

The background of the entire page is a colorful illustration of a residential development. It shows modern houses with dark roofs and light-colored walls. People are depicted walking on paths, sitting on the grass, and playing in a park area. The scene is set in a sunny, open environment with trees and birds in the sky.

STRATEGIC MASTERPLAN FRAMEWORK

DESIGN PARAMETERS
& PRINCIPLES

LAND AT
NEWMARKET ROAD
ROYSTON

APPROVALS

This document requires the following approvals:

VERSION	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
P3	10.09.2025	ES	EC	EC
P2	22.07.2025	ES	POR	POR
P1	15.10.2024	ES	EC	POR

Signed 

Dated 15.10.2024

For and on behalf of McBains Limited

History

10.09.2025_D5_P3	Document amended following clients comments
22.07.2025_D5_P2	Document amended following clients' and LPA's comments
15.10.2024_D5_P1	Document issued for planning

Document prepared on behalf of:

Vistry Group

in collaboration with:

- Ceres - Planning Consultant
- FPCR- Ecology
- Liz Lake - Landscape
- Ingent - Flood Risk, Drainage & Civil Engineering
- Markides Associates Ltd - Transport

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.

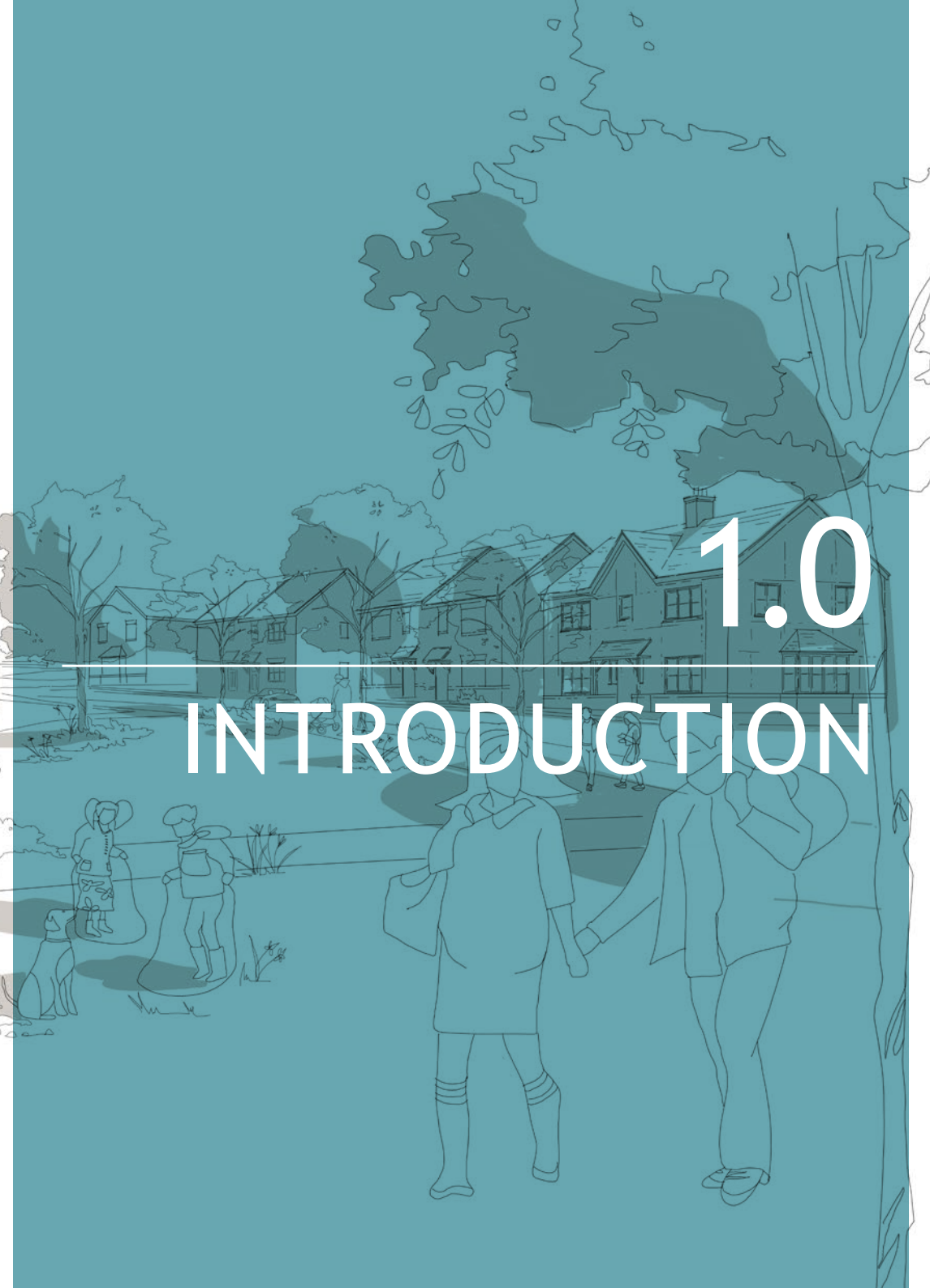
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1.0

INTRODUCTION



INTRODUCTION

1.1 EXECUTIVE SUMMARY

This document has been prepared by McBains on behalf of Vistry Group in support of the masterplan stage for the Hybrid Planning Application comprising up to 325 dwellings in total, for land south of Newmarket Road, Royston.

The site application area totals 14.77 Ha and offers the potential to create an attractive, distinctive and sustainable development that is well integrated with the existing community.

This document sets out the design principles and parameters of the proposal.

1.2 THE PROPOSAL

This Masterplan stage is for a residential development; delivering a mix of homes together with accessible green space and associated infrastructure. The aim is to deliver a new landscape-led development with a green character and focused views to the surrounding context.

The formal description of the development for planning purposes is:

" 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."

1.3 BACKGROUND

The site has been allocated in the Local Plan (2022) (Site RY10) for approximately 300 homes. It is positioned to the south of Newmarket Road and serves as a natural expansion of the town.

Royston boasts an advantageous location with excellent rail and road connections to Cambridge, Letchworth Garden City and the surrounding area. It is located at the top of the District’s settlement hierarchy. Notably, the site is conveniently situated within walking distance of local schools, amenities, and recreational areas.

The site is entirely surrounded by mature trees and features a frontage along Newmarket Road, as well as an existing lane (Burloes Hall Track) to the east. Its shape is primarily rectangular, with a topography that resembles a ‘bowl,’ sloping gently from Newmarket Road towards the remaining three sides. The total area of the site approx 14.77 hectares (equivalent to 36.50 acres).

The site has been subject to a previous Outline approval in 2020 for 325 dwellings, and subsequent Full and Reserved Matters approvals for both Highways (2021), and 93 dwellings (2022), respectively.

More recently we have undergone a very helpful pre-application process of masterplanning in collaboration with North Hertfordshire District Council and consultees.

1.4 DOCUMENT STRUCTURE

The applicant and design team have prepared this document to set out how the proposal relates to the site, and how the design has evolved and responded to its local context.

The applicant and design team have prepared this document in support of the masterplan stage for the Hybrid Planning Application, to explain the rationale behind the proposal.

The Strategic Masterplan Framework document sets out the design strategy and process, starting from analysis of the site and evolution of the concept through to the proposed development parameters for the site and design information; with the content organised into chapters as follows:

- Chapter 1 Introduction.
- Chapter 2 Site Context & Analysis.
- Chapter 3 Evaluation.
- Chapter 4 Vision.
- Chapter 5 Design Parameters.

1.5 DESIGN TEAM

The proposal has been designed with the inputs from a team of consultants and specialists to ensure that the design process is well informed and underpinned by a thorough understanding of key planning considerations.

The team includes:

- Vistry Group - Applicant;
- McBains Ltd - Urban Design and Masterplanning;
- Ceres - Planning Consultant;
- FPCR- Ecology;
- Liz Lake - Landscape;
- Ingent - Flood Risk, Drainage and Civil Engineering;
- Markides Associates Ltd - Transport.

INTRODUCTION



2.0

SITE CONTEXT & ANALYSIS

SITE CONTEXT
& ANALYSIS

2.0 INTRODUCTION

This chapter provides an overview of the site, and examines its relationship with its surroundings. A thorough assessment of the area has been vital to understanding the potential of the site and its sensitivities.

2.1 SITE LOCATION

The site is located at the eastern edge of Royston within the administrative area of North Hertfordshire District Council.

Newmarket Road defines the northern boundary of the site. This connects to the A505 which in turn runs between the M11 and A11 to the east and the A1(M) to the west. The A10 runs through Royston providing links with Cambridge to the north and London to the south.

Royston train station connects the town with Cambridge, London Kings Cross and Letchworth Garden City amongst others.



2.1 Site location plan source ©Google Earth

2.2 Site location plan source ©OpenStreetMap

SITE CONTEXT
& ANALYSIS



KEY:

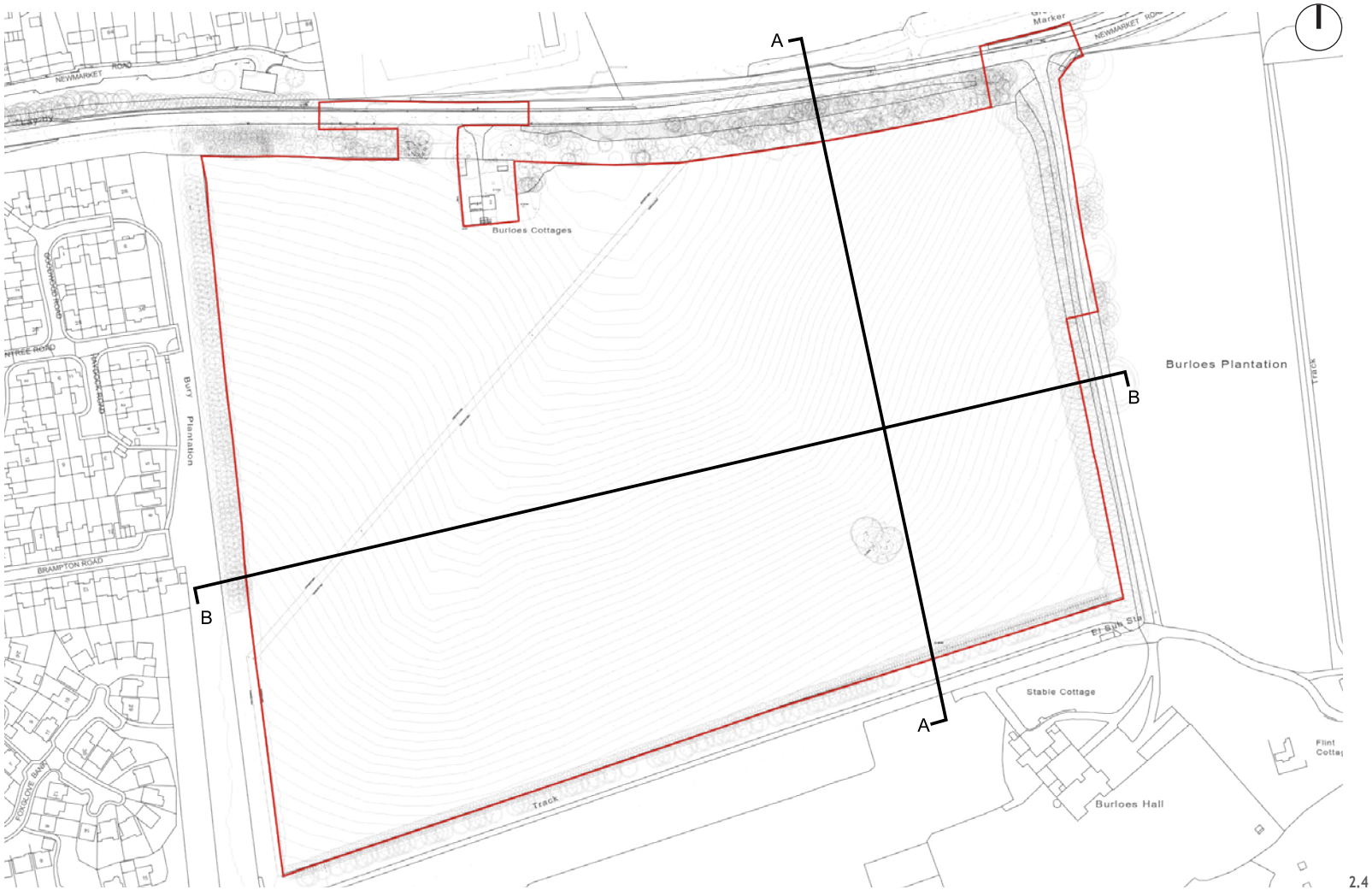
SITE BOUNDARY

- 1. ROYSTON
- 2. BURLOES PLANTATION
- 3. BURLOES HALL
- 4. HYDE HILL FARM
- 5. NEWMARKET ROAD

2.3 Site location plan source ©Google Earth

2.2 SITE DESCRIPTION

The land’s topography forms a bowl shape, with a distinctive elevation to the south, west, and east. Starting from its lowest point along the northern boundary with Newmarket Road and ascending to its highest point along the southern boundary, the site experiences a level change from approximately 73 metres AOD to 101 metres AOD, amounting to a difference of 27.25 metres.



2.4 Site location and topographical survey

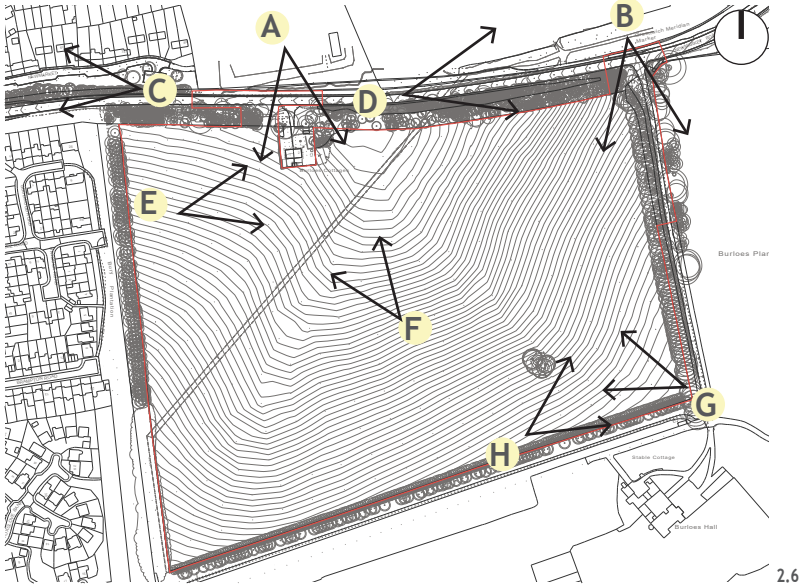
The frontage of the site is approximately 500 meters along the southern side of Newmarket Road. It takes on a roughly rectangular shape, well-contained and enclosed by mature trees on all four sides. The total area of the site encompasses approx 14.77 hectares (equivalent to 36.50 acres).

Two red brick houses, known as Burloes Cottages, are situated adjacent to the northern boundary of the site. These cottages are currently leased to tenants by the site’s owner and enjoy direct access to Newmarket Road.



2.5 Indicative section of the site

2.3 SITE PHOTOS



2.6 Key of site photos
A Burloes Cottages adjacent to
proposed site access
B Private access to Burloes Hall



C Royston welcome signage
D Newmarket road
E Southern boundary vegetation
F Burloes Cottages
G Existing tree north east on the site
H Eastern boundary tree line

SITE CONTEXT
& ANALYSIS

2.4 PLANNING HISTORY

Planning permission was previously granted in February 2020 by North Hertfordshire District Council (reference 17/00110/1) for:

“Outline application for up to 325 dwellings including single site access and temporary construction access, with all other matters reserved including landscaping (including open space, and pedestrian links), appearance, layout and scale.”

Full planning permission was later granted in November 2021 (reference 19/03032/FP) for the construction of infrastructure road network, attenuation basins, substation and emergency/ construction access in association with the outline planning permission.

Reserved matters approval was granted in April 2022 (reference 20/01138/RM) for 93 dwellings with associated substation, infrastructure, including attenuation basin and Local Play area.

This masterplan stage and application seeks to develop from the key principles established in the above applications, and through the pre-application masterplanning process undertaken in close collaboration with North Hertfordshire Council and consultees.



2.7 Previous Outline Application masterplan source CLAGUE Architects Design and Access Statement

2.5 LOCAL CHARACTER

2.5.1 HISTORICAL DEVELOPMENT

The A505 Royston By-pass constructed in the mid-1980s prompted an administrative boundary review. As a result, planning control for the land in question shifted to North Hertfordshire District Council on April 1, 1989.

Since the latter part of the 20th Century, land to the west of the site has been developed for housing.

Its landscape setting has consequently altered significantly in the recent years. Adjacent to the A505, progressive development and new landscape planting have contained the site, substantially changing its landscape context and available views.

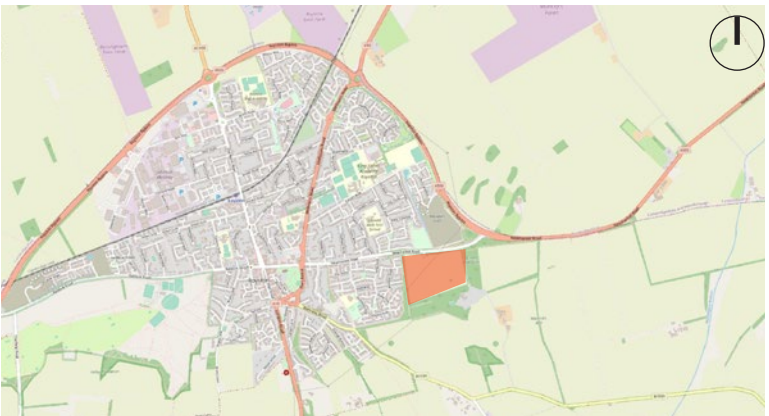
SITE CONTEXT
& ANALYSIS



2.8



2.9



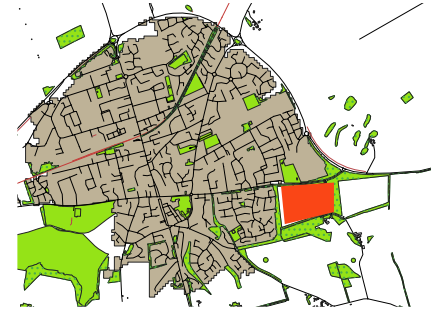
2.10

2.8 Royston 1888 source ©National Library of Scotland

2.9 Royston 1937 source ©National Library of Scotland

2.10 Royston 2023 source ©OpenStreetMaps

SITE CONTEXT
& ANALYSIS



KEY MAP

2.5.2 LOCAL CHARACTER: TOWN CENTRE

A comprehensive character study has been undertaken to understand the local architecture and facilitate the aspirations of our proposal.

While our development will draw inspiration from this local study, it is important to acknowledge that much of this defining character is rooted in the prevalent construction techniques, artisan expertise, and materials that were available at the time of their creation.

As a result, it may not always be feasible to incorporate some of the more distinctive elements of the historical local architecture into modern residences. Nevertheless, our ambition as applicants is to present proposals that seamlessly align with the ambiance and character that defines Royston, while also taking into account prevailing building regulations and contemporary expectations.



2.11



2.11

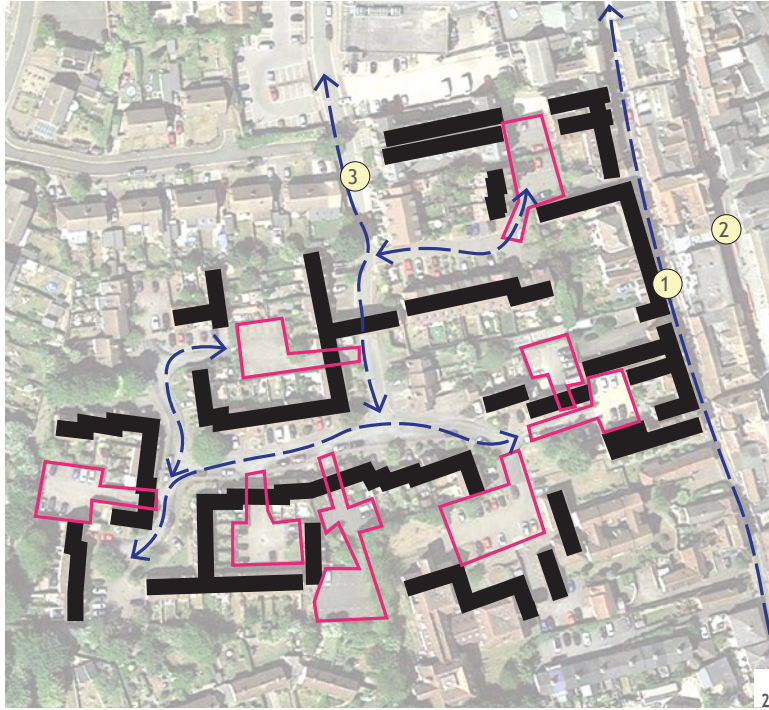
2.11 Royston townscape

SITE CONTEXT
& ANALYSIS

2.5.3 BUILDING LINE, COURTYARDS & ALLEYSWAYS

In Royston’s town centre, the building line is generally uniform, with buildings set close to the footpath or road. This creates a consistent and cohesive streetscape that contributes to the town’s charm and character.

