

Greater Cambridge Local Plan

Representations to Regulation 18 Draft Local Plan for Wilson Bowden Developments Limited

In respect of land at Prospects Royston (previously Three Prospects Farm, land east of Royston)

January 2026

Our Ref: 25-03099



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Figure 1: Outline of the Site, Prospects Royston (outlined in red on a Google Maps aerial image)




Quality Assurance


This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned are appropriately qualified and experienced Chartered Planners experienced in the commercial property sector.

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1 INTRODUCTION

1.1 These representations to the draft Greater Cambridge Local Plan ('the Plan') have been prepared by Rapleys LLP on behalf of our client Wilson Bowden Developments Limited (WBD). WBD has a long-term option on land known as Prospects Royston, which lies within South Cambridgeshire, although the town of Royston itself lies within North Hertfordshire district. The extent of the Prospects Royston land is outlined in red on the aerial image below in **Figure 1**. In previous Call for Sites submissions the land was referred to as Three Prospects Farm, land east of Royston (HELAA ID 40511).

Figure 1: Outline of the Site, Prospects Royston (outlined in red on a Google Maps aerial image)



1.2 Our representations are made in respect of the following parts of the Plan:

- Policy S/DS: Development Strategy (detailed in section 3 below);
- Site Allocations Policies: 'Edge of Royston Omission Site – Prospects Royston (detailed in section 4 below);
- Policy S/SH: Settlement Hierarchy (detailed in section 5 below); and
- Policy S/DE: Defined Development Extents (detailed in section 6 below).

1.3 In summary, our representations show that the Plan's development strategy is flawed and risky. This is because in order to meet its identified local housing and employment needs, it relies on strategic allocations which can only be delivered if significant levels of enabling strategic transport, water and wastewater infrastructure are provided. Yet the delivery of such infrastructure is outside of the Greater Cambridge Councils' control. The strategy is also flawed because it does not have a 'fall-back' strategy should one or more of its major allocations not be delivered during the plan period. Nor does it allow for necessary housing and employment growth at the North Hertfordshire market town of Royston, despite the Plan and its supporting Sustainability Appraisal accepting that land on the edge of Royston, lying within South Cambridgeshire, is a reasonable and sustainable strategic development option.

1.4 In order to overcome the flaws and risks identified above, the Plan should allocate, or failing that at least reserve or safeguard, sufficient land for homes and jobs to meet local needs in full in the event that one or more of its largest allocations does not deliver in the plan period, or indeed at all. Our representations demonstrate that the Plan should include such an allocation in respect of land on the edge of Royston, specifically at our client's land at Prospects Royston.

1.5 Prospects Royston (HELAA Site ID 40511) is a large parcel of land (some 174 hectares in area) proposed as an extension to Royston to deliver a housing led development also including employment land, extensive community infrastructure and supporting transport and utilities infrastructure.

Development here would be sustainable, it would comply with the Plan's key themes and objectives and it would play an important role in ensuring that Greater Cambridge's housing and employment needs are met in full. Furthermore, it would also provide significant benefits for Royston and surrounding villages, both in South Cambridgeshire and North Hertfordshire. Finally, and crucially, unlike the current Plan's major allocations, it would not rely on the provision of major transport or other enabling infrastructure, meaning that its construction could commence relatively early in the plan period and its delivery in full could be completed before the end of the plan period.

1.6 Our representations below are supported by the following evidence base, copies of which are appended to this document:

- Prospects Royston Vision Statement, prepared by Bradley Murphy Design (landscape architects, urban designers and ecologists). This is Appendix 1;
- Prospects Royston Illustrative Masterplan, also prepared by Bradley Murphy Design. This is Appendix 2;
- Landscape, Visual and Ecology Technical Note, also prepared by Bradley Murphy Design. This is Appendix 3; and
- Transport Connectivity Statement, prepared by EAS Transport Consultants. This is Appendix 4.

2 WILSON BOWDEN DEVELOPMENTS LTD.

2.1 WBD is the commercial development division of Barratt Redrow Group PLC. WBD already has an impressive track record and pipeline of successful residential and industrial sites and applications, focusing on the northern Home Counties and the Midlands. As part of one of the largest UK house builders, we are confident that the site is able to contribute to the long-term sustainable future of Royston bringing with it necessary supporting green, social and physical infrastructure. WBD is primarily a developer of large scale commercial and mixed-use sites.

2.2 WBD's aim is to create great places by building long term relationships to deliver high quality developments where people aspire to work and live, and which are a pleasure to live in and will enhance communities for years to come.

3 POLICY S/DS DEVELOPMENT STRATEGY

3.1 The Plan's development strategy, which of course underpins the Plan as a whole and its requirement to meet identified local housing and employment needs in full, is flawed, for three key reasons:

- Its major allocations rely too heavily upon the timely provision of strategic infrastructure, the delivery of which is both uncertain and outside the control of the plan-making authorities;
- It fails to incorporate a 'fall-back' strategy whereby sufficient additional or alternative land for housing and employment is allocated, or at least reserved or safeguarded, so that local needs are still met in full in the event of one or more of its largest allocations not delivering as proposed; and
- It fails to plan for growth at the market town of Royston. Such growth would provide the 'fall-back' strategy needed for the Plan and at the same time it would help to meet housing and employment needs and address existing pressures on parts of Royston's infrastructure.

3.2 In this section of our representations, we consider these three strategy flaws in turn.

a) Uncertainties and risks over infrastructure delivery

3.3 The Plan's larger allocations can only come forward in full once strategic transport, water supply and wastewater infrastructure improvements have been delivered. Yet these infrastructure improvements are wholly reliant on consenting, timing and funding decisions which are in the control of third parties rather than the plan-making authorities. The Plan's whole strategy for delivering homes and jobs to meet local needs is at risk because such consenting and/or funding cannot in any way be guaranteed. It is widely accepted in the UK that major infrastructure projects, particularly those which rely on public funding, are commonly delayed, rejected/refused or withdrawn (as was the case for much of the HS2 project, for example). The Plan itself acknowledges some of these risks, which include as follows:

- East-West Rail: the necessary consents and funding are awaited, yet the Cambourne North allocation is wholly reliant on such;
- The Greater Cambridge Transport Strategy: details and timescales from the Combined Authority are awaited and all proposed allocations are affected by this. As an example in this regard, the

GCLP Development Strategy Topic Paper recognises that “the transport strategy remains a substantive challenge that needs to be resolved”;

- The necessary consents and delivery details are also awaited for the Cambourne to Cambridge, Cambridge South-East (known as CSET) and Waterbeach to Cambridge public transport corridors; these are particularly crucial for the Cambourne North, Grange Farm and Waterbeach allocations;
- The Plan’s Strategy Topic Paper 2025 confirms that there is uncertainty over adequate water supply being available for the Cambridge area, which is largely reliant on timely implementation by 2032 of a new pipeline from Grafham Water to Cambridge and later by a new Fens reservoir being built, although this is still at an early planning stage – a DCO application is due to be submitted in 2027, with a Secretary of State decision expected in 2028 but even if approvals and funding are secured, the reservoir would not be built and contributing to water supply until 2036 at the earliest. From the 2040s onwards, adaptive approaches and new infrastructure such as desalination will need to be applied to ensure there continues to be water available to meet needs whilst protecting the environment; and
- The Cambridge Wastewater Treatment Plant re-location from North-East Cambridge was not approved by Government, meaning that Anglian Water will have to implement significant upgrades to the existing plant instead, to ensure it can treat future wastewater flows in a sustainable way and whilst also maintaining the environmental quality of the area’s chalk streams.

3.4 Other risks to delivery of the Plan’s strategy include:

- Uncertainty regarding the relationship between the Combined Authority’s Local Growth Plan and the Cambridge Growth Company’s long-term strategy for delivering homes and economic growth, which may impact on infrastructure and delivery requirements during the plan period; and
- Uncertainties created by imminent Local Government Re-organisation.

Transport-related challenges facing specific allocations

3.5 In terms of transport related matters, the Transport and Connectivity Statement prepared by EAS (see Appendix 4) finds that the Plan :

‘demonstrates that a number of existing strategic allocations within the Greater Cambridge area face significant transport-related challenges. These include reliance on major, uncommitted regional infrastructure schemes, severe vehicular trip budget constraints, unrealistic mode shift targets and physical severance caused by strategic road and rail corridors. Collectively, these factors introduce substantial delivery risk and extended timescales for development.’

3.6 Paragraphs 2.6 to 2.16 of the EAS statement provide further details of these ‘transport-related challenges’ and confirms that they relate to many of the Plan’s proposed major housing, employment and mixed-use use allocations, including North-East Cambridge, Cambridge East, Cambourne, Grange Farm and Slate Hall Farm.

What happens if infrastructure is not delivered?

3.7 In theory, if all the Plan’s allocations were to be delivered in full as envisaged by the Councils, this would more than meet local housing and employment needs. However, we describe below two potential scenarios (and there will be many others) which illustrate the impact that some of the above uncertainties and risks about infrastructure could have on delivery of both homes and jobs, leaving identified needs unmet, at least in part. In producing these scenarios, we have had regard to the information and assumptions contained within the Councils’ Housing Trajectory (Appendix 9 of the Councils’ Strategy Topic Paper Dec 2025):

3.8 Scenario 1 assumes as follows:

- The North-East Cambridge allocation does not deliver any housing or employment during the plan period, a possibility already fully accepted in the Plan, having particular regard to the uncertainty created by the Government’s decision not to approve the Cambridge Wastewater Treatment Plant re-location from the site;
- The critical Grafham Water – Cambridge water supply pipeline is delayed by 5 years, to 2037, meaning that all strategic housing, employment and mixed-use allocations within the Cambridge area are also delayed by 5 years; and
- The East-West Rail proposal falls away, or its delivery is delayed, such that Cambourne North does not deliver any housing or employment in the plan period (if at all).

3.9 Based on these plausible assumptions, scenario 1 would mean that:

- Housing completions in the plan period would total only 47,278 dwellings, resulting in a shortfall against the minimum housing need identified in the Plan of at least 917 dwellings, thereby meaning that housing needs are not fully met; and
- In employment terms, 320,000 m² of business floorspace and 27,300 m² of industrial floorspace would not be provided at North-East Cambridge (equating to approximately 15,000 jobs) and 108,000 m² of office, R&D and industrial floorspace (equating to approximately 6,000 jobs) would not be provided at Cambourne North, thereby meaning that employment needs are not fully met.

3.10 Scenario 2 assumes as follows:

- As per scenario 1, the North-East Cambridge allocation does not deliver any housing or employment during the plan period;
- Also as per scenario 1, the Grafham pipeline is delayed by 5 years, to 2037; and
- Funding or delivery of the Cambridge South East public transport corridor (C-SET) is delayed or abandoned, meaning that Grange Farm is delayed and does not deliver any housing or employment in the plan period (if at all).

3.11 Based on these plausible assumptions, scenario 2 would mean that:

- Housing completions in the plan period would total only 47,278 dwellings (co-incidentally, this is the same number applicable to scenario 1), resulting in a shortfall against the minimum housing need identified in the Plan of at least 917 dwellings, thereby meaning that housing needs are not fully met; and
- In employment terms, 320,000 m² of business floorspace and 27,300 m² of industrial floorspace would not be provided at North-East Cambridge (equating to approximately 15,000 jobs) and 15,000 m² of offices and 20,000 m² of industrial floorspace (equating to approximately 2,000 jobs) would not be provided if Grange Farm does not deliver in the plan period, thereby meaning that employment needs are not fully met.

3.12 Furthermore, to keep these example scenarios simple we have focussed on the major 'new' allocations proposed in the Plan. However, there are likely to be other housing units and/or employment floorspace on other sites, including some already approved/committed, which would also be delayed or not delivered as a result of a delay to the Grafham pipeline or East-West Rail. We have not attempted to calculate this here, due to the number of variables and complexity involved, but it is likely that such infrastructure delays will in fact result in a greater failure to meet housing and employment needs than we have described in these two scenarios.

b) Absence of a 'fall-back' strategy

3.13 In the light of all the above arguments, it is clear that because the Plan's major housing and employment allocations are so reliant on timely delivery of strategic infrastructure, there is a significant risk that one or more of them will be delayed or fail to deliver during the plan period at all. Assessed in that context, the Plan's strategy is deficient because it lacks a 'fall-back' strategy whereby sufficient additional or alternative land for homes and jobs is allocated, or at least reserved or safeguarded, so that local needs are still met in full in the event of one or more of its largest allocations not delivering as proposed.

c) Failure to plan for growth at Royston

3.14 The Plan's strategy is also flawed because it does not allow for growth at the market town of Royston. The supporting text to Policy S/DS and the Plan's Sustainability Appraisal and Development Strategy Topic Paper all confirm that expansion of Royston (comprising land beyond the A505 and therefore within Greater Cambridge, although the existing town itself is within North Hertfordshire) is a reasonable and sustainable strategic development option, yet the reasons for this option being rejected are flawed, as we show in section 4 of our representations below.

3.15 In fact, there are demonstrably robust reasons to support the expansion of Royston as a key part of the Greater Cambridge development strategy:

- It is a thriving market town of over 17,000 people with commensurate, existing higher order physical, economic and social infrastructure. Whilst the town itself is within North Hertfordshire district, it is well connected to Cambridge by rail (14 minutes) and road (13 miles) and it forms part of the Greater Cambridge sub-region and travel to work area, which the Government regards as a world class exemplar for substantial future economic and associated growth and which will be a focus for significant growth for the foreseeable future, well beyond the current plan period which is to 2045.

- North Hertfordshire District Council is at the early stages of a Local Plan review and as one of its four largest settlements, Royston is a necessary and sustainable choice as a location for growth to meet a proportion of its future housing and employment needs - yet within the North Hertfordshire district boundary there is no room left for Royston to grow, its adopted Local Plan housing and employment allocations having been largely built out and there being landscape/topography and SSSI constraints to the south of the town. As a result, growth beyond the A505 north/east of the town and therefore within Greater Cambridge, is the logical and only sustainable alternative.
- Importantly, delivery of development on the edge of Royston is relatively risk-free in that it does not rely on provision of strategic scale transport, water supply or wastewater infrastructure in the same way that the larger sites already allocated in the Plan do. As a result, development could commence relatively early in the plan period and delivery in full could be completed before the end of the plan period.

3.16 Furthermore, Royston itself needs such growth for other reasons; in order for its economy to grow, as an important part of the Cambridge economic sub-region, and to address current pressures on its existing social infrastructure. We address both these matters below.

Royston's Economic Needs

- 3.17 The North Herts Economic Strategy 2025-2030 (North Herts DC, June 2025) notes at page 17 that: "Given its proximity to both Cambridge and London, the district's asset base ought to be valuable – albeit there is a long term programme to work through. The York Way industrial area in Royston is already home to some major advanced manufacturing and life sciences businesses and in developing it further, **every attempt should be made to forge wider and deeper links to the Cambridge Sub-Region**" (emphasis is from the source document, underlining its importance to the strategy as a whole).
- 3.18 The Economic Strategy also acknowledges that the York Way industrial area in Royston, known as Royston Gateway, already accommodates a cluster of 'major advanced manufacturing and life sciences' but we note that there remains very limited land/opportunity to grow this site further, with most of the allocated land now being taken up.
- 3.19 Given this context and proximity to the core of the OxCam Arc at Cambridge, it is clear that if North Herts Council is to fulfil its economic ambitions and continue to grow its recognised 'major advanced manufacturing and life science' cluster, additional land to that remaining at York Way will be needed. At the same time, care is needed to avoid competing with the established and emerging Greater Cambridge supply and so some consideration needs to be given to the Greater Cambridge Plan's evidence base.
- 3.20 The main thrust of Greater Cambridge's employment land supply is orientated to the core research and development (R&D) market – including specialised research space that needs to cluster around the Cambridge Core. The latest Greater Cambridge Employment and Housing Needs Update 2024-2045 (Iceni, Final Report, September 2025, published December 2025) finds an oversupply of office and R&D space but a large shortfall in industrial land – this aligns with recent deliveries and take-up at Royston in respect of its 'advanced manufacturing cluster', with firms being encouraged to Royston seeking industrial space but remaining accessible to the Cambridge Core. Whilst the Plan now includes two new class B2/B8 allocations (Slate Hall Farm and Land adjoining the A14 Services) to address this need, this leaves the Cambridge supply effectively limited only to these two sites, such that possible investors seeking industrial floorspace are faced almost with a duopoly position. Furthermore, given the location of these two sites immediately adjoining the A14, we consider that they will only be attractive to Class B8 users, thereby further restricting the supply of sites suitable for Class B2 users.
- 3.21 In these circumstances, provision of additional land for class B2/B8 floorspace as part of Royston's cluster of 'major advanced manufacturing and life sciences', should be supported, both to meet North Hertfordshire objectives and address any Greater Cambridgeshire shortfalls that may flow from its Plan. Given the strong supply of office and core R&D space in Cambridge, but a shortfall in industrial land, there would appear to be a qualitative gap to identify more land around Royston that does not compete with Cambridge for core R&D activity but can complement it and address the need for industrial space for occupiers who do not need, or want (due to cost and land supply pressure) to be located in the Cambridge R&D core.

