

5.5 SURFACING MATERIALS

Potential palette of hard landscape materials which will be used on the development.

Roads will be surfaced in tarmac, with shared surfaces and private drives in different block paving finished. Additional detailing and contrasting paving can be used to mark visitor parking bays.

Pedestrian paths may be surfaced in bound resin or as a hoggin finish.

ILLUSTRATIVE DESIGN INFORMATION



PRECEDENT EXAMPLE OF BLOCK PAVING SURFACING WITH CONTRASTING SET TO DEMARK VISITOR PARKING



PRECEDENT EXAMPLE OF PRIMARY ROAD WITH ASPHALT CARRIAGEWAY

SURFACING MATERIALS



ASFALT



BLOCK PAVING



BLOCK PAVING



PRECEDENT EXAMPLE OF PEDESTRIAN LINK IN BOUND RESIN

5.8

NOTE: The images and colour of materials provided is for illustrative purposes and will be subject to full consideration as part of Reserved Matters Application.

5.8 Surfacing material palette influence

ILLUSTRATIVE DESIGN INFORMATION



5.6 KEY AREAS

This section draws out some of the key and special places within the masterplan, and provides details as to how they are intended to contribute to the character of the scheme.

5.6.1 THE GATEWAY GREEN



NOTE: The section provided is for illustrative purposes and will be subject to full consideration as part of Reserved Matters Application.

5.8 Illustrative sketch of the gateway area

5.8



ILLUSTRATIVE IMPRESSION SHOWING BUILDING FORM AND CHARACTER OF THE GATEWAY AREA



©Vistry



ILLUSTRATIVE IMAGES OF ARCHITECTURAL FORM AND CHARACTER REFERENCE



ILLUSTRATIVE SITE SECTION OF THE BUILDING FACING NEWMARKET ROAD

ILLUSTRATIVE DESIGN INFORMATION



5.6.2 THE GREEN LINK

GREEN LINK
Vehicle free environment creates
a safe and attractive route to
enjoy on the way.

Rest and Play on way
opportunities

Swale opportunities

Sinuous ramp to accommodate
level change

View through roof scape
Royston centre precedent

Pocket Greenspace at nodal point

AVENUE ROAD accommodates
level changes buildings to miti-
gate topographical constraints

NOTE: The section provided is for
illustrative purposes and will be subject
to full consideration as part of Reserved
Matters Application.

5.9 Illustrative sketch of the green
link area



5.9



ILLUSTRATIVE IMPRESSION SHOWING BUILDING FORM AND CHARACTER OF THE GREEN LINK



ILLUSTRATIVE IMAGES OF ARCHITECTURAL FORM AND CHARACTER REFERENCE



ILLUSTRATIVE SITE SECTION OF THE GREEN CORRIDOR

ILLUSTRATIVE DESIGN INFORMATION



Green Link provides an attractive footway corridor often separated from highway.

Legible connection to the western woodlands belt and footlinks.

Green Link responds to topography, gently winding through the site to the northern open space and basin.

Swale opportunities

Parkland pocket opens up toward the southern woodland and funnels activity and greenspace toward the green link.

Play on the way and seating opportunities.

Links to permissive loop.

NOTE: The section provided is for illustrative purposes and will be subject to full consideration as part of Reserved Matters Application.

5.10 Illustrative sketch of the green edge area



5.10



ILLUSTRATIVE IMPRESSION SHOWING BUILDING FORM AND CHARACTER OF THE GREEN LINK



ILLUSTRATIVE IMAGES OF ARCHITECTURAL FORM AND CHARACTER REFERENCE



ILLUSTRATIVE SITE SECTION ALONG THE SOUTHERN GREEN EDGE

ILLUSTRATIVE DESIGN INFORMATION

5.7 STREET HIERARCHY STRATEGY

The development is structured to provide a clear and legible movement network, designed around an easily readable street hierarchy, a mix of open spaces and associated variety of residential building typologies and sizes.

Ease of access and movement will offer legibility and contribute to the vitality and character of the proposed development.

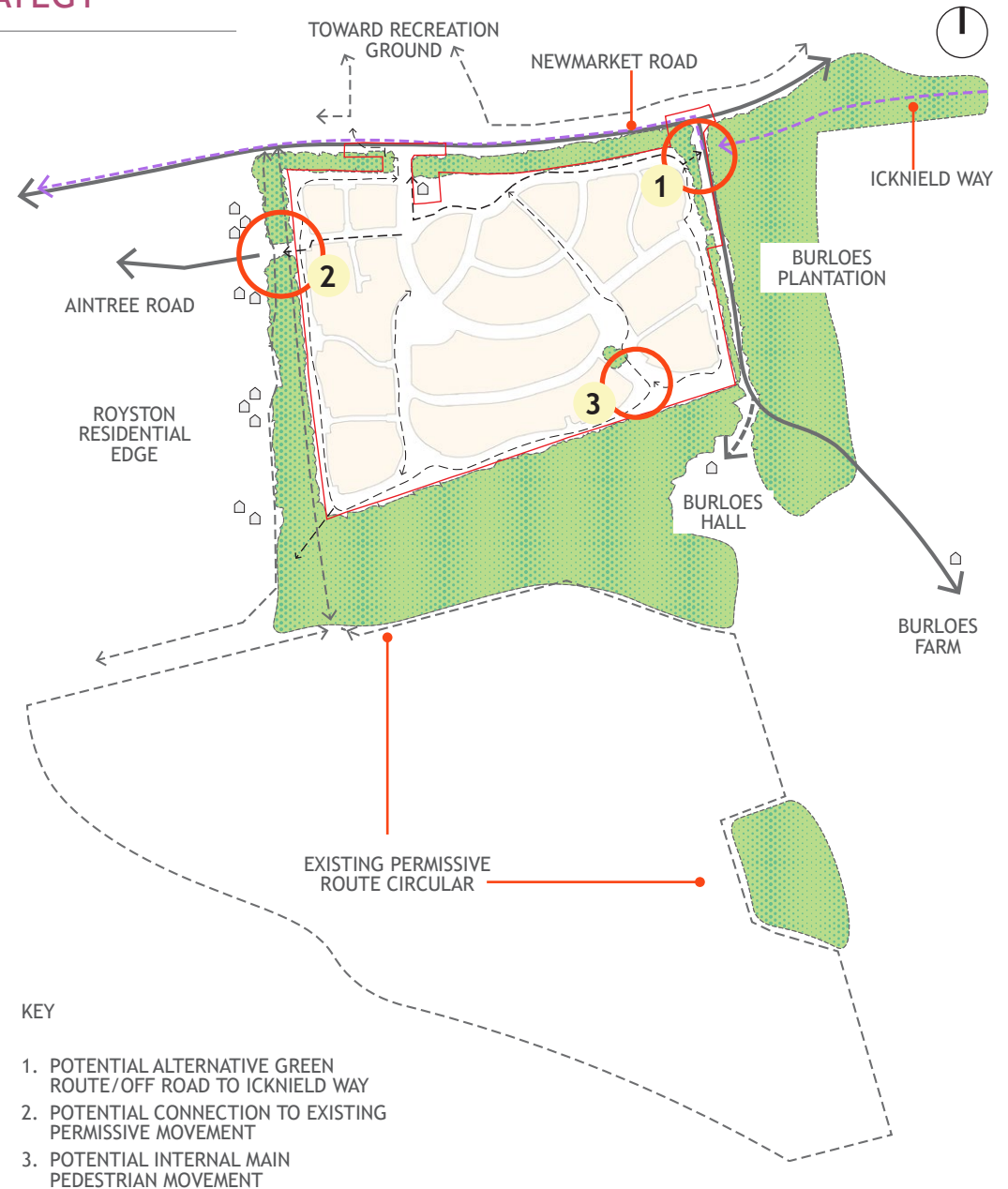
Vehicular access to the site will be provided from Newmarket Road from which the primary road (Avenue) leading into the site will connect.