The narrow streets, alleys, and courtyards between the buildings add to the pedestrian-friendly environment.



AERIAL MAP SHOWING COURTYARDS TYPOLOGIES

- 1. KING STREET
- 2. HIGH STREET
- 3. PRICES MEWS

2.12 Aerial Image source ©Google Map



PRINCES COURT ENTRANCE



PRINCES MEWS



PRINCES MEWS



HIGH STREET WITH STRONG AND VIBRANT FRONTAGE



UPPER KING'S ROAD GENTLY CURVED STREETScape



UPPER KING'S ROAD



PRIORY LANE WITH STRONG BUILDING LINE



FISH HILL ROAD WITH ACTIVE AND ATTRACTIVE STREET FRONTAGE

SITE CONTEXT
& ANALYSIS



PEDESTRIAN ALLEYWAY PRINCES MEWS



PEDESTRIAN CONNECTION BETWEEN HIGH STREET AND KING STREET



PEDESTRIAN ALLEYWAYS



PEDESTRIAN ALLEYWAY WITH GLIMPSE OF THE CENTRE

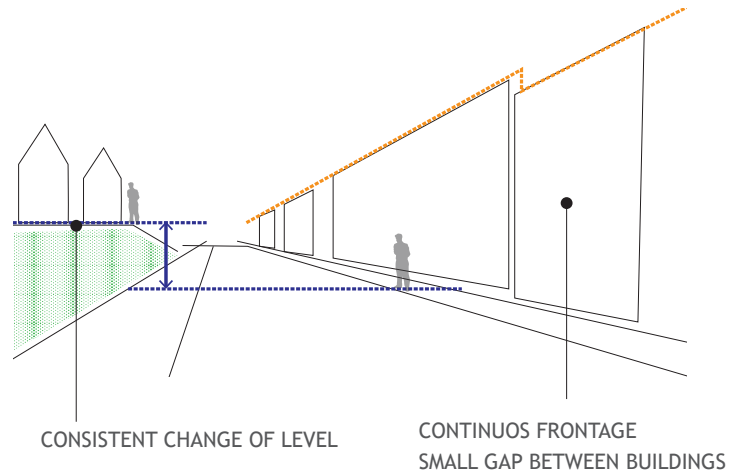
2.5.4 WORKING WITH TOPOGRAPHY

Royston's topography also contributes to the town's unique character. The town's expansion to the south has been constrained due to steep gradients. However, the topography has played an important role in the development of Royston's urban settlement by allowing the creation of a compact and walkable town centre.



SUN HILL

- Terraced units creates a continuous and consistent building line adapting with the change of levels.
- On the opposite side of the road on raised level big detached units.



SITE CONTEXT
& ANALYSIS

The town's narrow streets, alleys, and courtyards are nestled between the historic buildings and offer a glimpse into Royston's past, while also providing a sense of intimacy and charm.

The change of levels between blocks of residential areas also creates interesting views that are worth noting. In summary, the topography of Royston is a key factor in its unique urban design, and it presents both opportunities and constraints that need to be considered when planning for the town's future development.



A GLIMPSE VIEW FROM NORMAN'S LANE (TOWN CENTRE)



A GLIMPSE VIEW FROM NORMAN'S LANE (TOWN CENTRE)

2.5.5 GREEN STREET

Royston’s incidental green spaces and green streets are an important part of the town’s character and contribute to the well-being of its residents. These areas are characterised by their abundance of trees, plants, and greenery, which help to improve air quality and provide a sense of calm in an otherwise urban environment.

The town has various examples of boundary treatments, including hedges, fences, stone or brick walls, and green spaces, that not only provide functional benefits but also enhance the town’s aesthetic appeal.



ST MARYS PARK

- Incidental green space with active frontage and set back of building.
- Hedge and soft landscape as boundary treatments



GREEN DRIFT



GREEN DRIFT

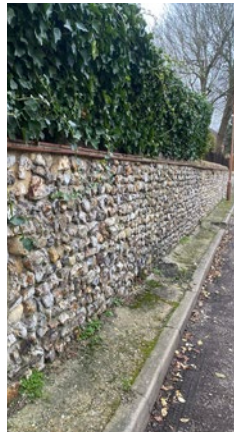
- Predominantly detached and semi detached units with width front garden incorporating front parking or gardens.
- Verge on both side of the street with trees planting.
- High hedges and low wall as boundary treatment.



HEDGE WITH LOW WALL



HEDGE WITH LOW WALL



HISTORIC STONE WALL



PICKET FENCE



HIGH BRICK WALL WITH DETAILING

2.5.6 MATERIALITY

The main architectural material used in Royston’s town centre is brick. In addition to brick, other materials such as timberframe and plaster, render, stone and wood cladding are also used in the town centre’s buildings, adding to the area’s architectural interest and diversity. Roof are mostly red and brown plain tiles.

Among the many materials and features detected, the below are some of the more notable:

- * Red/orange brick
- * Flint panels
- * Painted weatherboarding
- * Prominent brick chimneys and gables
- * Traditional roofs
- * Painted brick
- * Rendered buildings with variety of colours
- * Double fronted houses with bay windows



WOOD CLADDING



DOUBLE BAY WINDOW



RED AND YELLOW BRICK WITH GEORGIAN WINDOW



RENDERED BUILDING



GEORGIAN BUILDING ON MARKET HILL



RENDERED BUILDING ON MARKET LINK



HISTORIC BUILDING BANYERS LODGE ON DOG KENNEL LANE

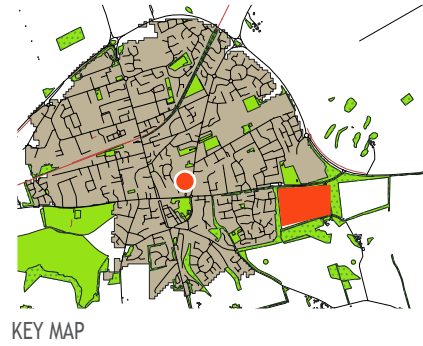


GEORGIAN FENESTRATION



OLD POLICE STATION IN KNEESWORTH ST

SITE CONTEXT & ANALYSIS



KEY MAP

2.5.7 LOCAL TYPOLOGIES

Three different areas in proximity to the site have been use as an example of building typologies to show the various architectural aspects of Royston town.

CLUSTER NEAR THE TOWN CENTRE

The area in the diagram shows a shared access loop from which stem private drives with and organic feel.

Detached units form a closed cluster with parking at the front and few semidetached units are located near the ends.

Incidental open spaces add relief to the loop.

A predominantly 80's style, combined with a light contemporary touch, is evident in the area, characterized by the use of render and dark joinery as the main distinctive elements.

- KEY:
- BUILDING LINE
 - DETACHED
 - SEMI-DETACHED
 - PUBLIC SPACE



2.13

2.13 King James Way source ©Google Earth

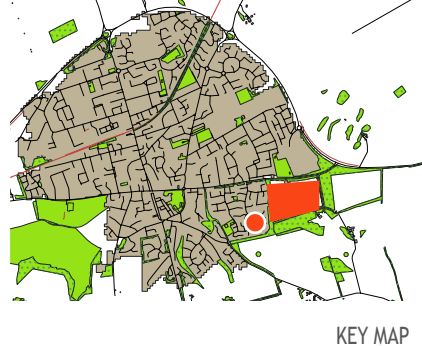
2.14 Detached units

2.15 Semi-detached units



2.14

SITE CONTEXT & ANALYSIS



KEY MAP

LATE 20TH CENTURY RESIDENTIAL DEVELOPMENT WEST OF THE SITE

This diagram represents a small area west of the site.

The main street climbs the hill and the secondary street follow the contours generating clusters of detached houses.

There is a predominantly 80's style with occasional touches of traditional-like architecture using elements such as mock Tudor boarding.

- KEY:
- BUILDING LINE
 - DETACHED



2.16



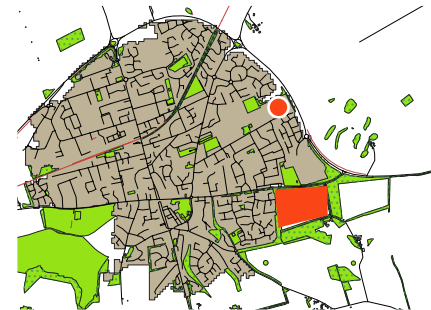
2.17

2.16 Foxglove Bank source ©Google Earth

2.17 Detached with integ. garage

2.18 Cluster and the end of a private drive

SITE CONTEXT & ANALYSIS



KEY MAP

THE NEW RESIDENTIAL DEVELOPMENT TO THE NORTH OF THE SITE

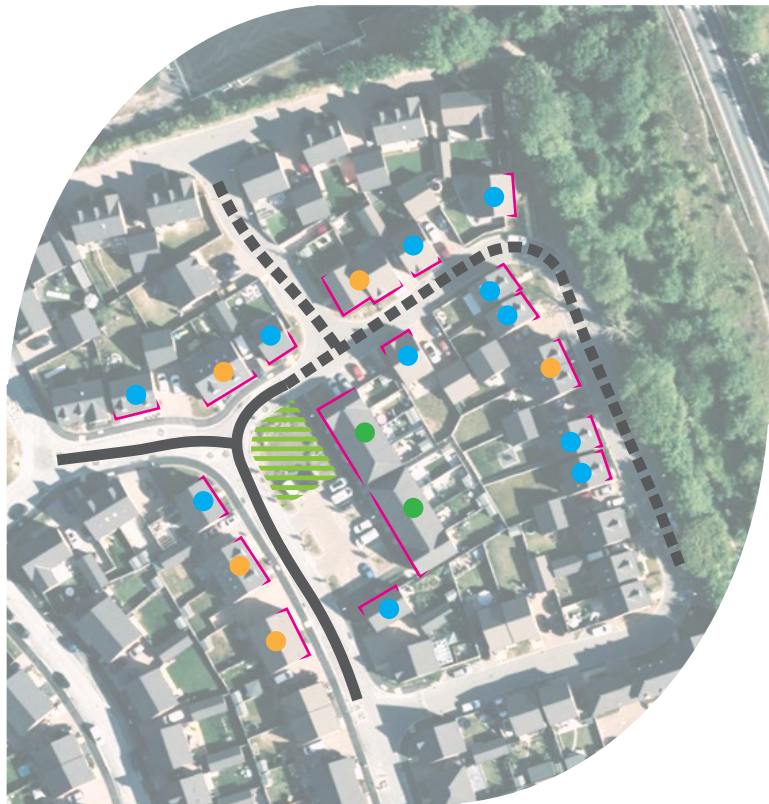
The typology shown below is from the newest area north of the site, this traditional style new development comprises a mix of detached, semi-detached and terrace houses.

Small open spaces are used to generate occasional greenery and provide cover, to otherwise harsh, big areas of communal parking.

Key vistas are highlighted with the used or render finish and brick quoins.

KEY:

- BUILDING LINE
- DETACHED
- SEMI-DETACHED
- TERRACES
- PUBLIC SPACE



2.19



2.19 Lilburn Ave source ©Google Earth

2.20 Public space and terrace

2.21 Semi-detached Key plot

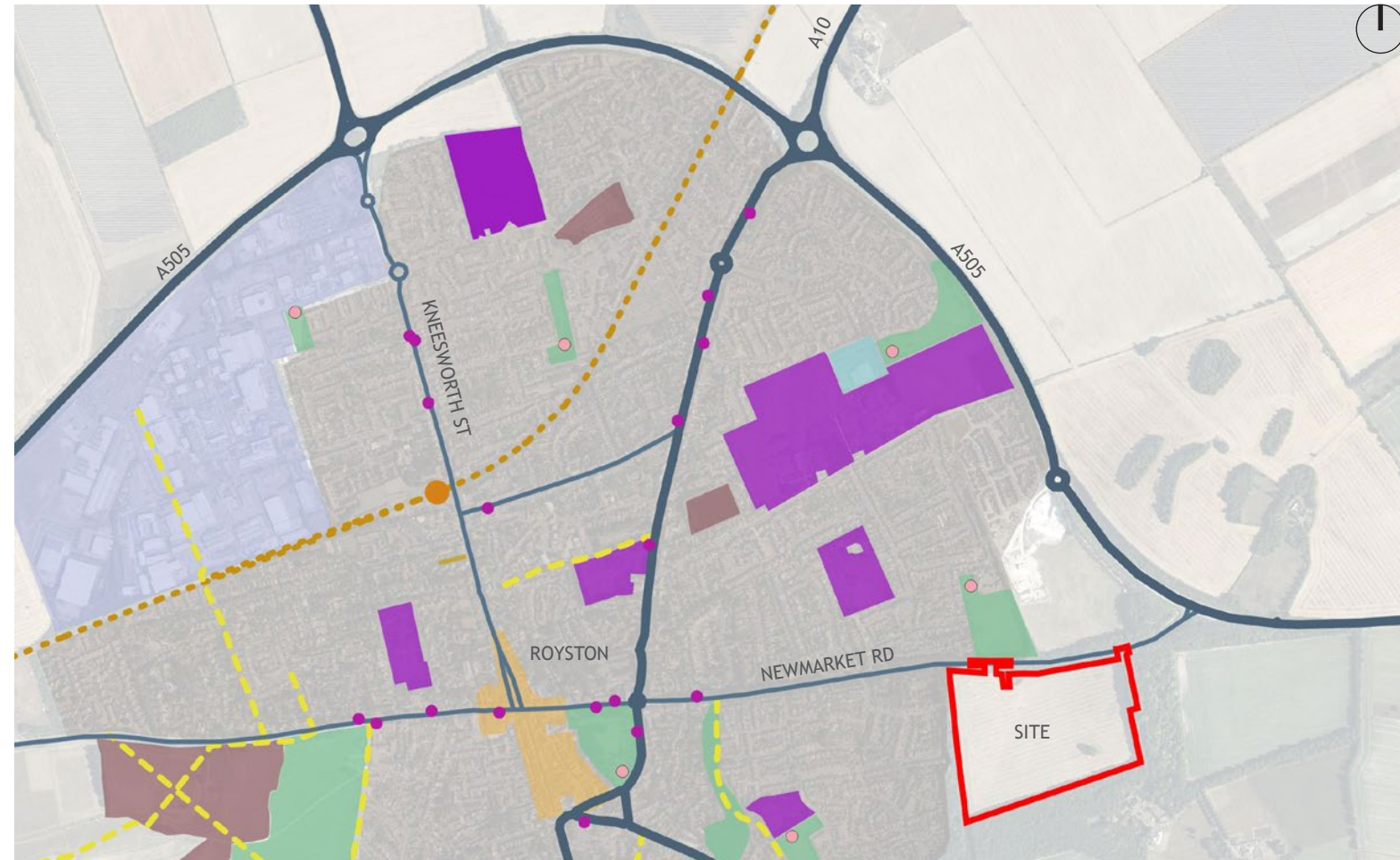


2.21

2.6 ACCESS TO FACILITIES

A variety of local facilities and services are represented in the map below. Major amenities like schools, parks or green spaces are within walking distance and access to the hospital, supermarkets, employment or leisure/outdoor facilities are easily accessible by cycle and for most people willing to walk, by foot.

The site has also a bus stop in close proximity with bus lines that connect with several areas of Royston.



2.22

SITE CONTEXT & ANALYSIS

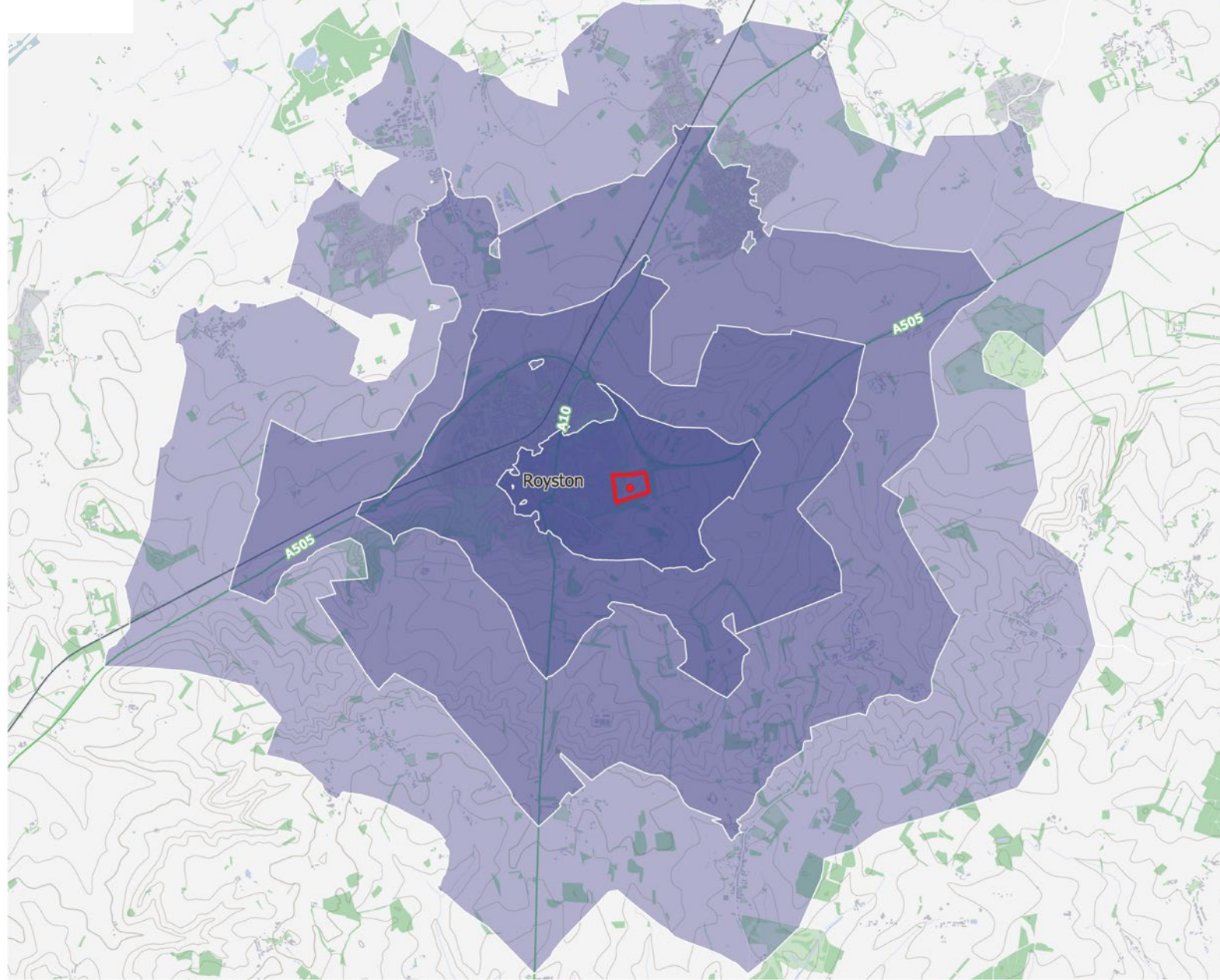
KEY:

- BUS STOPS
- RAILWAY STATION
- PLAY AREA
- SITE
- RAILWAY TRACK
- MAIN ROADS
- BRIDLE WAY
- PUBLIC RIGHT OF WAYS
- GREEN AREAS
- LEISURE
- HOSPITAL/MEDICAL CARE
- SCHOOL
- HIGH STREET
- INDUSTRIAL ESTATE
- OUTDOOR FACILITY