Pressures on Royston's Social Infrastructure

- 3.22 As we have described above, strategic development on the edge of Royston can be delivered without the need for major new physical infrastructure in respect of transport, water or wastewater provision. However, Royston does have current pressures on elements of its social infrastructure - pressures which could be relieved through the delivery of major new development.

- 3.23 Provision for formal sport is one example of such social infrastructure pressures, highlighted by the following:
- The latest North Herts DC evidence base (Playing Pitch and Outdoor Sports Strategy - Assessment Report, April 2025 and Strategy and Action Plan, September 2025) finds that there is a shortage of pitches for football (grass and 3G) rugby, hockey, cricket, tennis and padel.
 - Royston Town Football Club is currently located at Garden Walk, within the built up area of Royston and surrounded by residential properties. The club has aspirations to expand, to provide better facilities for men's, women's and youth football. It also suffers from having very limited car parking facilities, leading to concerns about parking on adjoining residential roads. Possible re-location of the club to a purpose-built site on the edge of Royston would offer the opportunity to address all these issues.
 - Royston's rugby and tennis clubs are currently located on common land which is part of Therfield Heath, located on the south-west side of the town and managed by the Therfield Heath Conservators. The location of these clubs on the heath creates conflicts between their activities and aspirations and the need to conserve the ecological and landscape qualities of the Common and its recreational purposes. Again, possible re-location of one or both of these clubs to a purpose-built site on the edge of Royston would offer the opportunity to manage such issues.

3.24 It is apparent that an allocation in the Plan for major development on the edge of Royston could include a requirement for new sports pitch provision and associated infrastructure, within a sports hub, both to meet the outdoor sports needs of its residents and to address the deficiencies and pressures described above. In so doing, there would be community benefits for the town and for surrounding villages, in both South Cambridgeshire and North Hertfordshire.

3.25 Furthermore, as part of an allocation of land on the edge of Royston, provision could also be made for new open space/green infrastructure on a scale which would provide an alternative town-wide recreational facility for Royston and surrounding villages, thereby also relieving pressure on the broader recreational use of Therfield Heath.

Conclusion re Policy S/DS

3.26 Given all the above circumstances, the Greater Cambridge and North Hertfordshire authorities should work together in co-operation to ensure that the Plan's development strategy (Policy S/DS) allocates, or at least reserves or safeguards, land beyond the A505 at the edge of Royston for sustainable and strategic mixed-use housing and employment growth. This would help to meet the needs of both areas and provide a robust 'fall-back' position should one or more of the Plan's major allocations fail to deliver during the plan period. Such a strategy should also be recognised and supported in the emerging draft North Herts Local Plan, which is due to reach Regulation 18 consultation stage later in 2026.

3.27 Policy S/DS should therefore be amended to state (our proposed additional wording is in red): 'The need for jobs and homes will be met as far as possible in the following order of preference, having regard to the purposes of the Cambridge Green Belt:

- a) Within the Cambridge urban area;
- b) On the edge of Cambridge;
- c) **On the edge of Royston;**
- d) At an expanded Cambourne;
- e) At other new settlements; and
- f) In the rural southern cluster and wider rural area at Rural Centres and Minor Rural Centres.'

3.28 As a consequence of our proposed amendment to Policy S/DS, and as stated above in section 1 of our representations, the Plan should also have a site allocation policy, under the heading 'Edge of Royston', in respect of mixed-use development of our client's land at Prospects Royston. We describe the multiple benefits of, and detailed arguments in favour of, such an allocation below, in section 4 of our representations.

4 SITE ALLOCATIONS POLICIES: 'EDGE OF ROYSTON' OMISSION SITE - PROSPECTS ROYSTON

4.1 In this section of our representations, we demonstrate why our client's land known as Prospects Royston should be allocated, or at least reserved/safeguarded, for mixed-use development under the Site Allocations policy section of the Plan, which itself should have a heading 'Edge of Royston'.

4.2 In support of these representations, we have prepared a Vision Statement and illustrative masterplan (attached at Appendices 1 and 2 respectively) which show indicatively how the land at Prospects Royston could be developed for homes, employment, a primary school, local centre, leisure and sports facilities and a nature park. It would thereby help to meet housing and employment needs in Greater Cambridge and North Hertfordshire and also providing significant benefits in terms of connectivity and the social, economic and environmental infrastructure of Royston, to the benefit of all residents of the town and surrounding villages. Our vision for the site is:

'to create a sustainable, well-connected extension to Royston that responds directly to climate change, delivers a measurable net gain for nature and grows the town in a way that feels distinctive and connected to its landscape, providing a high-quality place for people to live, work, play and enjoy.'

4.3 In describing our proposals below, we have used the same seven themes as used in the Plan – homes, jobs, infrastructure, climate change, biodiversity and green spaces, wellbeing and social inclusion and great places.

Homes

4.4 Our illustrative masterplan proposes some 1,400 dwellings within areas of varying density but achieving an average density of 35 dph across the site. The masterplan would accommodate a range of housing sizes, types and storey heights and secure 40% affordable housing.

Jobs

4.5 We propose some 12.58 hectares of employment land for new, flexible class B2/B8 industrial orientated units, to build on Royston's previous success in securing advanced manufacturing whilst complementing, and not competing with, the core Greater Cambridge R&D market. The employment land is likely to deliver some 50,000 square metres of floorspace and generate approximately 1,800 jobs.

Transport Infrastructure

4.6 The EAS statement at Appendix 4 lists multiple transport infrastructure and connectivity benefits arising from our proposed masterplan. These benefits are described and explained fully in the EAS statement but can be summarised under several separate headings, as follows.

Overview of Proposals

- Balanced mix of residential, employment, education and community/leisure/recreational uses, designed to support self-containment.
- Co-location of uses reduces the need for residents to travel off-site for day-to-day activities.
- Development structure supports walkable neighbourhoods and short-distance trips.
- Land-use mix aligns with Regulation 18 objectives for sustainable, integrated communities rather than single-use housing estates.

Trip Internalisation

- Mixed-use nature of the site enables a high degree of trip internalisation.
- Significant proportion of education, employment, shopping and leisure trips expected to be made within the site.
- Close proximity to Royston means many remaining trips are localised rather than strategic.
- Indicative analysis shows that over 50% of AM peak-hour car trips could be removed or internalised compared to a standalone residential development.
- Remaining off-site trips are expected to be short-distance movements, with fewer longer regional car trips.
- Internalisation benefits apply across all land uses, including school trips, employment trips and recreational activity.

Proposed Walking and Cycling Connectivity

- Use of an existing 6m-wide tunnel beneath the A505 to provide a high-quality pedestrian and cycle connection.
- Direct walking and cycling links to schools, Royston town centre and Royston railway station.
- Land within the site safeguarded to support delivery of the Melbourn Greenway, including the proposed A505 crossing.

- Internal routes designed to avoid the A10 corridor, creating attractive, traffic-free connections.
- Potential signalisation of the A10/A505 roundabout to deliver safe, direct at-grade pedestrian and cycle crossings.
- Multiple complementary routes providing resilient, legible and policy-compliant active travel connectivity.

Mobility Hub

- On-site Mobility Hub forming a focal point for sustainable travel.
- Designed as a multi-modal interchange, prioritising walking, cycling and public transport.
- Facilities to include secure cycle parking, bike hire, EV charging, real-time information and sheltered waiting areas.
- Direct integration with the Greenway and internal active travel network.
- Mobility Hub acts as the anchor for high-frequency bus services and shared mobility provision.

Public Transport Enhancements

- Introduction of a high-frequency “turn-up-and-go” bus service serving the site.
- Bus stops located within 400m of all dwellings.
- Service frequency of approximately every 10–15 minutes.
- Looped route connecting the site with Royston town centre, Royston station and Cambridge via the A10 corridor.
- Anticlockwise routing through Royston maximises reliability and early rail interchange at Royston Station.
- Step change in public transport provision benefiting both new and existing communities.
- Opportunity to extend and enhance existing bus services to serve the site and Mobility Hub.

‘Incidental’ Park and Ride

- Incidental Park & Ride function arising naturally from the high-frequency bus service.
- Attractive to villages along the A10 corridor where rail services are less frequent.
- Provides an alternative to constrained and chargeable parking at Royston Station.
- Shared-use parking (e.g. sports facilities) could provide 100–200 spaces outside peak leisure periods.
- Park & Ride remains secondary and low-key, not a standalone facility.
- Intercepts trips that would otherwise use the A10 corridor, reducing congestion.

Bus Gate

- Bus gate to prevent general traffic movements between the A505 and A10 through the site.
- Access retained for buses, pedestrians, cyclists and emergency vehicles only.
- Prevents rat-running and reinforces the sustainable transport hierarchy.

Foxton Travel Hub

- Foxton Travel Hub proposed as a multi-modal interchange on the A10 corridor.
- Scheme currently subject to cost escalation, delivery risk and programme uncertainty.
- Recent cost estimates exceed £12 million, with delivery under review.
- Pausing of the CSET scheme increases uncertainty on corridor-wide interventions.
- Prospects Royston Mobility Hub and bus service could provide a complementary or alternative interception function.
- Opportunity to reduce A10 traffic demand even if Foxton delivery is delayed.

Street Bikes (Beryl or Voi)

- Introduction of a street bike hire scheme within the site and wider Royston area.

- Docking locations at the Mobility Hub, town centre, station and Greenway-linked villages.
- Supports short local trips and first/last-mile journeys.
- Potential delivery through established operators such as Beryl or Voi.
- Fully integrated with active travel and public transport networks.

Herts Lynx Buses

- Extension of Herts Lynx demand-responsive bus service into the site and Mobility Hub.
- Provides flexible, bookable connections complementing fixed-route services.
- Improves accessibility for residents without access to a private car.
- Supports inclusive mobility, rural connectivity and modal shift objectives.

Vehicular Access Strategy

- Two principal vehicular access points proposed to serve the development.
- Primary access from the A10 via a new junction (roundabout or signalised, subject to assessment).
- Secondary access from the A505 via the existing Desborow Lane roundabout with a new fourth arm.
- Access locations selected to achieve good visibility and operational safety.

Traffic Management and Site Permeability

- A10 access to serve commercial and servicing traffic.
- A505 access to serve residential traffic.
- Internal connection between accesses restricted to buses, emergency vehicles, pedestrians and cyclists only.
- Prevents rat-running between the A10 and A505 while maintaining sustainable permeability.

Off-Site Highway Mitigation

- Some off-site mitigation likely to be required despite strong sustainable transport measures.
- Increased demand anticipated at the A10/A505 roundabout.
- Further assessment to determine the precise scope of highway works.

A10/A505 Roundabout Enhancement

- Signalisation identified as a proportionate means of increasing junction capacity.
- Roundabout geometry (circa 90m ICD) suitable for signal conversion.
- Signalisation enables both capacity enhancement and safe pedestrian and cycle crossings.

Pedestrian and Cycle Crossings

- At-grade, signal-controlled pedestrian and cycle crossings proposed on the A10 and A505 arms.
- Crossings align with key desire lines and improve accessibility.
- At-grade solution preferred over overbridge due to inclusivity and reduced weather exposure.

Balanced Highway and Sustainable Transport Approach

- Highway interventions designed to complement, not undermine, sustainable transport objectives.
- Focus on junction optimisation, not wholesale road widening.
- Development philosophy prioritises mode shift and demand management over increasing link capacity.
- Generous frontage allows flexibility if required, but additional link capacity is not the preferred outcome.

4.7 The EAS Statement also summarises (in its section 6) the transport and connectivity merits of the Prospects Royston proposal as follows, based on the premise that the site benefits from a transport context which is different from, and more robust than that relating to most of the Plan's other major allocations:

'The site is located adjacent to an established and well-connected market town, rather than within the constrained Cambridge transport basin. It has direct access to the A10 and A505, excellent rail connectivity via Royston station, existing bus services, and strong opportunities for walking and cycling. Crucially, the site does not rely on the delivery of major uncommitted infrastructure schemes to function sustainably.

The mixed-use nature of the development provides significant opportunity for trip internalisation, reducing the need for off-site travel and supporting shorter, more sustainable journeys. High-level analysis indicates that a substantial proportion of trips typically generated by a residential development would be internalised, localised or undertaken by non-car modes, materially reducing peak-hour vehicle demand on the surrounding highway network.

The proposed transport strategy builds on this strong baseline by delivering a comprehensive package of sustainable transport measures. These include high-quality walking and cycling connections into Royston, integration with the proposed Melbourn Greenway, utilisation of existing subways beneath the A505, a centrally located Mobility Hub, a high-frequency "turn-up-and-go" bus service, demand-responsive transport integration, shared mobility provision, and targeted highway interventions. Together, these measures align closely with Regulation 18 policy objectives, Hertfordshire LTP4 and the Draft NPPF's emphasis on sustainable accessibility.

The vehicular access strategy has been carefully designed to support these objectives. Two principal access points from the A10 and A505 would accommodate development traffic while preventing inappropriate through-movement. Proposed signalisation of the A10/A505 roundabout would provide both capacity benefits and high-quality pedestrian and cycle crossings, ensuring that highway improvements and sustainable transport provision operate in a complementary manner.

The proposals also have wider strategic benefits. The Mobility Hub and incidental Park & Ride function would help intercept trips along the A10 corridor, support rail access at Royston station, and provide resilience in the context of uncertainty surrounding other corridor-based schemes such as the Foxton Mobility Hub. This approach supports broader congestion management and mode-shift objectives without introducing new infrastructure dependencies.

The proposed highway access points would have an overall positive effect on highway safety.

The collective evidence demonstrates that Prospects Royston represents a highly sustainable, deliverable and policy-aligned development opportunity. The site benefits from strong existing transport infrastructure, realistic and achievable mode shift potential, proportionate mitigation requirements and low reliance on external schemes. As such, it performs strongly against the Regulation 18 transport evidence base and can be promoted as a robust candidate for allocation within the emerging Local Plan, avoiding many of the structural weaknesses that affect other strategic sites.'

Climate Change

4.8 Our masterplan is climate change resilient throughout, as shown by the following examples:

- As demonstrated in paragraphs 4.6 and 4.7 above, the site's location on the edge of Royston, the balanced mix of uses (including homes, employment, education and leisure), and the high degree of walking and cycling connectivity and public transport enhancements proposed, all combine to support self-containment, with a high proportion of trips to be internal to the site or local within Royston. In all these ways, our masterplan proposals would contribute to minimising the impacts of climate change;
- WBD (as part of the Barratt-Redrow Group) is committed to sustainable methods of construction and incorporation of energy efficient design features in all its residential and employment developments, thereby further contributing to climate change resilience; and
- All the various design, biodiversity and landscape/open space characteristics described below would also contribute fully to a climate change resilient form of development.

Biodiversity and Green Spaces

4.9 Our masterplan proposes to open up the site's attractive landscape for full public access where none exists at present, through provision of:

- a 40+ hectare nature park with extensive countryside views, new footpath and cycle links and a range of ecological enhancements, including creation of chalkland and other species rich priority habitats, tree planting, woodland creation and re-establishment of existing hedgerows. Such benefits are particularly important because Cambridgeshire has one of the lowest proportions of priority habitats in England (less than 10%), with one of the lowest percentages of land designated for nature and the second lowest woodland cover at 4.8%;

- the strategic scale of green infrastructure proposed in this regard is a major benefit, providing recreational facilities for the whole town of Royston and also for surrounding villages in both Cambridgeshire and Hertfordshire, as well as for residents of the development itself; and
- extensive provision of other open space and a network of nature-focused green corridors and linear parks throughout the site, all of which will strengthen existing habitats to enhance ecological connectivity and biodiversity.