A secondary loop from the primary road will provide permeability throughout the development.

The tertiary streets will connect the internal areas of the site with the surrounding public open space.

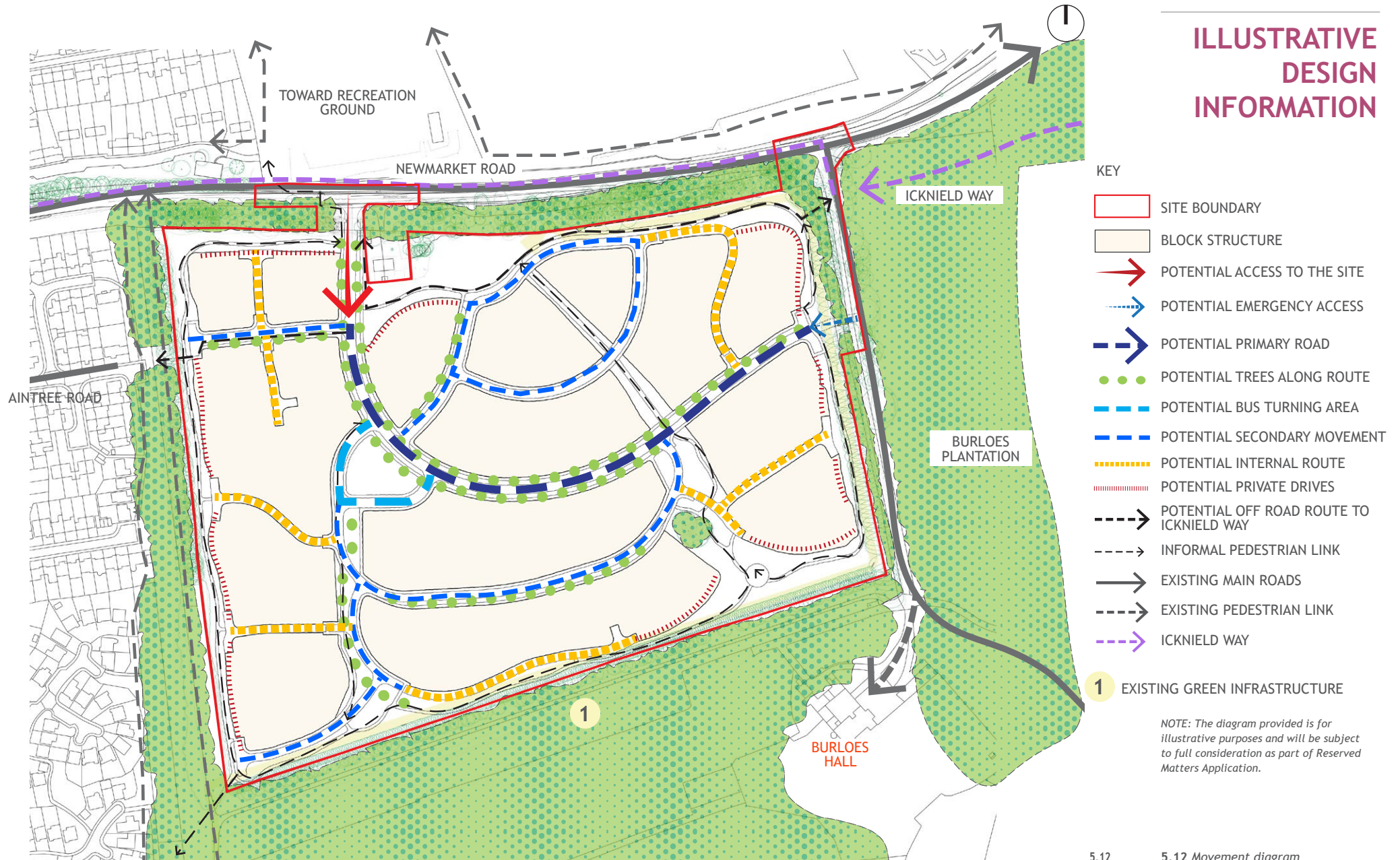
There are no existing cycle-routes or pedestrian links on the site. Pedestrian routes will be provided along streets, and the green links (through areas of public open spaces to create a network of connected routes and destinations).

The off road paths are generally located within the landscape framework, they follow desire lines to the permissive loop, Icknield Way, and through the existing neighbourhood to Royston.



5.11 Wider pedestrian movement diagram

ILLUSTRATIVE DESIGN INFORMATION



5.12

5.12 Movement diagram

ILLUSTRATIVE DESIGN INFORMATION

5.8 LANDSCAPE & BIODIVERSITY STRATEGY

The existing landscape bounding the site is an important component of the strategy and relationship for the proposed green infrastructure.

