

PHASE 1 PROPOSAL

3.3 HOUSING TYPE

A hierarchy of housing types are included in the masterplan:

1. One and two bedroom maisonette and two bed bungalows are mainly located internally to the development blocks.
2. Smaller two and three bedroom houses are largely narrow fronted two storeys homes, generally in a semi detached or terraced configuration.
3. Intermediate three and four bed houses are included generally in semi-detached configuration.
4. Larger four and five bedroom homes are often detached, medium/wide frontage two storey buildings often with front gables elements, these are mainly located along the edges overlooking the wider public open space.

KEY

	BUNGALOW AND MAISONETTE
	SEMI-DETACHED AND TERRACE HOUSE
	DETACHED HOUSE



BUNGALOW TYPE



NARROW FRONTED SEMI-DETACHED TYPE



WIDE FRONTED DETACHED TYPE WITH GABLED FEATURE ON MAIN ELEVATION

3.4 Building typologies plan

3.4



PHASE 1 PROPOSAL

3.4 PARKING STRATEGY

A variety of approaches are taken to the accommodation of the parked car. The arrangements respond to the typologies defined to the Policy T2 Appendix 4 of NHDC Local Plan, and provide the following:

- 1 Bedroom: 1 space minimum;
- 2+ Bedroom: 2 spaces minimum.

A proportion of the larger 4 bedroom homes is provided with 4 parking spaces.

Visitor parking is provided throughout the site delivering a total of 24 spaces.

Cycle parking is to be provided on plot within garages or otherwise sheds in private gardens.

KEY

-  ALLOCATED PARKING SPACES
-  UNALLOCATED PARKING BAYS
-  M4(3) PARKING SPACES
-  CYCLE STORAGE IN GARDEN
-  CYCLE STORAGE IN GARAGE

3.5

3.5 Parking strategy plan

PHASE 1 PROPOSAL

KEY

Walling types:

- Ⓡ Red Brick 1 - Multi
- Ⓡ Red Brick 2 - Plain
- Ⓡ Buff Brick 1 - Multi
- Red Brick 1 - Multi base with White Render
- Red Brick 1 - Multi base with Dark Grey Timber Cladding from first floor

Refer to housetype drawings for details

Roof Tiles:

- Red/Brown Tile
- Grey Tile

Boundary Treatments:

- 1.8m high masonry wall
- 1.2m high wall with piers
- 1.8m high close boarded fencing
- 0.6m high knee rail
- Collapsible bollard for modal filter

3.6 Material plan

3.7 Key character plan (following page)

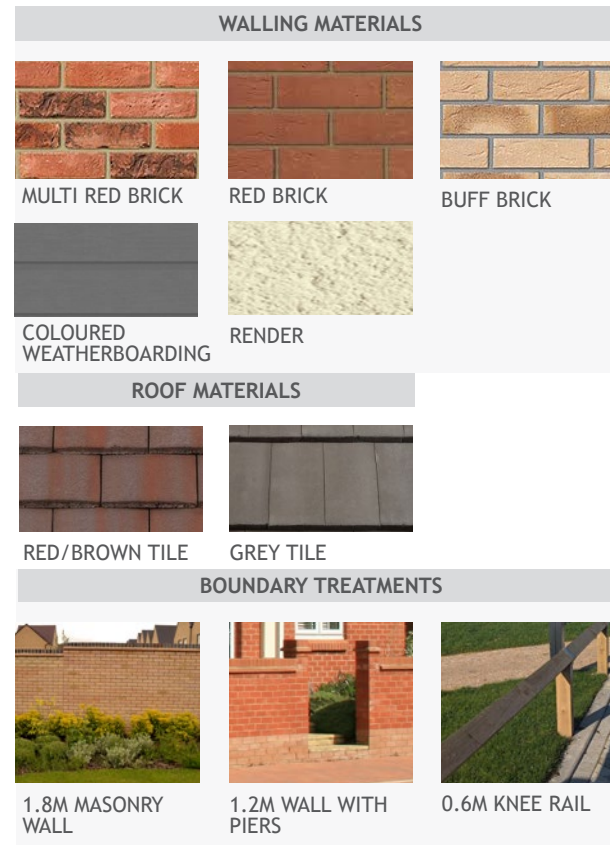
3.5 ARCHITECTURAL TREATMENT & MATERIALS

The following section provides a detailed overview of the proposed aesthetic approach for the different key areas in the phase 1 development area.