Wellbeing and Social Inclusion

4.10 Our masterplan includes the following:

- a sports hub which would provide new outdoor sports pitches to meet the needs of the site's residents, address existing deficiencies in sports pitch provision in and around Royston and allow for the potential re-location of existing sports clubs, such as Royston Town Football Club, with whom preliminary discussions have taken place. The sports hub may also provide an opportunity to relieve pressures on the Therfield Heath SSSI to the south of Royston, where there are currently pressures and potential conflicts at times between sports use (rugby, hockey and tennis) and other recreational and conservation interests; and
- land for a new two-form entry primary school to cater for children living on the site and potentially those already living locally if appropriate.

Great Places

4.11 Our masterplan and Vision Statement show how great places would be created throughout the site, including:

- Unlocking the chalk hills landscape character with a new 40ha + nature park focusing on retention and enhancement of hedgerows and creation of new chalk grassland;
- Enhancement of the Royston Greenway along the A505 with new woodland planting;
- Connection to the historic Icknield Way (Chalk Walk) to the south of the nature park;
- Integration of the Melbourn Greenway cycle link and bridge; and
- Promotion of archaeological and heritage assets by incorporating them into the strategic green infrastructure network.

Delivery Timescales

4.12 As we described above in section 3 of our representations, given the absence of need here for strategic transport or other infrastructure improvements, development of the Prospects Royston site can be delivered within the plan period to 2045, based on the following assumptions:

- The site is in single ownership and under the control of the Barratt/Redrow Group, a major national housebuilder and commercial developer;
- Allowing 6 years for the grant of outline and detailed permissions, development could commence by 2032; and
- @150 dwellings pa (three housebuilder outlets) completion of c1400 - 1500 dwellings could be secured within 10 years, by 2042.

The Plan's Rejection of the Royston Expansion Option

4.13 The reasons for growth at Royston not being preferred as a strategic development option in the Plan, together with our response based on our proposed masterplan and Vision Statement, are summarised below:

- *Royston is distant from Cambridge, so has no easy access to Cambridge jobs:* our masterplan and vision and the EAS Statement all show that we propose a sustainable transport and connectivity strategy, including a comprehensive package of public transport, active travel and local highway infrastructure improvements. Furthermore, delivery of allocations closer to Cambridge relies on major new infrastructure which is uncertain and is beyond the control of the plan-making authorities. Finally, our masterplan also proposes some 12.5 hectares of new employment land, thereby securing a significant number of jobs within the site itself;
- *Undue reliance on the private car and connectivity issues with Royston town centre and railway station:* the EAS statement summarises our transport and connectivity strategy which will secure excellent public transport and active travel links to the town centre and railway station and maximise internal trips within the site and Royston. The EAS statement also shows that other new

allocations such as Cambourne North are actually likely to generate more/longer car trips due to the absence of established local facilities/services in those locations;

- *Would serve the Stevenage HMA (in part):* we dispute this and again refer to our proposed transport and connectivity strategy which will enhance links with railway stations and thereby access to Cambridge;
- *Harm to the open landscape:* our Vision Statement and masterplan (informed by the supporting Landscape, Visual and Ecology Technical Note) demonstrate that development at Prospects Royston would not be harmful to the wider landscape and indeed the site would be opened up to the public who would then be able to experience and enjoy the site's attractive landscape qualities and extensive countryside views;
- *Impact on Therfield Heath SSSI:* our site is not within the 'direct impact' buffer zone surrounding the SSSI and our masterplan includes a new nature park of strategic scale, with significant enhancements to ecological habitats, including provision of chalk grassland. Together with provision of a new sports hub (as described above in paragraph 4.10), the new nature park would relieve existing pressures on both general recreational use and formal sports use of parts of the Heath;
- *Delivery is uncertain due to the absence of support from North Herts DC:* on behalf of our client we are in on-going dialogue with officers at North Herts and we will continue to make the case to the Council, as part of its emerging Local Plan, that development at Prospects Royston would secure multiple benefits for Royston and surrounding villages, as we have described throughout these representations.

5 POLICY S/SH: SETTLEMENT HIERARCHY

- 5.1 For all the reasons described above in our representations regarding Policy S/DS, Policy S/SH should also be revised to identify land beyond the A505 at Royston as being in the second tier of the hierarchy, below the Cambridge urban area itself but above Cambourne and the other new settlements and on a par with sites on the edge of Cambridge as a location for strategic and sustainable housing and employment growth.

6 POLICY S/DE: DEFINED DEVELOPMENT EXTENTS

- 6.1 For all the reasons described above in our representations regarding other parts of the Plan, Policy S/DE should also be revised and an 'edge of Royston' map should be provided showing our client's Prospects Royston site extent excluded from the countryside and identified instead as an allocation, or at least a reserve or safeguarded site for mixed-use development, capable of accommodating the various land-uses described within the Vision Statement at Appendix 1 and shown on the illustrative masterplan at Appendix 2, including approximately 1,400 dwellings, 50,000 square metres of employment floorspace, nature park, sports hub, primary school, incidental park and ride and other transport, social and green infrastructure, all as described above in section 4 of our representations.

Prospects Royston Vision Statement



PROSPECTS ROYSTON

Vision Statement

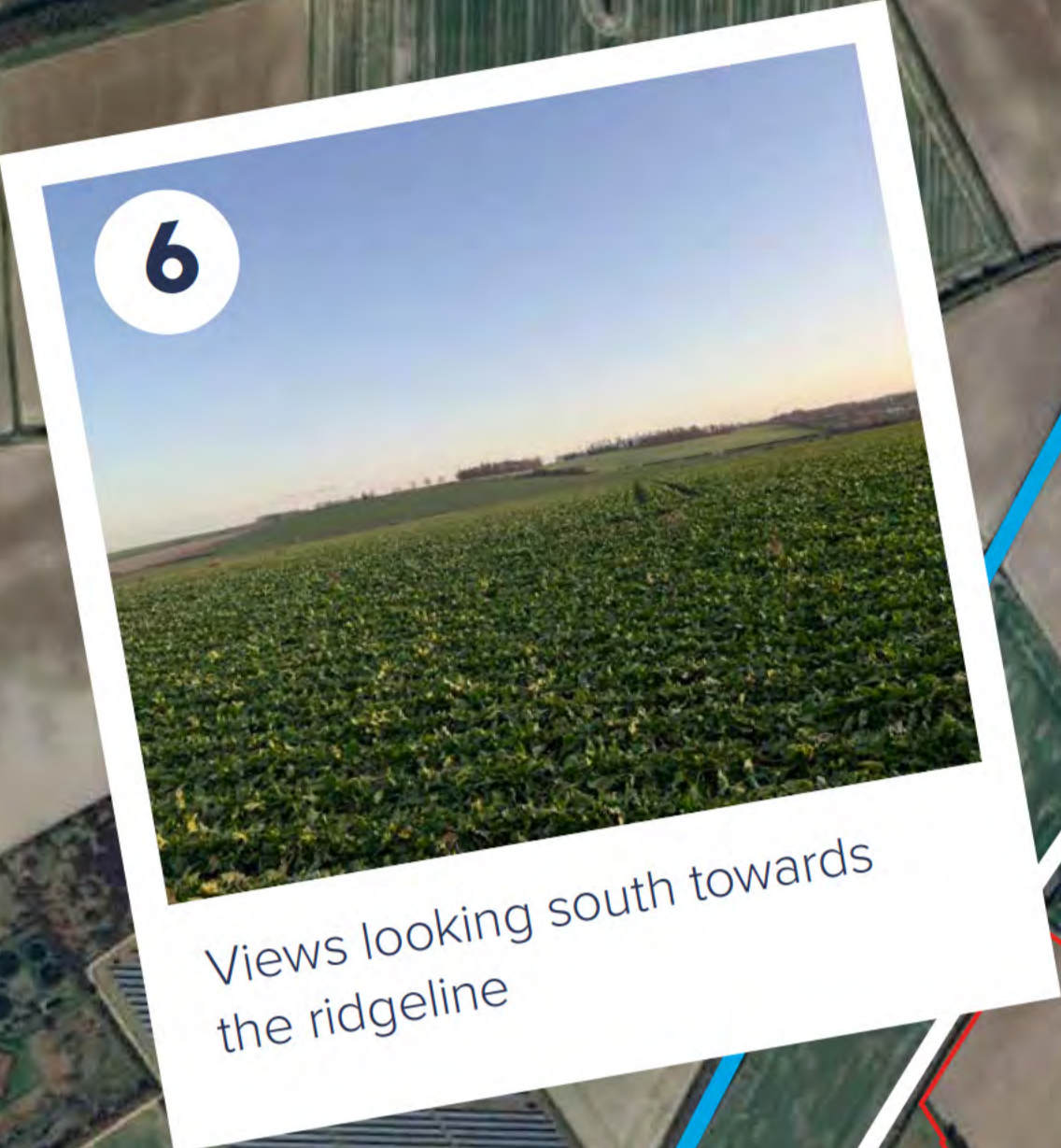
January 2026

OUR VISION IS TO CREATE A SUSTAINABLE, WELL-CONNECTED EXTENSION TO ROYSTON THAT RESPONDS DIRECTLY TO CLIMATE CHANGE, DELIVERS A MEASURABLE NET GAIN FOR NATURE AND GROWS THE TOWN IN A WAY THAT FEELS DISTINCTIVE AND CONNECTED TO ITS LANDSCAPE, PROVIDING A HIGH-QUALITY PLACE FOR PEOPLE TO LIVE, WORK, PLAY AND ENJOY.

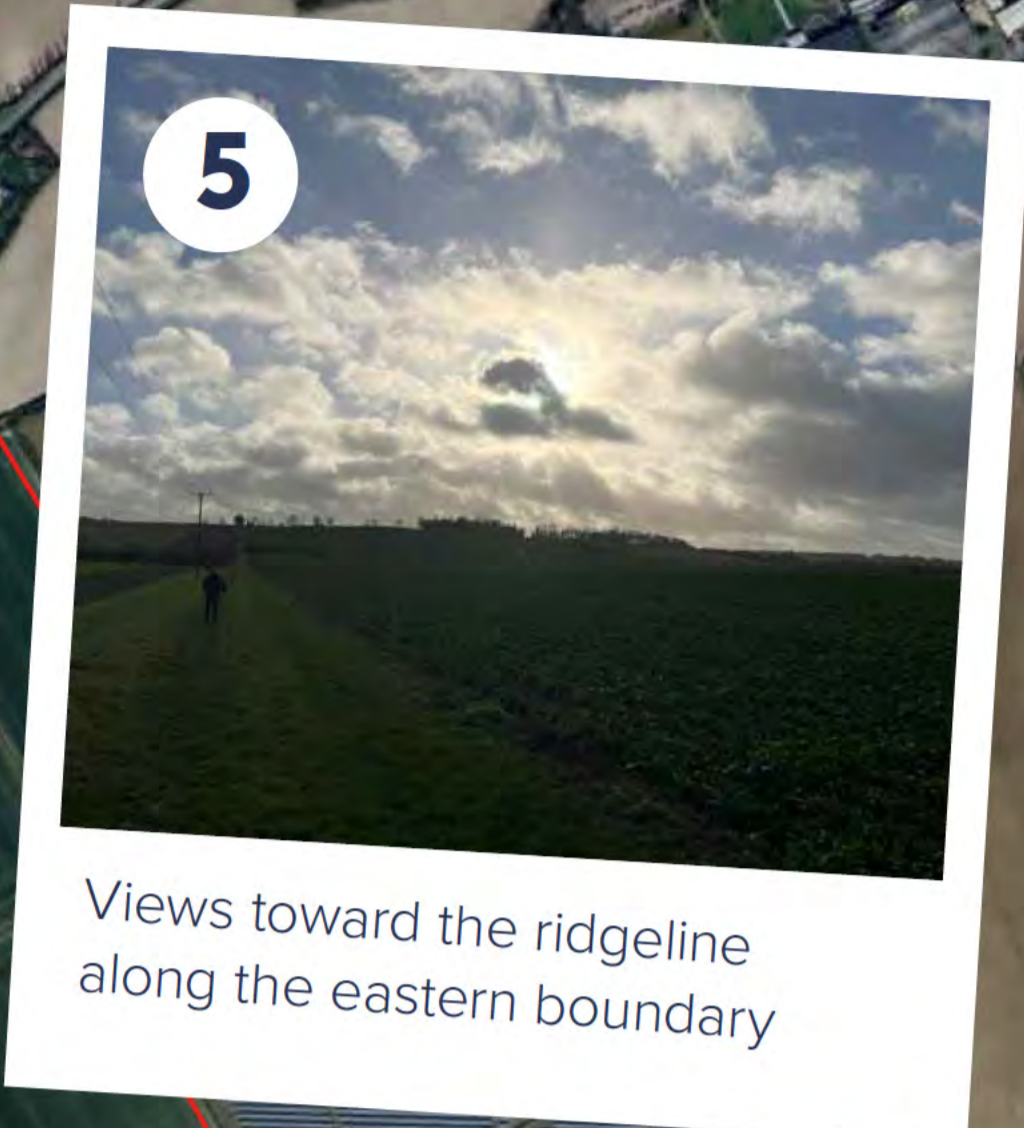
The Site is being promoted by WBD, the commercial development division of Barratt Redrow Group PLC. WBD already has an impressive track record and pipeline of successful residential and industrial sites and applications, focusing on the northern Home Counties and the Midlands. As part of one of the largest UK house builders, we are confident that the Site is able to contribute to the long-term sustainable future of Royston bringing with it necessary supporting green, social and physical infrastructure.

WBD is primarily a developer of large scale commercial and mixed use sites.

Our aim is to create great places by building long term relationships to deliver high quality developments where people aspire to work and live, and which are a pleasure to live in and will enhance communities for years to come.



