildings adopt a varied roof and increase in height.

Derwenthorpe, York. Marker building adopt an increase in height and dfferent articulation.

Beechwood, Basildon. Marker buildings feature a varied material palette, greater massing, and distinctive architectural form.

Horsted Park, Chatham. Marker buildings demarcate the end of a vista, with an alteration in architectural detailing and material palette.

Architectural Character

Development has to be sensitive to its context and respecful of local vernacular.

Architectural design elements and materials must consider the surrounding context and aim to re-interpet it in some form.

• Study of the positive aspects of the local vernacular to ensure that the adopted design solutions for this site reflect local character and are clearly of 'Buntingford'.

• Appreciate Buntingford's underlying characteristics and re-interprete them in a contemporary way: How the building relates to the land, proportions and scale, materials and colours, shape of the roof, openings, ornaments, the degree of consistency and variation in building.

• Quality of design: good architecture, irrespective of whether it is designed in a traditional or contemporary style.

• New housing must be designed with care and with a coherent design approach, which influences the whole building, from its form, to the elevations and the detailing.

• Buildings within each phase to clearly relate to one another and form part of the larger whole.

• Materials and detailing have a significant influence on people's perceptions of the quality of a place.

• Architectural detailing should be used to reinforce and express the way in which the building works.

• More elaborate buildings should be used to emphasise important places and events in the hierarchy of the scheme.

• A variety of residential typologies to accommodate different size and tenures and allow for an element of 'multi-generational' living.

Carriage arches/entrances

High pitched roofs

Large gables facing street

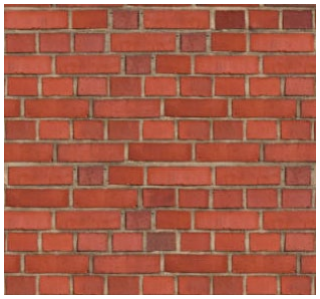
Dormers

Visually strong window frames

Feature chimneys

(©Google).

WALLS


Red bricks


Multi bricks


Plain render


Decorative render

ROOFS


Red / brown tiles


Grey tiles

ACCENT MATERIALS


Tile cladding


Weatherboarding

LOCAL VERNACULAR


Red bricks


Multi bricks


Decorative timber


Decorative bricks


Plain render


Tile cladding


Black weatherboarding


Pebbledash

(©Google).

Key Spaces and Places

Key Spaces and Places are areas identified in the proposal that are considered fundamental for the success of Buntingford, Parkside. Each grouping features a diagram which outlines a series of specific design principles relevant to that area. The locations of four key groupings are identified on the key plan below.