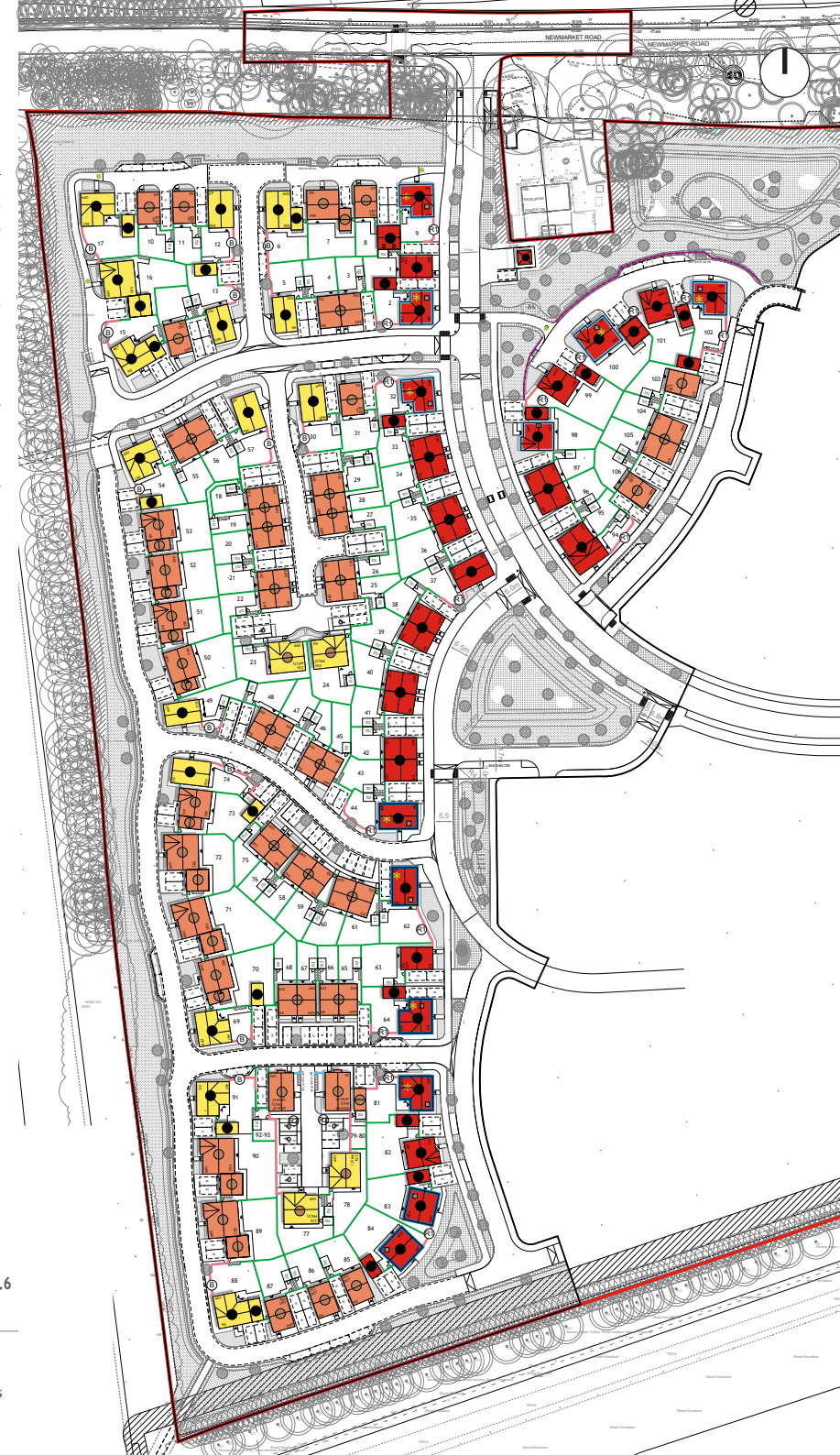
The areas will be drawn together with a shared palate of materials including two types of red brick, together with some use of render, coloured weatherboarding and buff brick.