6
Views looking south towards the ridgeline



5
Views toward the ridgeline along the eastern boundary



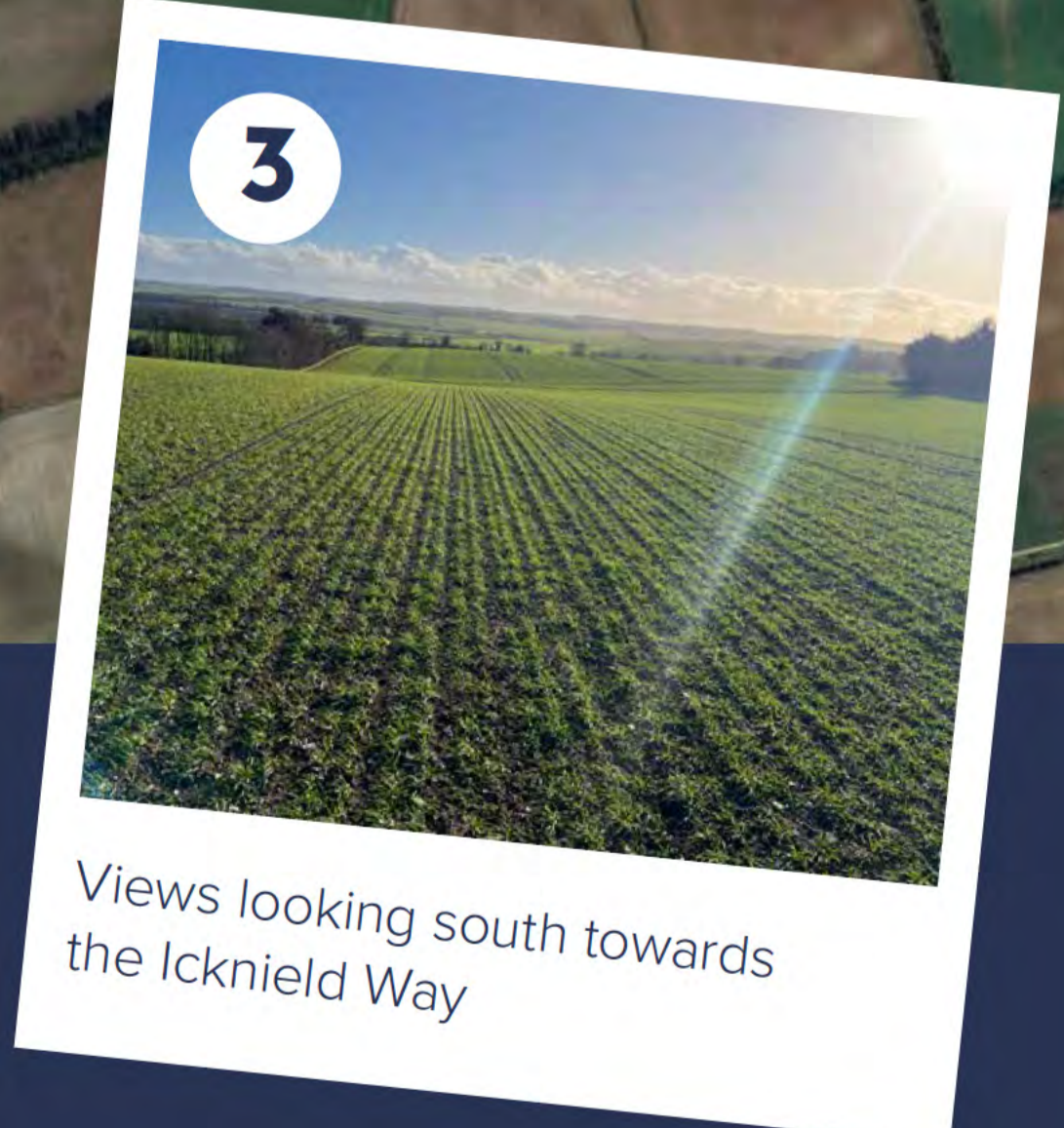
2
Views looking north with Royston to the west



1
Existing tunnel below the A505



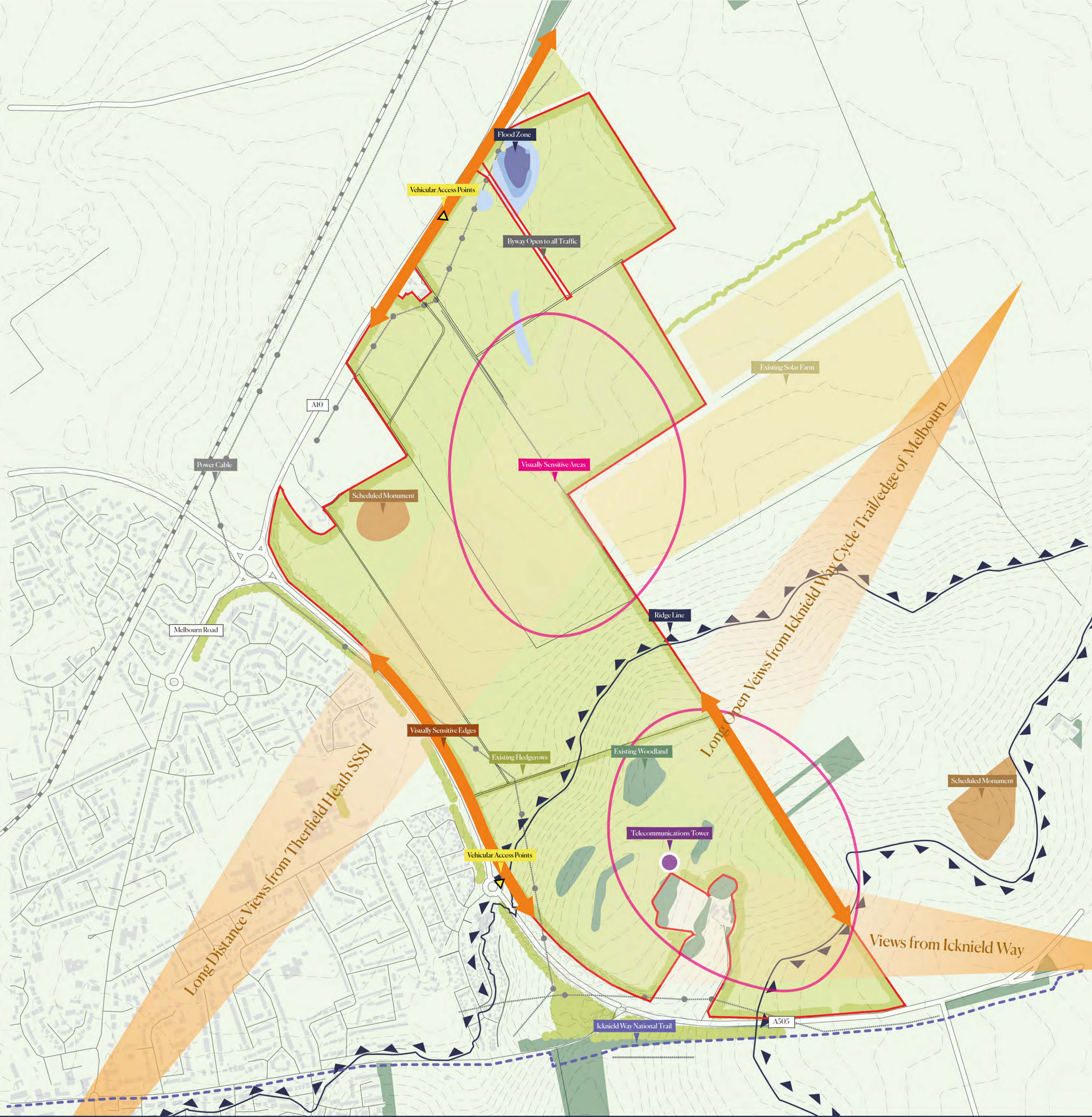
4
Views looking west towards Therfield Heath



3
Views looking south towards the Icknield Way

SITE LOCATION PLAN

Legend
Site Boundary



CONSTRAINTS

Legend

- | | | | |
|---|-------------------------|---|--------------------------|
|  | Site Boundary |  | Views into the Site |
|  | Scheduled Monument |  | Existing Hedgerows |
|  | Existing Power Cables |  | Existing Woodland Blocks |
|  | Contours |  | Flood Zone |
|  | Existing Solar Farm |  | Visually Sensitive Areas |
|  | Existing Ridge Line |  | Visually Sensitive Edges |
|  | Vehicular Access Points | | |





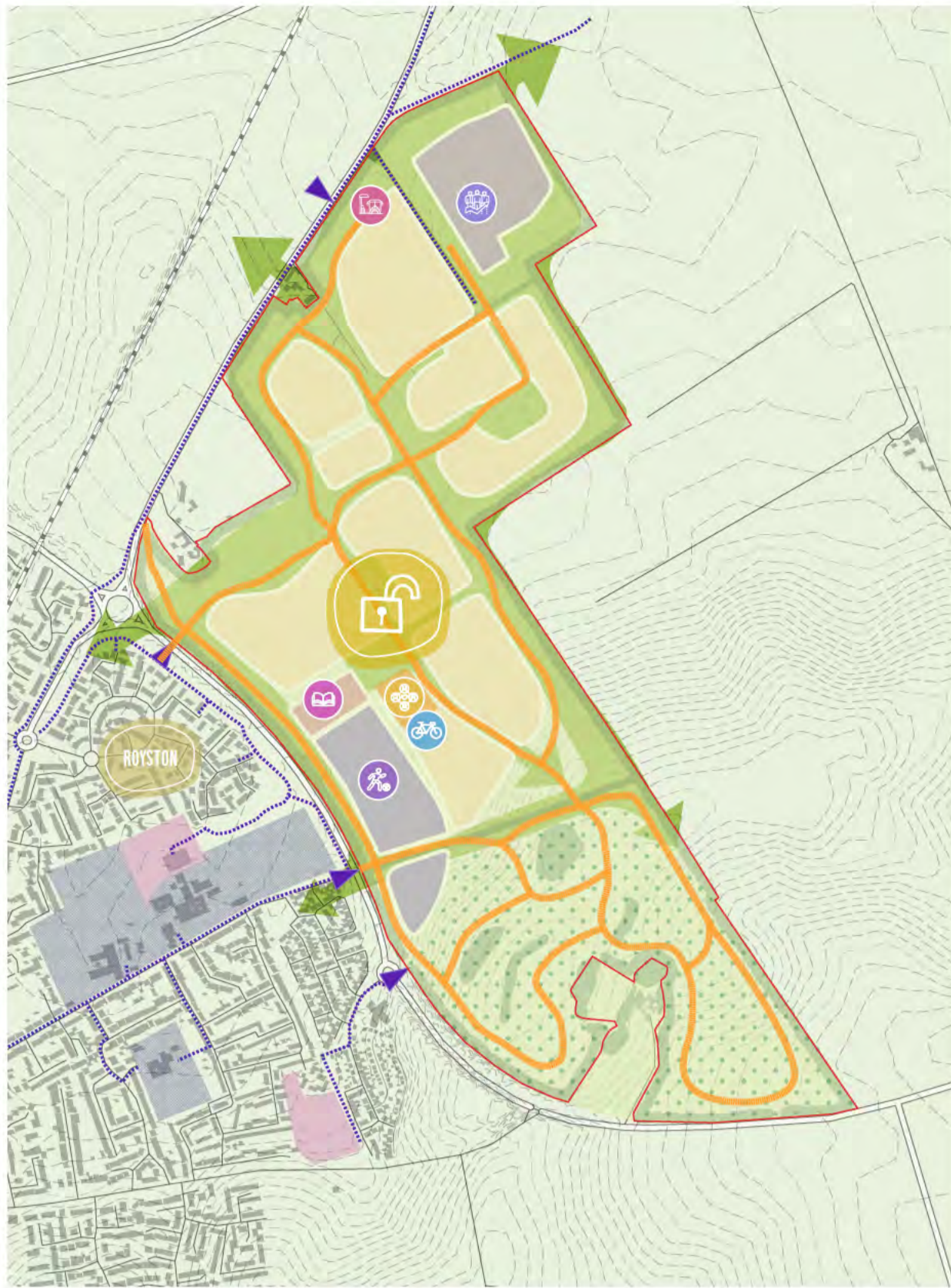
OPPORTUNITIES

Legend

- Site Boundary
- Contours
- Green Corridors
- Residential Parcels
- Existing Hedgerows
- Existing Woodland Blocks
- Primary Movement Loop
- Melbourn Greenway
- Views out of the site

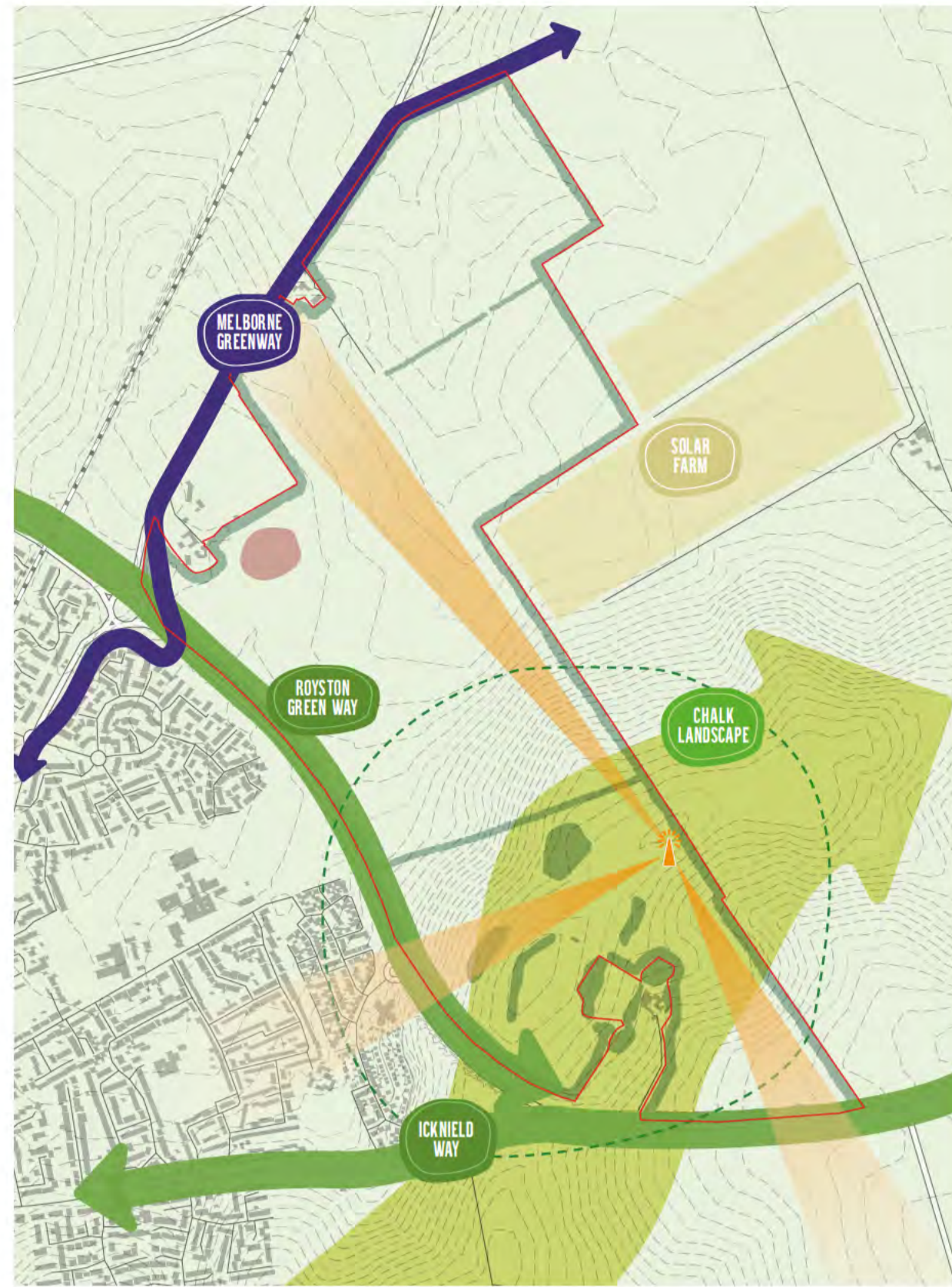
- 1 New nature park located along the ridgeline with views north, south and across Royston to Therfield Heath.
- 2 Utilisation of existing underpass and new cycle bridge to provide sustainable cycle and pedestrian connection.
- 3 A new community hub including a 2FE primary school, local centre, sports hub, and mobility hub, linked via safe and accessible green corridors.
- 4 Linear parks that respect existing field and hedgerow patterns wherever possible, while providing sustainable footpath connections.
- 5 A new sports hub located on the edge of Royston, with the potential to relocate existing facilities such as RTFC and provide new sports facilities.
- 6 New employment area sustainably located next to a new cycle link between Royston and Melbourn.
- 7 Incorporation of the scheduled monument into the green corridor network.
- 8 Opportunities to enhance existing field and boundary vegetation into the network of green corridors.





1. CLIMATE CHANGE

- Sustainable extension to Royston, unlocking an opportunity for 1400+ new homes, community hub, and nature park for current and future residents of Royston and the wider area.
- Creation of a new cycle and footpath through the green corridor, ensuring a well connected internal network of sustainable routes to the sports hub, school, local centre and nature park.
- Incorporation of energy-efficient design, renewable energy, sustainable materials, and water conservation.



2. GREAT PLACES

- Unlocking the Chalk Hills landscape character with a new 40ha+ nature park, focusing on retention + enhancement of the woodland blocks and the implementation of new chalk grassland.
- Enhancement of the Royston Greenway along the A505 with new woodland planting.
- Connection to the historic Icknield Way (Chalk Walk) to the south of the nature park
- Integration of the Melbourn Greenway cycle link and bridge.
- Exploration and promotion of archaeological and heritage assets by incorporating them into the strategic green infrastructure network.



