



DESIGN & ACCESS STATEMENT

LAND AT
NEWMARKET ROAD
ROYSTON

02

APPROVALS

This document requires the following approvals:

VERSION	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
P2	22.07.2025	ES	EC	POR
P1	19.04.2024	ES	EC	POR

Signed 

Dated 22.07.2025

For and on behalf of McBains Limited

History

- 22.07.2025_D5_P2
- Document amended
- 19.04.2024_D5_P1
- Document issued for planning

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Disclaimer

Images and site layout are intended for illustrative purposes only and should be treated as general guidance only. Any illustrations which are labeled illustrative or indicative, is intended to convey the preferred conceptual design approach. Refer to Landscape drawings for actual planting/landscaping layout.

Site layout including parking arrangements, [social/ affordable housing, community buildings, play areas and public open spaces] may change to reflect changes in the planning permission for the development. Please speak to your solicitor to whom full details of any planning consents including layout plans will be available.

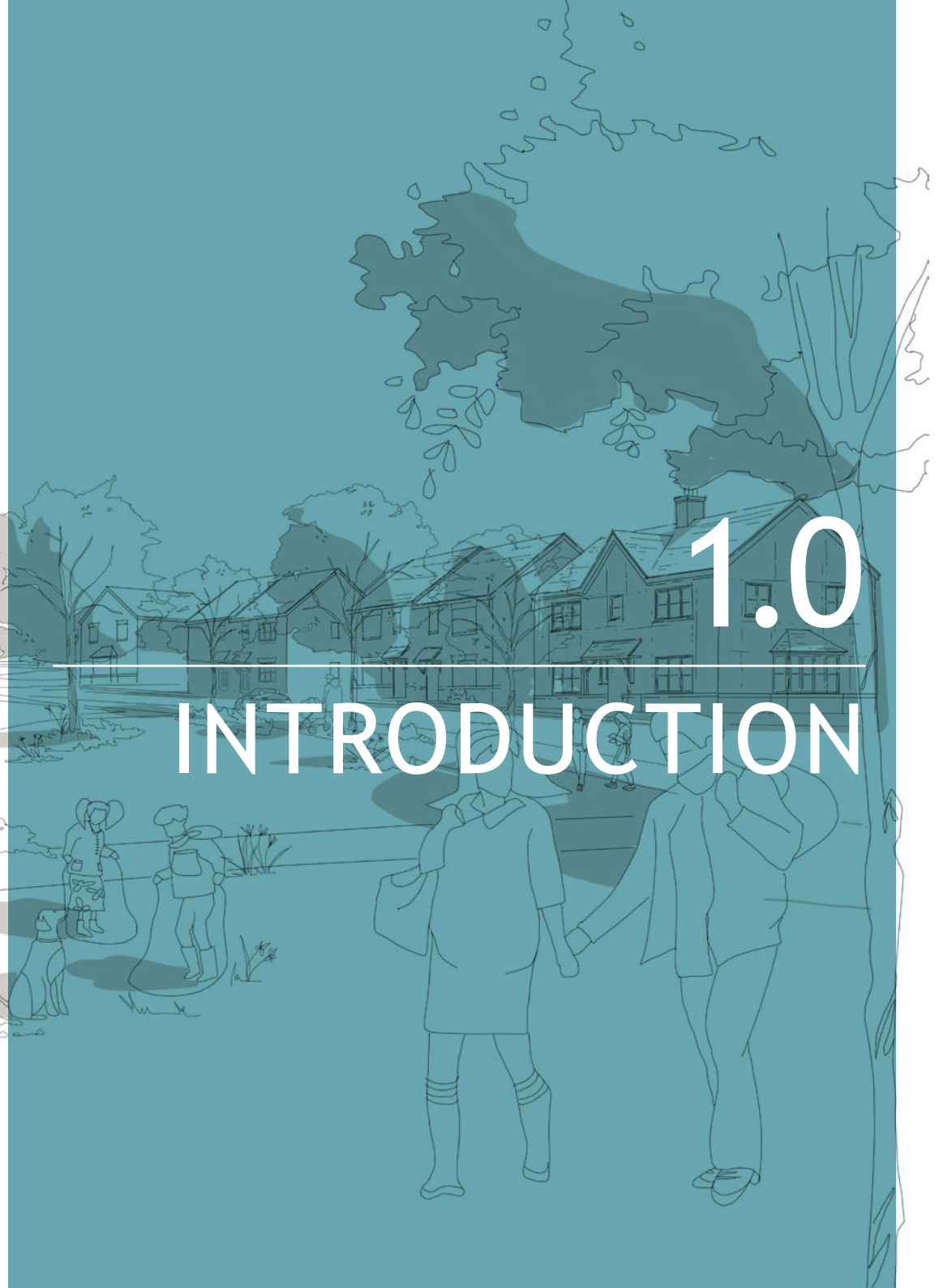
Site layouts and landscaping are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract. Images are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract.