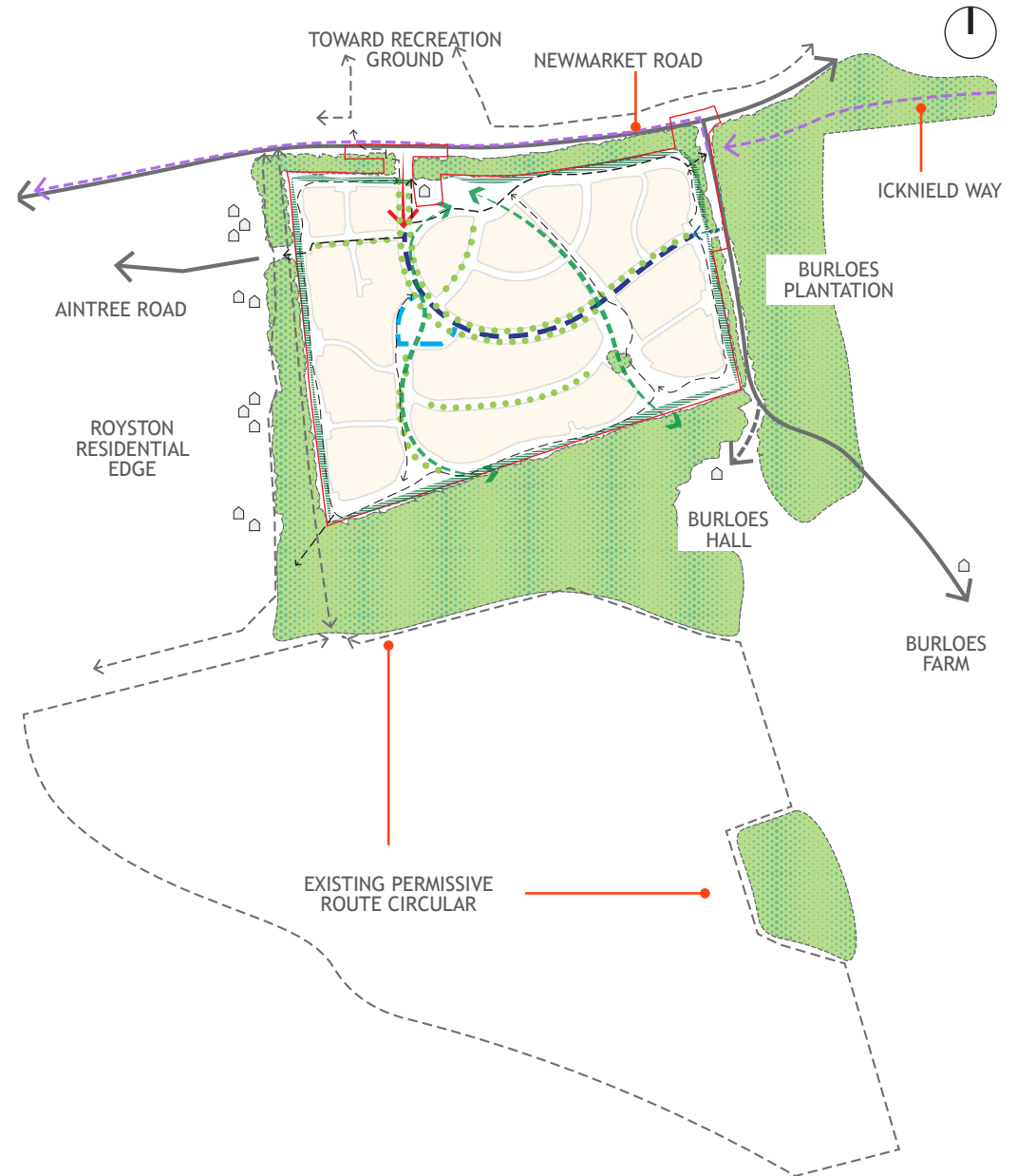
The two main north/south green spines (1) will cross through the site and will follow the natural flow of the topography, creating opportunities for public open space and SUDs features.

The main avenue will accommodate tree planting breaking up the built form.

A belt of new planting will contribute to separating the existing cottages from the new development.

A variable width planting buffer along the edge of the development will accommodate protection measures for the existing belts which will offer screening and an attractive back drop.

The pedestrian paths are generally located within the landscape framework, and they follow desire lines to the developments and wider connections and facilities.



ILLUSTRATIVE DESIGN INFORMATION



5.13

5.13 Green infrastructure diagram

ILLUSTRATIVE DESIGN INFORMATION

The Site is landscape led and has a strong focus on multifunctional approach to the design which will provide connective Green and Blue Infrastructure for the benefit of people and wildlife, through the provision of sensitive design solutions, comprising street trees, green connections, Open Space, and SUDs features.

Green corridors connect the Site from north to south via new public realm areas / greens, creating linear connective spaces defined by building lines, to knit the residential spaces together. This will incorporate street trees and SUDs features, such as swales, rain gardens and planting filter drains, to help provide a sense of openness and connectivity through the Site, as well as create suitable semi-natural habitats and ecological networks to sustain the local wildlife.

Planting will have a strong emphasis on native species and the creation of new habitats to contribute to biodiversity net gain, in particular along the spine route through the Site and with connections to the existing mature vegetation at the Site boundaries.



GREEN SPINE



GREEN SPINE



GREEN SPINE

5.14 Green Landscape Imagery
Reference

ILLUSTRATIVE DESIGN INFORMATION

Planting areas throughout the scheme will be designed with both flooding and drought in mind, with native species or cultivars of native species specified in order to further help with possible local conditions and ecology. A multi-layered planting strategy of trees, hedgerows, public open spaces, private gardens and grass verges throughout the Site will also allow for a range of vegetation heights and habitats, including native hedging plants, street trees and specimen trees.

Although the Site is well contained locally by existing planting, the design approach will allow recognition of the character area in the wider landscape, but at the same time reinforcing the character of the area through new planting using appropriate native species. There is a soft transition from the edge of Royston to the west out to the south and east.



GREEN CONNECTION



GREEN CONNECTION



GREEN CONNECTION



GREEN CONNECTION

5.15

5.15 Green Landscape Imagery
Reference

ILLUSTRATIVE DESIGN INFORMATION



RAIN GARDEN



RAIN GARDEN



RAIN GARDEN



RAIN GARDEN



RAIN GARDEN

5.16 Green Landscape Imagery
Reference

5.16

LANDSCAPE BIODIVERSITY FRAMEWORK PLAN



SUDS



SUDS



SUDS



SUDS



SUDS



SUDS

5.17

5.17 Green Landscape Imagery
Reference

ILLUSTRATIVE DESIGN INFORMATION

5.9 CONCLUSION

This statement is in support of a Hybrid application for full and outline planning submitted to North Hertfordshire District Council for land south of Newmarket Road, Royston.

The proposed development will consist of up to 325 new homes of high quality, along with the necessary civil infrastructure, including public open space, landscaping, internal highways, parking, footpaths, drainage, utilities, service infrastructure, and new vehicular access.

The design aims to create an attractive, sustainable living environment, and its location offers the potential to connect new residents with existing communities around a green environment.

The layout has a simple movement framework, well-lit and direct access to all units. Various housing types will be included to meet demand and contribute to housing needs in the area.

The document also includes Parameter Plans, the Landscape Strategy, and Street Structure, providing clear information for the ongoing development to ensure the concept's successful delivery.

A supplementary section follows this, providing further detail of the Phase 1 (full planning application) area for 102 units.





6.0

MASTERPLAN
PROPOSAL
PHASE 1

MASTERPLAN PROPOSAL PHASE 1

6.0 INTRODUCTION

The following section is prepared to inform the proposal for the submission of the full planning application component of 102 dwellings, (as part of the wider Hybrid planning application for up to 325 dwellings at land south of Newmarket Road in Royston).

Phase 1 comprises the Gateway entrance and the western edge of the proposed development.