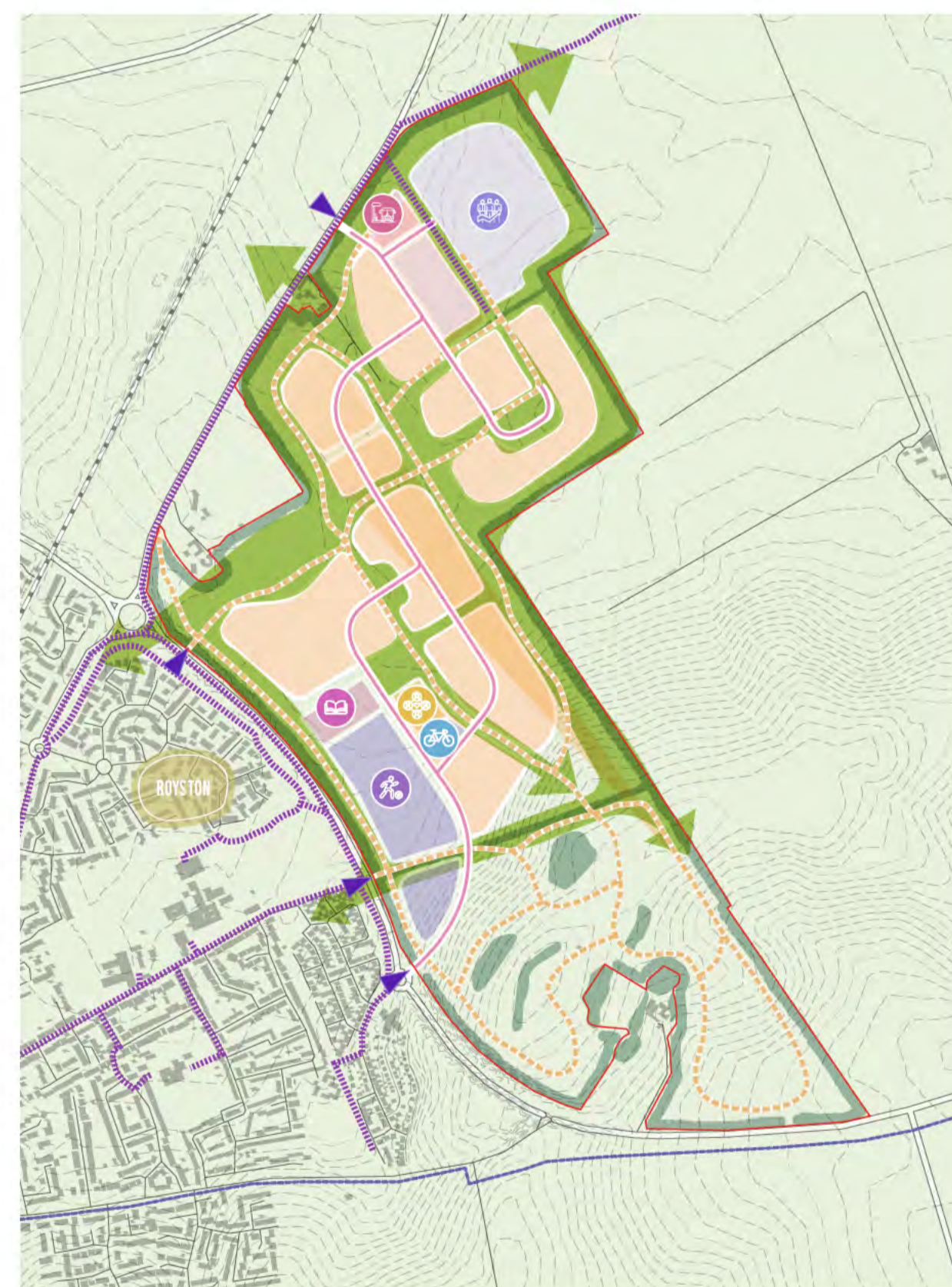
3. BIODIVERSITY & GREEN SPACES

- Creation of a network of green corridors and linear parks, along boundaries.
- Enhancement and re-establishment of existing hedgerows and woodland blocks.
- New tree planting and woodland creation, improving tree canopy cover and tree populations providing valuable new habitats.
- Nature focused corridors strengthening existing habitats to enhance ecological connectivity and biodiversity.



4. WELLBEING AND SOCIAL

- Creation of several new facilities and hubs benefiting Royston, including:
- 1ha local centre with a mobility hub.
- 10ha+ sports hub, providing opportunities for expansion and new facilities, including the potential to relocate RTFC to a larger football ground (this reduces pressure on Therfield Heath and could help meet the sports deficiency in the area).
- A 40ha + nature park with footpaths, potentially relieving pressure on Therfield Heath.
- A new 2FE primary school within the heart of the development.



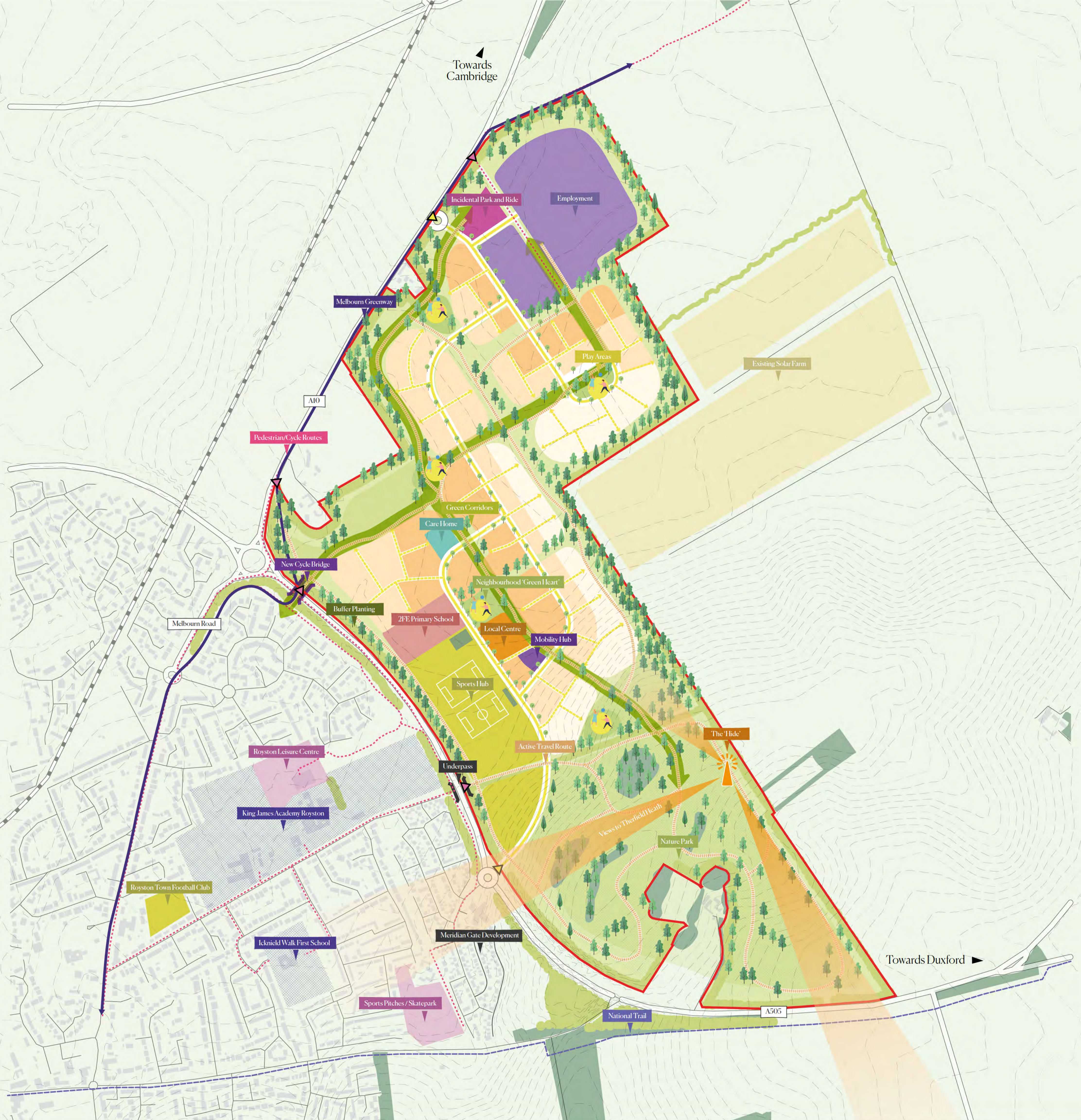
5. SUSTAINABLE HOMES

- Potential to deliver over 1400+ new homes and a care home with varying densities and storey heights
- A mix of housing types for families, young people and aging members of the community.
- High-quality housing designed to respond to local context, vernacular and materials.
- Provision of 40% new affordable housing, delivered in a variety of tenures.



6. JOBS & INFRASTRUCTURE

- 12.6ha of employment land for new, flexible B2/B8 industrial orientated units, to build on Royston's previous success in securing advanced manufacturing, complementing and not competing with the core Greater Cambridge R&D market. Likely c50,000 sq m floorspace, generating approximately 1,800 jobs.
- A new mobility hub at its heart, which would act as a key interchange for sustainable travel.
- A 1ha incidental park and ride can be accommodated, located along the A10 and connected to wider Cambridgeshire initiatives.



ILLUSTRATIVE MASTERPLAN

Land Use:

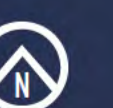
- Site Boundary - c174ha
- Residential Development
c40.8ha @ 35dph / 1428 Units
- Low Density
- Medium Density
- High Density
- 2FE Primary School - c2.1ha
- Local Centre - c1.0ha
- Employment - c12.6ha

Green Infrastructure:

- Care Home - c0.5ha
- Mobility Hub - c0.3ha
- Incidental Park & Ride - c1.0ha
- Nature Park - c46.5ha
- Sports Hub - c10.4ha
- Green Corridors

Movement:

- Primary Vehicular Routes
- Secondary Vehicular Routes
- Vehicular Access
- Pedestrian/Cycle Access
- Pedestrian/Cycle Routes
- Active Travel Routes
- Melbourn Greenway
- ☀ The 'Hide' - Views across Royston
- 👤 Play Opportunities



SUMMARY OF BENEFITS



1400+
NEW HOMES



BIODIVERSITY
ENHANCEMENT



CLIMATE CHANGE
RESILIENCE



OVER 50% GREEN
INFRASTRUCTURE

+

+

+



40% AFFORDABLE
HOMES



ELDERLY CARE
HOME



PEDESTRIAN &
CYCLE PATHS



12HA+
EMPLOYMENT

+

+

+



NEW 40HA
NATURE PARK



1HA
LOCAL CENTRE



10HA+
SPORTS HUB



NEW
GREEN CORRIDORS

BMD

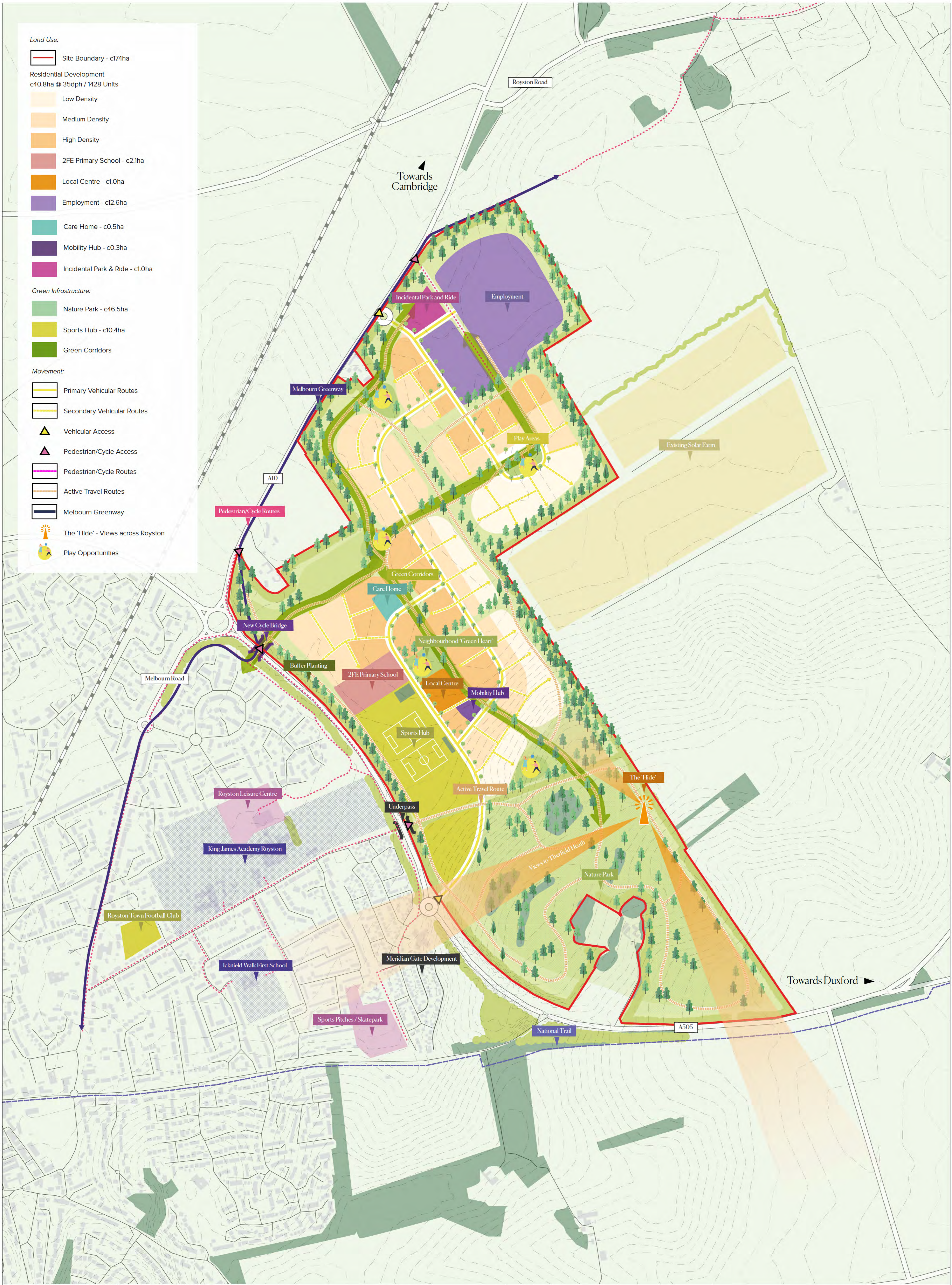
BMD.25.228.RP.001 Vision Statement
Bradley Murphy Design LTD
Studio 3, Floor 18, Alpha Studios , Alpha Tower
Suffolk Street Queensway
Birmingham
B1 1TT

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Prospects Royston Illustrative Masterplan



- Land Use:**
- Site Boundary - c174ha
- Residential Development
c40.8ha @ 35dph / 1428 Units**
- Low Density
 - Medium Density
 - High Density
 - 2FE Primary School - c2.1ha
 - Local Centre - c1.0ha
 - Employment - c12.6ha
- Green Infrastructure:**
- Nature Park - c46.5ha
 - Sports Hub - c10.4ha
 - Green Corridors
- Movement:**
- Primary Vehicular Routes
 - Secondary Vehicular Routes
 - Vehicular Access
 - Pedestrian/Cycle Access
 - Pedestrian/Cycle Routes
 - Active Travel Routes
 - Melbourn Greenway
 - The 'Hide' - Views across Royston
 - Play Opportunities



Scale 1:5000 @ A3

0m 100m 200m 400m 800m

Prospects Royston
Illustrative Masterplan
BMD.25.228.DR.001 | 14/01/2026



Landscape, Visual and Ecology Technical Note



Transport Connectivity Statement



**Transport Connectivity
Statement**
January 2026

EAS

Prospects Royston

Land East of Royston

SG8 6DH

Wilson Bowden

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The content of this report is based on information available as of January 2026, the validity of the statements made may therefore vary over time as planning guidance/policies and the evidence base change.