KS01 - Eastern Gateway

KS02 - Local Centre

KS03 - Central Key Space

KS04 - Community Hub and Northern Gateway

KS05 - Southern Gateway

Key Spaces and Places Location Plan

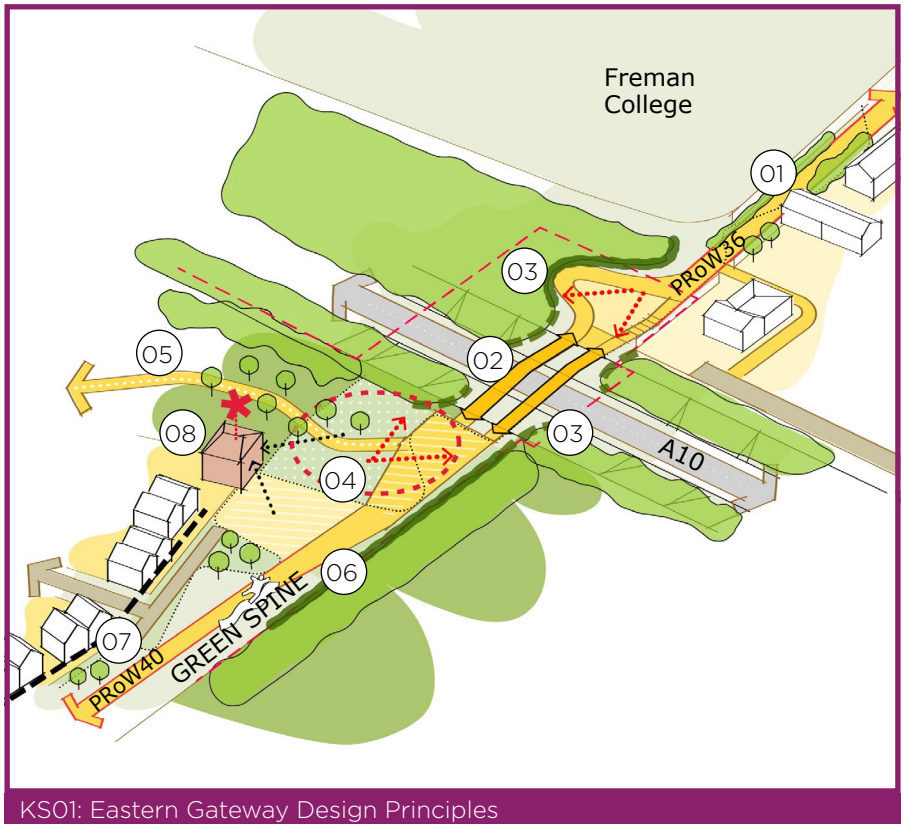
KS01: Eastern Gateway

1. The proposed active travel corridor - as part of the OSA02 Central Green Corridor (pp. 14-15) - offers active travel connections between Buntingford Town Centre and Buntingford, Parkside and incorporates existing Public Rights of Way. PRoW 36 is to be improved with enhanced surfacing, cutting back overhanging vegetation and adding sensitive lighting. PRoW 40 is to be integrated within the Central Green Corridor, providing access to Buntingford, Parkside with active travel links, Play-on-the-Way, new planting, sustainable drainage, and new ecological areas.

2. A new active travel bridge, running parallel to the existing footbridge, will improve active travel connectivity across the A10 (PRoWs 36 and 40). The bridges will be safe, with welcoming parapets and lighting. (more details on the bridge on p.21).

3. Minimal vegetation clearance to facilitate the construction of the new bridge and gateway space.

4. On entry to Buntingford, Parkside, a new gateway space (shape indicative) provides a flexible, open, space facilitating connections across the A10 through to the local centre. The proportion between the size of the space and the surrounding building heights is to be designed to maintain a human scale and sense of enclosure.



KS01: Eastern Gateway Design Principles

5. Direct connection to the Buntingford Greenway walk from the gateway space. The walk is to be clearly signposted and lined by trees.

6. Additional line of vegetation along the site boundary to provide a welcoming and pleasant edge (acting as one of two frontages of the green corridor) and to provide a robust landscape boundary to the site edge.

7. Housing fronting onto the public space provides activity and natural surveillance. Vehicular access is to be sensitive of the proximity to the green corridor and mitigated by planting.

8. Marker building to be visible from all sides and bookmark the space. Provision of clear signage and opportunities for Play-on-the-Way.

KS02: Local Centre

1. Proposed Central Green Corridor (see OSA02, pp. 14-15), connecting into the Local Centre and ultimately linking to Buntingford Park and the Buntingford Greenway further West.

2. The structural street is to be tree-lined, single carriageway, with a segregated cycle lane and pedestrian links (see more details on p.24-25).

3. A mobility hub complements the public transport offer. It has the potential to provide seating and shelter, cycle parking, cycle hire and car club hire. It could feature a DRT service, e-cargo bicycles, community notice board, onward travel information, Wi-Fi, community planters/ edible gardens, and artwork. Mobility Hub components should be distributed across an area within a 3 minute walk, ideally where components are visible from one another and a wayfinding totem mapped these. Facilites are easily accessible by all and safe, with passive surveillance from adjacent buildings.

4. Key marker buildings to be located at the intersection of the structural street and central green corridor. Corner buildings in the Local Centre will be distinctive and complemented by legibile features in the built form. The corner treatment and architectural detailing should reflect this position as a key gateway into the heart of the development.

KS02: Local Centre Design Principles

5. The Local Centre public realm is to provide for: tree planting, seating areas, and a parking area. The parking area is to be accessed by the structural street, lined by trees and paved by high-quality suitable materials (not asphalt). The public space features a mixture of landscaped and hard paved areas to encourage different activities. Public Realm and greening to be of the highest quality to attract footfall.