6.1 SITE LOCATION PHASE 1

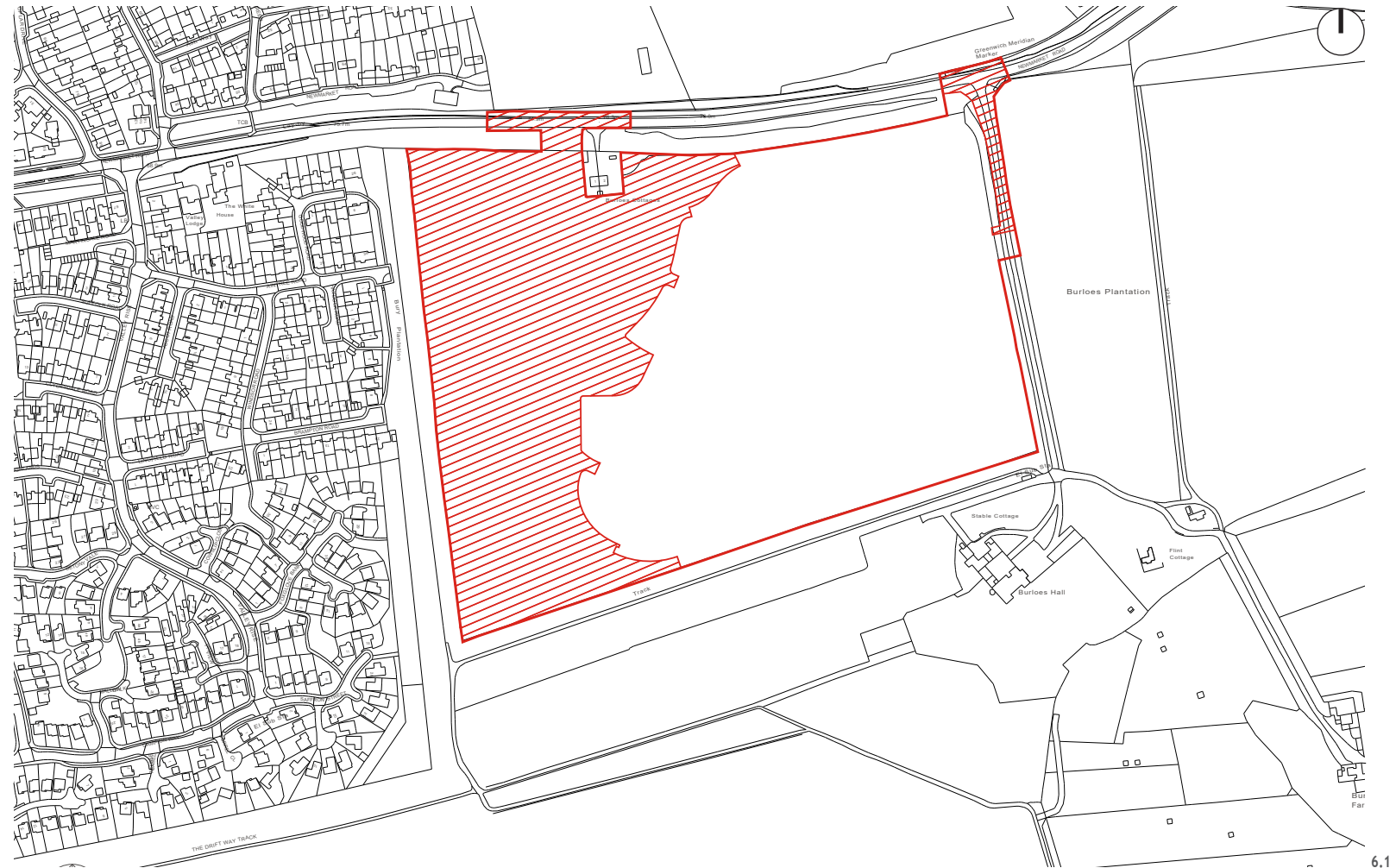
The phase 1 site is located in the western section of the wider land. It includes the site access and surface water basin for the full scheme.

KEY



SITE BOUNDARY

PHASE 1



6.1 Site location plan

6.2 SITE LAYOUT PHASE 1

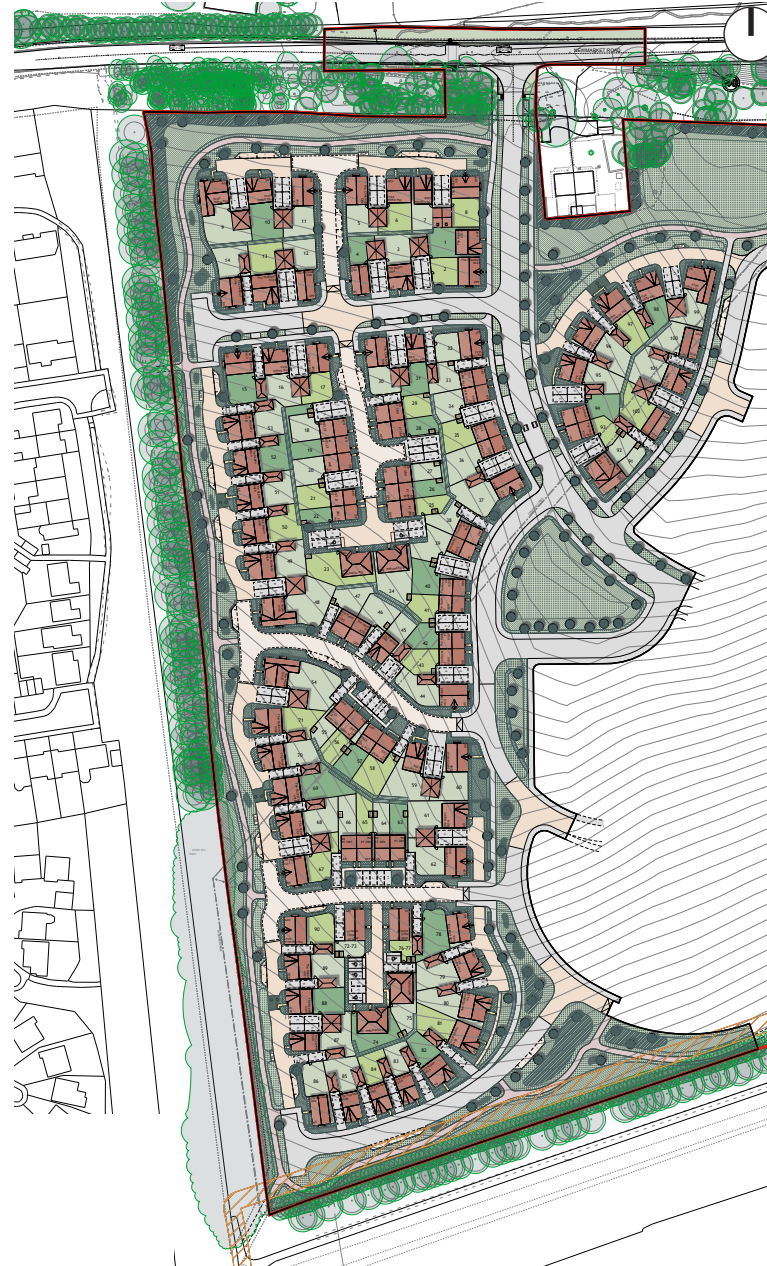
As noted the topography of the site provides a distinctive change in levels with its characteristic bowl shape. The south western corner is a high point from which levels descend to the north.

