

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

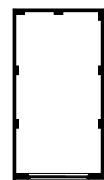
A variety of approaches are taken to the accommodation of the parked car. The arrangements respond to the typologies defined to the Policy T2 Appendix 4 of NHDC Local Plan, and provide the following:

- 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.

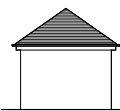
Cycle parking is to be provided on plot within garages or otherwise sheds in private gardens.



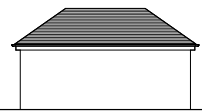
Single Garage



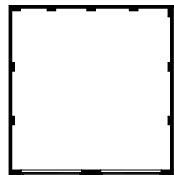
Front Elevation



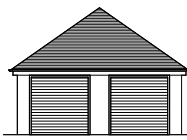
Rear Elevation



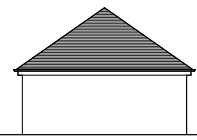
Left Elevation



Twin Garage

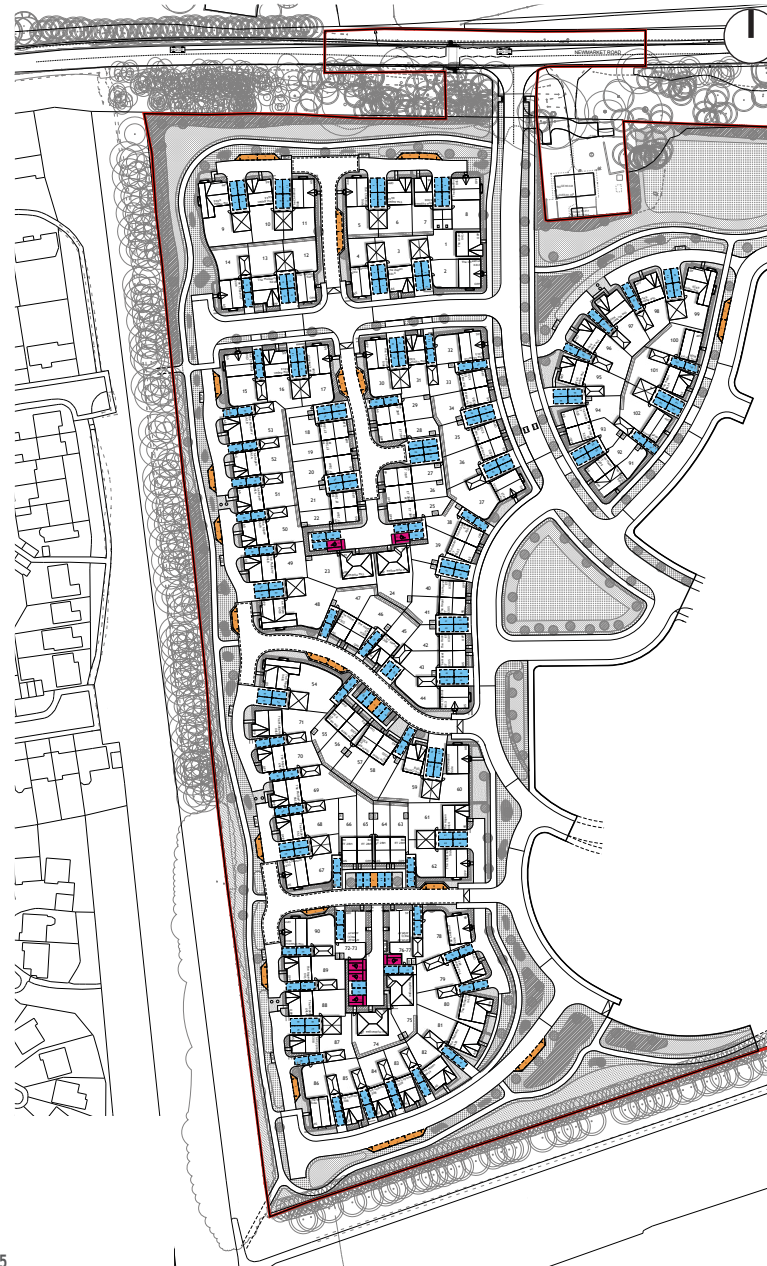


Front Elevation



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

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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