6. First School to be located at the northern end of the Local Centre as a focal point and centre of activity at the heart of the new neighbourhood. The school building is to have a strong street presence in a visible location. The architectural form of this building should be of a high-quality, distinctive design appropriate to this prominent location. A square at the entrance of the First School is to allow for pupils to spill-out and along central green corridor.

7. Buildings are to allow for commercial and community

uses. Where retail units are located at the ground floor, residential units should occupy upper floors. All buildings are to provide active frontages to the public realm to allow for spill out uses. Building mass is to be broken down through appropriate design and roofscape.

8. LEAP (Local Equipped Play Area): to "provide space for informal recreation and varied, stimulating and challenging play experinces" - from '*Field's in Trust*' Standards. Equipment or natural play features which cater will for different play types. A minimum area of 400sqm, with the specification to be agreed with the LPA. The LEAP is to blend into the green space (shape indicative) and central green corridor. Play equipment is to use natural materials and form a natural continuation of 'Play-on-the-Way' along the corridor. Hedge boundary finish is preferred to avoid a 'gated space' feeling.

9. The western edge of the local centre is to provide an active frontage and natural overlook onto public spaces and active travel connections.

KS03: Central Key Space

1. Northern green corridor is to run parallel to the existing hedgerows and trees. The corridor is to include: additional trees and planting, SuDS, LEAP, and a cycling and pedestrian route connecting to Buntingford Greenway towards the East.

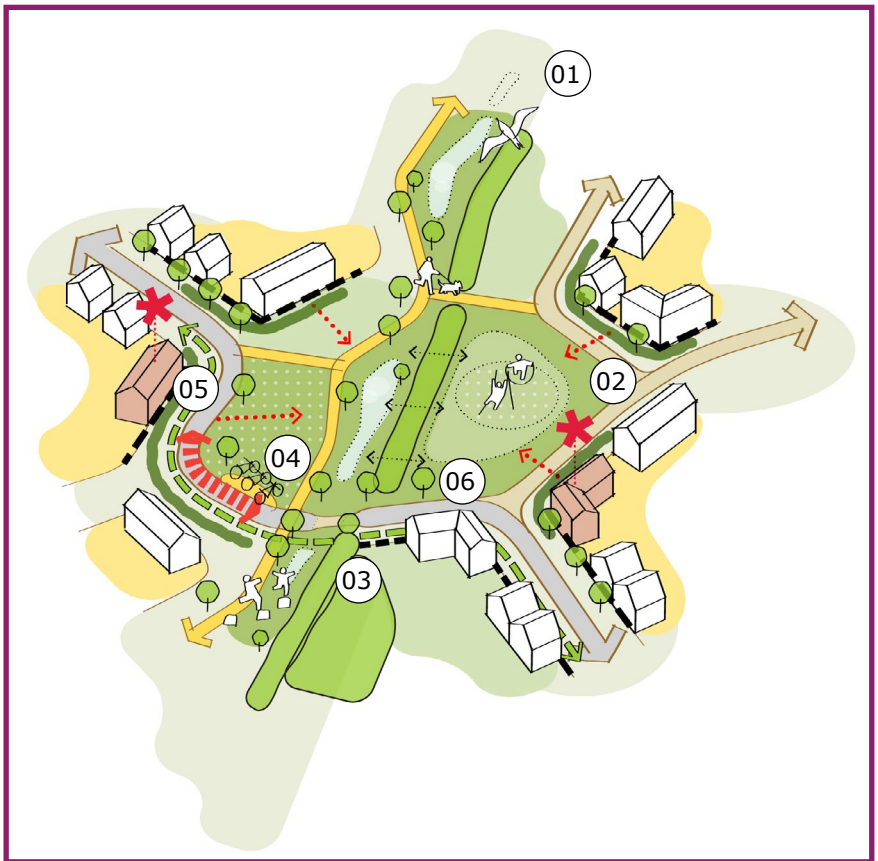
2. LEAP: to "provide space for informal recreation and varied, stimulating and challenging play experinces" - from '*Fields in Trust*' Standards. Equipment or natural play features which will cater for different play types. A minimum area of 400sqm, with the specification to be agreed with the LPA. The LEAP is to blend into the key open space (shape indicative) and East-West green corridor. Play equipment is to use natural materials and form a natural continuation of 'Play-on-the-Way' along the corridor. Hedge boundary finish is preferred to avoid a 'gated space' feeling.