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1 Introduction

- 1.1 EAS has been appointed to provide transport planning advice in support of the Regulation 18 stage of the South Cambridgeshire Local Plan.
- 1.2 The 'Prospects Royston' site being considered is located to the northeast of Royston in the southern area of South Cambridgeshire District. A location plan is contained at **Appendix A**.
- 1.3 Although the site lies within South Cambridgeshire District, the adjacent town of Royston is located within North Hertfordshire District. Royston is a prosperous and well-established market town with a stable economic base, supported by a mix of local retail, small and medium-sized enterprises, and strong commuter links to major employment centres including Cambridge, Stevenage and London. While Royston is not a regional commercial centre, it plays an important local role and functions effectively as a commuter town, underpinned by relatively high employment levels and household incomes.
- 1.4 Royston has a compact but active town centre, offering a range of independent shops, cafés, weekly markets and essential services. These facilities serve both the town itself and a wider rural catchment, including nearby villages in Hertfordshire and Cambridgeshire. Villages to the north, such as Melbourn, Meldreth, Bassingbourn, Shepreth, Fowlmere and Foxton, fall within South Cambridgeshire and maintain strong functional links with Royston.
- 1.5 In strategic terms, Royston is well located for sustainable growth. The town benefits from direct access to the A505 and a mainline railway station providing fast, frequent services to London King's Cross and Cambridge. Combined with its relatively compact urban form, access to green spaces and established transport network, Royston is well suited to carefully managed expansion that can be balanced with transport capacity, local services, education provision and employment opportunities.
- 1.6 This report sets out how the transport elements of the Prospects Royston development could be delivered, having regard to the additional local services, schools and employment opportunities that the site would provide. It also explains how Royston's existing transport connectivity and settlement role position it to both support, and benefit from, the proposed development.

2 Policy Review

- 2.1 This section reviews the Regulation 18 policy evidence base in relation to the proposed mixed-use development at Prospects Royston, alongside the relevant transport policies from the NPPF, Cambridgeshire and Hertfordshire transport policies.
- 2.2 The first part of this section assesses the transport-related requirements set out in the emerging Greater Cambridge Local Plan and considers how they influence the deliverability, sustainability and strategic fit of the Prospects Royston development.
- 2.3 The reviewed documents establish clear expectations for new development, identify transport constraints affecting a number of existing strategic allocations, and highlight the characteristics of more deliverable and sustainable growth locations. Taken together, they provide a robust, evidence-led framework against which the transport performance of the Prospects Royston site can be assessed. This review therefore demonstrates how Prospects Royston aligns with current policy objectives and identifies where it has the potential to outperform some strategic locations currently under consideration.
- 2.4 The following documents have been reviewed:
- Infrastructure Topic Paper (2025)
 - Transport Evidence Report (2025)
 - Cambourne Transport Vision & Principles Report (2025)
 - South East Transport Scheme Busway Extension – Grange Farm New Settlement Technical Note (2025)
 - Infrastructure Delivery Plan (IDP) (2025)
 - New Strategic Allocations Assessment – Transport Mitigation Measures (2025)
 - Draft North East Cambridge Infrastructure Delivery Plan (2025)

Application of Regulation 18 Policy: Comparison with Existing Strategic Allocations

- 2.5 The collective evidence across the Regulation 18 transport documents indicates that a number of existing strategic allocations within the emerging Greater Cambridge Local Plan face potential deliverability challenges. These issues are largely driven by their location within, or reliance upon, the constrained Cambridge transport network.
- 2.6 In this context, strategic sites including North East Cambridge (NEC), Cambridge East, Cambourne, Grange Farm and Slate Hall Farm exhibit common transport-related constraints, including the following:

Reliance on Major, Uncommitted Regional Transport Schemes

- 2.7 Many allocated sites are dependent on large-scale transport infrastructure projects that sit outside the direct control of developers and local planning authorities, and which are subject to uncertain funding and delivery programmes. These include:
- East West Rail (EWR)
 - Cambourne–Cambridge Busway (C2C)
 - Cambridge South East Transport Busway (CSET)
 - Cambridge Eastern Access
 - New Waterbeach Station
- 2.8 The Infrastructure Delivery Plan (IDP) and Transport Evidence Report confirm that the deliverability of several strategic sites is contingent on these schemes progressing. This introduces risk and has the potential to extend development timescales.
- 2.9 The IDP (pp.30–36) identifies EWR, the C2C Busway and the CSET corridor as critical infrastructure for supporting planned growth. However, several schemes have no confirmed funding package or committed delivery timetable. For example, EWR is identified with costs still listed as “TBC” and no confirmed opening year (IDP p.33), while the C2C Busway and CSET Phase 2 are costed (£181m and £161m respectively) but remain subject to Transport and Works Act processes and further funding decisions (IDP pp.33–34). The IDP notes that delivery of these schemes may extend beyond the early years of the plan period, creating uncertainty regarding the timing of dependent development.

Stringent Vehicular Trip Budgets

- 2.10 Sites located on congested Cambridge radial corridors are subject to strict peak-hour vehicular trip budgets (AM and PM respectively), including:
- NEC: 3,900/3,000 two-way
 - Cambridge East: 1,500/1,800 two-way
 - North West Cambridge (Eddington): 1,716/1,735 two-way
 - Cambourne: Already exceeds its trip budget by 40-140 trips even under optimistic mode share assumptions
- 2.11 As a result, many existing allocations can only meet their trip budgets through extensive behavioural change measures and major infrastructure mitigation, the delivery of which is itself uncertain.
- 2.12 Without these strategic interventions, sites such as Cambourne, Grange Farm and Cambridge East are unable to achieve their required mode share targets or comply with peak-hour trip budgets. The Cambourne Transport Vision confirms that even under optimistic assumptions, the

site exceeds its CSRM trip budget by 40-140 vehicles (p.31), demonstrating that the C2C Busway and an EWR station are essential precursors to development.

Unrealistic mode shift requirements

2.13 Car driver mode share targets for several strategic allocations are exceptionally low, including:

- NEC: 21-26%
- Cambridge East: 18-22%
- New settlements: required to halve current car dependency

2.14 Achieving these targets necessitates a combination of:

- Car-free or car-lite development
- Major bus priority upgrades
- Mobility hubs, cycle barns and segregated networks
- Consolidated parking courtyards
- Internal public transport loops

Severance and Poor Active Travel Connectivity

2.15 Several strategic allocations are heavily constrained by physical severance and limited active travel connectivity, including:

- Cambourne: severed by A428
- Grange Farm: severed by A11 and A1307
- NEC: severed by A14, rail line, Milton Road
- Slate Hall Farm: severed by A14

2.16 The Transport Evidence Report demonstrates that new settlement locations typically generate between 3-4 car trips per dwelling per day, with car driver mode shares of between 56–71%.

Policy Strengths of Prospects Royston

2.17 The Prospects Royston proposed development does not suffer from the constraints or the structural weaknesses affecting the Greater Cambridge strategic allocations. The transport evidence base, outlined below, supports development in edge of town/city locations like Prospects Royston because they:

1. Are not dependent on congested Cambridge corridors

2.18 The site connects via:

- A505
- A10
- Royston rail station

2.19 These routes do not form part of the most severely constrained Cambridge radial corridors identified in the IDP and Transport Evidence Report. As a result, the site is unlikely to require a restrictive vehicular trip budget, and any modest limits applied would be significantly more achievable than those affecting Cambridge-facing allocations.

2. Do not require major uncommitted regional transport schemes

2.20 The Prospects Royston site does not depend upon delivery of major uncommitted regional transport schemes, including EWR, C2C, CSET, Cambridge Eastern Access or new strategic rail stations.

2.21 The development is therefore capable of being delivered using existing transport infrastructure and proportionate upgrades secured through the planning process.

3. Benefit from an established market town transport ecosystem

2.22 Royston already provides:

- A mainline railway station with direct services to Cambridge and London
- Existing bus services
- Close proximity to schools, healthcare, retail and employment
- Strong potential for walking and cycling
- A local highway network that does not interact with Cambridge's most congested corridors

2.23 This aligns strongly with Policy I/ST's emphasis on co-location of uses, walkable neighbourhoods, and access to established services.

4. Generate fewer and shorter car trips

2.24 Based on the Transport Evidence Report findings that edge-of-urban locations generate:

- *24–36% car driver mode share (roughly half that of new settlements)*
- *Shorter trip distances*
- *Lower trip generation per dwelling*

2.25 Prospects Royston is positioned to replicate the advantages of edge-of-city sites without being dependent on Cambridge infrastructure.

5. Require proportionate, not transformational, mitigation

2.26 Mitigation for the Prospects Royston site can be delivered through proportionate and achievable measures, including:

- High-quality walking and cycling links to Royston and the railway station
- Bus route penetration through the site
- EV and cycle parking in accordance with Policy I/EV
- Contributions towards local Greenway routes, including land for the Melbourn Greenway

2.27 This approach contrasts sharply with the extensive transformational infrastructure required to support other strategic allocations.

Key Considerations for Site Delivery

2.28 To ensure the site avoids the weaknesses observed at other allocations, the following principles should be incorporated into the development strategy:

- A clear active travel strategy with direct, safe routes to the town centre, station, schools and employment areas
- A credible bus access and service strategy, ensuring stops within 400m of all dwellings
- A robust mode shift justification reflecting Royston's established transport context
- Proportionate junction assessment and mitigation on the A505 and A10 corridors where required
- This aligns directly with Policy I/ST expectations.

Cambridgeshire and Peterborough Local Transport Plan

2.29 The Cambridgeshire and Peterborough Local Transport Plan (LTP) establishes a clear set of transport principles that new development is expected to respond to. These requirements underpin decisions on site selection, master planning and mitigation.

2.30 New development is expected to:

- **Prioritise sustainable modes of travel** - Development should reduce reliance on private car use and prioritise walking, cycling and public transport as the default modes for everyday journeys.
- **Be located in accessible and well-related locations** - Growth should be directed to sites that are well related to existing settlements and transport networks, where journeys are shorter and sustainable travel choices are realistic.
- **Support a 'public transport first' approach** - New development should be designed around high-quality, frequent and reliable public transport services, with good penetration of sites and convenient access for all users.

- **Provide high-quality walking and cycling infrastructure** - Development must deliver safe, direct and attractive pedestrian and cycle routes that connect to existing networks and key destinations such as town centres, schools, employment and public transport interchanges.
- **Enable demand management and reduced car dependency** - New development should support demand management measures, including parking restraint, modal filtering and layout design that discourages unnecessary car trips and rat-running.
- **Promote mixed-use, compact development** - Co-location of homes, jobs, services and facilities is encouraged to increase trip internalisation and reduce the need for longer-distance travel.
- **Deliver inclusive and integrated transport solutions** - Transport provision should cater for all users, including those without access to a private car, and integrate fixed-route public transport with shared mobility and demand-responsive services where appropriate.
- **Avoid reliance on uncommitted or uncertain infrastructure** - Development should be deliverable with existing or clearly programmed infrastructure and not be dependent on major schemes with uncertain funding or timescales.
- **Support climate change and public health objectives** - Transport strategies for new development should contribute to reduced carbon emissions, improved air quality and healthier travel choices.

2.31 These principles form the basis against which the transport performance, deliverability and sustainability of new development proposals are assessed under the LTP.

Hertfordshire Local Transport Plan (LTP) 4

2.32 Hertfordshire County Council's Local Transport Plan 4 (LTP4) establishes a clear policy framework for prioritising sustainable travel, managing demand for private car use, and integrating land-use planning with transport provision. Several LTP4 policies are directly relevant to the Prospects Royston site and support the proposed transport strategy.

Policy 1: Transport User Hierarchy

2.33 Policy 1 sets out a transport user hierarchy that prioritises sustainable modes ahead of private car travel. In the design of transport schemes and development proposals, the County Council requires consideration in the following order:

- *Opportunities to reduce travel demand and the need to travel*
- *Vulnerable road user needs (such as pedestrians and cyclists)*
- *Passenger transport user needs*
- *Powered two-wheeler (mopeds and motorbikes) user needs*
- *Other motor vehicle user needs*

2.34 This hierarchy reflects a clear shift away from a “predict and provide” approach for road traffic and underpins the sustainable transport strategy proposed for the Prospects Royston site.

Policy 2: Influencing land use planning

2.35 Policy 2 encourages the location of new development in areas that are already served by, or capable of being served by, high-quality passenger transport and where key services can be accessed by walking and cycling. The proximity of the site to Royston town centre, Royston railway station and existing bus corridors aligns strongly with this policy objective.

Policy 3: Travel Plans and Behaviour Change

2.36 LTP4 promotes the widespread adoption of Travel Plans and behavioural change measures, particularly for new development. This includes:

- Securing Travel Plans through the planning process
- Supporting personalised travel planning and Smarter Choices initiatives
- Encouraging modal shift through coordinated marketing and monitoring

2.37 The proposed development at Prospects Royston is well suited to these measures due to its access to established public transport services and active travel networks.

Policy 4: Demand Management

2.38 The county council considers greater traffic demand management to be essential in the county’s urban areas in the next five years to achieve modal shift and improve sustainable travel provision. This can only currently be achieved efficiently and effectively through parking restrictions and charging applied to on-street, off-street and potentially at workplace parking. The county council will work with the district and borough councils and other key stakeholders to develop locally appropriate strategies.

Policy 6: Accessibility

2.39 The county council will seek to increase the ease with which people, particularly disadvantaged groups, can access key services, by:

- Working in partnership with key stakeholders such as bus and rail operators, community transport operators, the voluntary sector and public service providers.
- Supporting transport services which could include providing resource for bus and other transport services.
- Addressing the barriers to accessibility particularly regarding active modes and for people with impaired mobility.
- Promoting travel options and facilitating accessible travel information provision, including open data initiatives.
- Improving travel choices and options, including support for the provision of shared mobility initiatives.

Policy 7: Active Travel - Walking

2.40 The county council will seek to encourage and promote walking by:

- Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly town and neighbourhood centres.
- Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking.
- Identifying and promoting networks of pedestrian priority routes.
- Promoting walking as a mode of travel and for recreational enjoyment.
- Supporting the implementation of the Rights of Way Improvement Plan.

Policy 8. Active Travel - Cycling

2.41 The county council aims to deliver a step change in cycling, through:

- Infrastructure improvements, especially within major urban areas to enable and encourage more cycling.
- Implementing measures to increase the priority of cyclists relative to motor vehicles.
- Improved safety for users including delivery of formal and informal cycle training schemes.
- Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bike ability.
- Facilitating provision of secure cycle parking.

Policy 16: Freight and Logistics

2.42 The county council will seek to manage freight and logistics traffic, by:

- Encouraging HGV's to use the primary route network.
- Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.
- Encouraging a shift from road-borne freight to less environmentally damaging modes, including rail, water and pipelines.
- Supporting the formation of Quality Partnerships between interested parties.
- Monitoring changes in HGV and LGV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns.
- Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations.

- Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.

2.43 The above policies stress the need to move away from a ‘predict and provide for road traffic strategy’ and instead focus the needs of non-car drivers first with car traffic being the lowest in the hierarchy. It is this core principle that has led to the proposed transport strategy for the Prospects Royston development.

NPPF and Draft NPPF (December 2025)

2.44 The transport strategy proposed for the Prospects Royston site is consistent with the objectives of the current National Planning Policy Framework (NPPF) and the emerging Draft NPPF (December 2025), both of which place increased emphasis on sustainable accessibility and location-based decision making.

2.45 The Draft NPPF introduces a new national Connectivity Tool, referenced within Chapter 15 (TR1), to support the assessment of how well locations are connected to essential services by sustainable transport modes.

National Connectivity Tool

2.46 The Connectivity Tool divides England and Wales into 10m x 10m land parcels and assigns each a connectivity score based on access to essential facilities within a 60-minute journey time by sustainable modes only. Facilities are weighted according to their importance (for example, hospitals are weighted more heavily than convenience retail), and the final score is a composite measure of sustainable accessibility.

2.47 The weighting applied within the tool is as follows:

- 52% Public transport
- 40% Walking
- 8% Cycling

2.48 The highest possible score nationally is 100, with all other locations scored relative to this benchmark.

2.49 For the Prospects Royston site, the highest existing connectivity score is 52. This score reflects current conditions and does not take account of the additional sustainable transport enhancements that would be delivered as part of the proposed development.

Contextual Comparison

2.50 By way of comparison:

- The centre of the established settlement of Cambourne achieves a score of approximately 57, with surrounding areas typically scoring in the high 40s.
- Newly developed areas of Northstowe adjacent to the Guided Busway typically achieve scores of around 52.