Document prepared on behalf of:

Vistry Group

in collaboration with:

- Ceres Property- Planning Consultant
- Liz Lake - Landscape
- Ingent - Flood Risk, Drainage and Civil Engineering
- Markides Associates Ltd - Transport



1.0

INTRODUCTION

INTRODUCTION

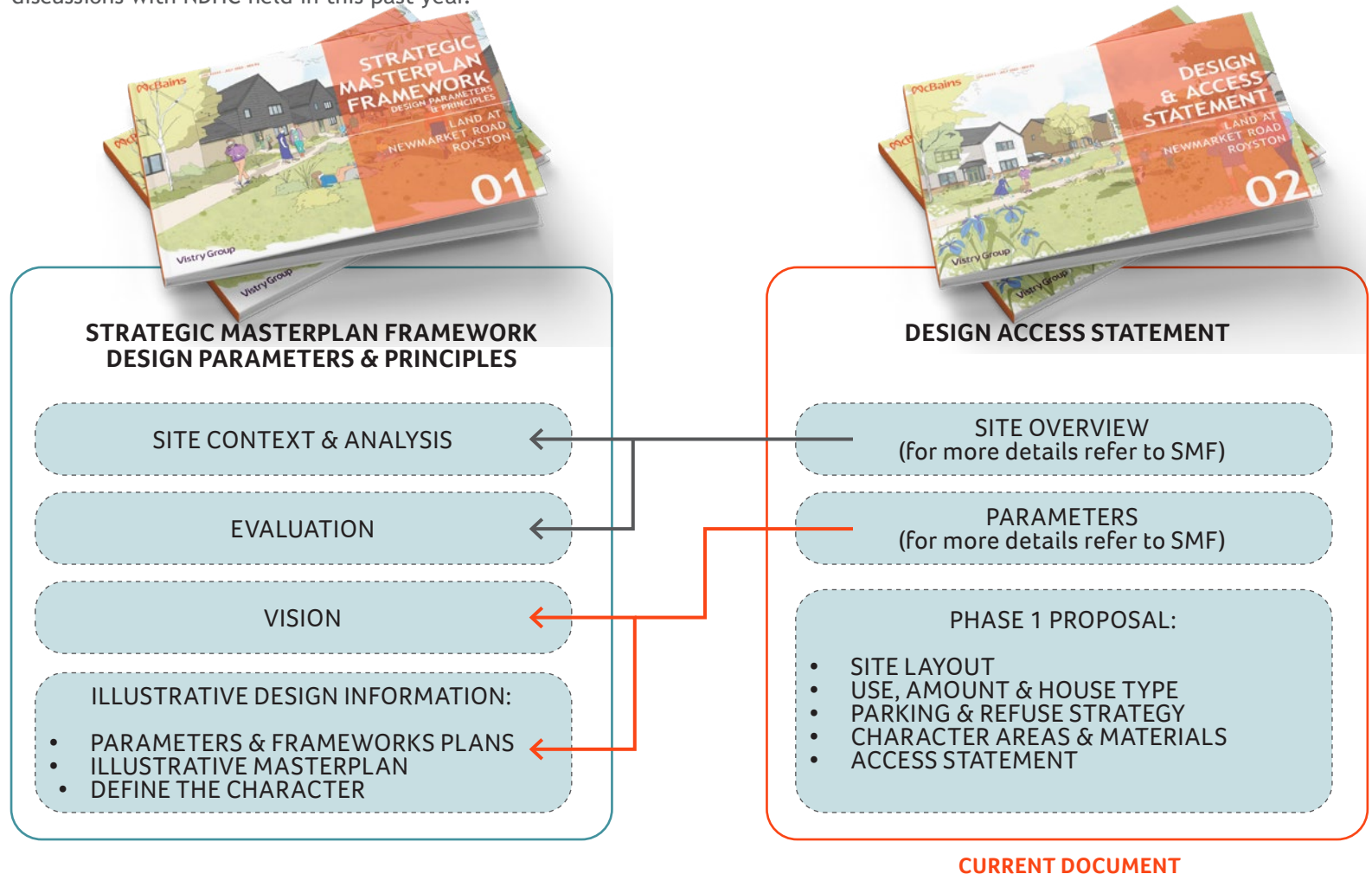
1.1 PURPOSE OF THIS DOCUMENT

The Design and Access Statement was originally prepared in support of an hybrid planning application by Vistry Group at land south of Newmarket Orad in Royston submitted in April 2024.

This document, The Design and Access Statement (rev P2 - July 2025), represent the final update reflecting a number of amendments to the scheme as a results of pre-application discussions with NDHC held in this past year.

This document need to be read in conjunction with the Strategic Masterplan Framework, Design Parameters & Principles (rev P2 - July 2025).

In the following chapters, we summarize the design principles applied to the developments and demonstrate how these are fully developed in the Phase 1 application.



1.2 SITE OVERVIEW

The site is situated at the eastern edge of Royston town, within the North Hertfordshire District Council jurisdiction.

It covers an area of approximately 14.7 hectares and is bordered to the north by Newmarket Road, which will provide both vehicular and pedestrian access.

The site has a roughly rectangular shape and is well-contained, surrounded on all sides by mature trees.

1.3 DESCRIPTION OF THE DEVELOPMENT

Hybrid application for residential development of up to 325 dwellings comprising (a) full planning application for Phase 1 comprising 106 dwellings and associated infrastructure including access from Newmarket Road, emergency and pedestrian/cycle access from Burloes Hall Drive, internal highways, public open space, landscaping and drainage and b) outline application for up to 219 dwellings and associated infrastructure with all matters reserved apart from primary means of access and emergency and pedestrian/cycle access from Burloes Hall Drive.