2.22 Local facility diagram

SITE CONTEXT
& ANALYSIS

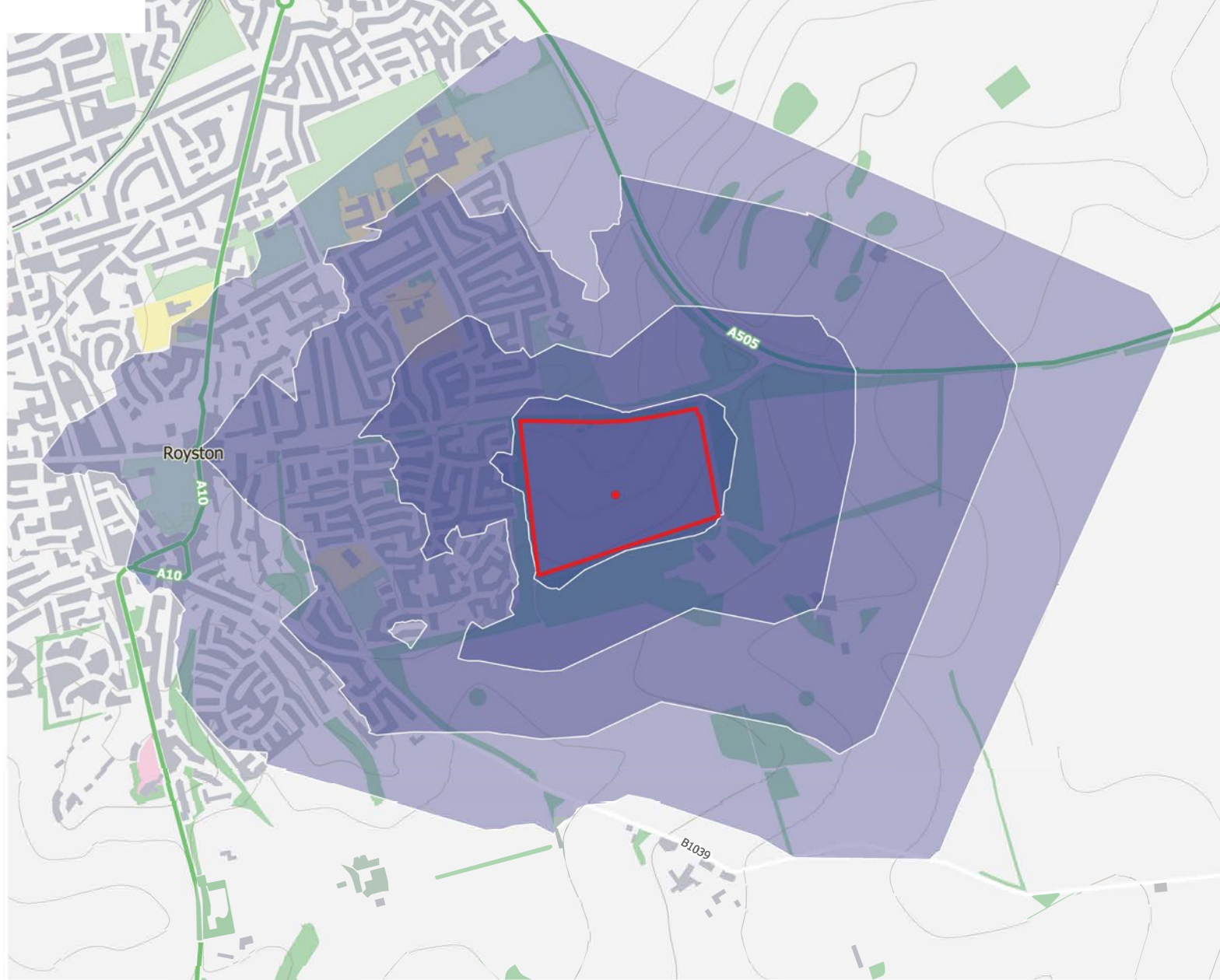
CYCLE DISTANCE



2.23 8km Cycle Catchment, 2km interval by Markides Associates

2.23

WALKING DISTANCE



2.24 1600m Catchment, 400m Interval Walking Distance by Markides Associates

2.24

SITE CONTEXT
& ANALYSIS

SITE CONTEXT & ANALYSIS

2.7 LANDSCAPE SETTING

The site is situated in an area characterised by rolling arable farmland, featuring distinctive belts of trees along straight roads. This region is known for its ordered pattern of fields and woodlands, with arable land use being a prominent feature. At the district level, the site falls within North Hertfordshire District Council’s Landscape

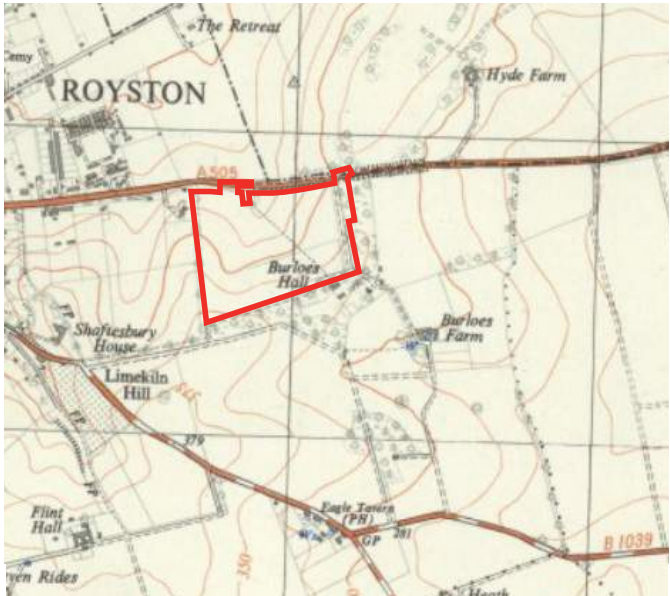
Character Area 228: Scarp Slopes south of Royston. This area is recognised for its incised chalk slopes and large-scale patterns of rectangular fields. The overall landscape condition in this district is described as poor, with notable woodland habitats adding to the sense of enclosure on the skyline.

Royston’s settlement extends across steep slopes, reaching elevations of 100 meters Above Ordnance Datum, particularly to the west of the site and along the southern edge of Royston, where existing residential development also extends up the slope. The primary eastern approach to Royston is via Newmarket Road, which includes the Ickneid Way, a long-distance footpath. The existing residential properties along Newmarket Road are set back from the road, limiting their visibility.

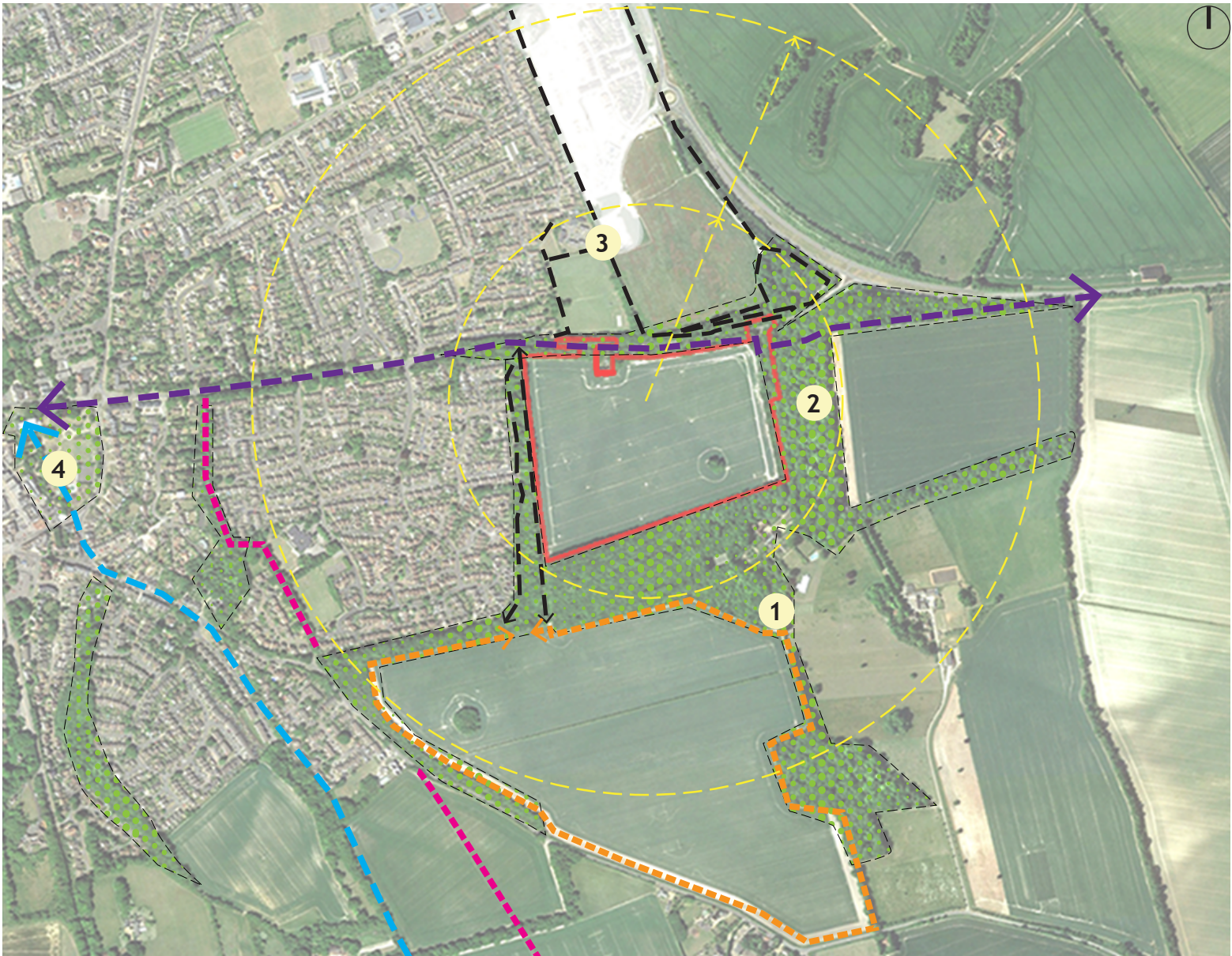
Royston does not hold any specific designations relating to landscape quality or scenic beauty, and there are no Registered Parks and Gardens within the town.

A comprehensive Landscape and Visual Impact Assessment has been submitted in support of the application. Landscape investigations have confirmed that the site is not visible from the south due to intervening vegetation. It is partially visible from the wider landscape to the north of Royston, where the upper portions of the site are seen in the context of the built form within Royston and from an elevated position on the slopes. The tree structure surrounding the site is partially visible from elevated land to the west of Royston at Therfield Heath. Additionally, the woodland along the southern edge of the site is visually perceived as part of the woodland blocks along the southern edge of Royston, providing a soft and visual backdrop in views from the Harcamlow Way and the A1198.

2.24 Historic map showing linkage between the cottages and Burloes
A. 1885-1900
B. 1937-61
C. 1945-65



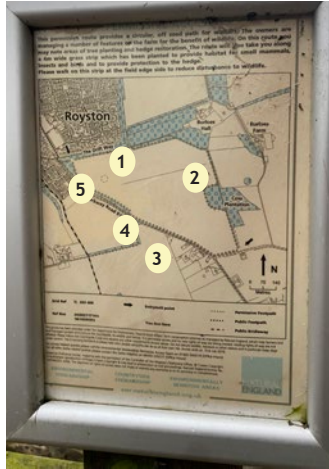
SITE CONTEXT & ANALYSIS



- KEY:
- SITE BOUNDARY
 - ICKNIELD WAY
 - HERTFORDSHIRE WAY
 - PROW
 - EXTINGUISHED PERMISSIVE ROUTE
 - INFORMAL EXISTING WALKING ROUTE
 - 400MT WALKING DISTANCE
1. BURLOES HALL
2. BURLOES PLANTATION
3. NEWMAN AVENUE PLAYGROUND
4. PRIOR GARDENS

2.24 Existing Pedestrian Movement

SITE CONTEXT & ANALYSIS



2.25 Existing informal walking loop south of the site

EXISTING INFORMAL CIRCULAR WALKING ROUTE



SITE CONTEXT & ANALYSIS

KEY:

- Site Boundary
- Study Area
- District Boundary

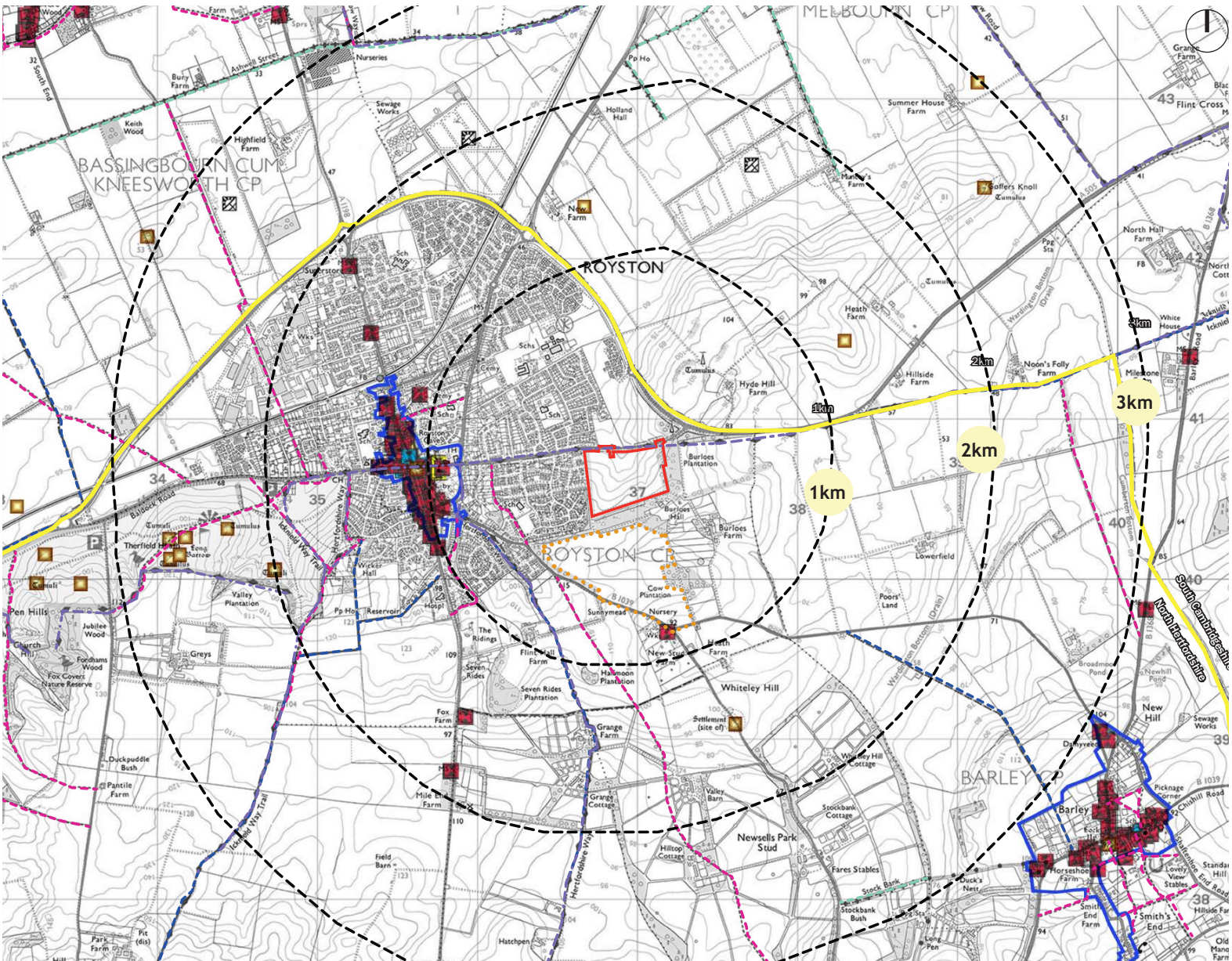
Heritage Designations

- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Scheduled Monument
- Conservation Area

Public Rights of Way (PRoW)

- Public Footpath
- Bridleway
- Byway Open To All Traffic (BOAT)
- Recreational Route: Icknield Way and Hertfordshire Way
- Extinguished Permissive route

2.26 Wider Landscape and Heritage Designation with Public Right of Way plan by Liz Lake Associates



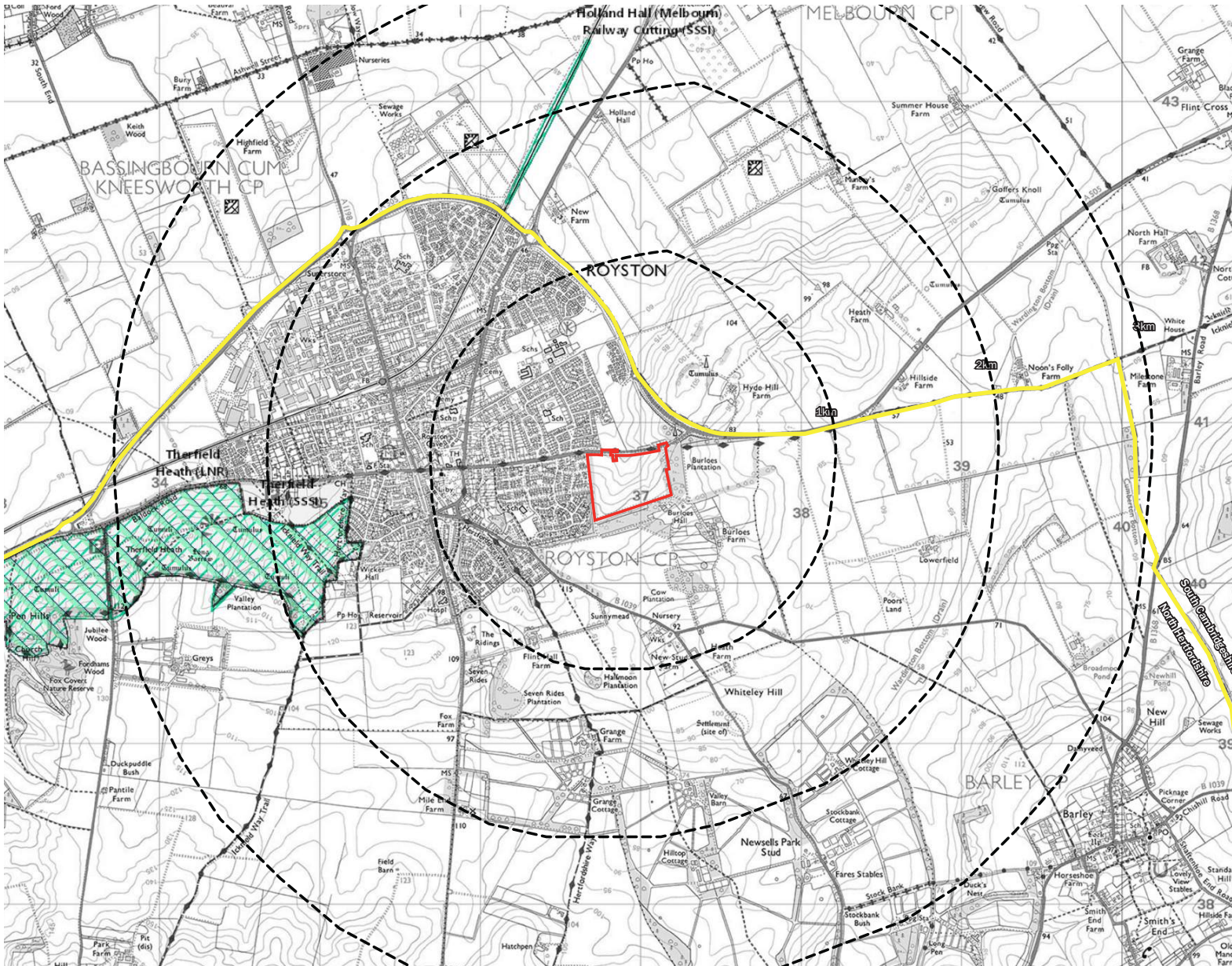
SITE CONTEXT
& ANALYSIS

KEY:

- Site Location
- Study Area
- District Boundary

Environmental Designations

- Local Nature Reserves
- Sites of Special Scientific Interest



2.27 Statutory Designation plan by
Liz Lake Associates

CLIENT: Vistry Group
PROJECT: Land at Newmarket Road, Royston
DOCUMENT: ROY01-MCB-XX-XX-DA-A-0030-D5-P3_Strategic Masterplan Framework - September 2025 | ©McBains

SITE CONTEXT
& ANALYSIS

KEY:

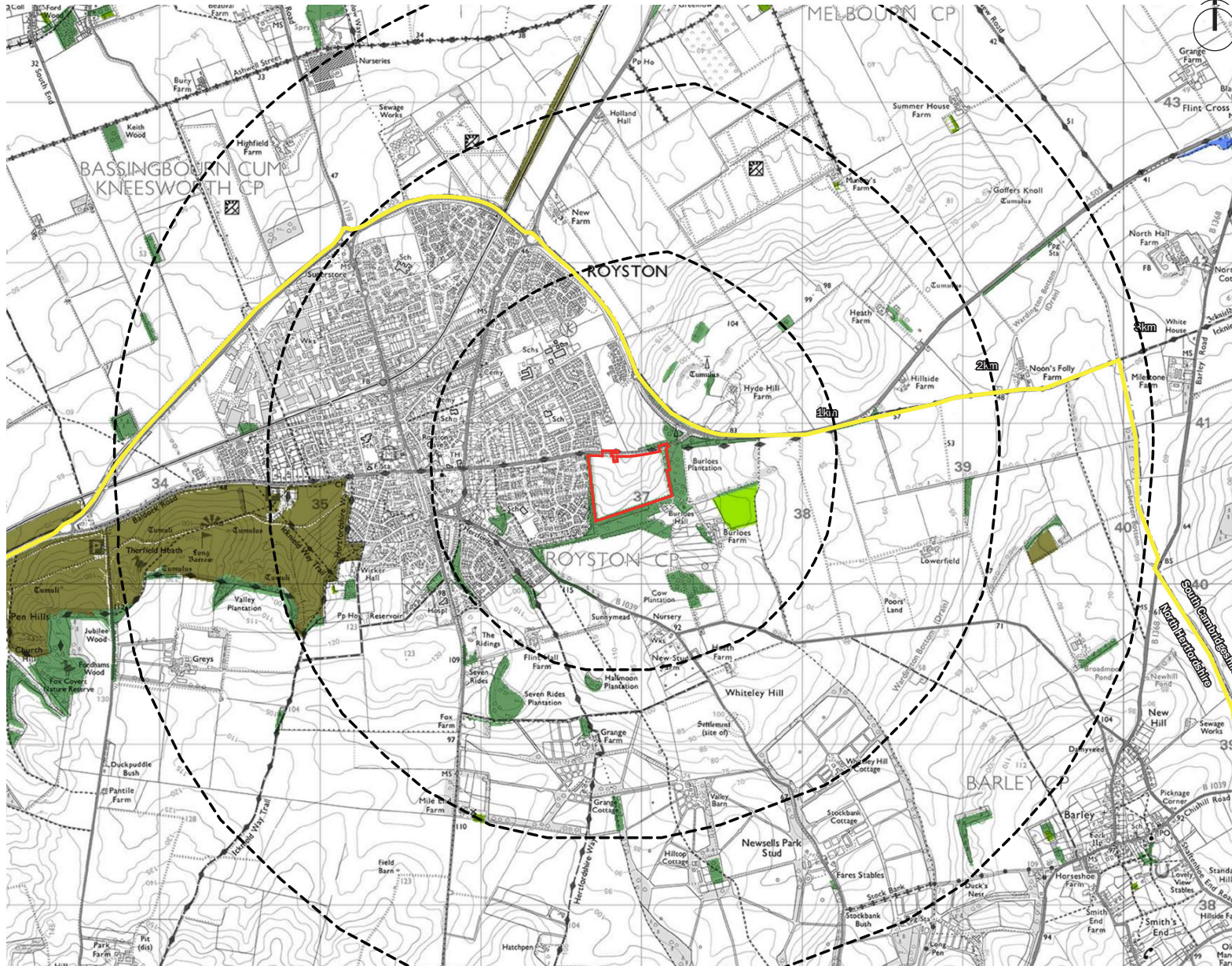
- Site Location
- Study Area
- District Boundary

Habitat

- Priority Habitat Inventory - Coastal and Floodplain Grazing Marsh
- Priority Habitat Inventory - Lowland Calcareous Grassland
- Priority Habitat Inventory - Lowland Meadows

Woodland

- Priority Habitat Inventory - Deciduous Woodland

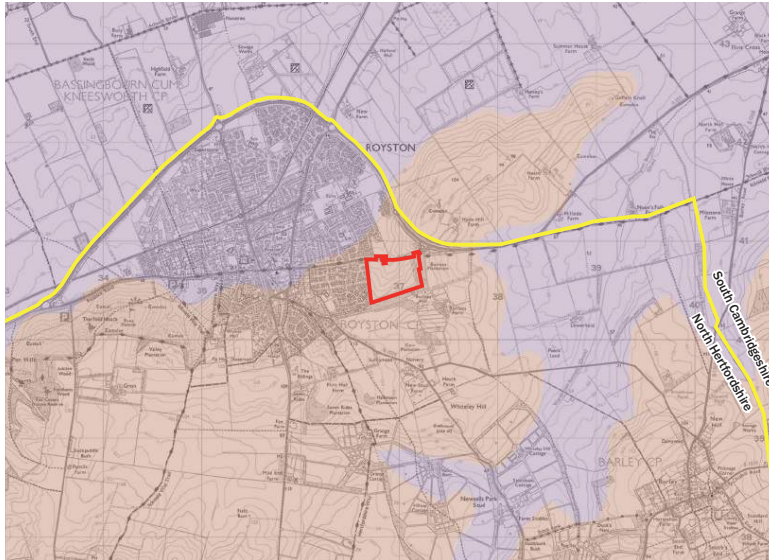
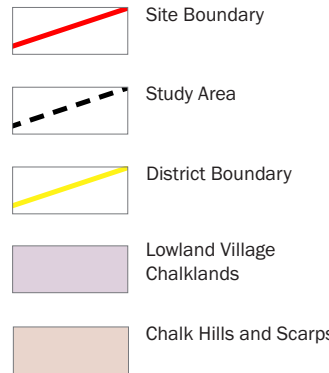


2.28 Wider priority habitat
inventory plan by Liz Lake
Associates

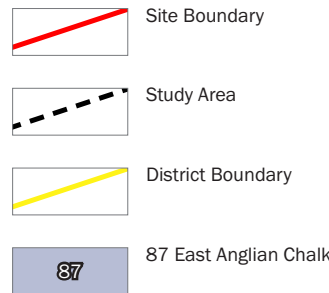
CLIENT: Vistry Group
PROJECT: Land at Newmarket Road, Royston
DOCUMENT: ROY01-MCB-XX-XX-DA-A-0030-D5-P3_Strategic Masterplan Framework - September 2025 | ©McBains

SITE CONTEXT & ANALYSIS

KEY 2.29:



KEY 2.30:

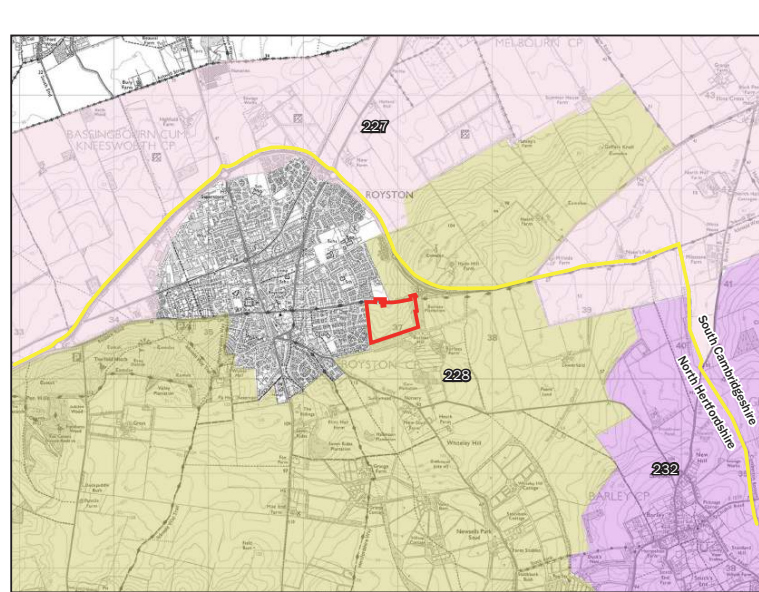
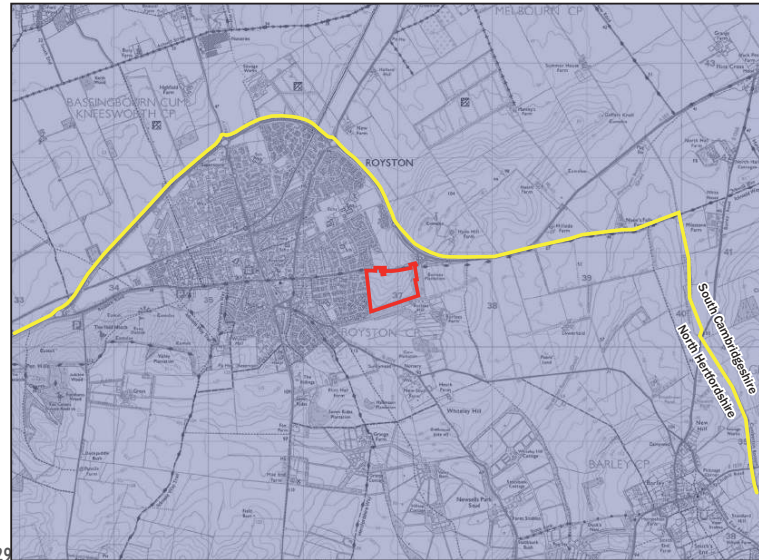
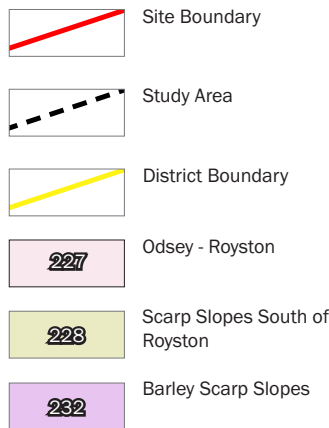


2.29 East Landscape Character Typology for the East of England by Liz Lake Associates

2.30 National Character Area profile by Liz Lake Associates

2.31 North Hertfordshire and Greater Cambridge Landscape Character Assessment by Liz Lake Associates

KEY 2.31:

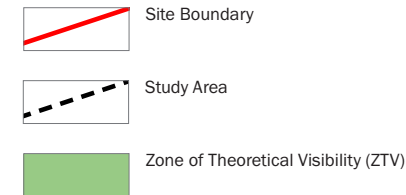


Hertfordshire Landscape Character Assessment

2.31

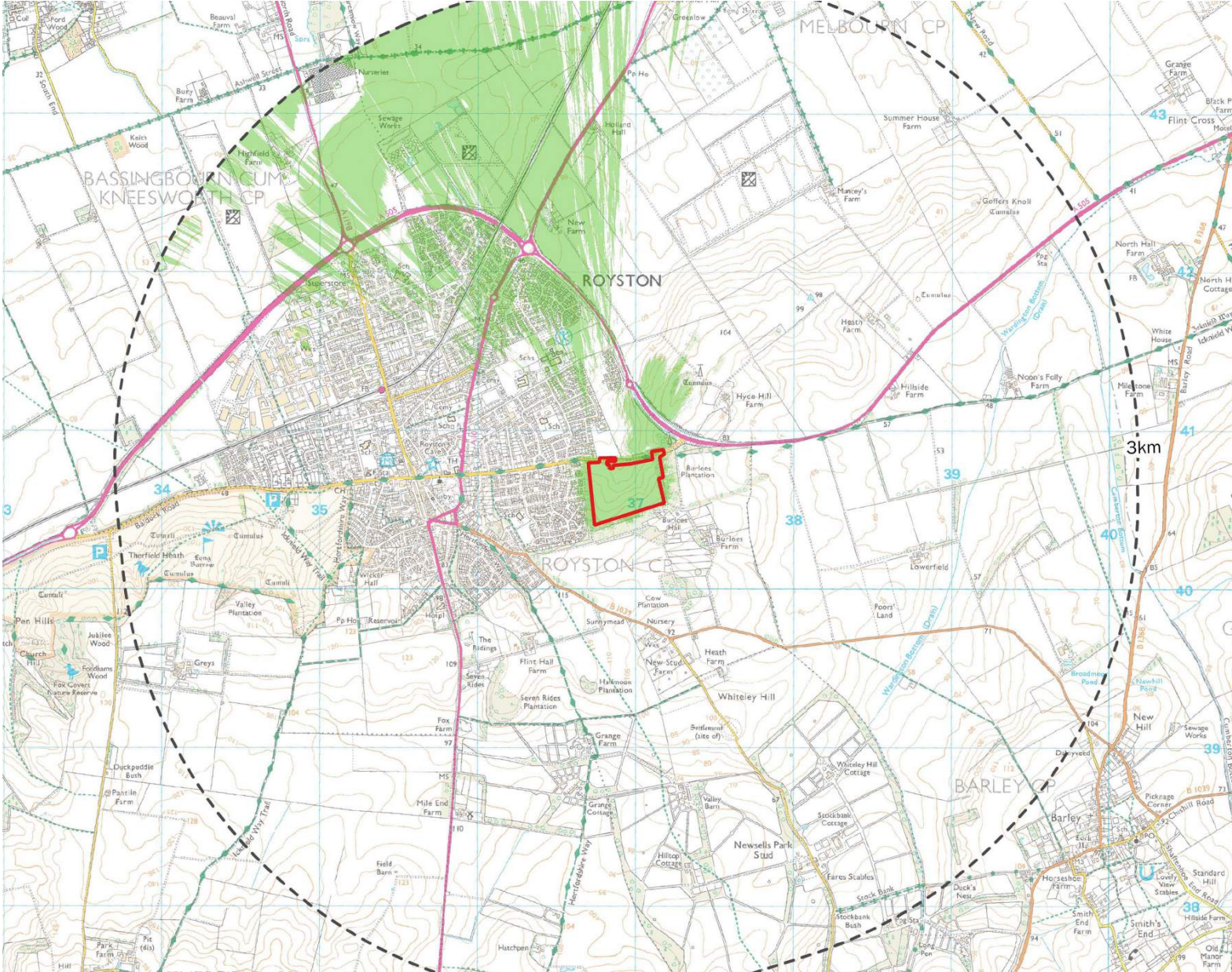
SITE CONTEXT & ANALYSIS

KEY:



The ZTV is generated from a receptor height of 1.6m (average eye level) and receiver heights of up to 8.5m (2/3 storeys). Multiple targets were placed within the site to best represent points that may be visible.

The ZTV is based on LiDAR 1m DSM (Digital Surface Model) which includes surface features such as existing buildings and trees. Some changes within the landscape may have occurred since the DSM data and ZTV was created. Data source; data.gov.uk. This ZTV also includes Earth's curvature.



2.32

2.32 ZTV by Liz Lake Associates

SITE CONTEXT
& ANALYSIS

2.8 ECOLOGY & BIODIVERSITY

The ecology appraisal evaluates habitat considerations within the planning system and assesses the impact of a proposed development. It focuses on mechanisms by which habitats are considered, including specific policies, non-statutory designations, legal importance, and local plans.

To support the revised planning application the site has been subject to an updated ecological survey. This survey confirm that the dominant habitat present has not significantly altered since completion of the previous surveys over the period of 2015 - 2020. The dominant habitat within the site and affected by the proposals is intensively managed arable land with very narrow field margins adjacent to the existing plantation woodland surrounds the site. The arable land and the narrow field margins are of low ecological value.

Other habitats recorded within the site included small areas of other neutral grassland, amenity grassland, tall ruderal habitat and a small copse. None of these habitats provided significant ecological value to the site but the small copse does provide some ecological diversity in an extensive area of intensively managed habitats which are of limited ecological value.

The woodlands on the site boundaries do provide ecological diversity surrounding the application site, but given the intensive arable nature of the existing arable farmland the woodland edge structure is poor.

The majority of the woodland habitats are retained and unaffected by the proposals. There will be minor loss to the woodland on the eastern fridge of the development to allow the implementation of the emergency access. None of the woodland included in the copse meet the definition of ‘irreplaceable habitats’ in the NPPF (December 2023) but given the mature nature of the eastern plantation this would be considered as a habitat of principle importance in the NERC Act 2006.

During the construction period all of the habitat retained will be protected using standard methods and covered under a Construction and Environment Management Plan (CEMP). Mitigation and habitat enhancement proposals are inherent in the overall design of the scheme. The overall mitigation package will seek to enhance the existing woodland through the creation of woodland edge habitat and a mosaic of other habitat included grassland / native species scrub planting on the boundaries of the site. The incorporation of these features will increase the overall diversity of existing woodland habitats and provide mitigation for the small area of plantation woodland affected by the development. In the longer term the application of sensitive management to the habitats provided in the overall mitigation package will provide betterment to the retained boundary habitats when compared to the existing intensively managed arable management.

To minimise the potential effects of increased recreational pressure on the Therfield Heath SSSI, the proposals provide a package of measures which follow the principles as outlined in the ‘Therfield Heath SSSI Mitigation Strategy’ (November 2022). The measures include the provision of informal green infrastructure surrounding and located through the proposals. These areas provide routes for informal recreational including dog walking and informal play. Outside the red line the mitigation package include: the use of the footpath around the open arable farmland south of the site and a safe crossing point to access existing informal recreational facilitates north of Newmarket Road. An integral part of the mitigation package, all new residents will be provided with an ecological information in the welcome package. This will inform the residents of the sensitivities and appropriate use of the Therfield Heath SSSI and other recreational recourses locally to the site.

Given that the proposals follow the necessary principles of the Therfield Heath SSSI Mitigation Strategy and have sought to retain habitat identified with ecological value and provide mitigation / enhancements both within the site and off site to 10% biodiversity net gain, it has been concluded the development of the site will not result in significant adverse effect to biodiversity.



2.33 Ecological appraisal Fig 1 by fpcr
2.34 Ecological appraisal Fig 4 by fpcr

2.9 HYDROLOGY & DRAINAGE

The site is located in Flood Zone 1 and the majority of the site has a very low risk of flooding from surface water. A small area of the site to the east of Burloes Cottages is subject to surface water flooding but this can be mitigated as part of the proposals.

A Flood Risk and Drainage Assessment has been submitted in support of the application and this notes that the proposed development will manage and intercept the overland flows by attenuating up to 1in100year + 40% climate change and infiltrating at source via create soakaways, basins, swales, rain gardens and permeable paving sub-base.

2.10 ARBORICULTURE

The proposed layout design has from the outset been informed by tree surveys initially undertaken in 2016 and updated in 2023. The result of the early consideration of the benefits associated with the trees and the site constraints is that the proposed development as shown on the illustrative layout plan can be constructed without detriment to the health, longevity or stability of the retained trees and woodland.

A number of trees will need to be removed to accommodate the proposed access and emergency access but the majority will be retained. Retained trees and woodland can be successfully protected during the construction works and this vegetation supplemented by new planting will continue to contribute to the proposed development. The tree planting associated with the proposed development will serve to reduce the limited impact of the proposed tree removals and will serve to improve the age and species diversity of the tree resource within the site, which is currently an open arable field, whilst providing an attractive environment for future residents.

2.11 ACCESS

The proposed vehicular access onto Newmarket Road will be as approved by the outline permission (2020) and later the full application for infrastructure (2021). The access location was informed by observed vehicle speeds and the need to ensure that the requisite visibility splays could be achieved in advance of the crest in the Newmarket Road carriageway to the west.

The current proposals maintain the same access strategy for pedestrians with the introduction of a signal controlled crossing to the west of the vehicle access, which will provide safe connection with the existing footway to the north of the Newmarket Road carriageway, recreation ground and therefore the wider footway network. Secondary pedestrian connections can be delivered to the established network of informal tracks west of the site boundary.

An emergency access will be provided from the Burloes Hall Track access lane to connect back with Newmarket Road a the north east of the site area.

2.12 PLANNING CONTEXT

PLANNING POLICY AND DESIGN GUIDANCE

A summary of the policies and guidance that are relevant to the proposed key design principles are provided in this section.

NATIONAL PLANNING POLICY CONTEXT

The National Planning Policy Framework NPPF was revised in September 2023 and sets out the government’s planning policies for England and how these are expected to be applied.