3. Existing trees and hedgerows are to be retained where possible. Limited vegetation removal where necessary to facilitate physical and visual connections for good placemaking and infrastructure.

4. Cycle parking facilities are to be provided along the structural street to complement the cycle lane, linked to the key open space and play area (position indicative). Sheffield Stands are satisfactory for short term cycle parking. Minimum spacing between sheffield stands to be 900mm (from East Herts Vehicle Parking Standards SPD). Facilities to be easily accessible and safe, with passive surveillance from adjacent homes.

5. Active frontages are to overlook the Key Open Space with openings and front gardens contributing to activate space. Taller buildings are to be positioned around the green with marker buildings to be positioned in key corners along the main access road, overlooking the key open space. Car parking should also be provided in consideration of the 'Updated Vehicle Parking Standards' SPD.

6. A narrowed carriageway to slow traffic and prioritise active travel along Northern Green Corridor.



KS03: Central Key Space Design Principles

KS04: Community Hub and Northern Gateway

1. 'Community Growing Hub' is to be located at the intersection of Throcking Lane with the Buntingford Greenway. The space is to feature a mobility hub, community food growing areas, enabling activity and engagement with nature. A pocket square will feature wayfinding, tree planting, seating, Play-on-the-Way and form part of a wider foraging trail.

2. The Mobility Hub has the potential to provide cycle parking, cycle hire, car club parking, and will be complemented by non-mobility components, such as onward travel information. Facilities are to be easily accessible by all and safe, with passive surveillance from adjacent homes, visible from the park and street.

3. Provision of food growing opportunities in the form of allotments and/or community orchards.

4. Structural planting will mitigate views from North-West, with openings to create glimpses to and allow for connections towards the open countryside.

5. The gateway of the site sits at the intersection of the structural street and Buntingford Greenway. It will feature traffic calming measures to prioritise active travel movement, a combination of soft and hard surfaces, and marker buildings. Marker buildings are to be dual-fronted and potentially higher than surroundings.

KS04: Community Hub and Northern Gateway Design Principles

6. Entrance to the site from Throcking Lane is to shift the vehicular priority into the development rather than through Throcking, with a parallel cycleway and footway within the development.

7. Buntingford Greenway is to be clearly signposted and visible from the site entrance and site gateway.

8. Buntingford Park North focuses on ecology and sustainable drainage with a more natural character. Residential frontages overlook onto park.

KS05: Southern Gateway

1. The southern gateway is designed to serve as development access to Buntingford, Parkside, and further formalise the gateway into Buntingford. Baldock Road (A507) will feature a wide green verge, with formal landscaping, such as tree lines, and public art to mark the entrance to the town.

2. Baldock Road (A507), will safely accomodate and prioritise sustainable travel opportunities, through new pedestrian and cycling links to Buntingford. The sustainable transport corridor will feature public transport stops, formal crossings, and footpaths and cycle lanes.

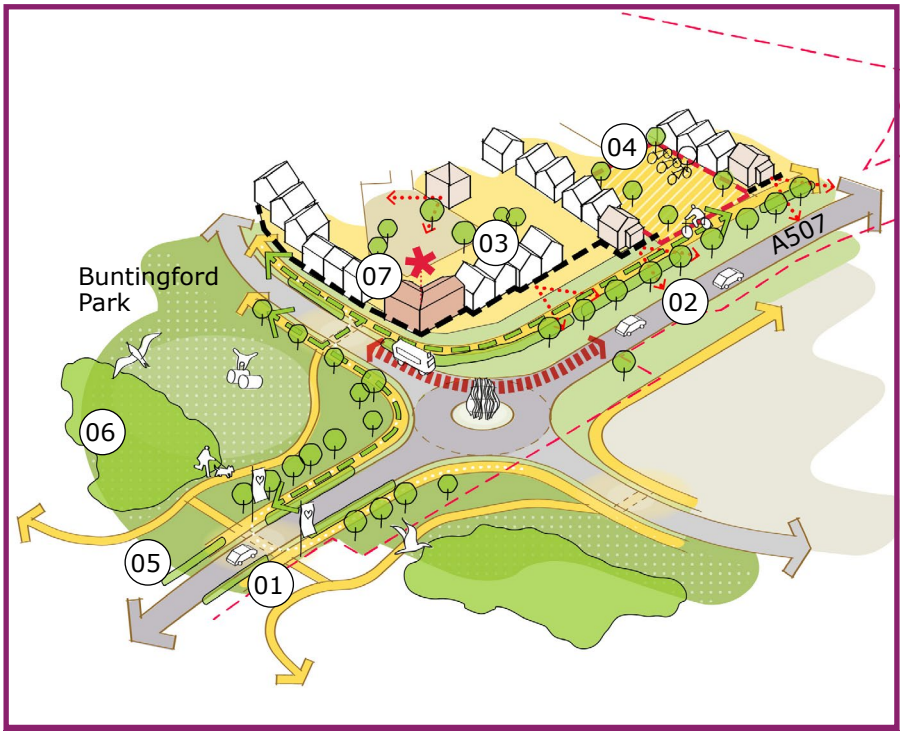
3. Routes will be naturally surveilled, feature appropriate lighting, and seek to create a safe and accessible environment. Homes along the structural street and Baldock Road (A507) are designed to provide adequate frontage to overlook public spaces. Residential development creates a formal edge with terraced and/or semi-detached homes creating structure along the street.