Details are drawn out with different shades of brickwork. Roofing finishes will comprise grey reconstructed slates and red/brown tiles, creating contrast within the scheme.

Front boundary treatments will comprise low planting and timber knee rail to the open space frontages.



3.6



PHASE 1 PROPOSAL

3.6 CHARACTER OF THE DEVELOPMENT

This first phase of development builds on development principles established within the framework masterplan earlier in the document.

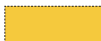
Spaces included with in the first phase include the Gateway and Western Green Link alongside the Central Green, through which the Avenue passes

REFER TO GATEWAY
AREA CHAPTER 3.6.1

REFER TO THE
WESTERN GREEN LINK
AREA CHAPTER 3.6.2

REFER TO THE GREEN
EDGE AREA CHAPTER
3.6.3

KEY

	THE GATEWAY KEY AREA
	THE WESTERN GREEN LINK KEY AREA
	THE INTERNAL AREA
	THE GREEN EDGE KEY AREA

3.7



1. ILLUSTRATIVE IMAGE OF SEMI DETACHED AND DETACHED HOUSETYPES ALONG THE WESTERN GREEN LINK



2. ILLUSTRATIVE IMAGE OF DETACHED UNITS FACING THE EXISTING WOODLAND ON THE SOUTHERN EDGE

PHASE 1 PROPOSAL



KEY MAP

3.6.1 "THE GATEWAY GREEN" KEY AREA

The entrance of the site is marked by a distinctive area that serves as the main gateway to the wider development.

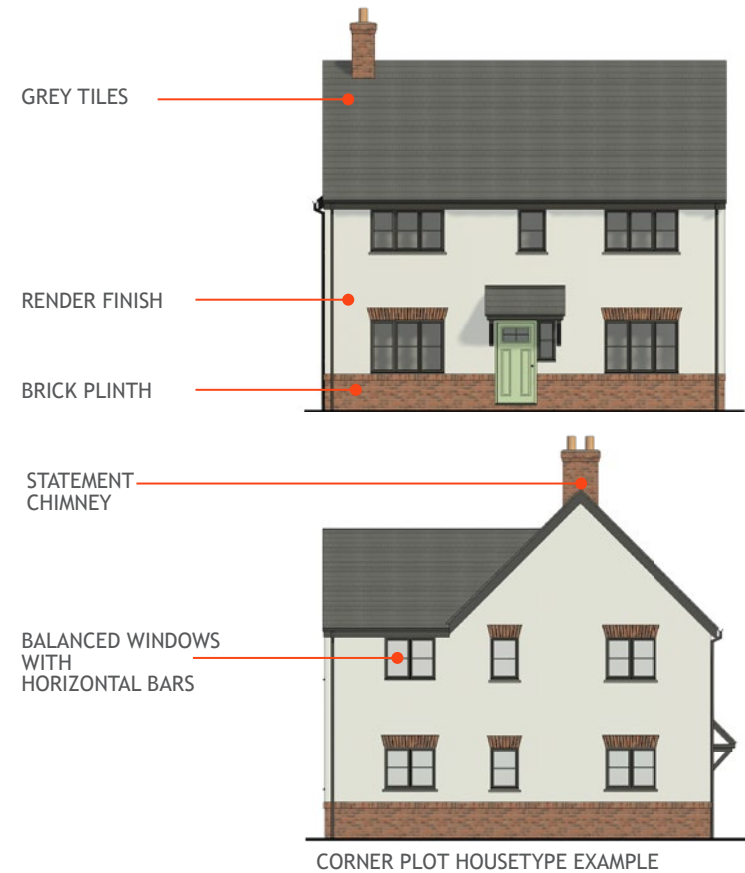
The area is characterised by a crescent arrangement of regularly spaced dwellings that frame a public open space and sustainable drainage features.