NORTH HERTFORDSHIRE LOCAL PLAN 2011-2031

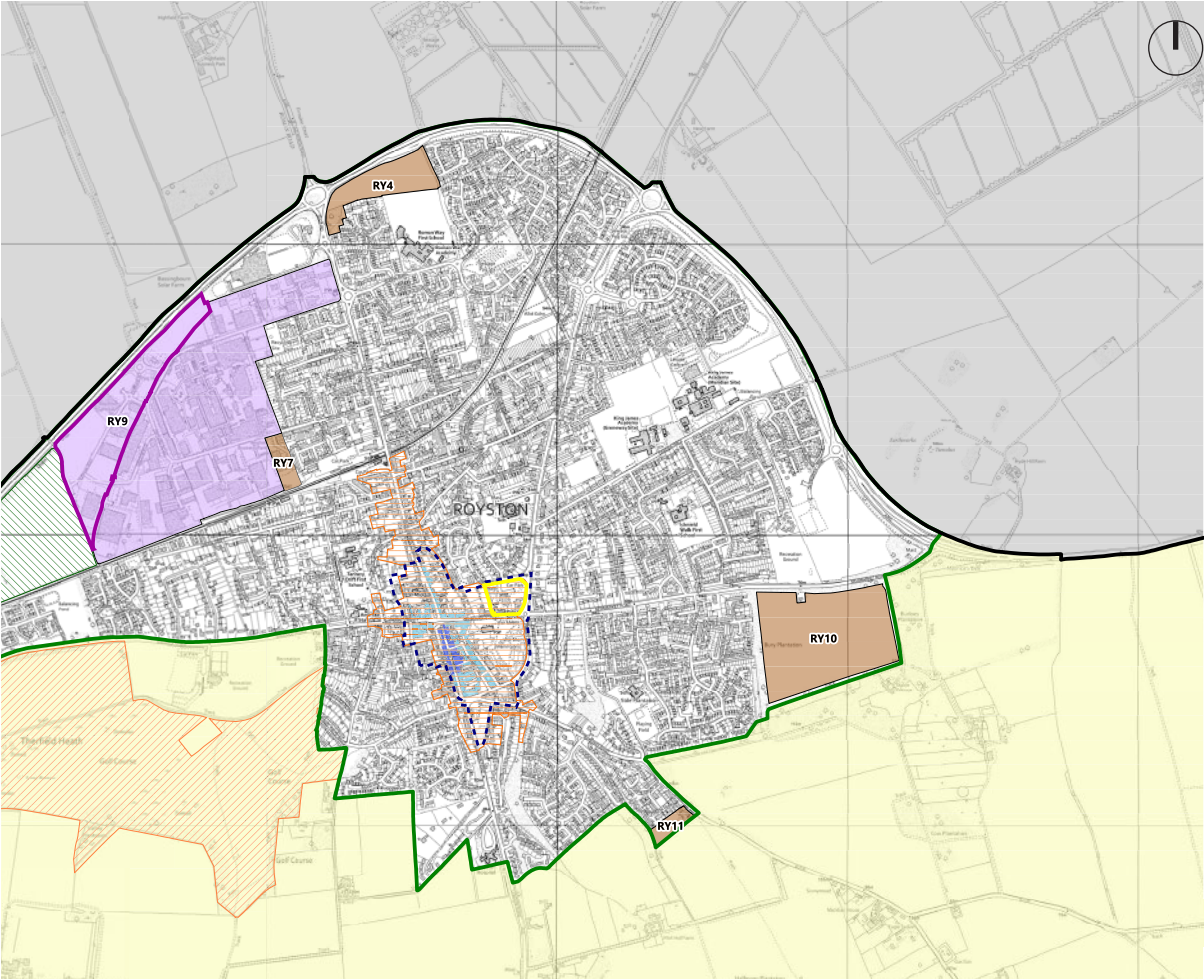
Since planning permission was previously granted, North Hertfordshire District Council adopted a new Local Plan (July 2022). Policy RY10 (Land South of Newmarket Road) allocates the site for approximately 300 homes, and it notes proposals should:

- Provide a site-specific landscape assessment and tree survey. Retention of trees and hedgerows where possible;
- Design and layout to respond to topography;
- Address potential surface water flood risk through SUDs or other appropriate solution;
- Archaeological survey to be completed prior to development; and
- Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.

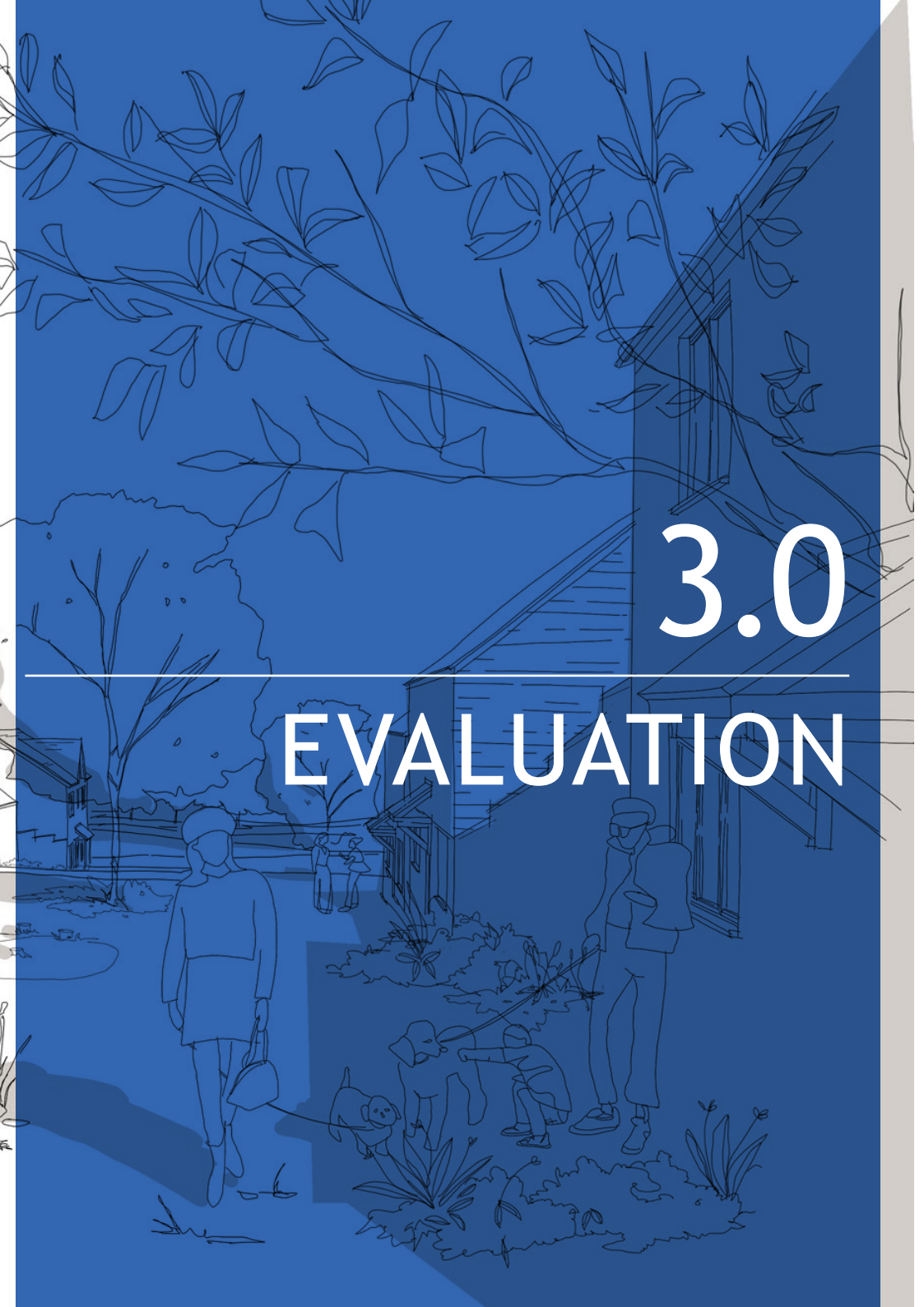
SUPPLEMENTARY PLANNING DOCUMENTS

In addition to the Local Plan, the following documents have been used in this application:

- North Herts Developer Contributions Supplementary Planning Document (January 2023)
- Therfield Heath SSSI Mitigation Strategy (November 2022)
- North Hertfordshire Urban Design Assessment: Royston



2.35 Map F from the NHC Local Plan 2011-2031



3.0

EVALUATION

3.0 INTRODUCTION

This chapter outlines the opportunities and constraints identified during the assessment and design process.

In addition, this chapter will describe the evolution of the design proposals that have been developed through extensive meetings with consultants from various disciplines to ensure a cohesive approach.

3.1 PUBLIC OPEN SPACE SCENARIO

The site falls within the 2km inner zone of influence for the Therfield Heath SSSI. Within this area, the Therfield Heath Mitigation Strategy recommends that 8-hectares of open space per 1000 population (Suitable Area of Natural Greenspace ‘SANG’ standard) be provided.

We have tested a series of scenarios on the basis of the impact of the delivery of the above on the site area:

The Adopted Local Plan assumes an occupancy of 2.4 people dwelling. A proposal for 325 dwellings would therefore be expected to accommodate 780 people. The total amount of SANG open space for this site therefore equates to 6.24 hectares.

Alternatively a proposal of 300 dwellings would therefore be expected to accommodate 720 people. The total amount of SANG open space for this option would equate to 5.76 hectares.

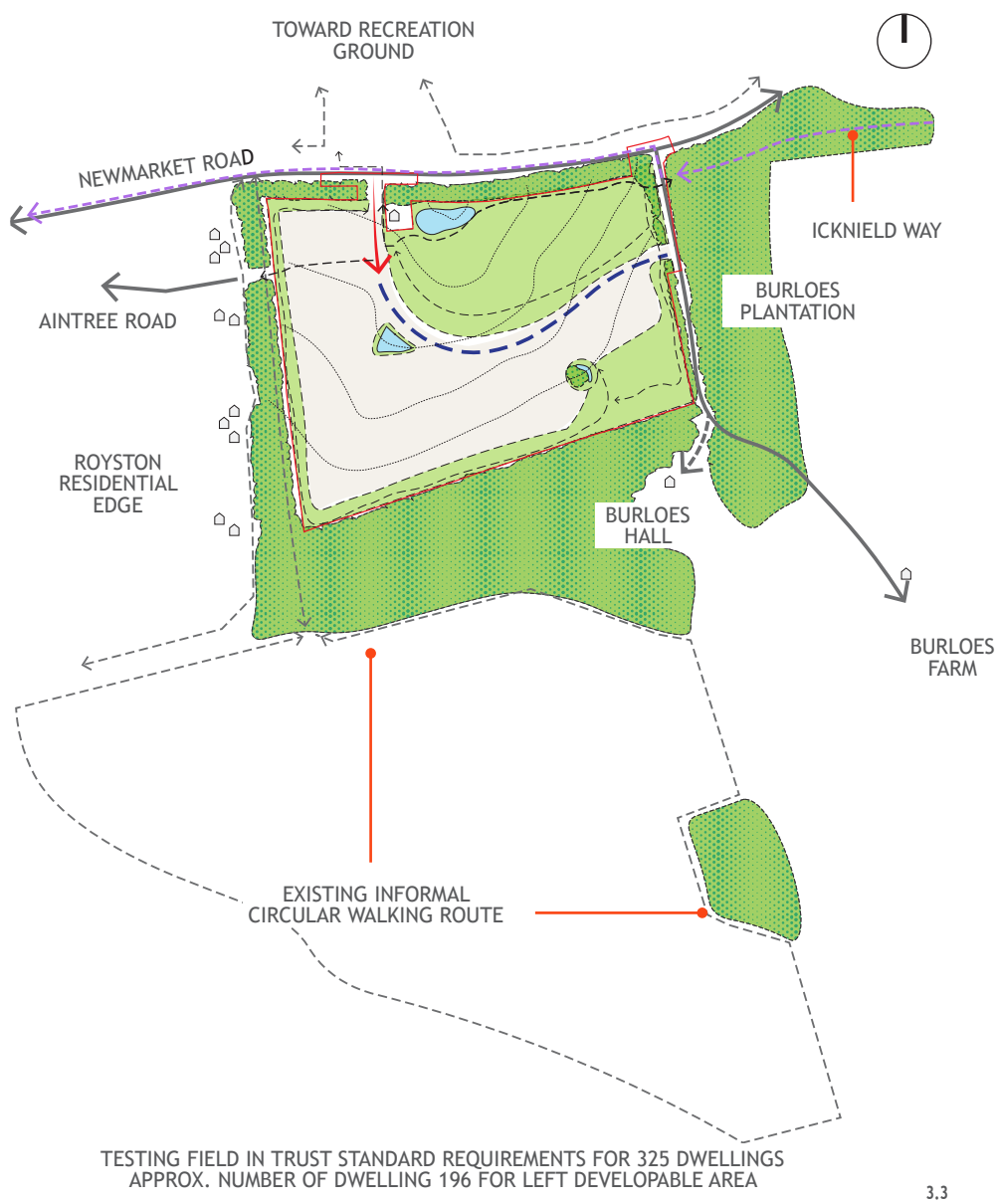
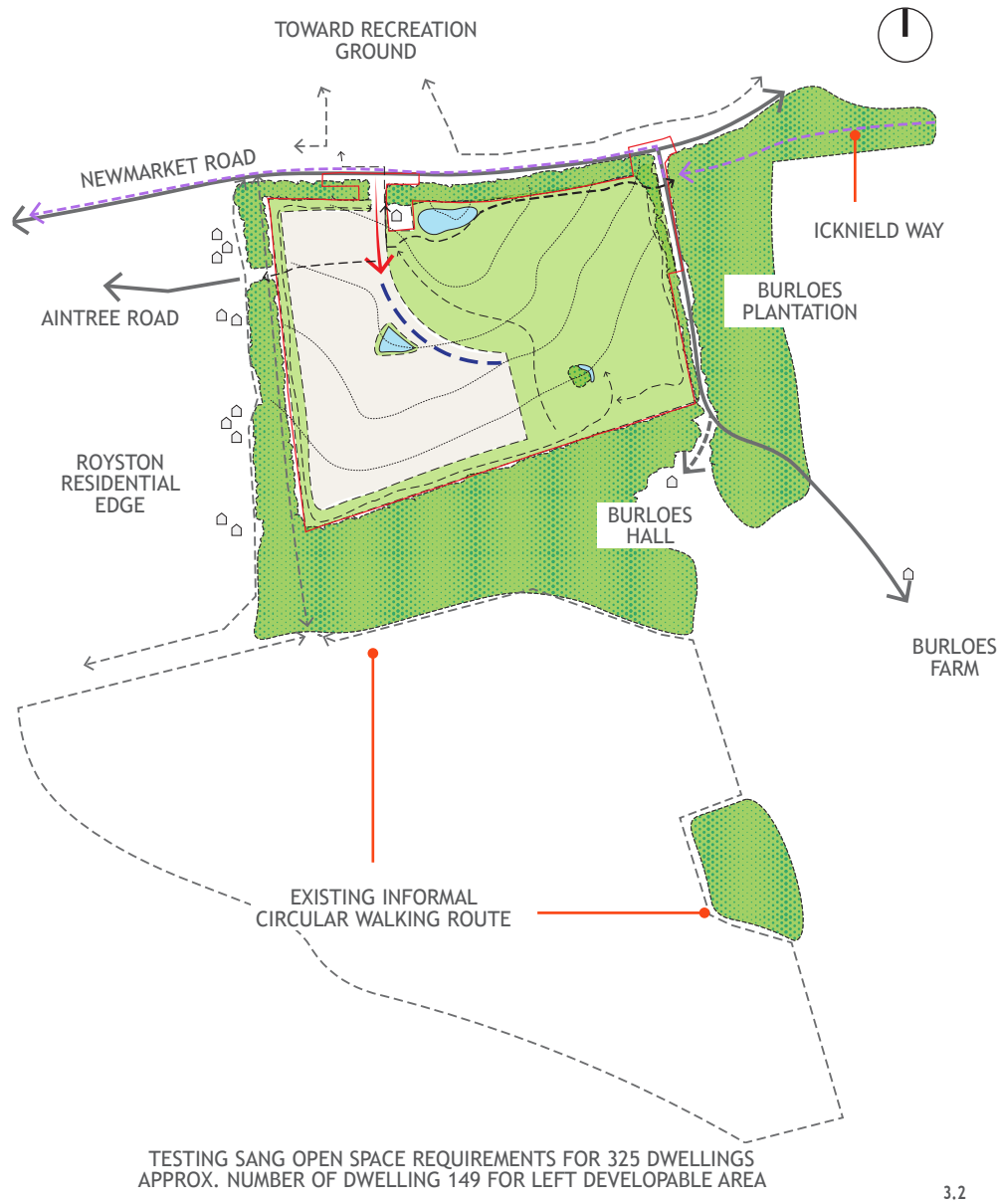
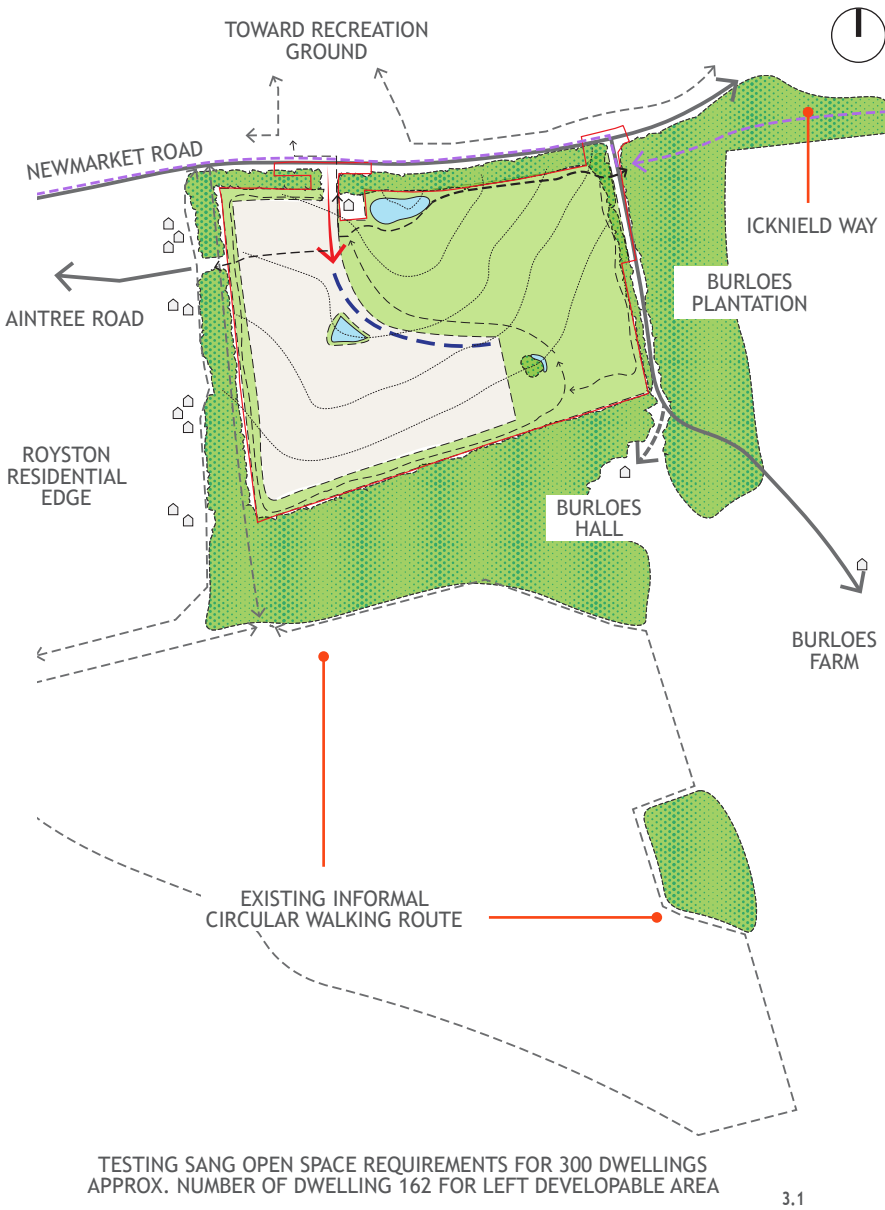
In addition, the Council has adopted the Fields in Trust Standards to assess open space provision in new development. Based on a population of 780, this would give a requirement for 4.4 hectares of open space to be included on site.

All options would be completely unviable for this site and would result in a substantial loss of dwellings on the site, which would then in turn not meet the Council’s acute housing need. For reasons set out in section 4, it is considered that this site is well served in terms ability to provide an off- site circular walking route and it is also adjacent to Newman Avenue public open space, which is situated on the north side of Newmarket Road.