4. A change in building orientation along Baldock Road (A507) creates an incidental space with opportunities for activities and opening additional route choices in/out of the site. Units which side-on to Baldock Road (A507) feature special treatment to front both the incidental space and Baldock Road (A507), ensuring consistent natural surveillance.

5. To enable active travel infrastructure to be delivered, a limited amount of existing vegetation clearance is required. As much vegetation should be retained as possible, and new landscaping will be planted, such as tree lines and low-level planting, to reinfroce this corridor.

6. Existing structural planting is to be bolstered along the ridgeline to provide screening of development from westward views, as well as, strengthening and introducing habitats.

7. A corner building onto the new access roundabout is to act as a key marker and differenciate from the rest of the frontage onto Baldock Road (A507) and the structural street into the development.



KS05: Southern Gateway Design Principles

Character Areas

Residential character areas are defined as follows to help give a narrative of how different parts of the development will look and feel different. Each character area is supported by illustrative plans and key design principles.

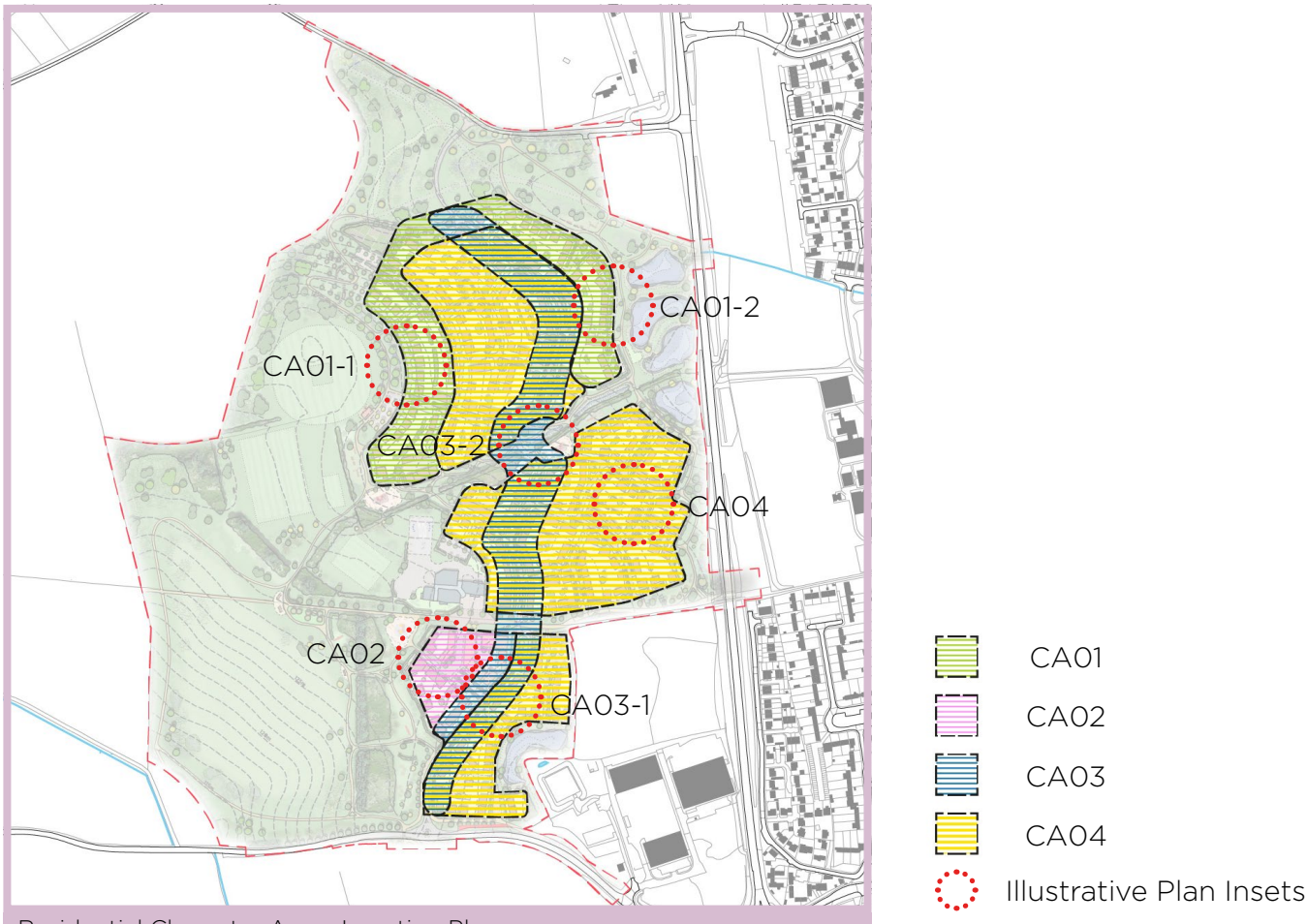
The locations of four character areas are identified on the location plan below.