INTRODUCTION

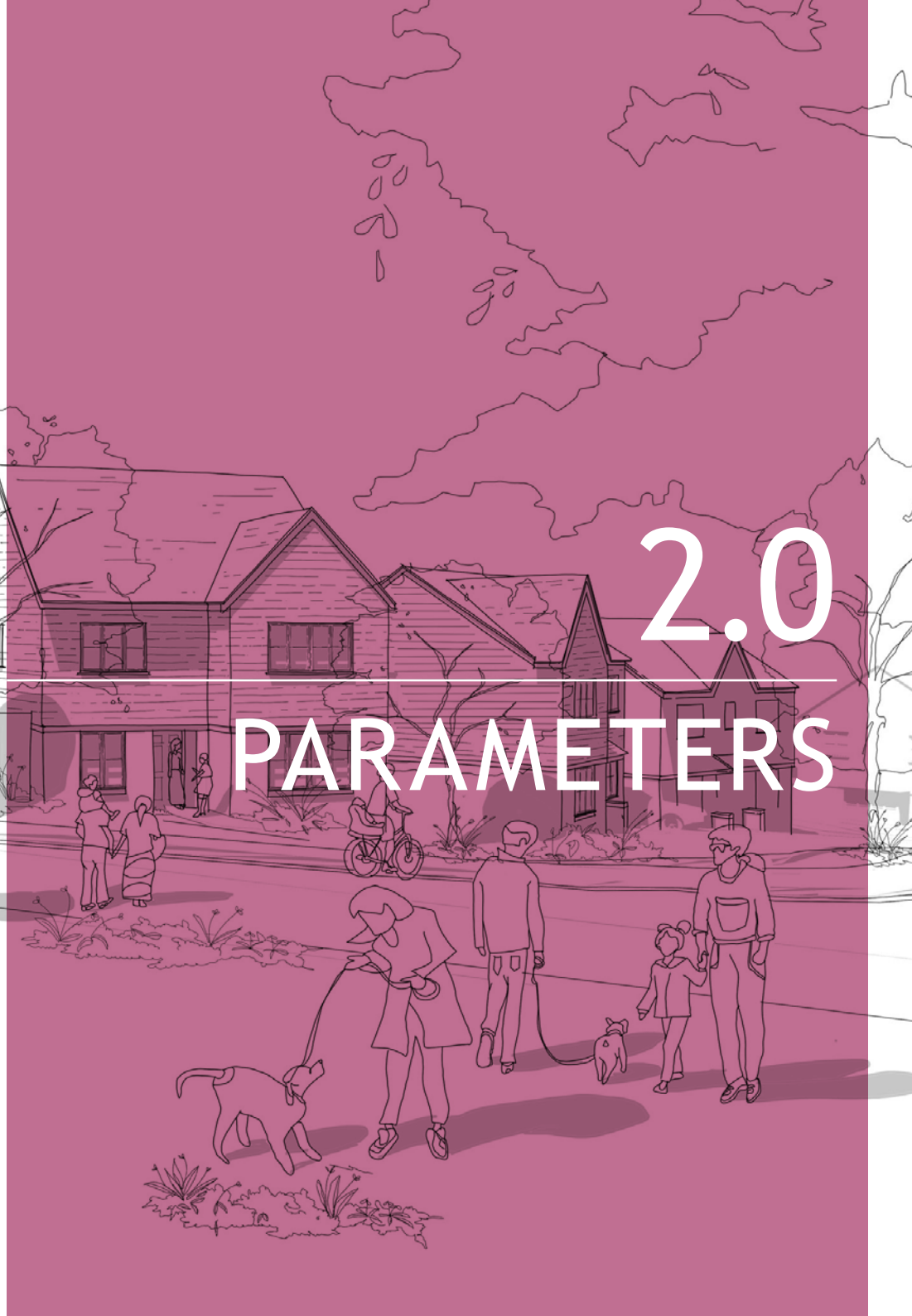


KEY:

SITE BOUNDARY

1.1 Site location plan source ©Google Earth

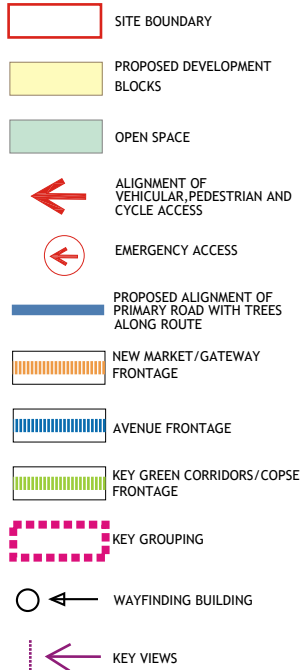
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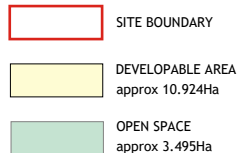
2.0 PARAMETERS

PARAMETERS

KEY BUILT FORM FRAMEWORK PLAN



KEY DEVELOPABLE AREA PARAMETER PLAN



2.1 Built Form Framework Plan

2.2 Developable Area Plan

2.0 INTRODUCTION

A series of parameter plans and framework plans have been developed during the design process to help define the main principles of the site. While the parameter plans show fixed elements, the framework plans allow for more flexibility.

More details can be founded in the Strategic Masterplan Framework Document.

2.1 ILLUSTRATIVE MASTERPLAN

The illustrative layout serves as an example of how the site could be developed in alignment with the principles outlined in the Strategic Masterplan Framework Document.

The parameters and masterplan are the result of multiple revisions with the Local Authority to ensure it follows best practice and suggestions taking in account the features of this site.