- Areas within the potential Grange Farm allocation typically score between 20 and 30.

2.51 This comparison demonstrates that the Prospects Royston site already performs strongly in national sustainable connectivity terms, particularly when compared with more isolated strategic allocations. Importantly, this performance is achieved prior to the delivery of further walking, cycling and public transport improvements associated with the proposed development.

Section S5 – Sustainable Locations for Housing and Mixed-Use Development

2.52 The December 2025 Draft NPPF also introduces a strengthened spatial test for housing and mixed-use development within Section S5, Part H, which states that development should be supported where it would be:

“within reasonable walking distance of a railway station which provides a high level of connectivity to jobs and services; physically well-related to a railway station or a settlement within which the station is located; is of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; and where the development would not prejudice any proposals for long-term comprehensive development in the same location.”

2.53 This policy places a clear emphasis on rail-served locations, proximity to established settlements, infrastructure-led capacity, and avoidance of fragmented growth.

2.54 The Prospects Royston site performs strongly against the majority of the Section S5 criteria:

Walking distance to the railway station:

2.55 While the policy refers to “reasonable walking distance”, it does not define a fixed threshold. In practice, 800m is commonly applied as a benchmark for walkable access to rail stations, although national policy allows flexibility where high-quality alternative sustainable connections are provided. The site is not located within a conventional 800m walking distance of Royston railway station. However, the development is explicitly designed to address this through provision of a variety of sustainable transport enhancements.

Physically well-related to a settlement containing a railway station

2.56 The development site is physically and functionally related to Royston, an established market town within which the railway station is located. The site forms a logical extension to the urban area and is not an isolated or free-standing development. This directly satisfies the second part of Policy Section S5.

Development scale appropriate to existing and proposed infrastructure

2.57 The proposed scale of development (circa 1,000–1,500 homes with supporting mixed uses) has been shaped to align with the capacity of existing transport infrastructure and deliverable local enhancements. Unlike many strategic allocations within Greater Cambridge, the site does not rely on major uncommitted regional transport schemes to function sustainably.

Granta Park and Strategic Transport Study

2.58 The Granta Park Strategic Transport Study was commissioned to assess the transport impacts associated with existing and planned growth at Granta Park and surrounding areas along the

A505 corridor. The study forms part of the wider evidence base supporting employment growth and sustainable access to one of South Cambridgeshire's key science and employment clusters.

2.59 The study identified that:

- Peak-period congestion on the A505 is location-specific and junction-led, rather than corridor-wide;
- A significant proportion of trips are local or sub-regional, making them suitable for mode shift where viable alternatives are provided;
- Sustainable access improvements (bus priority, walking and cycling links, travel planning) can play a meaningful role in managing future demand;
- Growth can be accommodated through targeted mitigation and demand management, rather than reliance on large, uncommitted transport schemes.

2.60 The study has relevance to the Prospects Royston development as it emphasises the importance of improving public transport, active travel and travel planning, which all help towards encouraging a mode shift within catchment areas.

2.61 The study reinforces that growth south of Cambridge can function without dependence on congested Cambridge radial corridors or major uncommitted schemes, a key distinction between Prospects Royston and several strategic allocations further north.

Overall Policy Position

2.62 Taken together, national policy, Cambridgeshire and Peterborough Local Transport Plan, Hertfordshire LTP4 and the Regulation 18 Greater Cambridge evidence base all support development in locations that are well connected to existing settlements, services and sustainable transport networks. The site performs strongly against these criteria and is therefore well aligned with both national and local transport policy objectives.

3 Existing and Committed Transport Infrastructure near Prospects Royston

Royston Station

- 3.1 Royston railway station occupies a strategically important position on the London–Cambridge rail corridor, approximately 44 miles north of London King’s Cross and south-west of Cambridge. The station provides direct connectivity between two major employment and education centres and functions as a key commuter and regional interchange.
- 3.2 The station is served by both Great Northern and Thameslink services, with the majority of semi-fast London King’s Cross–Cambridge services calling at Royston. This provides fast, reliable rail journeys without the need for interchange, reinforcing the attractiveness of rail as a sustainable alternative to car travel.
- 3.3 Royston is the last station south of Cambridge capable of accommodating 12-car trains. This allows higher-capacity services to stop at the station, increasing its role as a collection and transfer point for passengers from surrounding settlements with more limited rail provision.
- 3.4 Service frequency is high throughout the day, with multiple trains per hour to both London and Cambridge in off-peak periods and additional services during peak hours. Trains typically operate at intervals of 30 minutes or better to key destinations, providing excellent access to regional and national rail networks via London King’s Cross.
- 3.5 Nearby villages including Shepreth, Meldreth and Foxton are also located on the same rail line; however, these stations generally have lower service frequencies. Typical off-peak provision is one train per hour towards Cambridge and London, increasing to two trains per hour in peak periods. By contrast, Royston benefits from additional express services, including up to two express services per hour to Cambridge (typically one stop, approximately 15 minutes) and London King’s Cross (two stops, approximately 45 minutes) during peak periods. Royston also offers direct services to Brighton (generally every 30 minutes) and occasional direct services to Ely, with more frequent connections available via Cambridge.
- 3.6 As a result of this strong rail offering, car parking at Royston station is in high demand and is often at or near capacity during peak periods, reflecting the attractiveness of rail travel from the town.

Walking and Cycling Infrastructure

- 3.7 Royston benefits from a good level of existing walking and cycling infrastructure. This includes off-road shared-use paths alongside key routes, quieter residential streets that are attractive for cycling, and a network that connects residential areas with the town centre, railway station and key local destinations.
- 3.8 A particularly important piece of infrastructure is the dedicated pedestrian and cycle underpass at Coombes Hole, which allows users to pass beneath the railway line that bisects the north-western part of the town. This facility provides a high-quality, traffic-free crossing for pedestrians and cyclists.

- 3.9 The Coombes Hole underpass was delivered as part of a wider sustainable transport initiative supported by Sustrans and Big Lottery funding. It links Melbourn Road with the Burns Road estate, significantly improving permeability and reducing severance caused by the railway.
- 3.10 The underpass plays a key role in Royston's emerging cycling network, enabling safer and more direct access between residential areas, schools, food retail, leisure facilities and off-road paths on both sides of the railway. It is widely recognised as an important asset that promotes active travel and reduces reliance on car-based trips.
- 3.11 Across Royston more generally, pedestrian infrastructure is well developed, with wide and continuous footways and numerous formal crossing points across busier roads. The Coombes Hole underpass also serves pedestrians, further strengthening walking connectivity within the town.

Proposed Strategic Greenway

- 3.12 The proposed Melbourn Greenway is a strategic active travel corridor being promoted by the Greater Cambridge Partnership. It is intended to provide a high-quality walking and cycling route between Royston, Melbourn and onward connections towards Cambridge.
- 3.13 The Greenway broadly follows the A10 corridor between Royston and Melbourn and would comprise a combination of off-road shared-use paths, traffic-calmed streets and upgraded crossing facilities to create an attractive, all-weather route for cyclists and pedestrians.
- 3.14 A key component of the scheme is a proposed pedestrian and cycle bridge over the A505, located to the east of the A10/A505 roundabout. This structure would provide a safe and direct crossing of a busy strategic route. The bridge is currently at feasibility and early design stage, with further funding, planning approvals and partnership working required prior to delivery. The northern landing and approach route would fall within the Prospects Royston landholding.
- 3.15 A bridge of this nature would typically require a clearance of approximately 5.4m above carriageway level. To achieve cycle-compliant gradients (likely no steeper than 1:20), approach ramps in excess of 100m in length would be required. While the bridge would represent a significant improvement in connectivity compared to existing conditions, it would be a relatively exposed structure in terms of weather.

Buses

- 3.16 Royston is served by a range of local and regional bus services providing connections within the town, to surrounding villages, and to larger employment and service centres including Cambridge, Letchworth and Bishop's Stortford.
- 3.17 Local town services include the Service 16, operated by Richmonds Coaches, which provides a circular route linking residential areas such as Burns Road and Roysia with Royston town centre and Royston railway station. This service operates throughout the day on weekdays and provides an important local connection between neighbourhoods, the station and key town centre facilities. A further local circular service, Service 24, operates around the town centre during daytime periods, providing additional local accessibility.

- 3.18 Service 17, runs between Royston, Bassingbourn and Guilden Morden, with some journeys extending to Cambridge. This service provides an important link between rural settlements, Royston and the wider Cambridge area. Service 15 connects Royston with Bassingbourn and Haslingfield, providing access to villages to the north and west. Service 18, operated by Richmonds Coaches, links Royston with Buntingford, serving intermediate settlements and providing cross-county connectivity within Hertfordshire.
- 3.19 Longer-distance regional services are also available. Service 26, operated by A2B Bus and Coach, provides a direct connection between Royston and Cambridge via Melbourn, Foxton, Little Shelford and Trumpington. This service operates during daytime hours on weekdays and Saturdays and provides a public transport alternative to car travel along the A10 corridor, albeit at a relatively low frequency of approximately one bus per hour. Service 27, operated by Richmonds Coaches, connects Royston with Bishop's Stortford, providing access to a wider range of employment, retail and rail interchange opportunities.
- 3.20 In addition, Services 91 and 91A, operated by Richmonds Coaches, link Royston with Letchworth Broadway via villages including Ashwell, Newnham, Radwell and Bygrave. These services provide access to Letchworth town centre and its rail station, supporting both employment and leisure travel.
- 3.21 Overall, the bus network provides good geographical coverage, although service frequencies on several routes are relatively low. This context reinforces the opportunity for the proposed Prospects Royston development to support enhanced bus provision, including higher-frequency services and integration with a new Mobility Hub, to deliver a step change in public transport accessibility.

Shared and Hire Bikes

- 3.22 At present, Royston does not benefit from a dockless or on-street cycle hire scheme. However, it is noted that 'Beryl Bikes' have recently been introduced in Stevenage within North Hertfordshire, demonstrating growing local appetite for shared mobility solutions.
- 3.23 Within Cambridgeshire, 'Voi' currently operates the primary dockless cycle and e-scooter hire system. There is potential for similar shared mobility provision to be introduced in Royston or extended to serve the Prospects Royston site in the future.

Summary

- 3.24 The Prospects Royston site benefits from proximity to a strong and established sustainable transport network, including high-quality rail services, good walking and cycling infrastructure, existing bus provision and planned strategic active travel improvements. This infrastructure provides a robust foundation that can be directly connected to and enhanced by the proposed development, as set out in the following section.

4 Site Proposals

- 4.1 The proposed development at Prospects Royston is a mixed-use allocation likely to comprise approximately 1,000-1,500 residential dwellings, 10-20 hectares of commercial floorspace, a two-form-entry (2FE) primary school, a local centre including up to 2.5 hectares of retail and complementary uses (such as a hotel, bar and cafés), a care home, medical facilities, formal and informal sports provision (including football, rugby, tennis and a sports centre etc.), a country park, and other supporting uses.
- 4.2 From a sustainable transport perspective, the mixed-use nature of the development enables a high degree of trip internalisation. Many day-to-day journeys would be made within the site or to nearby destinations in Royston, reducing the need for longer-distance travel. Where off-site trips are required, the proximity of Royston and the availability of sustainable transport modes means that a significant proportion of journeys can be undertaken by walking, cycling or public transport.

Illustrative Trip Internalisation Example

- 4.3 By way of illustration, a typical dwelling generates approximately 0.55 car trips per house and 0.25 car trips per flat during the AM peak hour. Assuming a development of 1,400 dwellings comprising 60% houses (840 units) and 40% flats (560 units), this would equate to:
- Houses: $840 \times 0.55 = 462$ car trips
 - Flats: $560 \times 0.25 = 140$ car trips
- 4.4 This results in a total of approximately 602 AM peak-hour car trips if the site were developed in relative isolation.
- 4.5 National Travel Survey data indicates that the purpose of travel during the AM peak (08:00–09:00) is broadly distributed as follows:
- Commuting: 16%
 - Business: 3%
 - Education: 28%
 - Escort education: 26%
 - Shopping: 4%
 - Other escort and personal business: 13%
 - Visiting friends, entertainment and sport: 4%
 - Holiday/other trips: 7%

- 4.6 Table 4.1 provides a high-level estimate of how these trips would be internalised, localised, or transferred to non-car modes as a result of the mixed-use nature of the development and its integration with Royston's existing facilities and public transport network.

Table 4.1 High level trip internalisation estimate *Allow for rounding errors

Trip Purpose	%	602 trips (in isolation)	Estimated internalised/localised, non car modes	Actual net off site trips
Commute	16%	96	60% = 58	38
Business	3%	18	10% = 2	16
Education	28%	169	75% = 127	42
Escort Education	26%	157	80% = 126	31
Shopping	4%	24	50% = 12	12
Other escort and personal business	13%	78	10% = 8	70
Visting Friends, entertainment and sport	4%	24	10% = 2	22
Holiday/Trip/Other	7%	42	0% = 0	42
Total	100%	602*	335*	273*

- 4.7 This indicative analysis suggests that approximately 335 AM peak-hour vehicle trips would be internalised or removed compared with a standalone residential development, leaving around 273 off-site car trips. Many of these remaining trips are likely to be short-distance journeys within Royston, with fewer longer-distance movements beyond the local area.
- 4.8 A similar pattern of internalisation would apply to other land uses on the site. For example, the primary school would attract pupils from within the development, employment areas would draw staff from nearby homes, businesses would interact with one another on site, and recreational trips such as dog walking would be accommodated within the country park. At later planning stages, a more detailed and comprehensive internalisation assessment would be undertaken covering all components of the development.

Proposed Walking and Cycling Connectivity

- 4.9 The site benefits from an existing circa 6m diameter tunnel beneath the A505, located approximately 230m north of the A505/Desborough Lane roundabout. On the western side, this tunnel connects directly to highway-maintained land within the wide western verge of the A505.
- 4.10 It is proposed that this structure is utilised as a high-quality pedestrian and cycle connection. New routes could be delivered within the existing highway boundary running along the current A505 south western verge, providing links to nearby schools and onward connections to established cycling routes leading into Royston town centre and Royston railway station. As this connection operates at ground level, it would be significantly less exposed to weather than an overbridge crossing.
- 4.11 Desire lines in this verge are already in existence with a worn path route easy to navigate. This would be formalised as part of the Prospects Royston proposal.
- 4.12 The proposed Melbourn Greenway requires land within the site boundary. This land could be made available to facilitate delivery of the Greenway bridge and provide direct connections to the wider strategic active travel network. Internal site routes would allow users to travel away

from the A10 corridor, creating more attractive, legible and traffic-free walking and cycling routes.

- 4.13 It is also anticipated that the A10/A505 roundabout would be signalised as part of the development. This would provide an opportunity to incorporate dedicated pedestrian and cycle crossing stages, accommodating movements associated with the site and offering an alternative high-quality connection that could integrate with the Greenway.
- 4.14 Together, these interventions demonstrate that multiple complementary walking and cycling routes could be delivered, significantly strengthening sustainable connectivity between the site and Royston and removing severance.

Walking/Cycling Isochrones

- 4.15 The drawings contained at **Appendix B** present walking and cycling isochrone maps based on the pedestrian and cycling bridge and/or road crossing just south of the A10/A505 roundabout. The isochrones were generated using web-based isochrone mapping software (<https://www.iso4app.net>), which calculates travel times using the existing and proposed pedestrian and cycle network.
- 4.16 Given the scale of the proposed development (circa 1,000-1,500 dwellings), a single central starting point was not considered to be representative. The site will contain a wide distribution of homes, each with different local access points to the surrounding network. Selecting an individual dwelling or a theoretical centre point would therefore risk overstating or understating accessibility for large parts of the site. Instead, the analysis uses a key site access point that reflects how future residents would realistically enter the wider walking and cycling network.
- 4.17 The walking isochrone mapping illustrates accessibility in 5-minute intervals, up to a maximum of 30 minutes. The results demonstrate that the majority of Royston is accessible within a reasonable walking distance. In particular, the town centre and Royston railway station are shown to be accessible within approximately 20-25 minutes' walk, with the retail area to the north of the town also accessible within a similar timeframe. Employment areas to the west of Royston are reachable within approximately 30 minutes' walk. This confirms that Royston's key services and destinations are realistically accessible on foot from the site.
- 4.18 As would be expected, cycling significantly enhances accessibility. The cycling isochrone demonstrates that the entire extent of Royston can be reached within approximately 10 minutes by cycle from the same access point. This highlights the strong potential for everyday trips to be undertaken by cycling, particularly when supported by the proposed walking and cycling connections, Greenway links and internal site permeability.
- 4.19 Cycle access to and from the villages to the north, Melbourn and Meldreth for example will be simplified due to the proposed construction of the Melbourne Greenway already described. This would allow a resident of one of these villages to cycle to the site for work or school on a safe and purpose built facility. They would have the opportunity to park their bike safely and then access Royston Station or Town Centre using the 'turn up and go bus service' from the Prospects Royston, should they choose not to ride the remainder of the journey.