CA01 - Park Fronting Residential Areas

CA02 - Residential Element of the Mixed-Use Area

CA03 - Structural Street Fronting Residential Areas

CA04 - Typical Residential Areas



Residential Character Areas Location Plan

Area CA01 Illustrative Inset CA01-1

Area CA01 Illustrative Inset CA01-2

CA01 Park-Fronting Residential Areas

• Residential Areas with predominantly detached and semi-detached typologies.

• Building Density: Lower density areas - predominantly lower than 32dw/ha overlooking green spaces and gradually increasing towards the centre of development. To ensure that the design incorporates creative design solutions, and explore appropriate and innovative residential typologies for each block, building density must vary within each residential parcel, with lower densities more appropriate within blocks adjacent key green spaces.

• Building Heights: up to 12.5m (3.5 storeys), with the western area up to 10m (2.5 storeys) (see parameter plan on p.09). To ensure sufficient variation, interest and distinctivity within the character area, building heights must present variations within each block, with the upper limit being particularly appropriate for corner units, marker buildings and key frontages.

• Building Lines: Dwellings fronting open spaces are to be primarily detached and to present a strong and varied building line to open space (fronting or presenting active gables).

• Buildings marking the northern gateway entrance to development are to feature a great massing, with enhanced architectural articulation that make them distinct from their immediate surroundings.

• Rich and varied roofscape to reflect Buntingford's character.

• Corner plots are to be marked by dual-fronted buildings.

• Trees and vegetation along streets are to be less formal.

• Parking provided on-plot, on-street (integrated into landscape) or in landscaped parking courts well overlooked by surrounding buildings.

Area CA02 illustrative Drawing

CA02: Residential Element of the Mixed-Use Area

• Buildings are to allow for commercial and community uses. Where commercial units are located at ground floor residential units should be on upper floors. Residential element of the local centre is to be predominantly apartments, townhouses, and terraced typologies.

• Building Density: up to 60dw/ha. This accounts for a varied quantum of residential and non-residential uses. To ensure that the design incorporates creative design solutions, and explore appropriate and innovative residential typologies for each block, building density must vary within each residential parcel, with higher densities more appropriate within blocks closer to main connections and lower densities more appropriate within blocks adjacent key green spaces.

• Building Heights: up to 12.5m (3.5 storeys). To ensure sufficient variation, interest and distinctivity within the character area, building heights must present variations within each block, with the upper limit being particularly appropriate for corner units, marker buildings and key frontages.