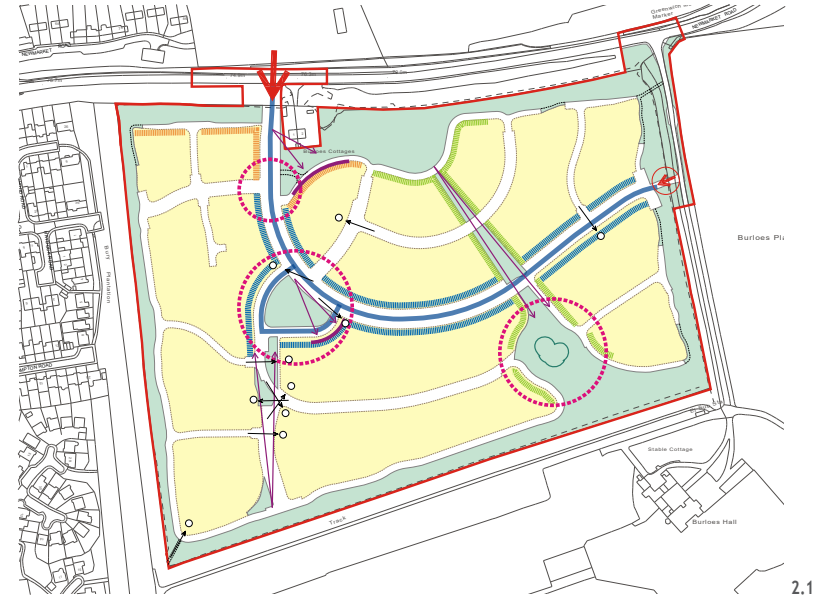
It delivers up to 325 homes, ranging from one and two bed apartments to bungalows and two to five bed houses, with associated parking and garden areas.

The development will benefit from a landscape led approach. The green infrastructure is the leading design driver for the scheme, with this Illustrative Framework underpinned by a strongly defined landscape strategy.

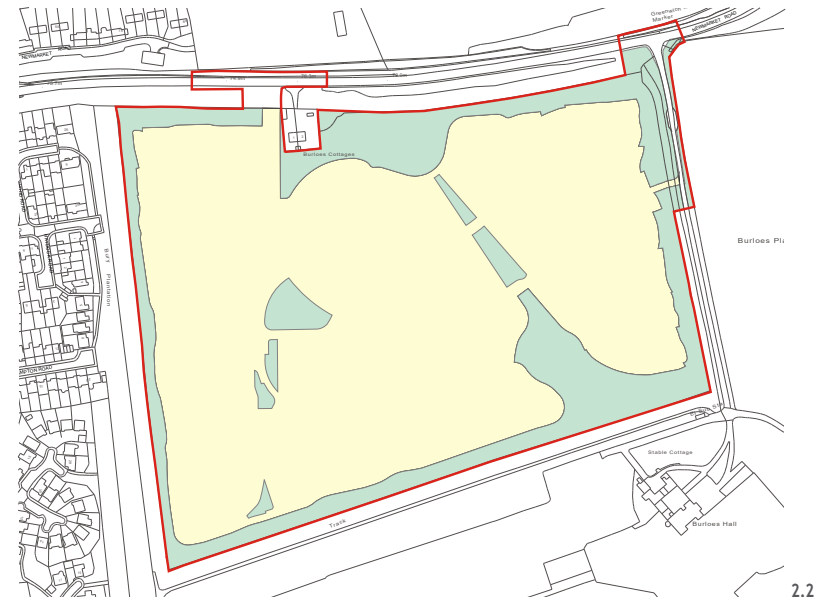
The Built Form Framework Plan shown in the adjacent image outlines the key design principles that should be considered when developing the masterplan proposal. More information is available in the Strategic Masterplan Framework Document.

2.2 DEVELOPABLE AREA

As shown on the Development Area Parameter Plan, the residential area will be bound by green buffer with major incidental space along the eastern corridor running north-south.