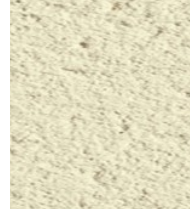
MULTI RED BRICK



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

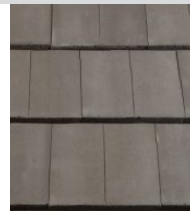
Roof Tiles:

- Red/Brown Tile
- Grey Tile

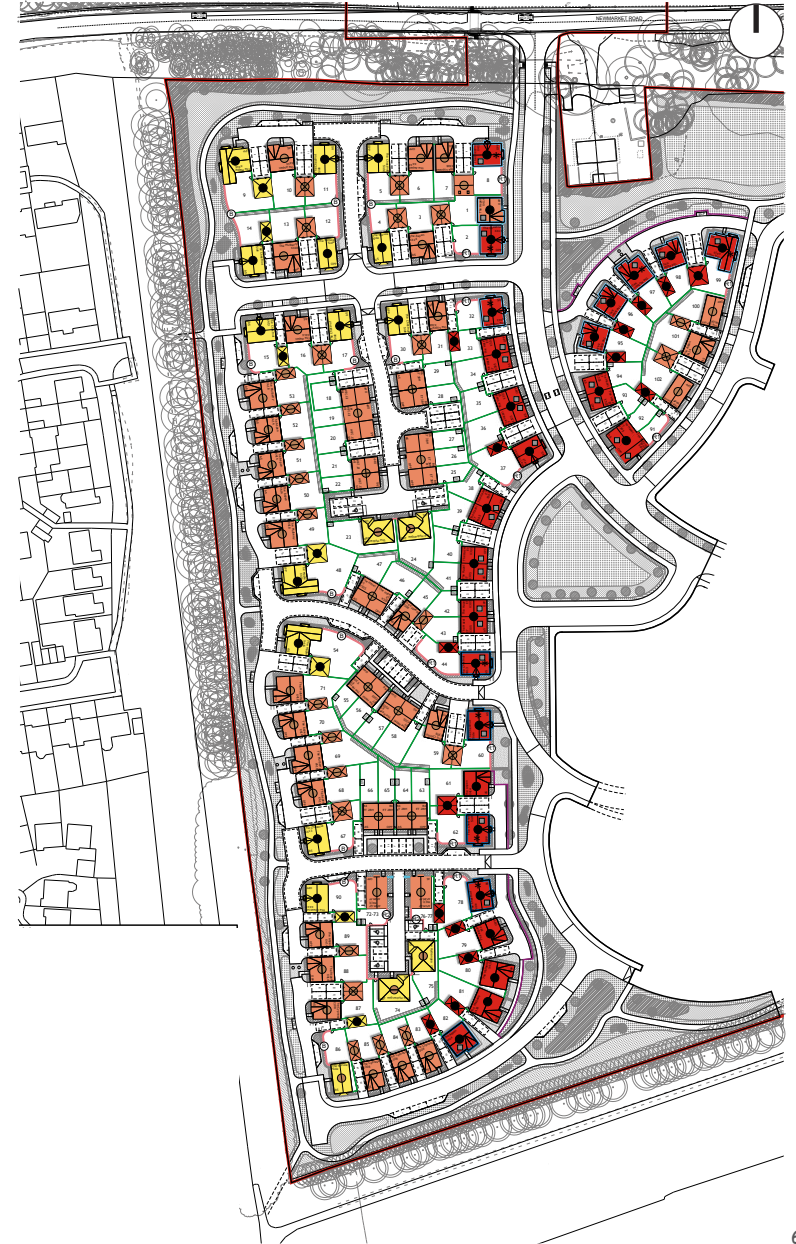
ROOF MATERIALS



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.



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



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

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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



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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



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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



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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.