KEY 3.1,3.2 &3.3:

- SITE BOUNDARY
- POTENTIAL ACCESS TO THE SITE
- POTENTIAL PRIMARY ROAD
- BLOCK STRUCTURE
- POTENTIAL OPEN SPACE
- POTENTIAL PEDESTRIAN LINK

- 3.1 Testing option showing SANG open space and buffer for 300 units
- 3.2 Testing option showing SANG open space and buffer for 325 units
- 3.3 Testing option showing POS policy requirement and buffer for 325 units



3.2 SITE CONSTRAINTS & OPPORTUNITIES

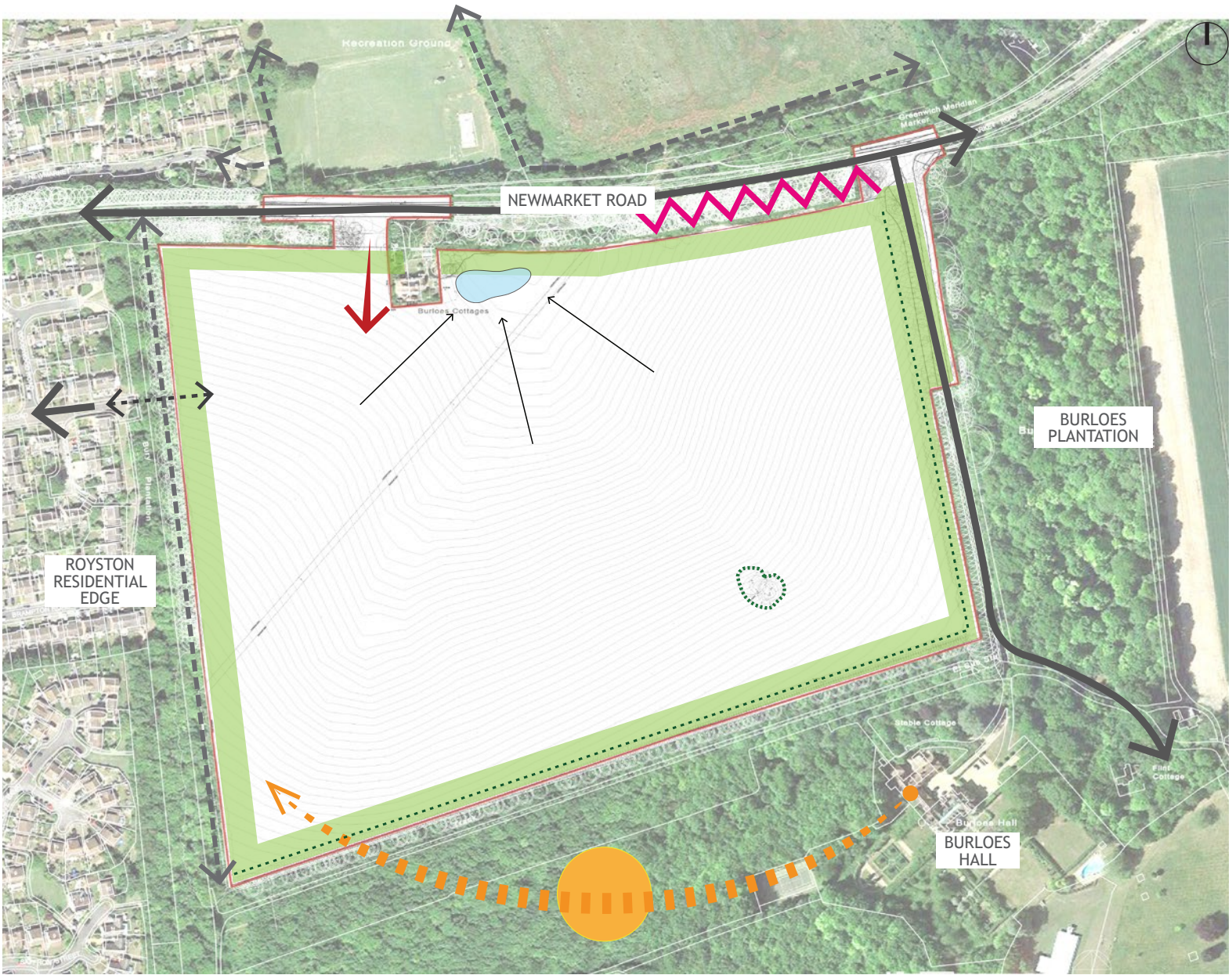
The primary components informing the proposal have been identified using the site analysis presented in the preceding sections. These principal elements have been used to structure and inform the development and are outlined below:

CONSTRAINTS / CONSIDERATIONS

- Sloping site offers character but poses challenges for access gradients. Also requires management of surface water with appropriate SUDs features.
- Consideration and mitigation of any traffic noise impacts from Newmarket Road.
- Carefully selected access points to consider existing traffic speeds and visibility.
- Sensitivity to Burloes Hall and plantation, as well as the existing neighbourhood to the east (off Valley Rise).

OPPORTUNITIES

- The full woodland framework to the site presents a unique opportunity for a visually contained and special place.
- To provide residential frontage towards the woodland edges as well as internal spaces.
- Landscaped offset to woodland edge providing opportunities to soften the built edge and provide space for a leisure route.
- To enhance and incorporate the existing vegetation and small woodland copse as well as supporting bio-diversity.
- To provide Local Play Area and leisure destinations within the site.
- To incorporate SUDS and drainage features within the open space.
- To provide a network of safe and attractive walking and cycling routes throughout the site and into adjacent neighbourhood and onward to the town centre.
- To connect to the existing leisure walking looped route to the south.
- Potential supplementary route along the northern part of the site to complement the Icknield Way.



KEY:

- [Red outline] SITE BOUNDARY
- [Red arrow] POTENTIAL VEHICULAR ACCESS
- [Black arrow] EXISTING ROAD
- [Green area] LANDSCAPE OFFSET
- [Pink zigzag] TRAFFIC NOISE
- [Dashed line with arrow] POTENTIAL PEDESTRIAN LINK
- [Dashed line with arrow] EXISTING WALKING ROUTE
- [Green circle] EXISTING TREE TO BE RETAINED
- [Dotted line] RPA
- [Blue line] GRADIENT
- [Blue area] POTENTIAL SUDS FEATURE
- [Orange line] SUN PATH

3.4 Opportunities and Constraints diagram

3.3 DESIGN EVOLUTION

This section explains how the proposals for the site have evolved through the design process.

Following a thorough review of the site and its constraints and taking into account all current local and national policies, the initial design concept leverages the opportunities of the site to produce a proposal with a unique identity that connects seamlessly with the adjoining development and wider neighbourhood.

The design concept has been developed through close collaboration between different experts for a fully cohesive approach that ensures the most informed and effective proposal is produced.

The proposals have been driven by the vision to create an integrated new neighbourhood to Royston that delivers much-needed homes, and open spaces.

The design stems from the strategy of a series of key green links, following the topography through the site, drawing the eye either towards the public open space and woodland frame which envelops the development or internal features such as the small woodland copse. An access from Newmarket Road, leads to a landscape gateway character space, that sets the scene and gives cues for the wider scheme.

From here, a tree lined ‘Avenue’, will deliver the internal connection through the site, feeding into the central areas of the site which then connecting towards the edges and the green spaces surrounding the development.

The site is generally set out with a semi-regular gently curving block structure designed to respond to the natural topography and sensitive approach to levels design within the site.

The whole site will be surrounded on all sides by a varying belt of Public Open Space, in the form of different landscaped zones and pedestrian links. These will provide enhanced ecological habitats for biodiversity and drainage features, as well as acting as acoustic mitigation to the north.

The following sections will provide more information regarding the individual technical aspects of the development (green infrastructure, scale, highways, parking).

With the exception of the phase 1 development area, the illustrative masterplan provided is for indicative purposes only and all details will be subject to approval through a future Reserved Matters Application.



3.5

3.5 Illustrative Framework plan April 2024

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.
- 13. POTENTIAL FOR SUDS OPEN WATER FEATURES.



3.6

3.6 Illustrative Framework plan integrating LPA inputs



VISION



Artistic impression of the entrance to the site

4.1 VISION

“ The vision for this site is for it to become a highly desirable place to live, play and socialise.

Furthermore, it will be to highlight the unique qualities of the scheme and its setting whilst providing a high quality new development with its own sense of place.

It will link with the natural green spaces and be carefully integrated with sustainable urban drainage, enhanced biodiversity and high levels of visual amenity. ”



GREEN LINKS

To provide distinctive green movement corridors that follow the natural topography of the site. Places in themselves they will be joyful to use, with opportunities for sitting and meeting on the way as well as enjoying the view through the roofscape and to the wider landscape. Routes for water with swale possible undulating down the hillside.

VISION



ROYSTON-NESS

To create a new neighbourhood which feels ‘of Royston’ drawing on unique design, materiality and spatial characteristics of the best of the town.



COMMUNITY

To create a thriving new community with its own sense of identity whilst also feeling strong links with the town. Creating places and opportunities to play, walk the dog, rest, chat and exercise. This will also draw the existing community in to enjoy the new spaces and help to build social links.



WOODLAND EDGE

Defining the site the woodland edge acts as a green frame, that will be offset with landscape and a gently weaving development edge, creating parkland pockets, play area, view points and exercise spaces. This will be tied together with a loop trail that will also connect to the green links and wider landscape including the existing walking path loop to the SW, Icknield Way and wider settlement.

VISION

Key elements that form the basis of the proposal:

- The existing topography presents an exciting challenge and opportunity of the site. Handling the levels sensitively to take best advantage of views and placemaking opportunities whilst ensuring that gradients are reasonable, will enhance its accessibility.
- Connecting the site with the context, adding pedestrian and cycle connectivity.
- Working sensitively with the woodland buffer that creates a natural containment for the site.
- Creating new high quality spaces with a landscape focus within the site.



ENCOURAGE WALKING & CYCLING

Connect the site with its surrounding context and provide pedestrian connectivity that links with existing infrastructure.



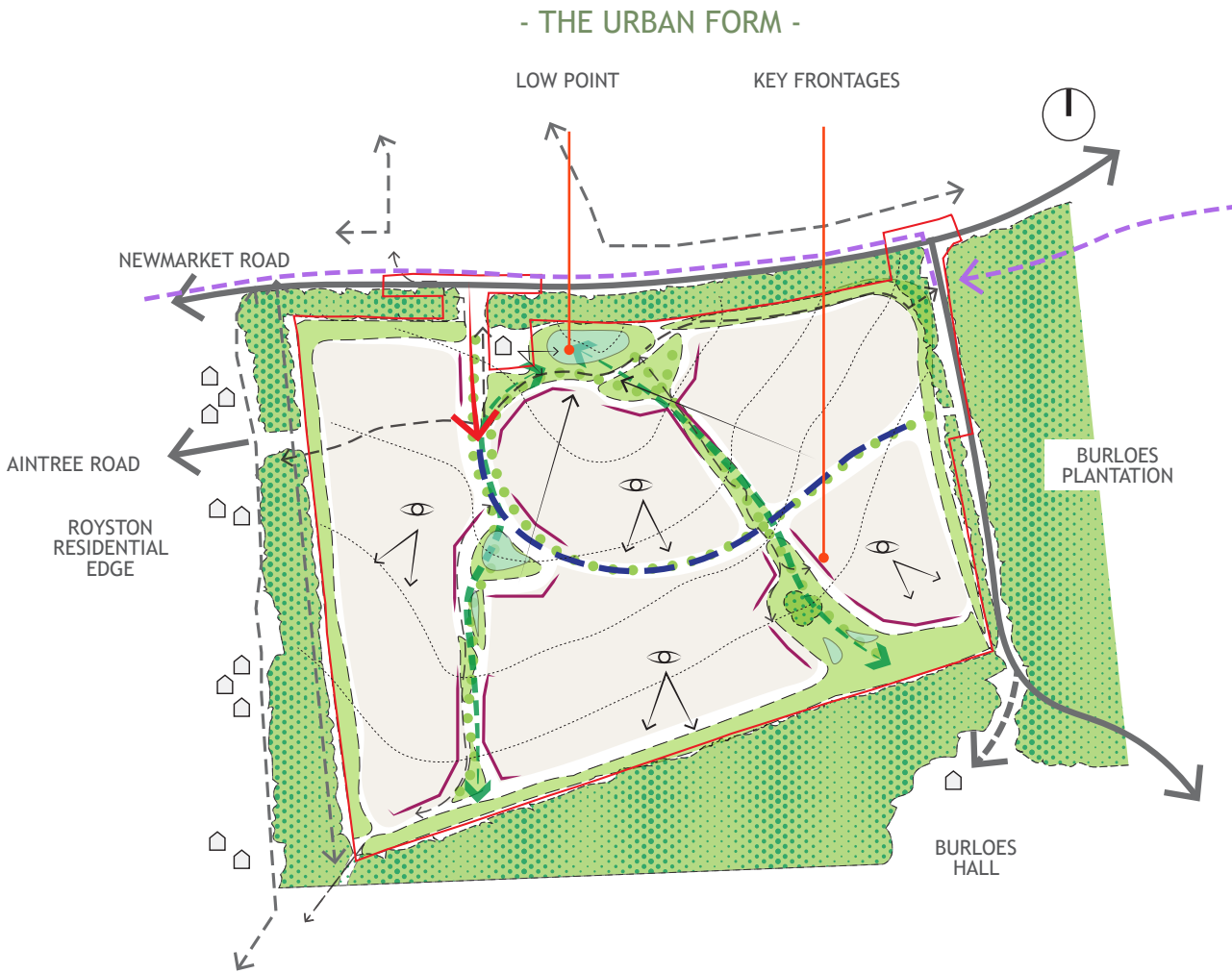
LOCAL IDENTITY

Create legibility through the presence of key spaces and groupings.