2.1



2.2

PARAMETERS

KEY:

1. PROPOSED ACCESS.
2. PROPOSED PEDESTRIAN LINK TO WESTERN DEVELOPMENT AND EXISTING INFORMAL ROUTE.
3. RETAINED EXISTING TREES BELT WITH EXCEPTION OF LOCALISED BREAKS TO ACCOMMODATE ACCESS/PEDESTRIAN MOVEMENTS.
4. REDIRECTED HV CABLE.
5. 6/12M OFFSET FROM PLANTING EDGE.
6. 6A WESTERN GREEN CORRIDOR.
6B EASTERN GREEN CORRIDOR.
7. PROPOSED DRAINAGE FEATURES (SUDS AND INFILTRATION BASIN).
8. EXISTING TREES TO BE RETAINED.
9. PROPOSED EMERGENCY ACCESS.
10. PLAY AREA LEAP.
11. POTENTIAL BUS STOP LOCATION.
12. PEDESTRIAN CYCLE/LINK



2.3

2.3 Illustrative masterplan showing proposal

PARAMETERS

KEY GREEN INFRASTRUCTURE FRAMEWORK PLAN



KEY PLAY FRAMEWORK PLAN



2.1 Green Infrastructure Framework Plan

2.2 Play Framework Plan

2.3 GREEN INFRASTRUCTURE

The Green and Blue Framework plan outlines the key open space and sustainable drainage (SuDS) features within the site. A buffer zone along the edge of the site will provide a generous interface with the existing woodland area.

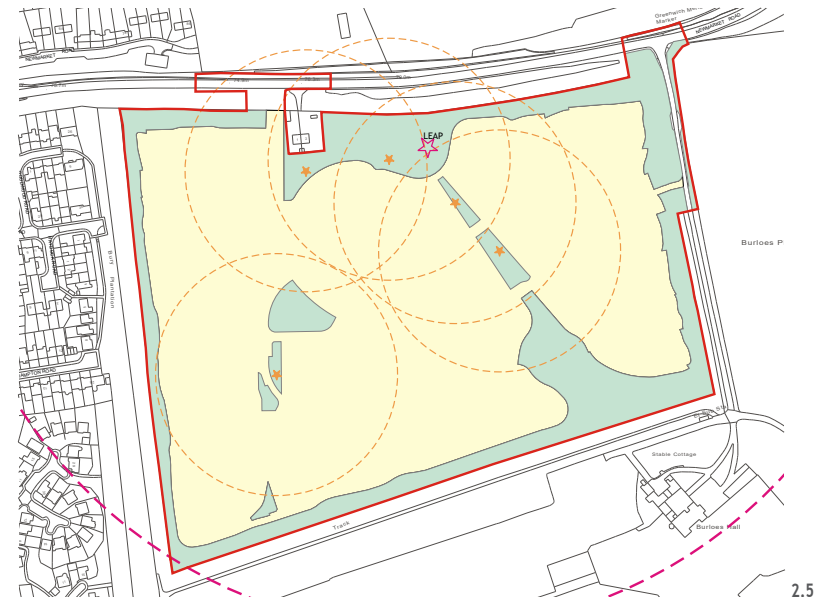
A copse area will be preserved on the southern side of the site, integrated into a green corridor that runs north to south.

The green corridor will accommodate the major SuDS features and incidental green space while also addressing important changes in elevation within the site.

Recreational play opportunities will be provided on-site through the establishment of a Local Equipped Area of Play (LEAP) located in the northern section of the site. Additionally, "play on the way" features along the two green corridors will enhance recreational space, promoting community interaction and socialisation.



2.4



2.5

2.4 MOVEMENT FRAMEWORK

The development is structured to provide a clear and legible movement network, designed around an easily readable street hierarchy. The widths of the streets within the development are varied to align with their levels of usage.

Main design principles:

ACCESS

- Main vehicular access to Newmarket road, with shared pedestrian /cycle link and verge to accommodate planting.
- Emergency access to the eastern side from Burloes Lane.