The external boundaries of the site are defined by mature woodlands that creating a well defined setting for the proposed development.

The phase 1 development accommodates 102 units. In accordance with policy D1(Sustainable Design) all types are expended to comply with Nationally Described Space Standards and at least 50% of all dwellings are designed to comply with Part M4(2) standards for accessible and adaptable dwellings. At least 10% of the affordable homes will be designed to suit Building regulations part M4(3) wheelchair accessible standards (Policy HS5).

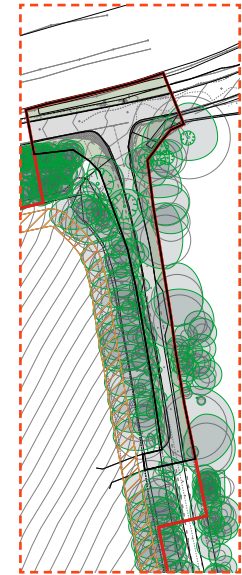
The masterplan includes a good mix of accommodation including:

• 2 bed Maisonette	4
• 2 bed Bungalow	4
• 2 bed House	6
• 3 bed House	41
• 4 bed House	47



6.3

MASTERPLAN PROPOSAL PHASE 1



6.2

6.2 Emergency access site plan

6.3 Site layout plan

MASTERPLAN PROPOSAL PHASE 1

6.3 HOUSING TYPE PHASE 1

A hierarchy of housing types are included in the masterplan:

1. Two bedroom bungalows are mainly located internally in the development blocks.
2. Smaller two and three bedroom houses are largely narrow fronted two storey 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 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 FLAT
	SEMI-DETACHED AND TERRACE HOUSE
	DETACHED HOUSE



6.4 Building typologies plan

6.4

6.4 PARKING STRATEGY PHASE 1

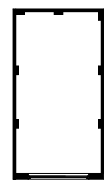
A variety of approaches are taken to the accommodation of the parked car. The arrangements respond to the typologies defined to the Policy T2 Appendix 4 of NHDC Local Plan, and provide the following:

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

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

Visitor parking is provided throughout the site for a total of 28 spaces.

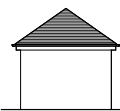
Cycle parking is to be provided on plot within garages or otherwise sheds in private gardens.



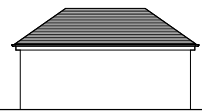
Single Garage



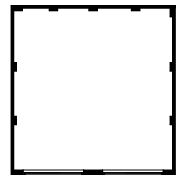
Front Elevation



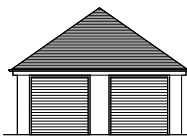
Rear Elevation



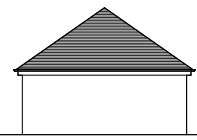
Left Elevation



Twin Garage

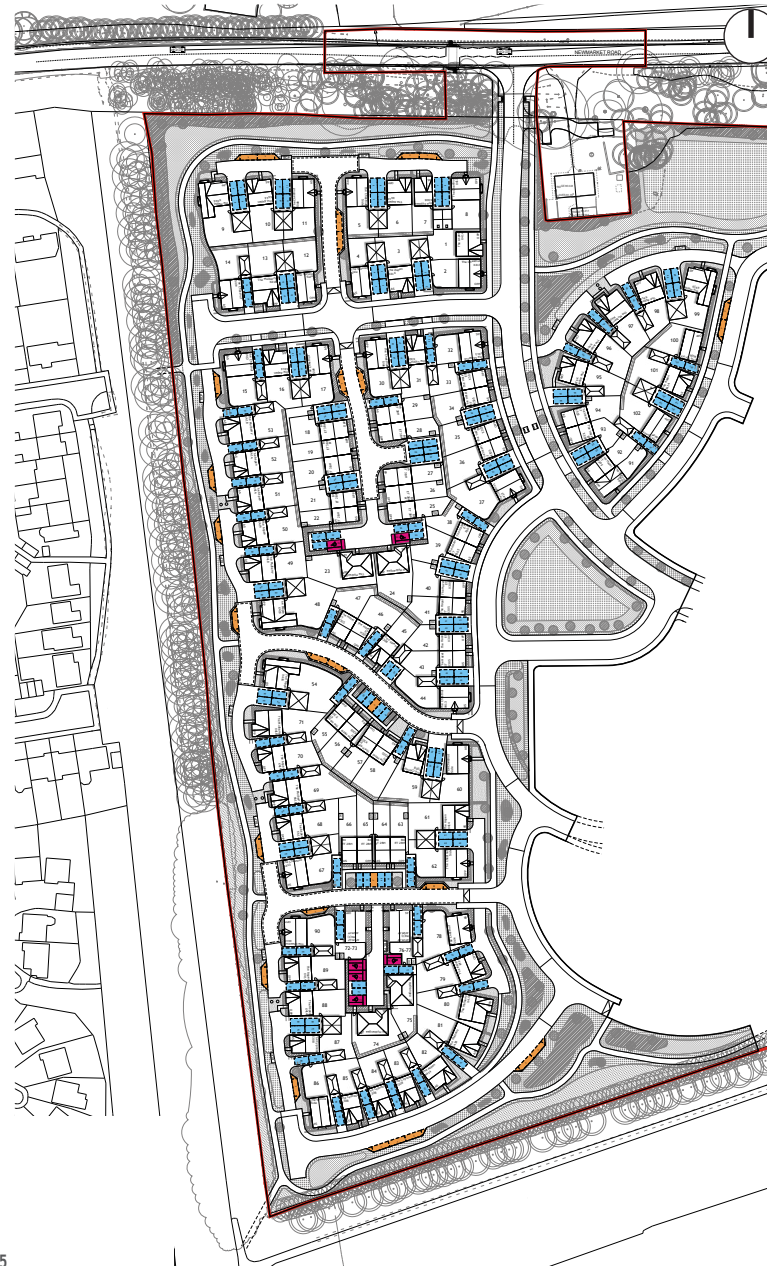


Front Elevation



Rear Elevation

6.5



6.6

MASTERPLAN PROPOSAL PHASE 1

KEY

- ALLOCATED PARKING SPACES
- UNALLOCATED PARKING BAYS
- M4(3) PARKING SPACES

6.5 Garages typologies

6.6 Parking strategy plan

MASTERPLAN PROPOSAL PHASE 1

6.5 ARCHITECTURAL TREATMENT & MATERIALS PHASE 1

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.