The design of the units includes render finishes and statement chimneys, drawing from precedents within central Royston.

Overall, the development area has been thoughtfully designed to create a welcoming and visually appealing entrance to the site, while also ensuring that the rural character of the surrounding area is carefully responded to.

THE CENTRAL GREEN SPACE

The Gateway leads to a central green, located along the western of the two green links at the intersection with the Avenue. This space creates a wayfinding focus with roads leading off in a number of directions. It will also provide for a bus turning loop if required in the future to support the development.



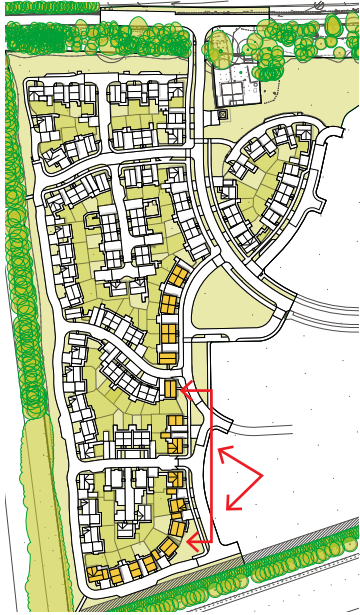
CORNER PLOT HOUSETYPE EXAMPLE



ILLUSTRATIVE SECTION SHOWING GATEWAY AREA (THE CRESCENT) AND THE DWELLINGS FACING THE EXISTING WOODLAND EDGE ON THE NORTHERN CORNER OF THE SITE



PHASE 1 PROPOSAL



KEY MAP

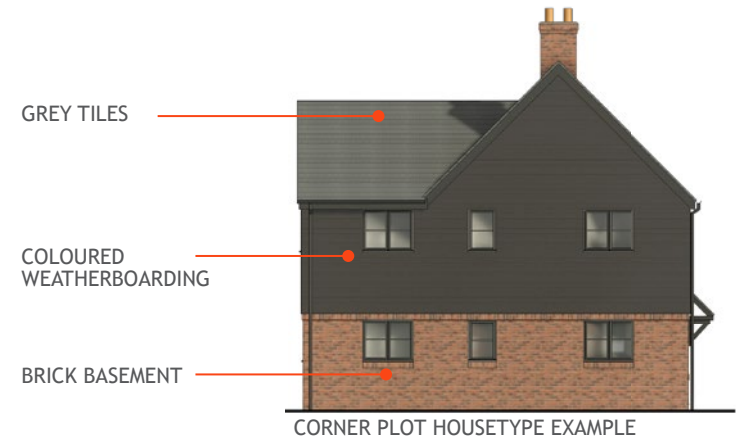
3.6.2 "THE WESTERN GREEN LINK" KEY AREA

This particular area is located alongside one of the green links (that are described more widely in the full masterplan).

It comprises a combination of detached and semi-detached dwellings, arranged to respond to the challenging elevation in levels that are characteristic of this site.

The green link provides an intuitive route to the south western connection to the permissive walking loop, and also the southern greenspace. In turn it provides views down and through the site to the Gateway and in turn the green basin, where the two green links meet.

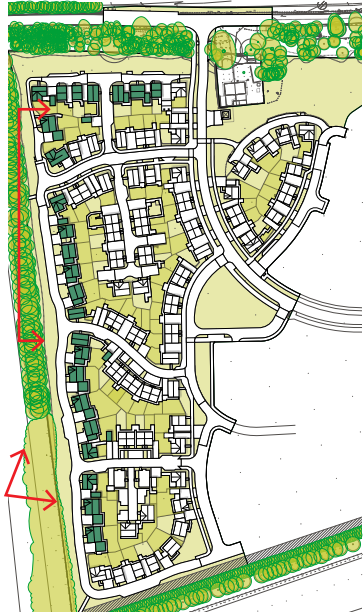
A combination of red brick and weatherboarding will be used to enhance local distinctiveness in this particular area.