PRIMARY ROAD

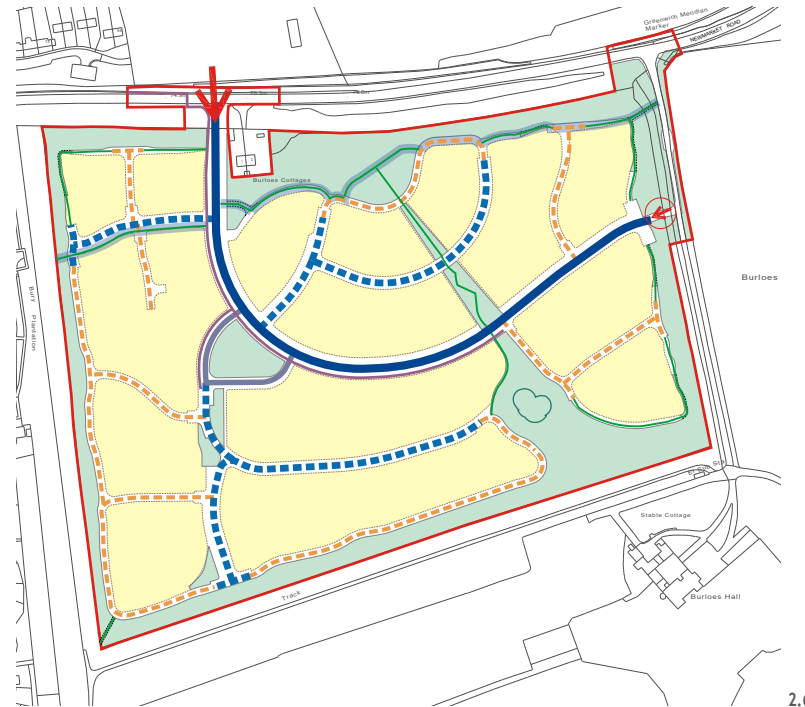
- As per cross section A at page 12, the width of main carriageway varied within the site to accommodate bus turning area.
- Includes one bus stop on the southern part of the loop.
- Junctions with secondary streets to be designed to reduce traffic speeds through use of raised tables.

SECONDARY ROADS

- Main circulation routes allowing permeability within the development. Indicative dimensions are as per cross section B at page 13.
- The inclusion of a verge will accommodate landscaping, creating a greener character along proposed green corridor.

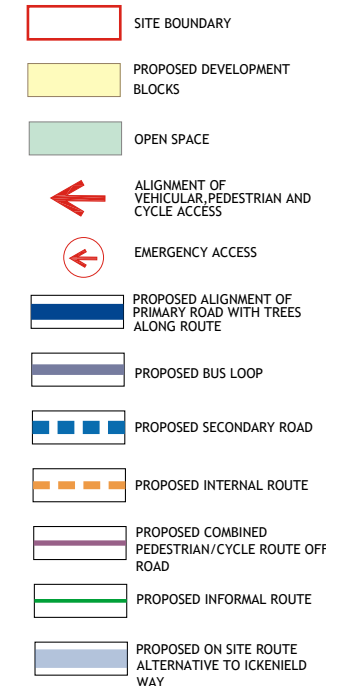
TERTIARY STREETS

- Tertiary streets will reinforce internal connectivity and will be designed with shared surface treatments to prioritise pedestrian and cyclist movement.



PARAMETERS

KEY MOVEMENT FRAMEWORK PLAN



NOTE:

Precise routing through woodland to be confirmed by arboricultural assessment

INFORMAL ROUTES

- 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 existing walking route loop, Icknield Way, and through the existing neighbourhood to Royston.

2.6 Movement Framework Plan

SECTION B - SECONDARY ROAD

DESIGN PRINCIPLES:

Carriageway. 5.5m wide for vehicular traffic.

Grass verge. Min 2m to 3m wide including trees and planting to one side. None as per scenario 2 when secondary road is not adjacent to green corridor.