WALLING MATERIALS



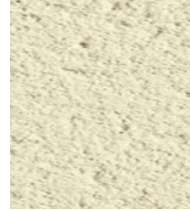
MULTI RED BRICK



RED BRICK



COLOURED
WEATHERBOARDING



RENDER



BUFF BRICK

KEY

Walling types:

- ③ Red Brick 1 - Multi
- ③ Red Brick 2 - Plain
- ③ 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

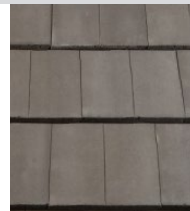
Roof Tiles:

- Red/Brown Tile
- Grey Tile

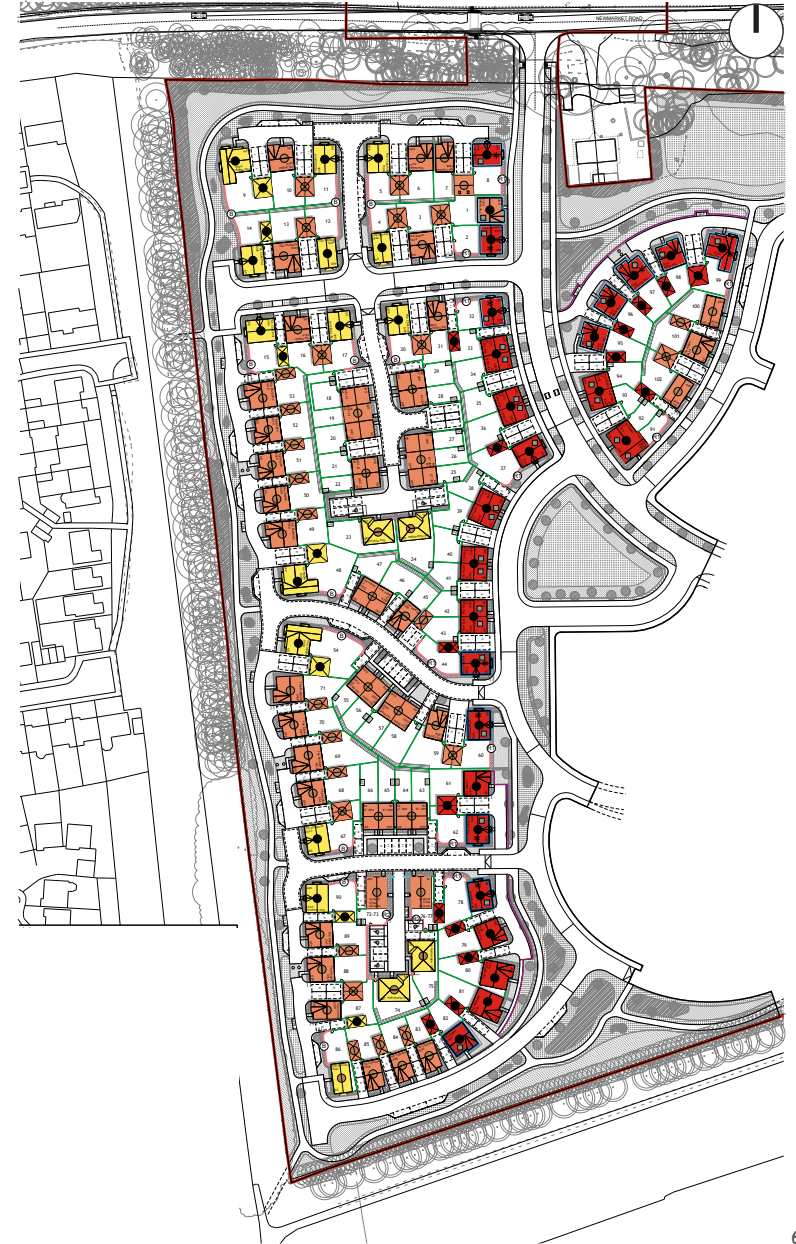
ROOF MATERIALS



RED/BROWN TILE



GREY SLATE



6.7 Material plan

6.8 Key character plan (following page)

6.7

6.6 CHARACTER OF THE DEVELOPMENT PHASE 1

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, where the Avenue passes through.

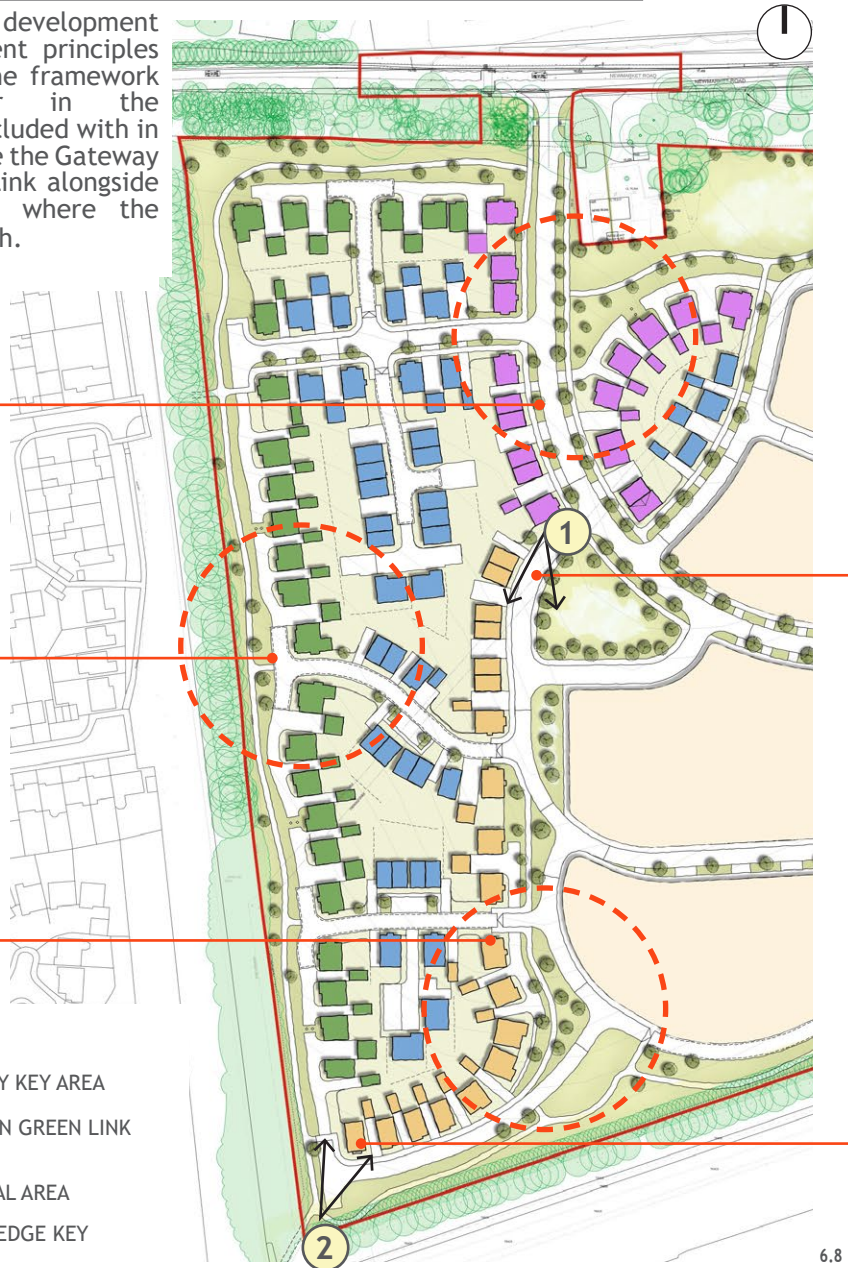
REFER TO GATEWAY
AREA CHAPTER 6.6.1

REFER TO THE GREEN
EDGE AREA CHAPTER
6.6.3

REFER TO THE
WESTERN GREEN LINK
AREA CHAPTER 6.6.2

KEY

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



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

6.8

MASTERPLAN PROPOSAL PHASE 1



KEY MAP

6.6.1 THE GATEWAY 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 with 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



MASTERPLAN PROPOSAL PHASE 1



KEY MAP

6.6.2 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 units, 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.