ILLUSTRATIVE SECTION SHOWING THE DWELLINGS ALONG THE WESTERN GREEN LINK



PHASE 1 PROPOSAL



KEY MAP

3.6.3 "THE GREEN EDGE" KEY AREA

Located on the edge of the development, facing the existing woodland, this area has been designed to make the most of the existing landscape infrastructure.

The area comprises of individual homes, arranged in a less formal manner, in order to take advantage of the views over the public open spaces.

Corner plots are marked out with contrasting materials, and the dual aspects of these plots act as wayfinders throughout the site.

The frontage of the development will be strengthened by a series of repetitive gabled elements, with consistent roof orientation.



ILLUSTRATIVE SECTION SHOWING DETACHED UNITS ALONG THE GREEN EDGE



PHASE 1 PROPOSAL

3 .7 ACCESS STATEMENT

The site has been planned to meet the particular requirements of pedestrians, cyclists, public transport users, motorists and those with special needs.

PEDESTRIANS

The wider masterplan will provide good pedestrian connections within the new developed area and to the surroundings. Footways will be of good condition and where appropriate well lit. Within the phase 1 development area, connections will be offered toward the above mentioned permissive loop to the south, as well as toward Aintree Road in the development to the west.

CYCLISTS

There are no existing cycle-routes or pedestrian links on the site. Cycle routes will be established as a shared cycle and footpath along one side of the main road, while a shared environment with cars will be created on the other streets. All dwellings will make provision for cycle storage, either within a garage or shed for those without garages.

PUBLIC TRANSPORT

BUS

The primary road (Avenue) will be wide enough to facilitate a bus loop. Additionally, the Royston Circular bus service (n.16) is conveniently accessible from positions from Valley Rise to the east of the site.

RAIL

The nearest railway station is Royston, which is accessible by the n.16 bus in 11 minutes, and also within walking distance.

VEHICULAR ACCESS

The development will be well served by the new vehicular accesses from Newmarket Road. An emergency access on the east boundary of the site (outside the phase 1 boundary) will be also provided.