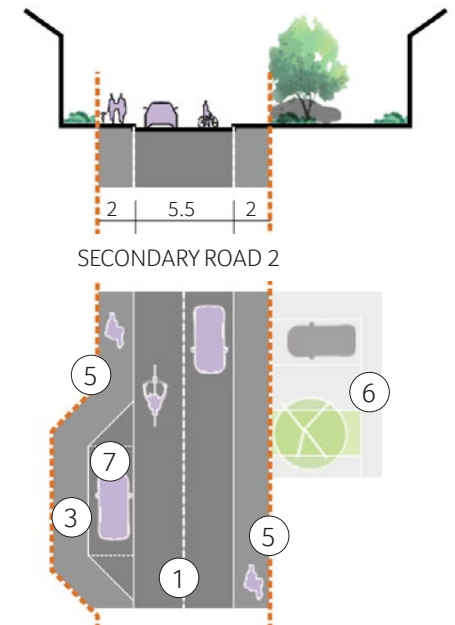
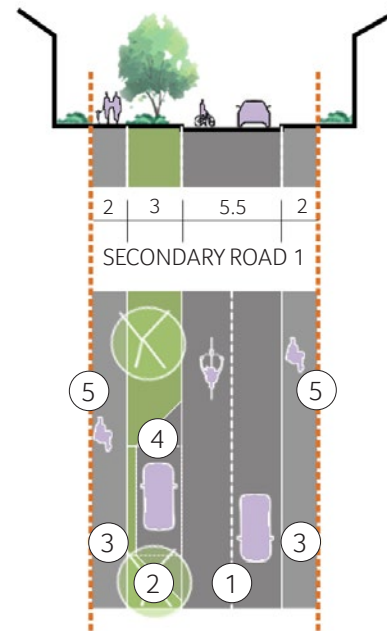
Shared footpath and cycle way. 3m wide to one side.

Footpath. 2m wide to both side.

There will be direct access to dwellings from the road and opportunity to include some visitor bays set within the verge or on street.

KEY

1. CARRIAGEWAY
2. VERGE
3. FOOTPATH
4. VISITOR PARKING INTO VERGE
5. PROPERTY BOUNDARY
6. PRIVATE ON-PLOT PARKING WITH LANDSCAPE AREA
7. ON STREET VISITOR PARKING



SECTION C - TERTIARY ROAD

DESIGN PRINCIPLES:

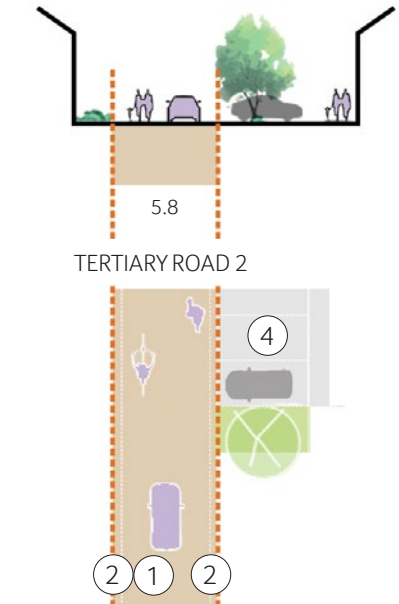
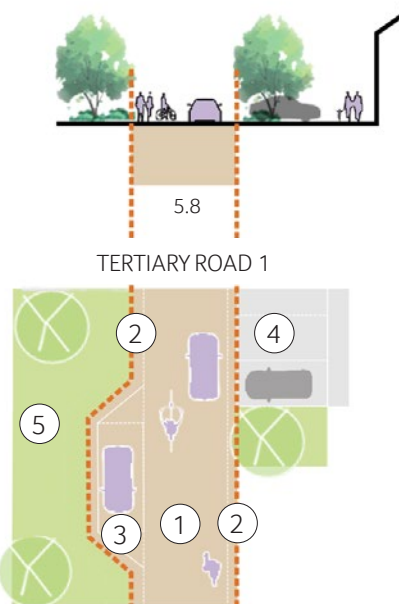
Carriageway. Min 5.8m, widening to 6m to facilitate access to front parking.

Shared space environment (cars, pedestrians and cycles).

Parallel parking in bays off streets.

KEY

1. CARRIAGEWAY
2. PROPERTY BOUNDARY
3. ON STREET VISITOR PARKING SET INTO PUBLIC OPEN SPACE
4. PRIVATE ON-PLOT PARKING WITH LANDSCAPE AREA
5. PUBLIC OPEN SPACE





3.0

PHASE 1
PROPOSAL

Phase 1 comprises the gateway entrance and the western area of the proposed development as identified on the location plan below.

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. It also allows for an emergency access to the east with appropriate upgrades to the junction with Burloes Lane.



3.1 Site location plan Phase 1