CORNER PLOT HOUSETYPE EXAMPLE



ILLUSTRATIVE SECTION SHOWING THE DWELLINGS ALONG THE WESTERN GREEN LINK



MASTERPLAN PROPOSAL PHASE 1



KEY MAP

6.6.3 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 open space available.

The area comprises of individual units, 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.



GREY TILES

BUFF BRICK FINISH

SYMMETRIC
CASEMENT

CORNER PLOT HOUSETYPE EXAMPLE



ILLUSTRATIVE SECTION SHOWING DETACHED UNITS ALONG THE GREEN EDGE



MASTERPLAN PROPOSAL PHASE 1

6.7 ACCESS STATEMENT PHASE 1

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 provided within the road carriageway. 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.

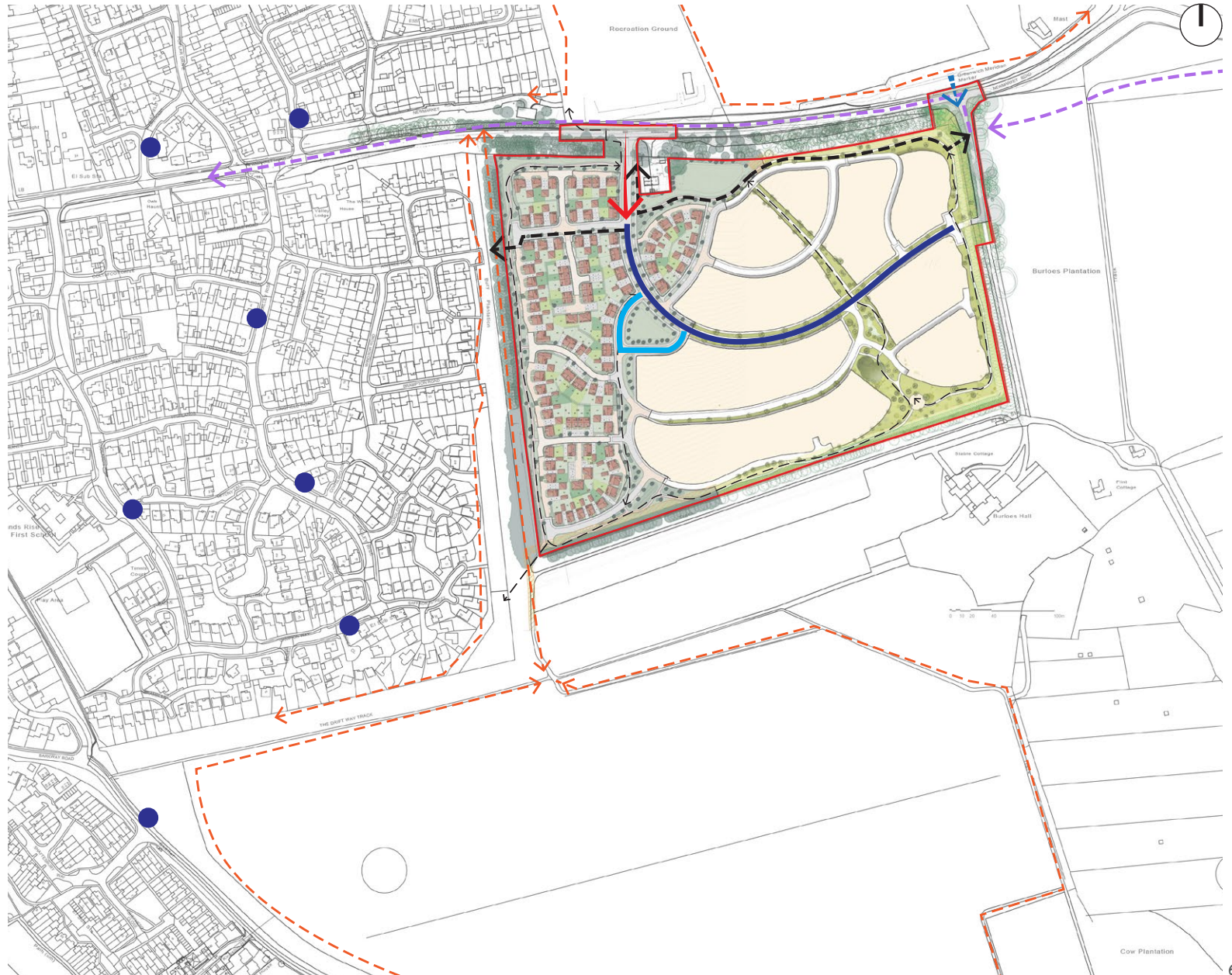
MOBILITY IMPAIRED

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.

MASTERPLAN PROPOSAL PHASE 1



KEY:

- SITE BOUNDARY
- ➔ ACCESS TO THE SITE
- ➔ EMERGENCY ACCESS
- PRIMARY ROAD
- BUS TURNING AREA
- - - ➔ POTENTIAL OFF ROAD ROUTE TO ICKNIELD WAY
- - - ➔ INFORMAL PEDESTRIAN LINK
- - - ➔ EXISTING PERMISSIVE LINK
- - - ➔ ICKNIELD WAY
- BUS STOPS