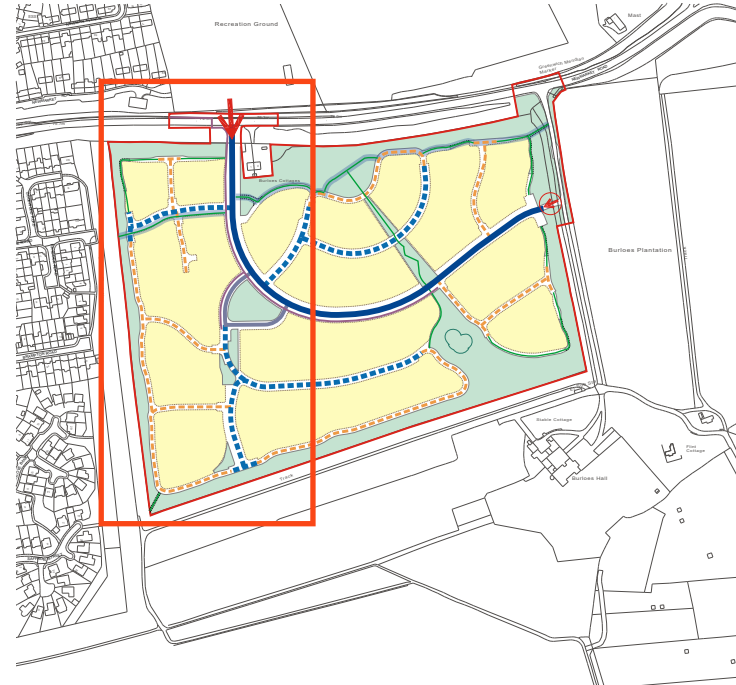
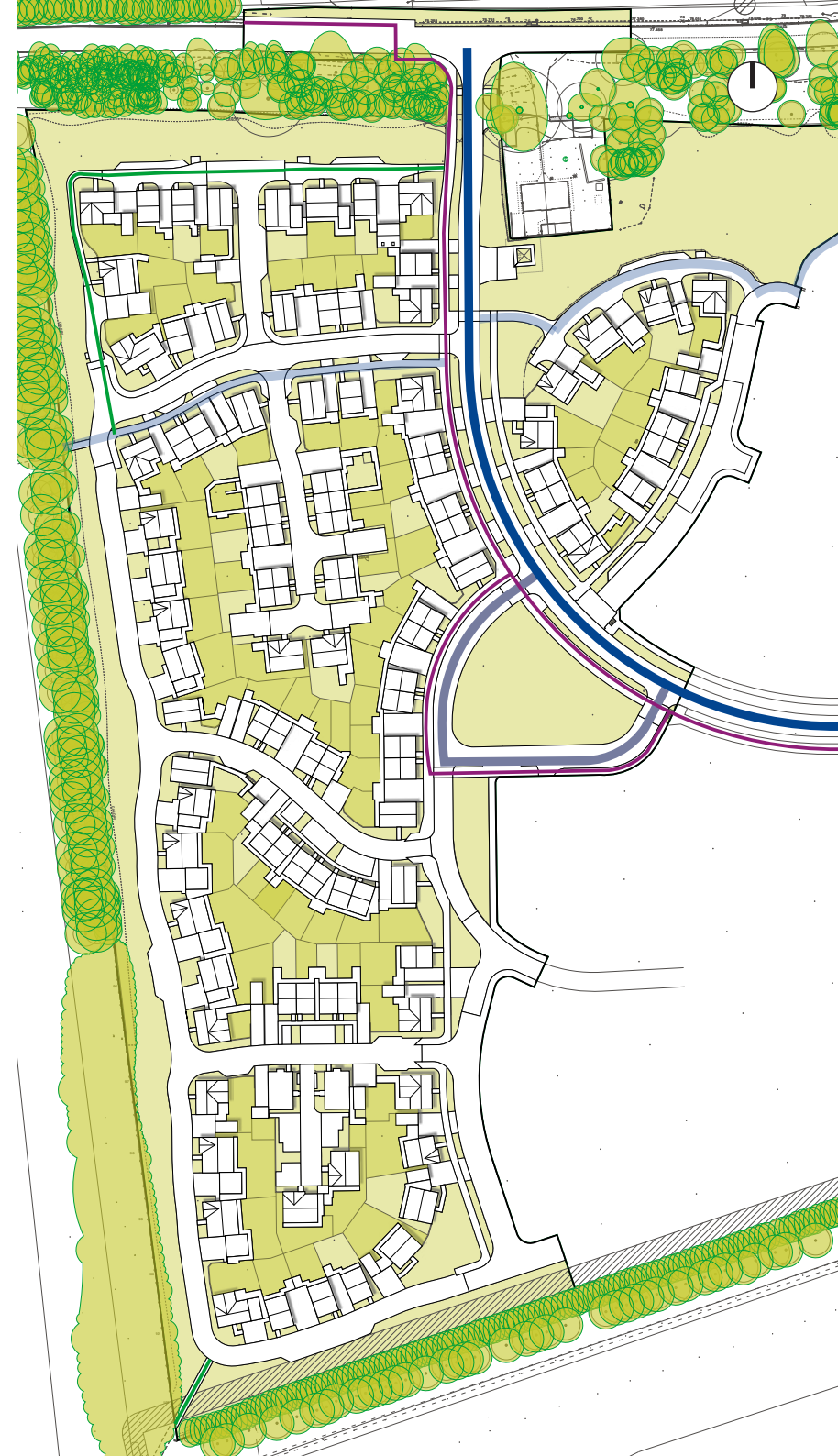
MOBILITY IMPAIRED

The development has been designed making reasonable provision to ensure that buildings are accessible and usable to all people, regardless of disability, age or gender.