• Building Lines: Dwellings along the structural street are to present a strong and continuous frontage comprised predominantly of apartment blocks, terraces or townhouses with a coherent roofscape. Dwellings fronting the local centre square are to have living areas overlooking the square.

• The intersection of the structural street and central green corridor is to be flanked by marker buildings that are distinctive, such as through their architectural detailing, greater massing and facade articulation.

• Roofscapes should be rich and varied, reflective of Buntingford. Buildings of larger massing (such as the First School) be broken down through design and roof forms.

• Corner plots to be marked by dual-fronted buildings.

• Trees and vegetation along the structural street are to be more formal with feature trees marking key corners. Trees within the local centre square are to provide for evergreen coverage.

• Parking provided on-street (integrated into landscape) and in landscaped parking courts well overlooked by surrounding buildings.

• Elderly accommodation is to provide active frontage onto the public realm.

Area CA03 Illustrative Inset CA03-1

Area CA03 Illustrative Inset CA03-2

CA03: Structural Street Fronting Residential Areas

• Building Density: up to 38dw/Ha. Density should incorporate creative design solutions, and explore appropriate and innovative residential typologies. Density must vary within each residential parcel, with higher densities towards key movement routes.

• Building Heights: up to 12.5m (3.5 storeys), with the western area up to 10m (2.5 storeys) (see parameter plan - p.09). Building heights must present variations within each block, with the upper limit being particularly appropriate for corner units, marker buildings and key frontages, to create variety and distinctivity.

• Building Lines: Dwellings along the structural street are to present a strong, formal, and consistent building frontage, avoiding rows of more 5-6 homes per terrace (see building frontages on p.28).

• Markers buildings are to be positioned in prominant locations, such as key corners, ending vistas or along open spaces. Marker buildings should:

- stand out through an increase in overall massing.
- have unique architectural articulation, distinctive from the surrounding buildings.
- feature changes in materials and/or facde detailing or ornamentation.
- uniquely respond to corners.
- explore the potential to adopt a roof form atypical to the adjacent buildings to create a pronounced landmarked.

• Buildings marking the southern and northern gateway entrances to the development are to have an enhanced elevational treatment, with greater massing in line with the parameter plan.

• Rich and varied roofscape to reflect Buntingford's character.

• Corner plots to be marked by dual-fronted buildings.

• Trees and vegetation along the structural street are to be more formal with feature trees marking key corners.

• No direct access to driveways or garages.

Area CA04 Illustrative Drawing

CA04: Typical Residential Areas

• Residential Areas with predominantly terraced, semi-detached and detached typologies.

• Building Density: up to 38dw/ha with the higher densities within this figure concentrating along the structural street. Building density should incorporate creative design solutions, and explore appropriate and innovative residential typologies. Densities must vary within each residential parcel, with higher densities towards key movement routes, and lower densites towards key green spaces.

• Building Heights: are to comply with the Building Heights Parameter Plan and ensure sufficient variation, interest and distinctivity within the character area. Building heights must present variations within each block, with the upper limit being particularly appropriate for corner units, marker buildings and key frontages.

• Building Lines: Dwellings along the structural street to present a strong and continuous frontage with a coherent roofscape. Dwellings along secondary streets to front (or present active gables to) the street.

• Markers buildings are to be positioned in prominant locations, such as key corners, ending vistas or along open spaces. Marker buildings should:

- stand out through an increase in overall massing.
- have unique architectural articulation, distinctive from the surrounding buildings.
- feature changes in materials and/ or facde detailing or ornamenntation.
- uniquely respond to corners.
- explore the potential to adopt a roof form atypical to the adjacent buildings.

• The southern gatway entrance should be anchored by marker buildings.

• Rich and varied roofscape to reflect Buntingford's character.

• Corner plots are to be marked by dual-fronted buildings.

• Trees and vegetation along the structural street are to be more formal with feature trees marking key corners. Less formal treatments along secondary streets.

• Parking provided on-plot, on-street (integrated into landscape) or in landscaped parking courts well overlooked by surrounding buildings.

• Frontages along the northern and central green corridors are to provide activity, entrances and overlook to active travel routes (see KS01 on p.35).