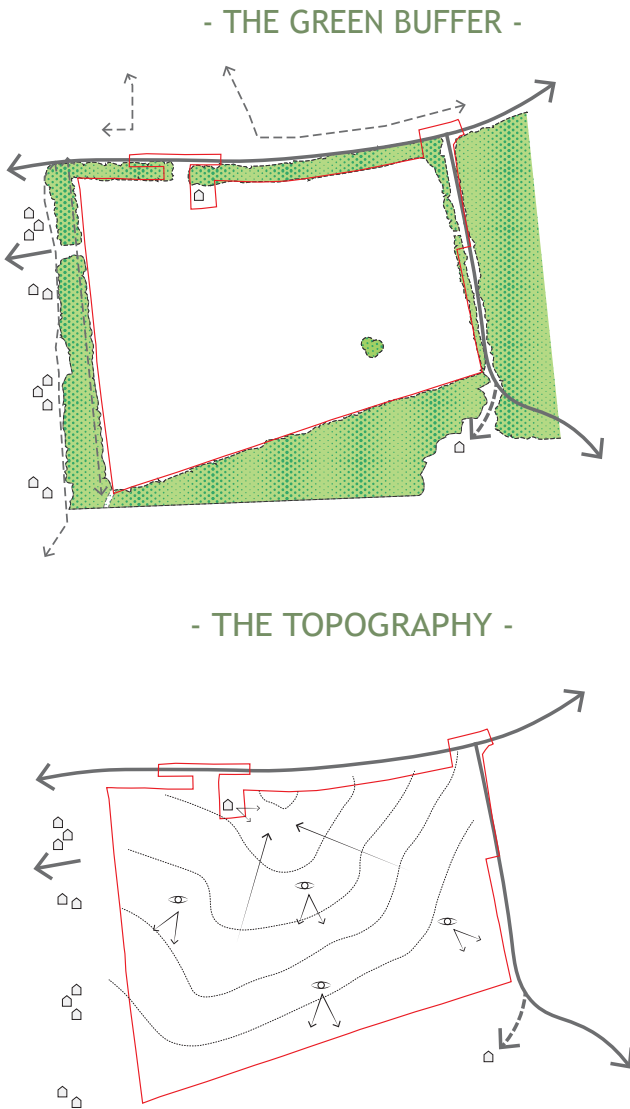
4.1 Green and connectivity diagram



4.1



4.2

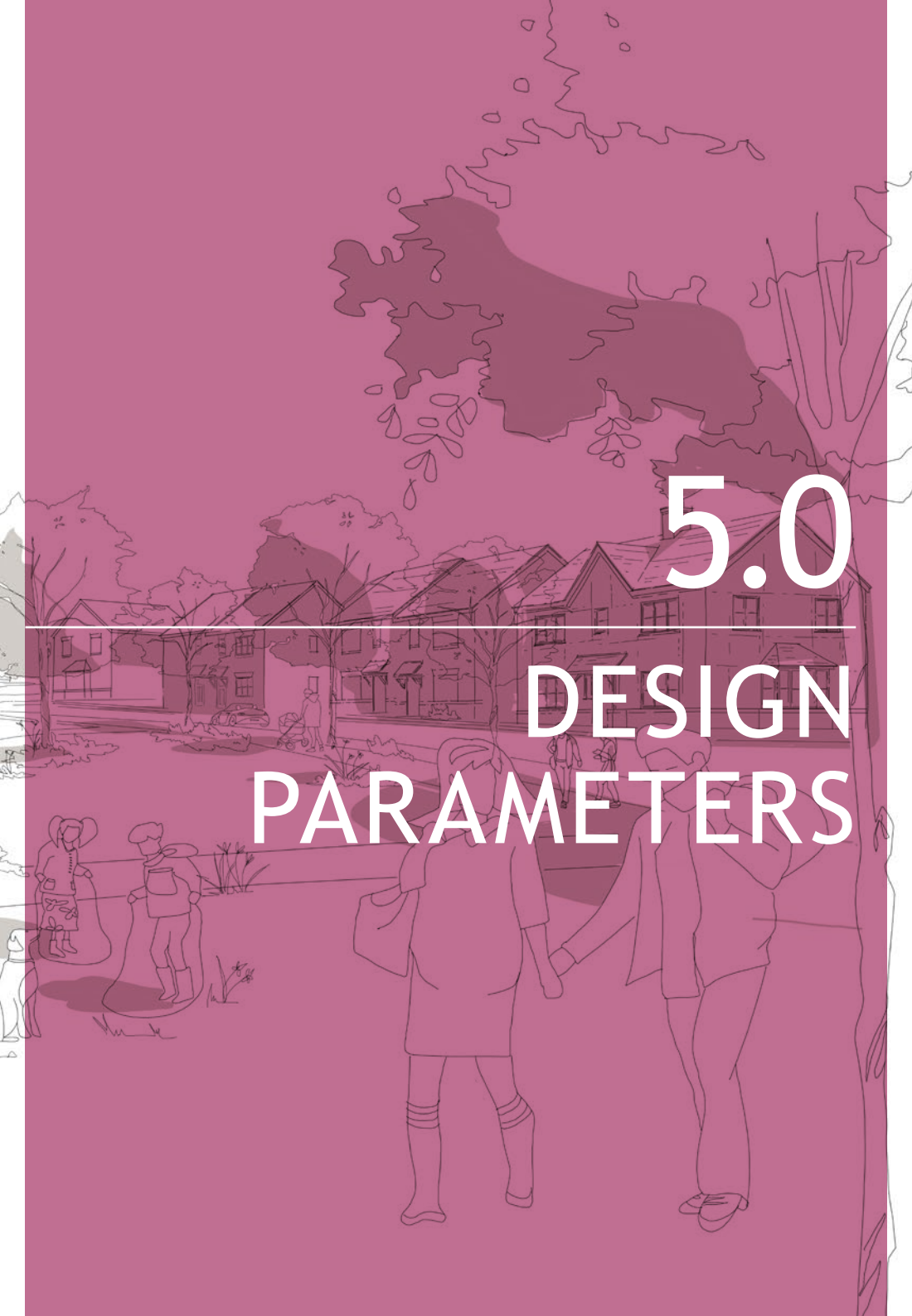


4.2 Urban form diagram



5.0

DESIGN PARAMETERS



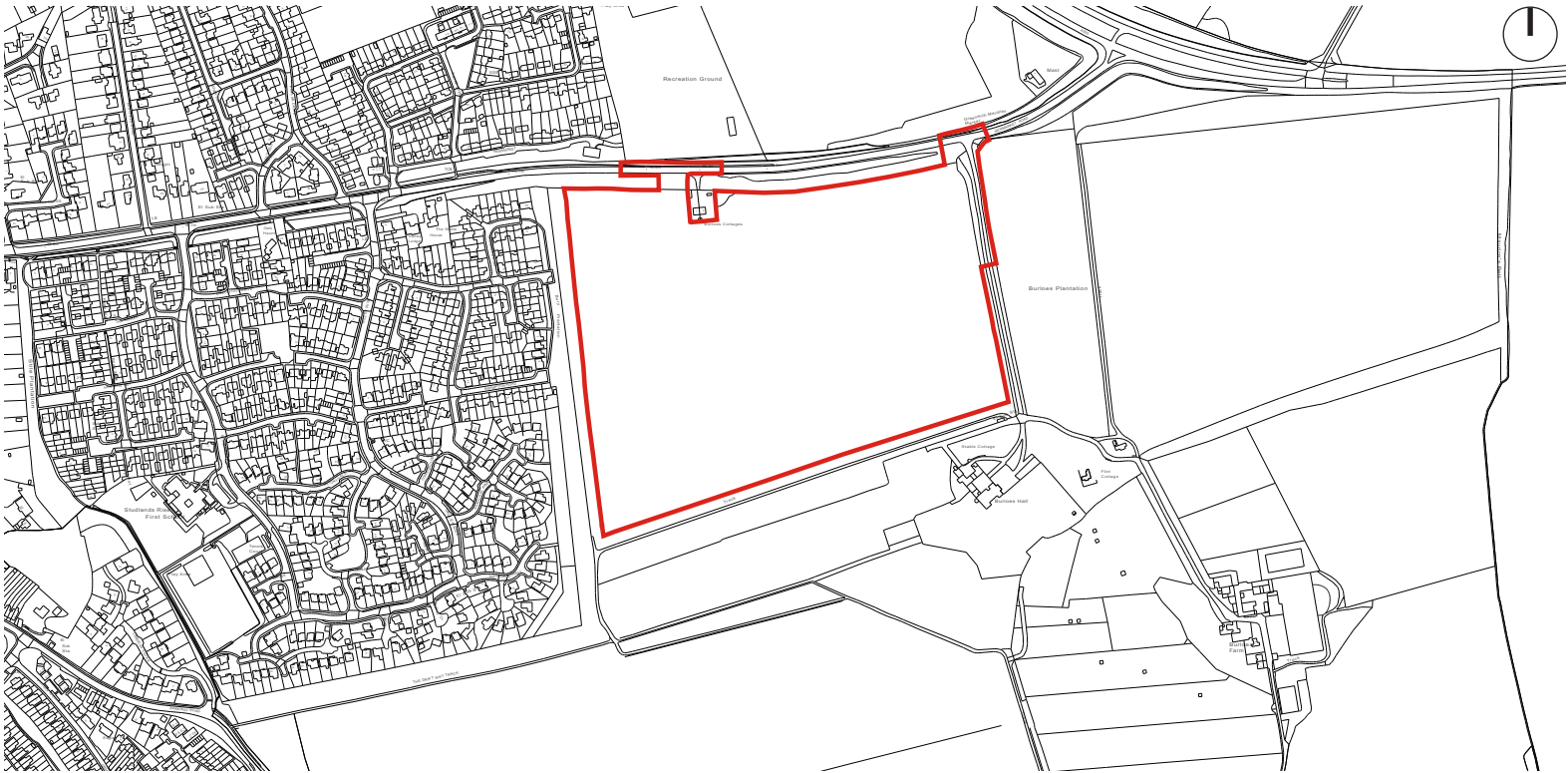
DESIGN
PARAMETERS

5.0 INTRODUCTION

The following chapter presents a set of parameter plans for which Outline Consent is being sought. These parameter plans establish fixed elements for future detailed designs, including:

- Site Location Plan
- Developable Area Parameter Plan
- Access Parameter Plan

In conjunction with these parameter plans, additional framework plans allow for potential adjustments and variations beyond the fixed elements. These include the Green and Blue Framework Plan, Play Framework Plan, Built Form Framework Plan, and Movement Framework Plan. Together, they ensure that the overall vision for the site remains intact.



5.1 Application boundary parameter plan

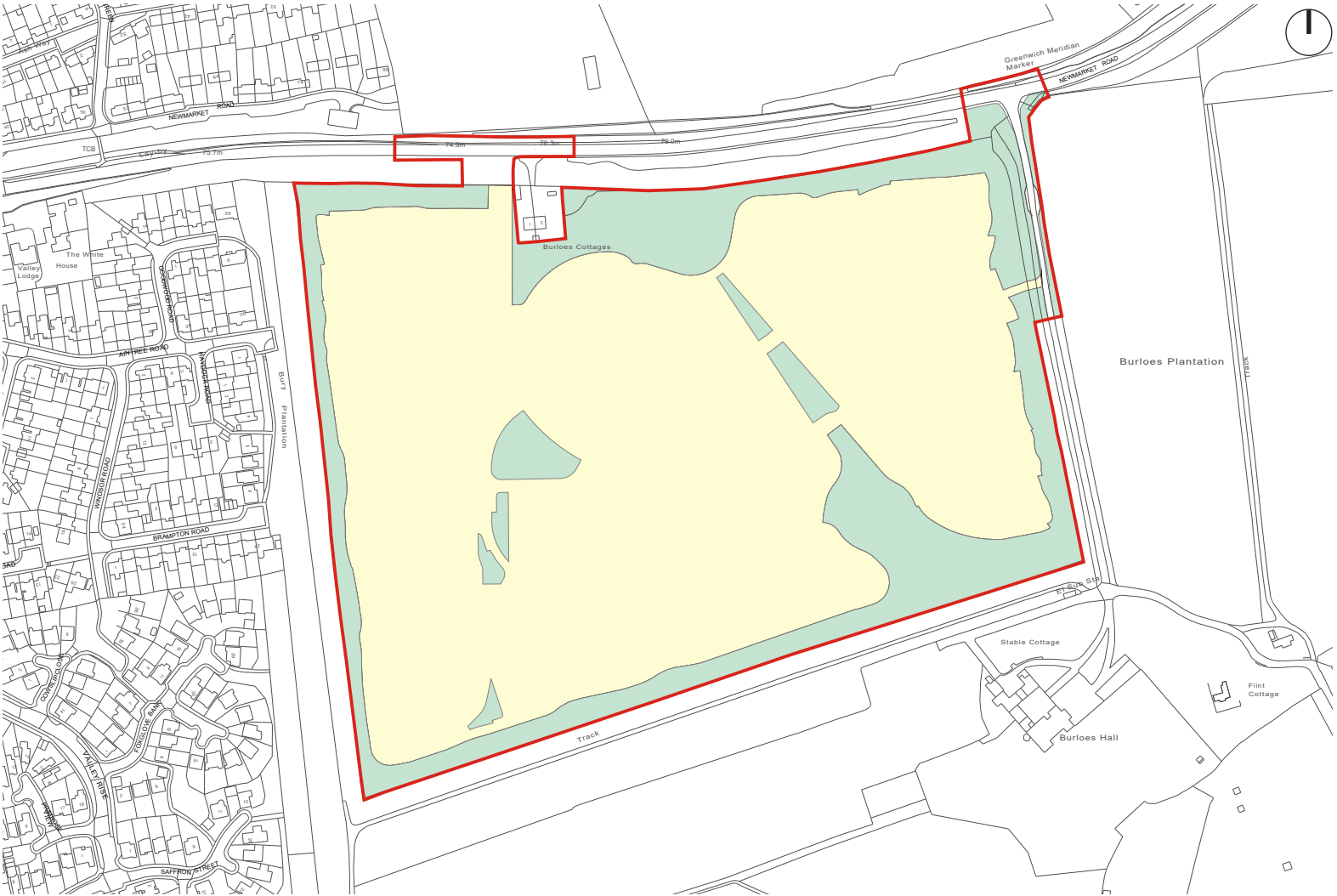
5.1 APPLICATION BOUNDARY

This plan delineates the specific area within which the plans are submitted for approval. It may include certain areas of third-party land, such as highways, that are necessary to facilitate certain aspects of the proposals, such as access into the site.

5.2 DEVELOPABLE AREA

The developable area parameter plan has evolved from the site’s specific opportunities and constraints and the result of technical studies undertaken from the full design team.

This plan indicates the land use through the site, outlining the residential area and green spaces.



5.2 Developable area parameter plan

DESIGN
PARAMETERS

KEY

- SITE BOUNDARY
- DEVELOPABLE AREA
approx 10.924Ha
- OPEN SPACE
approx 3.495Ha

NOTE:

- Developable area to include roads, parking and associated infrastructure and incidental areas of open space.
- Development Cells can deviate by up to 10m upon detailed design (subject to tree root protection areas).
- Open Space to include Public Open and Amenity Space, Children's Play Areas, Landscaping and Ecological Enhancement Works, footpaths e/o cycleways, drainage, utilities and service infrastructure. Green Infrastructure may also be crossed by roads and footlinks.

DESIGN
PARAMETERS

5.3 LANDSCAPE & BIODIVERSITY STRATEGY

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

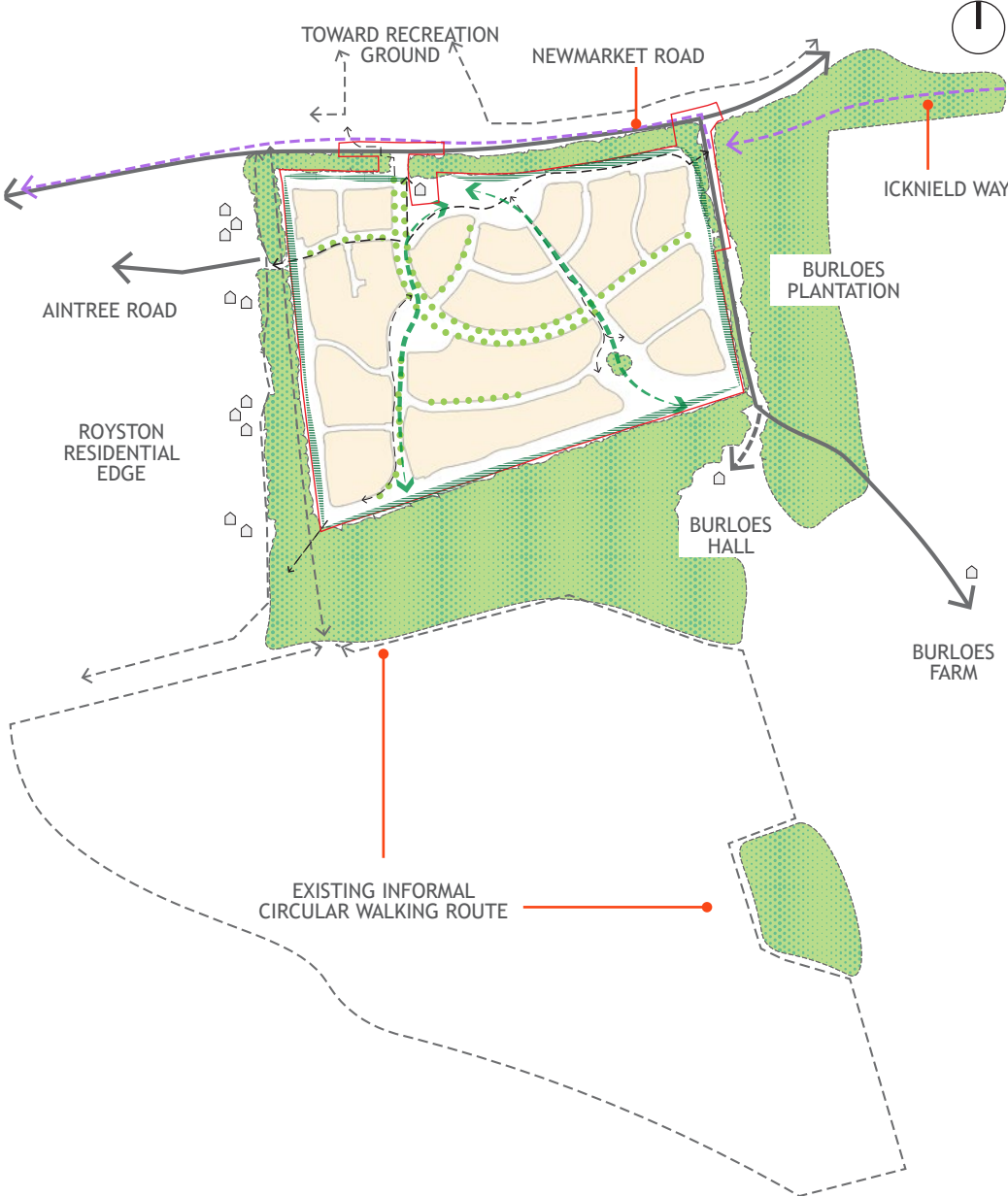
The two main north/south green spines will cross through the site and will follow the natural flow of the topography, creating opportunities for public open space and SUDs features.

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, widens out in particular a the southeast corner connected to the retained copse.

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



5.3

5.3 Green and connectivity diagram

DESIGN
PARAMETERS



5.4 Green infrastructure framework plan

DESIGN
PARAMETERS

The Site is landscape led and has a strong focus on multifunctional 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 swaless 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.

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.

5.5 Green landscape imagery
reference

5.6 Green landscape imagery
reference



GREEN CONNECTION

5.5



GREEN SPINE



SUDS

5.6

DESIGN
PARAMETERS

Soft Landscape

- Existing trees & vegetation; refer to arboricultural report for details
- Proposed specimen tree
- Proposed primary street tree; to demonstrate formal character
- Proposed secondary street tree; informal character
- Proposed trees to open space; predominantly native species
- Proposed mixed native scrub planting
- Proposed mixed native hedging
- Proposed ornamental evergreen hedging
- Proposed ornamental planting
- Proposed lawn
- Proposed flowering lawn
- Proposed species-rich meadow; chalk tolerant
- Proposed wetland meadow
- Proposed grass to rear gardens

Hard Landscape

- Proposed macadam roads
- Proposed macadam pavements
- Proposed block paving to turning heads; colour - brindle
- Proposed block paving to secondary roads; colour - rustic
- Proposed block paving to drives; colour - grey
- Proposed play on the way / natural play

5.7 Landscape masterplan by Liz Lake Associates

5.4 LANDSCAPE FRAMEWORK



5.7

Sketch proposal for existing copse and vegetated connection to existing woodland.

- Areas of native scrub planting blocking direct links across open space to minimise damage to habitats.
- Native tree planting across area.
- Species rich meadow planting.
- No planting proposed within easement.
- Shallow basins with tree planting and meadow (suitable for seasonally wet soil if required).

5.8 Illustrative Copse Area sketch proposal by Liz Lake Associates



5.8

DESIGN
PARAMETERS

5.5 PLAY STRATEGY

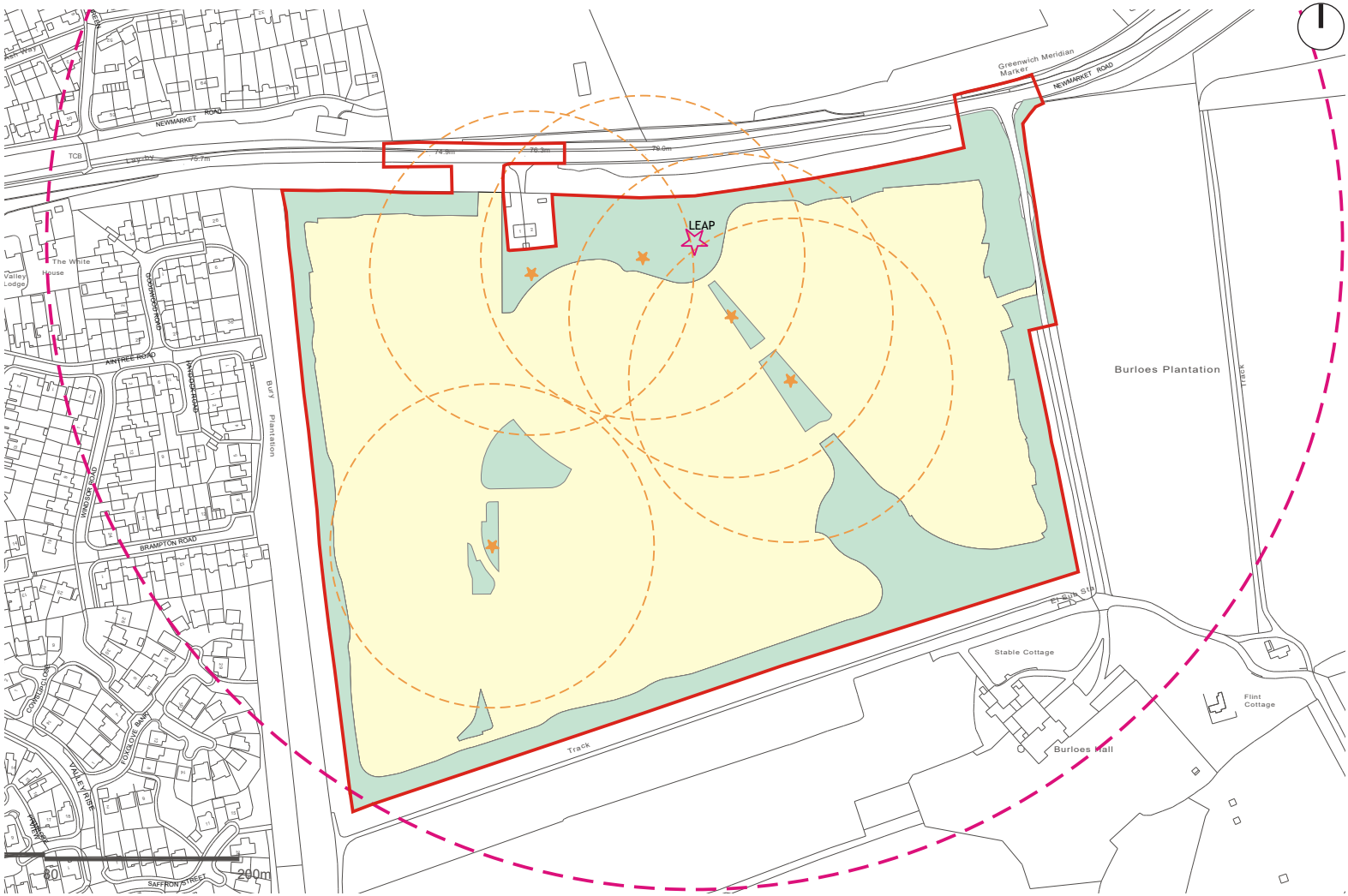
Play will be provided on site through the provision of a Local Equipped Area of Play (LEAP) to the north of the site and play on the way opportunities along the two green corridors running north to south will contribute to recreational space, encouraging community interaction and socialising.

The LEAP will provide the primary play space for the site and will conform to the standard LEAP criteria, an indicative sketch proposal is demonstrated on the following page.

This is situated to the end of the feature green link that runs through north-south axis of the site.

KEY

- SITE BOUNDARY
- OPEN SPACE
- INDICATIVE LOCATION OF PLAY AREA (LEAP)
- INDICATIVE LOCATION OF PLAY ON THE WAY OPPORTUNITIES
- 400M WALKING DISTANCE
- 100M WALKING DISTANCE



5.9 Play Framework plan
5.10 Indicative LEAP sketch
5.11 LEAP imagery reference

The LEAP will be designed to incorporate the following features:

- 5 pieces of equipment with a range of activity types (examples demonstrated on the following page).
- Seating and bins.
- Accessible equipment; including areas of accessible surfacing.
- Post and rail fencing to the perimeter where required for safety.
- Ornamental planting including sensory species.