SITE ACCESS, ROUTES, SURFACES & APPROACH

- Level approach to building, maximum slope of 1:60 and maximum cross-fall of 1:40, where not otherwise dictated by site constraints.
- Pedestrian routes are protected from hazards and vehicles with blister paving surfaces at uncontrolled crossing points, detailed as Diagram 1 from AD M.
- Pedestrian routes and entrances shall be well lit and clearly defined.
- Ramped and stepped approaches will be designed out wherever possible. Where it is not possible to do so because of existing topography, all ramps will comply with building regulations.
- Level thresholds outside entrance doors will be provided 1200x1200 clear of door swings where possible.
- Obstructions and hazards outside the principal entrance doors have been avoided.

PHASE 1 PROPOSAL



MOVEMENT FRAMEWORK PLAN

KEY:

- PRIMARY ROAD
- BUS TURNING AREA
- COMBINED PEDESTRIAN/CYCLE ROUTE OFF ROAD
- INFORMAL ROUTE
- ON SITE ROUTE ALTERNATIVE TO ICKNIELD WAY

MOVEMENT FRAMEWORK PLAN

KEY:

- SITE BOUNDARY
- PROPOSED DEVELOPMENT BLOCKS
- OPEN SPACE
- ALIGNMENT OF VEHICULAR, PEDESTRIAN AND CYCLE ACCESS
- EMERGENCY ACCESS
- PROPOSED ALIGNMENT OF PRIMARY ROAD WITH TREES ALONG ROUTE
- PROPOSED BUS LOOP
- PROPOSED SECONDARY ROAD
- PROPOSED INTERNAL ROUTE
- PROPOSED COMBINED PEDESTRIAN/CYCLE ROUTE OFF ROAD
- PROPOSED INFORMAL ROUTE
- PROPOSED ON SITE ROUTE ALTERNATIVE TO ICKNIELD WAY

3.8 Access diagram showing phase 1 proposal.

PHASE 1 PROPOSAL

3.8 DESIGN FOR CRIME PREVENTION

This statement explains how the development was designed to address the potential problems of crime. Guidance is taken from Home Office document Safer Places-The Planning System and Crime Prevention.

ACCESS & MOVEMENT

The planned site has a movement framework that allows for direct well lit access to all units for both pedestrians and vehicles. Rear access to buildings will have lockable gates and enclosed by fencing or masonry walls. The development is proposing to utilize in parts the principles of shared surfaces to enable the residents to take 'possession' of both footpath and roadway. This method will engender a sense of guardianship over the streets by local residents.

STRUCTURE

All properties throughout the development front a defined access route. The number of sides fronting the public realm is reduced and assists in creating 'active frontages' which promote natural surveillance. Defensible spaces have also been incorporated into the development. Direct access to buildings is then out of arms reach and further from temptation.

SURVEILLANCE

As previously described the movement framework of the development allows for good natural surveillance. Every opportunity has been taken to avoid 'inactive frontages'. The well defined routes reduce areas for potential criminal activity. Any criminal activity would attract attention, and with many overlooking properties and an established sense of guardianship of the development action would be taken. Car parking areas are located in areas under natural surveillance from adjoining properties. All car parking areas are overlooked by surrounding homes.

OWNERSHIP

We envisage that the development as designed will promote a sense of ownership, respect, territorial responsibility and community. By designing clearly defined public, semi-private and private spaces we wish to encourage residents and users to generate a sense of ownership and responsibility for their properties and the development as a whole. With an increased sense of community, resident knowledge and ownership the presence of strangers and potential criminal activity will attract attention.

LIGHTING

All adoptable roads (and those designed to be of adoptable standard) will be lit with a lighting scheme in accordance with Hertfordshire County Council requirements. The design of coach lamps and external lighting to individual dwelling plots will also be subject to LPA approval.

MANAGEMENT & MAINTENANCE

It is envisaged that the Local Authority will adopt the majority of the development area, and will therefore programme a regime of high level cleaning and maintenance. Please see adoptable areas plan submitted with the application.

Areas of the development found not to be suitable for Local Authority adoption will be the responsibility of either: A management organisation; An RSL; or private owners. This may cover areas such as landscaping or within parking courtyards. A scheme of Neighborhood watch would also be encouraged to allow residents to take responsibility for providing their own security and that of their neighbors.