6.9 Access diagram showing phase 1 proposal on wider context.

MASTERPLAN PROPOSAL PHASE 1

6.8 DESIGN FOR CRIME PREVENTION PHASE 1

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

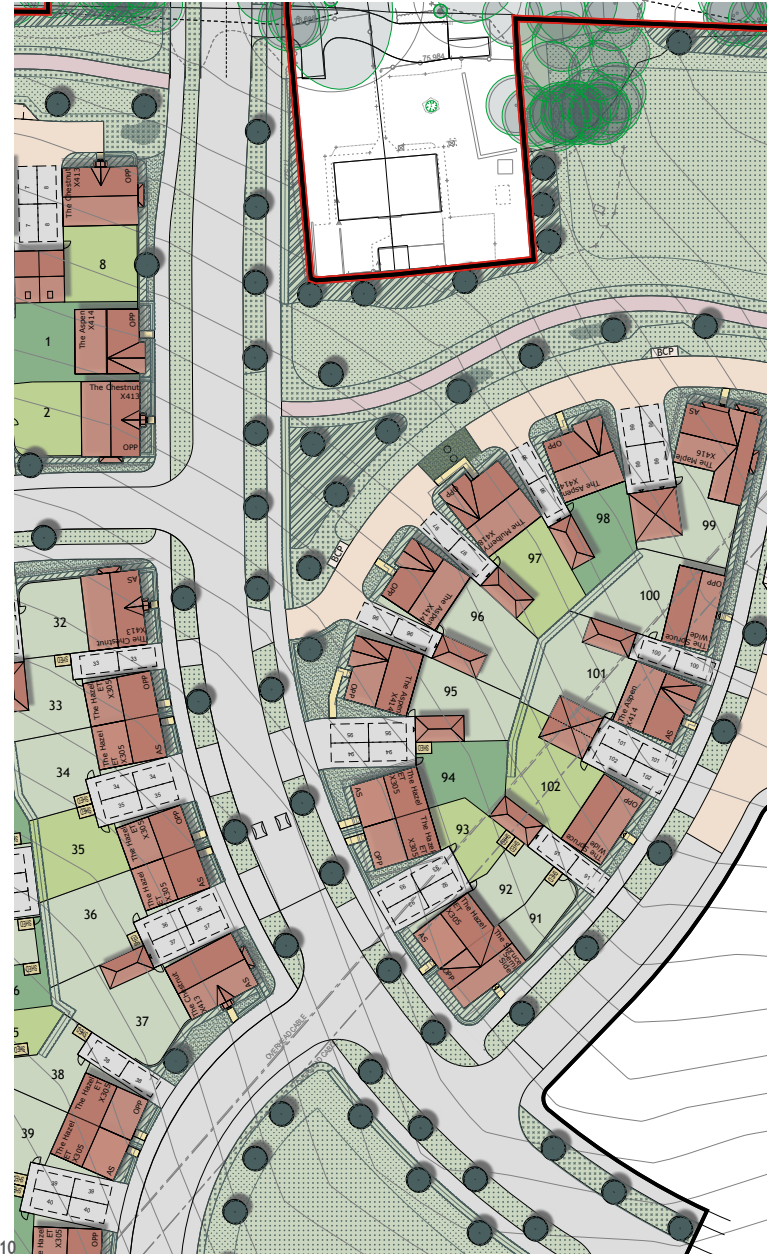
All adoptable roads (and those designed to be of adoptable standard) will be lit with a lighting scheme in accordance with Hertfordshire County Council requirements. The design of coach lamps and external lighting to individual dwelling plots will also be subject to LPA approval.

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.

MASTERPLAN PROPOSAL PHASE 1



6.10 The internal mew areas are designed to discourage criminal behaviours, thanks to the active frontages of the buildings within the street or parking arrangements. This design promotes good neighbourly surveillance, aiding in the prevention of criminal activities.

6.11 All properties throughout the development are fronting a defined access route. The number of sides fronting the public realm is reduced and assists in creating 'active frontages' which promote natural surveillance.

MASTERPLAN PROPOSAL PHASE 1

6.9 REFUSE STRATEGY PHASE 1

The layout has been designed to accommodate the refuse collection requirements of houses. The adjacent diagram is an extract of the submitted Refuse Collection Strategy layout.

HOUSES

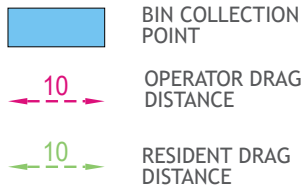
Houses will be provided with wheelie bins which will be normally stored in the back garden and pulled out on the weekly collection day in the appropriate collection point.

Residents of houses adjacent to the highway will leave their wheeled bins adjacent to the public footway for collection, at the appropriate times.

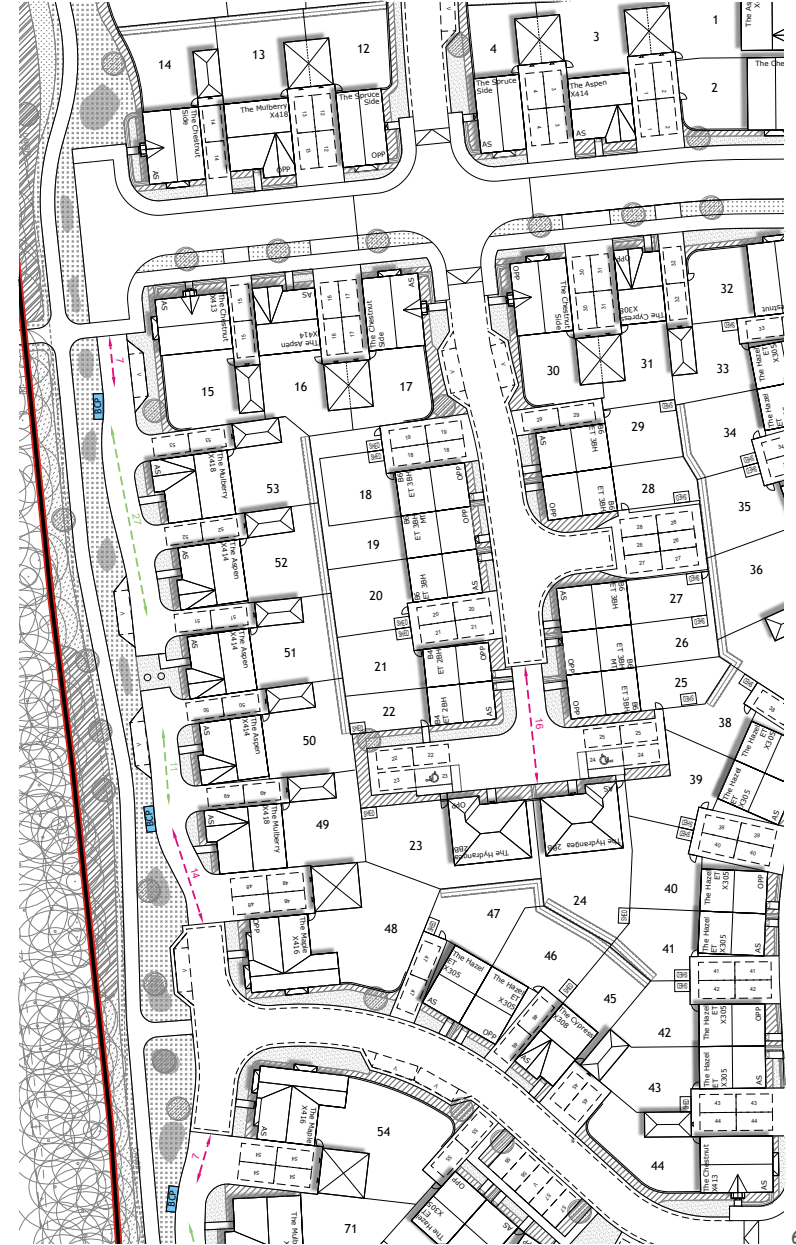
Residents of houses accessed from private drives, mews and lanes without turning provision, will place their bins at a pre-determined collection point adjacent to the adoptable highway at the appropriate times. These are identified on the collection strategy layout.

Please refer to the Engineer's vehicle tracking drawings for further information on turning heads and access requirements.

KEY



6.12 Extract of Refuse strategy plan



6.12

 McBains