BALANCE BEAM



BASKET SWING



CLIMBING FEATURE



STEPPING LOGS



PLAY HUT



SEE-SAW

DESIGN
PARAMETERS

5.6 ACCESS

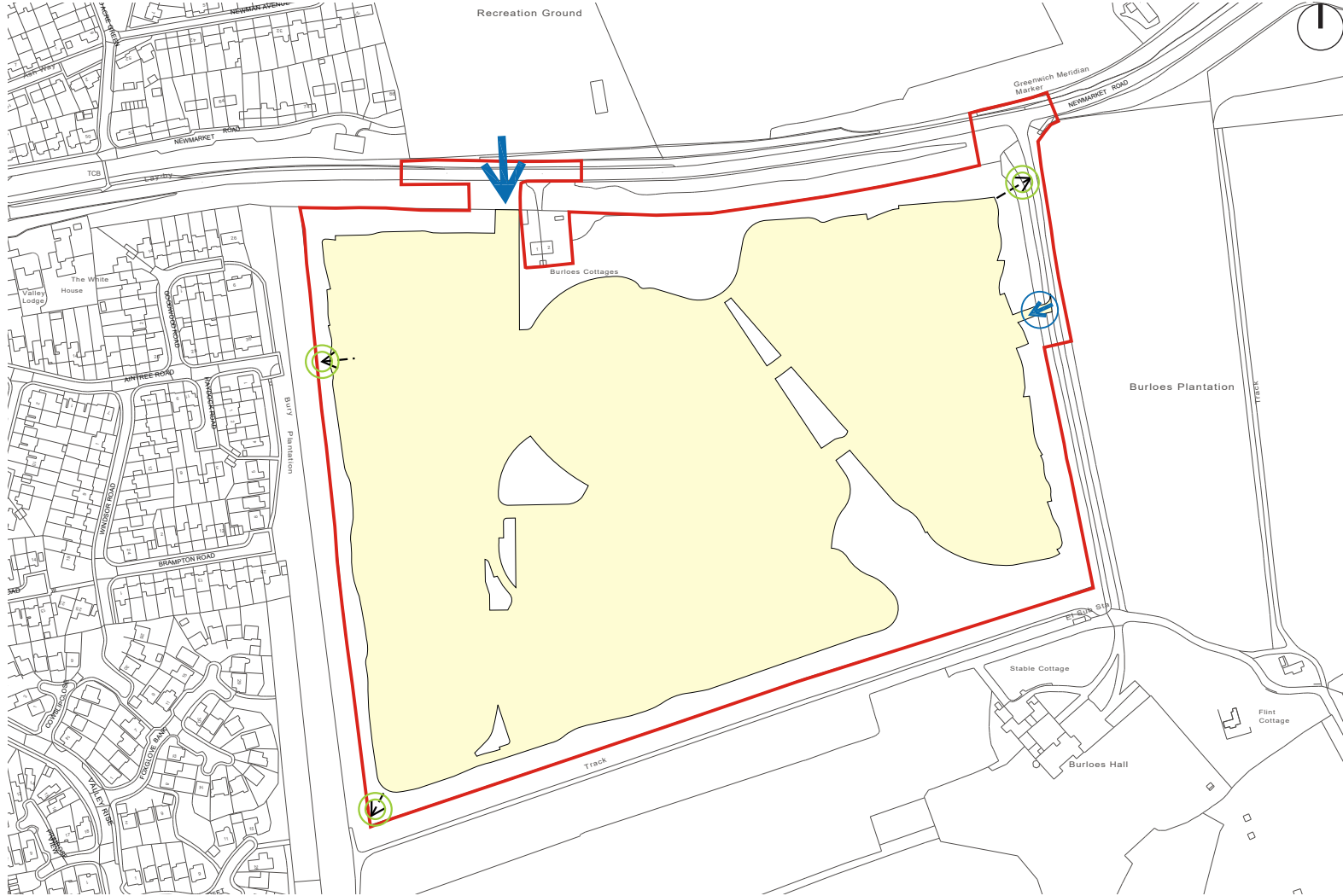
Vehicular access to the site will be provided from Newmarket Road where the primary road for the site will connect.

A secondary emergency access is proposed from Burloes Lane.

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

KEY

- SITE BOUNDARY
- ALIGNMENT OF VEHICULAR, PEDESTRIAN AND CYCLE ACCESS
- EMERGENCY ACCESS
- NMU ACCESS



5.12 Access parameter plan

5.13 Movement framework plan

5.7 MOVEMENT

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.

From Newmarket Road, the primary road (Avenue) will lead into the site from which secondary routes will provide permeability throughout the development.

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

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

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 ICKENFIELD WAY

NOTE:
Precise routing through woodland to be confirmed by arboricultural assessment



DESIGN
PARAMETERS

5.13

DESIGN
PARAMETERS

5.8 BUILT FORM PRINCIPLES

The Built Form Framework Plan is a strategic tool setting out the design vision for the development of the scheme and identifies the main design principles to be followed.

The key principles are outlined below:

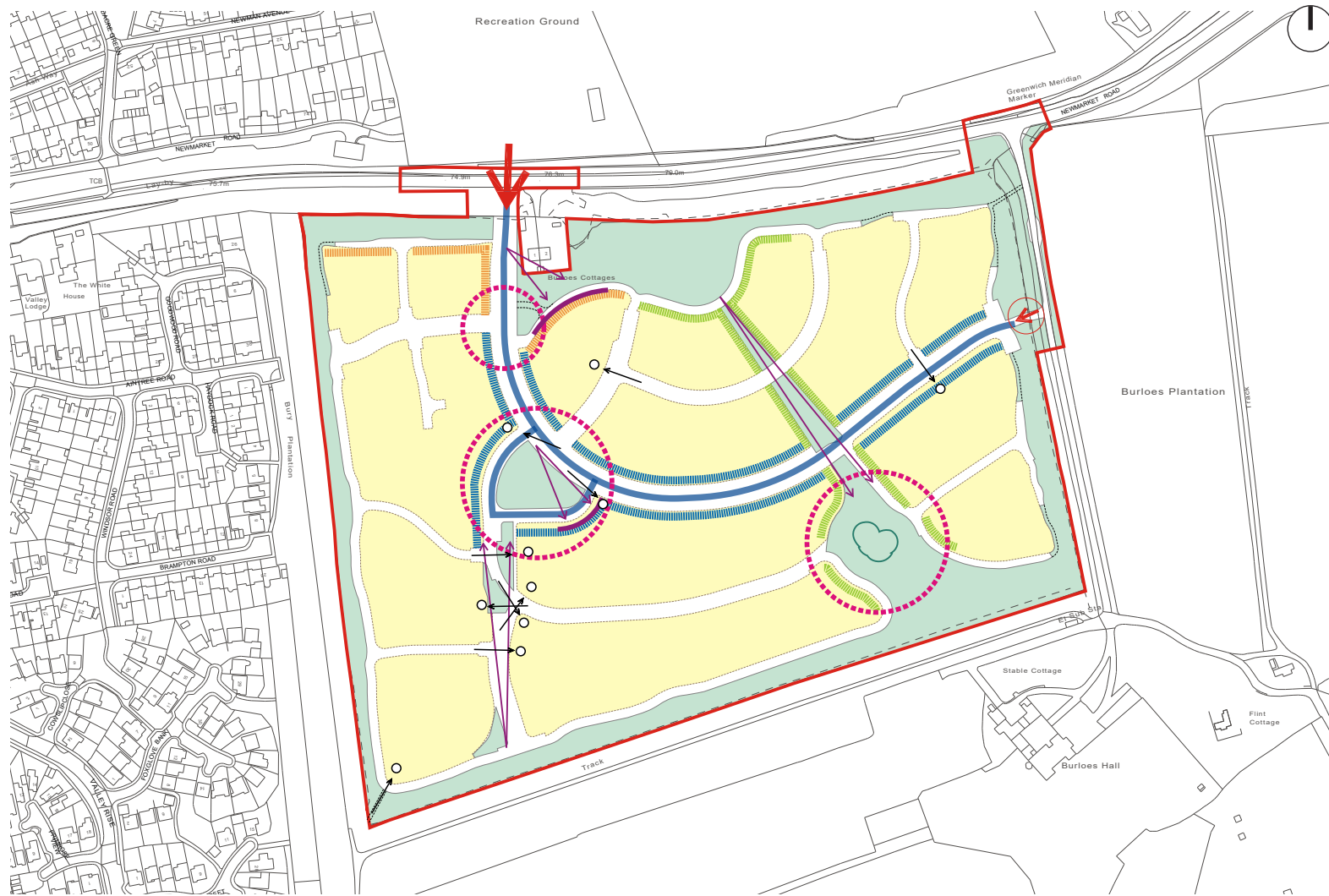
- Main vehicular access from Newmarket Road. Emergency access to the east of the site (Burloes Lane).
- Creation of strong routes and key spaces through a well-defined block structure which responds to the natural topography of the site.
- Provision of permeable connectivity throughout the site and to the wider context as well as to the walking route.

- Create legibility through the presence of key spaces and key frontages as well as key groupings.
- Provision of a sequence of green spaces, with play area and green corridors, all connected through pedestrian routes.
- Treatment of the important edges to the site towards the Public Open Space and woodland edge, with direct frontages looking onto the landscape.
- Variation in building form and treatment to create different characters whilst still maintaining a cohesive vision for the development.



5.14 Illustrative impression of the gateway area

DESIGN
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- 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
 - NEW MARKET / GATEWAY FRONTAGE
 - AVENUE FRONTAGE
 - KEY GREEN CORRIDORS / COPSE FRONTAGE
 - KEY GROUPING
 - WAYFINDING BUILDING
 - KEY VIEWS

5.15 Building form framework plan

DESIGN
PARAMETERS

5.9 ILLUSTRATIVE FRAMEWORK PLAN

With the exception of the Phase 1 area, the illustrative masterplan is subject to change and the configuration will be dictated at Reserved Matters stage.

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.

5.16 Illustrative impression of the green link



5.16

Such a landscape-led approach will ensure the following conceptual principles are delivered:

- Improve people’s connection to landscape and open space, with landscape running through the heart of the development in easy reach of all new dwellings.
- Improving people’s well-being by providing a network of open space for relief from the urban form.
- New habitat creation to maximise biodiversity gain.
- Space for recreation, both informal and formal.
- Create a high-quality setting for the new homes, with all homes having a close relationship with the existing landscape features of the Site.
- Create a development that sits well in the surrounding countryside and woodland context.
- Careful integration of well-designed and sensitive approaches to dealing with surface water run-off through the provision of Sustainable Drainage Systems (SuDS).

Furthermore the green infrastructure underpins the urban design principles of the scheme, with existing trees helping to define key spaces, alongside new avenue planting to define legibility of key routes.

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5.17

- 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. 7A WESTERN GREEN CORRIDOR.
7B 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.
 - 13.POTENTIAL FOR SUDS OPEN WATER FEATURES.

5.17 Illustrative Framework plan

5.10 BUILDING TYPOLOGIES

The scheme will be developed using housing typologies to meet several needs:

- 1. Townscape: using housing types that contribute to a strong streetscape, and high quality of public realm;
- 2. Affordable Housing: to provide a range of properties to address affordable housing requirements.
- 3. Market Housing: to provide a range of homes that will readily meet market demand, and therefore rapidly contribute to housing need in this sector.

A hierarchy of housing types that could be deployed in the masterplan:

- Smaller two and three bedroom houses are largely narrow fronted two storey homes, generally in a semi detached or terraced configuration.
- Intermediate three and four bed houses are included generally in terraces or semi-detached configurations as townhouses. To discretely address topography constraints some townhouses are designed to be of split level arrangement.
- Larger four bedroom and occasionally five bedroom homes are often detached, medium/wide frontage two storey buildings often with front gables elements, arranged as compositions to give a theme to different streetscapes.



TYPICAL NARROW FRONTED TERRACES



TYPICAL 2/3 STOREY S TOWNHOUSE SPLIT LEVEL TYPOLOGY



TYPICAL 2.5 STOREY TOWNHOUSES IN SEMI-DETACHED CONFIGURATION



TYPICAL SEMI-DETACHED CONFIGURATION



TYPICAL CORNER HOUSE



TYPICAL LARGE DETACHED



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

5.18 Building typologies example

5.19 Site section along green link

DESIGN
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5.11 BUILDING MATERIALS & FEATURES

A palette of high quality materials drawing from references within Royston will be used to define the character of the development.

A mix of multi red, red and orange brick will be the primary materials, with render and boarding used as an accent to emphasise key locations and key areas. Red and grey tiles will be incorporated to provide character within the roofscape.



PRECEDENT EXAMPLE OF MULTI RED BRICK WITH GREY ROOF WITH BAY WINDOW AS PROMINENT FEATURES ALONG MAIN FRONTAGES (VISTRY DEVELOPMENT)

ARCHITECTURAL FEATURES



CANOPY, BAY WINDOW AND EAVES DETAILS

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.

5.20 Material palette and key features influence

5.12 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 bays.

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

SURFACING MATERIALS



ASFALT

BLOCK PAVING

BLOCK PAVING

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



PRECEDENT EXAMPLE OF PRIMARY ROAD WITH ASPHALT CARRIAGEWAY



PRECEDENT EXAMPLE OF PEDESTRIAN LINK IN BOUND RESIN

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.

5.21 Surfacing material palette influence

5.13 PARKING

There should be a variety of parking typologies used to minimise the visual intrusion of the car within the streetscene.

Parking provision should be in accord with the policy T2 appendix 4 of NHDC Local plan and provide the following:

Residential Parking Standards

Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard
1 bedroom	1 space per dwelling minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling
2 – 3 bedrooms	2 spaces per dwelling minimum	
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per dwelling minimum	1 secure and covered space for residents per 5 units.

The above standards will also require visitor / unallocated parking as set out below to be added. Garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally. Reductions from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.

CAR PARKING TYPOLOGIES

ON PLOT SIDE PARKING

- Parking is accommodated on-plot, with single or double driveways between buildings.
- Could be in a stand alone or integrated garage, in a carport or uncovered.
- Larger detached dwellings may come with single or double garages. These cannot be used as parking spaces, but can be utilized for storage, unless they meet the required dimensions in the NHDC Vehicle Parking at New Development SPD (7m x 3m measured internally) to easily accommodate a car and cycles.

ON PLOT FRONT PARKING

- It gives the opportunity to provide space for low level planting and trees (minimum 2.5m gap every 4 parking spaces).
- Use of contrasting coloured sets and T marks will help to define parking spaces.
- A defensible landscape space should be provided in front of each property, as minimum of 2m deep.
- Carport will be without garage doors, for example under FOG units.

ON PLOT REAR

- Rear/side courtyards car parking can be introduced on the layout in a limited number.
- They will serve a limited number of properties, no more than 6 dwellings. In cases where the parking courts serve apartments, these will serve no more than 12 plots, and the design should include landscape and natural surveillance.
- Courtyards will require the use of high quality hard surfaces such as block paving.
- Parking courts will be overlooked to provide a safe environment.

CYCLE PARKING

Cycle parking is to be provided for each dwelling, which can be accommodated in the following ways:

- within garages (with a minimum internal dimension of 3mx7m to allow car parking and cycle storage).
- sheds in private gardens.
- cycle parking provided in cycle box at the edge of the driveway when garden is a different level.
- designated covered bike stores or in carport of FOG for flats.

Driveway widths must ensure adequate space for pedestrian and cycle passage even when vehicles are parked.

Cycle parking should be easily accessible. When designing access to cycle parking located at the rear of buildings, it is important to ensure proximity to the gate and a minimum passage width that allows for easy movement and walking alongside a bicycle without any right angle turns.

To enhance cycling storage solutions, it is advisable that cycle sheds have a minimum internal dimension of 2m x 1.4m, with the door placed on the shorter side for convenient access. For homes with two bedrooms or more, a larger shed measuring 2m x 2m is recommended, as it can comfortably accommodate 3 to 4 bikes. These guidelines aim to support a more efficient and user-friendly cycling experience.



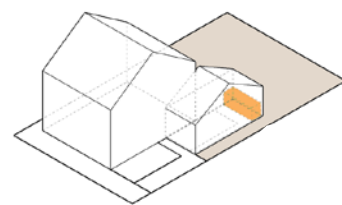
SHED FOR CYCLE STORAGE



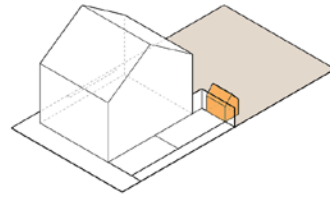
CYCLE BOX

5.22

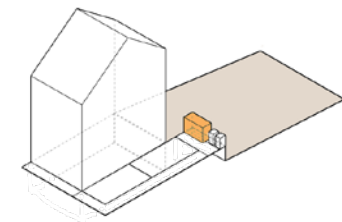
EXAMPLE OF CYCLE PARKING TYPOLOGIES



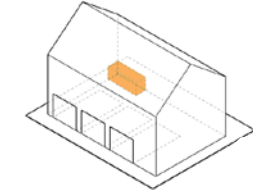
CYCLE PARKING PROVIDED IN THE GARAGE



CYCLE PARKING PROVIDED IN SHED IN THE GARDEN



CYCLE PARKING PROVIDED IN CYCLE BOX AT THE EDGE OF THE DRIVEWAY WHEN GARDEN IS A DIFFERENT LEVEL



CYCLE PARKING PROVIDED IN CARPORT OF FOG

5.14 REFUSE

The design of storage and collection areas for refuse should prioritize minimizing visual intrusion and ensuring easy access.

Sufficient storage space is required to meet the current standards set by NHDC. Standard household properties are typically allocated a specific number of bins, which includes four to five standard 240-litre bins and a 23-litre caddy.

Households will be supplied with wheelie bins that should be stored in the back garden(or other designated location) and brought out on collection day to the designated collection point.

For apartments, communal bin storage should be located on the ground floor of the building or in a separate bin storage area. These facilities should be secure yet easily accessible.

5.22 Precedents example of cycle parking typologies

DESIGN PARAMETERS



5.15 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.

Basin act as an informal play area (sunken lawn).

Landscape setting to Burloes Cottages.

Landscape led gateway space, leads into hillside Avenue route.

Clear and legible link to adjacent street and town centre.



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

5.23 Illustrative sketch of the gateway area

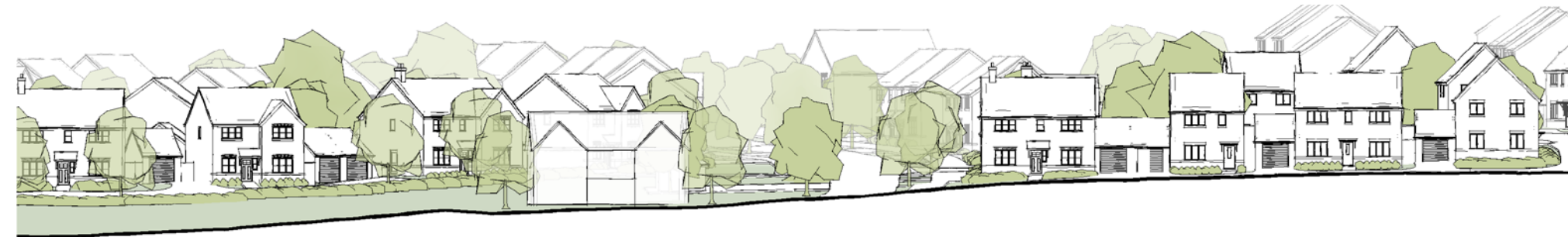
5.15.1 "THE GATEWAY GREEN"



ILLUSTRATIVE IMPRESSION SHOWING BUILDING FORM AND CHARACTER OF THE GATEWAY AREA



ILLUSTRATIVE IMAGES OF ARCHITECTURAL FORM AND CHARACTER REFERENCE



ILLUSTRATIVE SITE SECTION AA' OF THE BUILDINGS FACING NEWMARKET ROAD

DESIGN PARAMETERS



5.15.2 THE GREEN LINK

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

Sinuous ramp / steps to accommodate level change.

Potential for SUDS open water feature.

View through roof scape
Royston centre precedent.

AVENUE ROAD accommodates level changes buildings to mitigate topographical constraints.

Existing native trees to be retained and enhanced with new trees and native scrubs planting.

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

5.24 Illustrative sketch of the green link area



5.24

CLIENT: Vistry Group
PROJECT: Land at Newmarket Road, Royston
DOCUMENT: ROY01-MCB-XX-XX-DA-A-0030-D5-P3_Strategic Masterplan Framework - September 2025 | ©McBains

Vistry Group **McBains**



ILLUSTRATIVE IMPRESSION SHOWING BUILDING FORM AND CHARACTER OF THE GREEN LINK



ILLUSTRATIVE IMAGES OF ARCHITECTURAL FORM AND CHARACTER REFERENCE



ILLUSTRATIVE SITE SECTION BB' OF THE GREEN CORRIDOR

Vistry Group **McBains**

CLIENT: Vistry Group
PROJECT: Land at Newmarket Road, Royston
DOCUMENT: ROY01-MCB-XX-XX-DA-A-0030-D5-P3_Strategic Masterplan Framework - September 2025 | ©McBains

DESIGN
PARAMETERS



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

5.25 Illustrative sketch of the green edge area

5.15.3 THE SOUTH-WEST GREEN LINK EDGE

Swale opportunities.

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

Pocket green space

Links to walking route loop.



ILLUSTRATIVE IMPRESSION SHOWING BUILDING FORM AND CHARACTER OF THE GREEN LINK



ILLUSTRATIVE SITE SECTION CC' ALONG THE SOUTHERN GREEN EDGE



ILLUSTRATIVE IMAGES OF ARCHITECTURAL FORM AND CHARACTER REFERENCE

DESIGN PARAMETERS

5.16 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.



McBains