- 4.20 The entirety of Melbourn would be within a 3km cycle ride and the entirety of Meldreth in a 4.2km cycle ride. These would have corresponding cycle journey times of 15 minutes and 20 minutes respectively from the most distant parts of each village.

Mobility Hub

- 4.21 The development would incorporate a dedicated Mobility Hub, an example of which is illustrated at **Appendix C**.
- 4.22 A *Cambridge-style mobility hub* is a modern, multi-modal transport interchange designed to integrate walking, cycling, bus and rail services in one accessible location, making it easier for residents and visitors to switch between travel modes and reduce reliance on private cars.
- 4.23 Unlike traditional park-and-ride facilities focused primarily on car access, these hubs prioritise active travel access and public transport connectivity, with high-quality pedestrian and cycle links into the surrounding area and onward into major destinations.
- 4.24 They typically include facilities such as secure cycle parking, sheltered waiting areas, real-time service information, electric vehicle charging points, drop-off/pick-up zones and space for feeder bus services, taxis and demand-responsive transport, enabling seamless transfers between modes. The proposal would also incorporate indoor amenities including toilets, seating and storage lockers to improve user comfort and support longer-distance multi-stage journeys.
- 4.25 The Mobility Hub would function as a modern, multi-modal interchange prioritising walking, cycling and public transport rather than private car use. Facilities would include secure cycle parking, bike hire, EV charging, sheltered waiting areas, real-time travel information, micromobility docking, and high-quality connections to the Greenway and wider active travel network.
- 4.26 The hub would form the focal point of the proposed high-frequency “turn-up-and-go” bus service and would also include supporting amenities such as seating, toilets and lockers to enhance user comfort and encourage multi-stage journeys.

Public Transport Enhancements

- 4.27 As a significant new development, it is proposed that Prospects Royston would incorporate a high-quality, “turn-up-and-go” bus service, providing convenient access to public transport within 400m of all new dwellings across the site.
- 4.28 The proposed service would operate at a frequency of approximately every 10 to 15 minutes and follow a looped route serving Royston town centre, Royston railway station, the on-site Mobility Hub, and onward connections to Cambridge via the villages of Melbourn, Meldreth and Foxton, broadly following the A10 corridor.
- 4.29 Due to existing constraints at the Lower King Street/Melbourn Street junction in Royston, where right-turn movements are prohibited and carriageway widths are insufficient to accommodate bus movements, a clockwise routing through the town centre is not feasible. An anticlockwise routing is therefore considered the most practical option. This arrangement has the additional

benefit of serving Royston railway station earlier in the service loop, thereby strengthening rail interchange opportunities and enhancing the attractiveness and likely patronage of the service.

- 4.30 The introduction of this service would represent a step change in the level of public transport provision currently available in the area and would deliver benefits not only to future residents of Prospects Royston, but also to existing residents of Royston and the surrounding villages along the A10 corridor to Cambridge.
- 4.31 In addition to the proposed new high-frequency service, there is also scope to enhance existing bus services operating within Royston by extending them to serve the proposed development and the on-site Mobility Hub at Prospects Royston, further strengthening the overall public transport offer and network resilience.

‘Incidental’ Park and Ride

- 4.32 An “incidental Park & Ride” function would emerge as a natural consequence of the proposed high-frequency bus service. This is likely to be attractive to residents of villages located between Royston and Cambridge, including Melbourn, Meldreth, Shepreth and Foxton. While these settlements benefit from local railway stations, service frequencies are materially lower than those available at Royston Station, as described earlier. In addition, parking provision at Royston Station is both chargeable and frequently constrained during peak periods. The incidental Park & Ride function would therefore offer a practical alternative for users currently constrained either by limited rail service provision at their local station or by parking availability at Royston.
- 4.33 The incidental Park & Ride function could also be supported through complementary land-use initiatives. Any Park & Ride activity would remain low-key and would utilise the proposed turn-up-and-go bus service, whose primary function is to serve site residents, employees and visitors. The Park & Ride element is therefore secondary in nature and arises as an added benefit, rather than operating as a standalone or formally designated Park & Ride facility.
- 4.34 In terms of likely usage, it is anticipated that residents of Melbourn, Meldreth, Foxton and surrounding villages could park at the site and utilise the high-frequency bus service to access Royston railway station and town centre, where onward rail connections are more frequent and reliable.
- 4.35 In the opposite direction, residents of Royston and the wider area could use the service to travel towards Cambridge, choosing the bus in preference to car-based trips either to the northern villages or directly into Cambridge.
- 4.36 The Mobility Hub and incidental Park & Ride function would therefore act to intercept, transfer or reduce car trips that would otherwise be destined for, or already using, the A10 corridor. In doing so, the proposals would contribute to reducing traffic demand on the A10 and support wider strategic objectives relating to congestion management and sustainable travel.

Bus Gate

- 4.37 To support sustainable travel objectives and discourage unnecessary traffic passing through prospects Royston, a bus gate would be incorporated to prevent general vehicular movements between the A505 and the A10. This restriction would apply to private motor vehicles only, while buses, emergency service vehicles, cyclists and pedestrians would be permitted to make this movement, thereby prioritising sustainable modes.

Foxton Mobility Hub

- 4.38 The Foxton Mobility Hub is proposed adjacent to Foxton railway station on the A10 corridor and is intended to operate as a multi-modal interchange. The scheme seeks to intercept car trips from the A10, facilitate transfers to rail and bus services, enhance active travel connectivity, and contribute to reducing traffic congestion within Cambridge.
- 4.39 The Outline Business Case for the Foxton Mobility Hub identifies a risk-adjusted delivery cost of £8.675 million. However, more recent updates suggest that overall costs may now exceed £12 million.
- 4.40 Although the original programme targeted an opening date in 2024, it is understood that the scheme is currently under review due to escalating construction costs, reliance on associated level-crossing upgrades, and local public concerns. Notwithstanding these challenges, the strategic need for a Mobility hub on the A10 corridor remains clear, given persistent congestion issues and the role such infrastructure plays in supporting sustainable travel between Royston and Cambridge.
- 4.41 In addition, the Greater Cambridge Partnership (GCP) Board has recently agreed to pause the Cambridge South East Transport (CSET) scheme following significant inflationary pressures, which increased forecast delivery costs to in excess of £200 million. In this context, the Foxton Mobility Hub has been repositioned as a more deliverable successor scheme capable of achieving similar mode-shift benefits along the corridor.
- 4.42 There is therefore a degree of uncertainty regarding the timing and delivery of elements of the Foxton Mobility Hub. Foxton railway station is located approximately 4.5 miles north of Prospects Royston via the A10, equating to a road journey time of around six minutes. In this context, it is realistic to expect that the proposed Mobility Hub and incidental Park & Ride function, supported by a high-frequency turn-up-and-go bus service, could provide a viable alternative for some users. This would complement the wider corridor strategy and contribute positively to reducing traffic demand on the A10, particularly in the event of delays to the Foxton scheme.

Street Bikes (Beryl or Voi)

- 4.43 It is proposed that a street bike hire scheme be introduced as part of the development, with docking stations located within the site and additional bikes distributed across Royston and nearby villages served by the Greenway, including Melbourn and Meldreth. This would provide residents and visitors with convenient access to shared pedal cycles and e-bikes for short local journeys.
- 4.44 As part of the wider sustainable transport strategy, the introduction of a street-based bike share scheme would offer an effective means of encouraging active travel and reducing reliance on

the private car, particularly for short trips and first/last-mile journeys. The scheme could be delivered in partnership with an established operator such as Beryl or Voi, both of which operate successful pedal bike and e-bike hire systems across numerous UK towns and cities, including locations within Hertfordshire and the wider region.

- 4.45 Such systems typically operate via app-based technology, allowing users to locate, unlock and hire bikes quickly and flexibly. Bikes can be deployed at key destinations including the railway station, town centre, residential neighbourhoods and other local trip attractors. By integrating designated bike parking areas within the public realm and aligning the scheme with the Greenway and wider active travel network, the development would directly support a shift toward sustainable, zero-emission travel modes and improve connectivity for everyday trips without the need for private car ownership.

Herts Lynx Buses

- 4.46 Extending the Herts Lynx on-demand bus service into the proposed development and its associated mobility hub in Royston would integrate the site into this innovative demand-responsive transport network. This would provide residents and visitors with flexible, bookable connections that complement conventional fixed-route bus and rail services.
- 4.47 The provision of a designated pick-up and drop-off point within the development and at the mobility hub would enable seamless onward travel to surrounding rural communities and key urban destinations, improving accessibility for those without access to a private car.
- 4.48 Incorporating Herts Lynx into the transport strategy would therefore support modal shift objectives, reduce reliance on car travel, strengthen access to employment, education and services, and align with wider Hertfordshire transport and sustainability objectives focused on inclusive, low-carbon mobility.

Transport Connectivity Plan

- 4.49 Based on all the proposed improvements outlined in the section, the drawing contained at **Appendix D** highlights all offsite sustainable transport offerings as well as existing committed sustainable transport proposed in proximity to the site.

5 Vehicle Access and off-site Enhancements

- 5.1 Two principal vehicular access points are proposed to serve the Prospects Royston development:
- The primary access would be taken from the A10 via a newly constructed junction, likely in the form of a roundabout, although a signalised junction could also be considered subject to further assessment. This access is anticipated to be located toward the northern end of the western site frontage, along a relatively straight section of the A10 where good horizontal and vertical visibility can be achieved.
 - The secondary access would utilise the recently constructed three-arm roundabout on the A505, delivered as part of the Desborow Lane development. A fourth arm would be introduced on the north-eastern side of this junction to provide access into the site.
- 5.2 The A10 access would be designated to serve all commercial and servicing traffic associated with the development, while the A505 access would serve all other site traffic, including residential movements. The two access points would be connected internally for emergency vehicles, public transport, cyclists and pedestrians only. This arrangement is intended to prevent the site from becoming a vehicular “rat-run” between the A10 and A505, while still allowing permeability for sustainable modes and essential services.
- 5.3 While the proposed sustainable transport initiatives are expected to materially reduce traffic growth on the surrounding highway network, it is realistic to anticipate that some off-site highway improvements will still be required. In particular, increased demand is expected at the existing A10/A505 roundabout junction.
- 5.4 A common and effective means of increasing capacity at larger roundabouts is the signalisation of the circulatory carriageway, potentially incorporating signal-controlled through movements. The A10/A505 roundabout has an inscribed circle diameter of approximately 90m and is therefore of sufficient size to accommodate conversion to a signalised layout. Beyond capacity benefits, signalisation would enable the introduction of formal pedestrian and cycle crossing stages, which are currently absent at this location.
- 5.5 It is envisaged that surface-level, signal-controlled pedestrian and cycle crossings could be provided across the eastern arm (A505) and southern arm (A10). These at-grade crossings would offer a more attractive and accessible solution than a standalone overbridge, particularly as they would sit on stronger desire lines for many users and be less exposed to weather conditions.
- 5.6 Additional off-site highway improvements may also be required, although the precise scope of such works would be determined through more detailed future transport assessment. Notwithstanding this, the signalisation of the A10/A505 roundabout represents a policy-aligned intervention, delivering clear benefits for pedestrians and cyclists, who currently have no dedicated crossing provision, while also increasing vehicular capacity. In this context, highway capacity enhancements and sustainable transport improvements would operate in tandem rather than in conflict.
- 5.7 The site has generous lengths of frontage on both the A10 and the A505. Should capacity enhancements be deemed necessary on these links then this can be accommodated. However

the principle of the development is based on sustainability and sustainable travel connections. Increasing link capacity does not align with this ethos and should therefore be resisted.

Highway Safety Review

- 5.8 A high level review has taken place of the surrounding road network utilising crash map. The A10 between the existing A10/A505 roundabout and northwards to the proposed site access has seen two fatal accidents and two serious accidents in the five year period ending 2024. These accidents most likely relate to speed and overtaking which would be typical of accidents on such road alignment.
- 5.9 The accidents were in proximity to the proposed site access point which is anticipated to be in the form of a roundabout. A roundabout with its accompanying deflection would significantly slow traffic on this link, interrupt traffic flow and reduce the perception that overtaking is worthwhile.
- 5.10 Roundabouts can have a significant traffic calming effect and here it would appear that it could reduce accident severity by slowing overall speed if not frequency and provide a significant safety benefit.
- 5.11 The proposed access via the A505 roundabout would not materially change the existing characteristics of the A505 approaches. Notably there has not been the same level of accident occurrence nor severity in the vicinity of the proposed A505 access point.

6 Summary and Conclusions

Summary

- 6.1 This report has reviewed the transport context, policy framework and connectivity opportunities associated with the proposed mixed-use development at Prospects Royston, located to the north-east of Royston. The assessment has been undertaken in the context of Regulation 18 of the emerging Greater Cambridge Local Plan, alongside relevant national policy, Hertfordshire Local Transport Plan 4, and the Greater Cambridge transport evidence base.
- 6.2 The Regulation 18 evidence demonstrates that a number of existing strategic allocations within the Greater Cambridge area face significant transport-related challenges. These include reliance on major, uncommitted regional infrastructure schemes, severe vehicular trip budget constraints, unrealistic mode shift targets and physical severance caused by strategic road and rail corridors. Collectively, these factors introduce substantial delivery risk and extended timescales for development.
- 6.3 By contrast, the Prospects Royston site benefits from a fundamentally different and more robust transport context. The site is located adjacent to an established and well-connected market town, rather than within the constrained Cambridge transport basin. It has direct access to the A10 and A505, excellent rail connectivity via Royston station, existing bus services, and strong opportunities for walking and cycling. Crucially, the site does not rely on the delivery of major uncommitted infrastructure schemes to function sustainably.
- 6.4 The mixed-use nature of the development provides significant opportunity for trip internalisation, reducing the need for off-site travel and supporting shorter, more sustainable journeys. High-level analysis indicates that a substantial proportion of trips typically generated by a residential development would be internalised, localised or undertaken by non-car modes, materially reducing peak-hour vehicle demand on the surrounding highway network.
- 6.5 The proposed transport strategy builds on this strong baseline by delivering a comprehensive package of sustainable transport measures. These include high-quality walking and cycling connections into Royston, integration with the proposed Melbourn Greenway, utilisation of existing subways beneath the A505, a centrally located Mobility Hub, a high-frequency “turn-up-and-go” bus service, demand-responsive transport integration, shared mobility provision, and targeted highway interventions. Together, these measures align closely with Regulation 18 policy objectives, Hertfordshire LTP4 and the Draft NPPF’s emphasis on sustainable accessibility.
- 6.6 The vehicular access strategy has been carefully designed to support these objectives. Two principal access points from the A10 and A505 would accommodate development traffic while preventing inappropriate through-movement. Proposed signalisation of the A10/A505 roundabout would provide both capacity benefits and high-quality pedestrian and cycle crossings, ensuring that highway improvements and sustainable transport provision operate in a complementary manner.
- 6.7 The proposals also have wider strategic benefits. The Mobility Hub and incidental Park & Ride function would help intercept trips along the A10 corridor, support rail access at Royston station, and provide resilience in the context of uncertainty surrounding other corridor-based

schemes such as the Foxton Mobility Hub. This approach supports broader congestion management and mode-shift objectives without introducing new infrastructure dependencies.

- 6.8 The proposed highway access points would have an overall positive effect on highway safety.

Conclusion

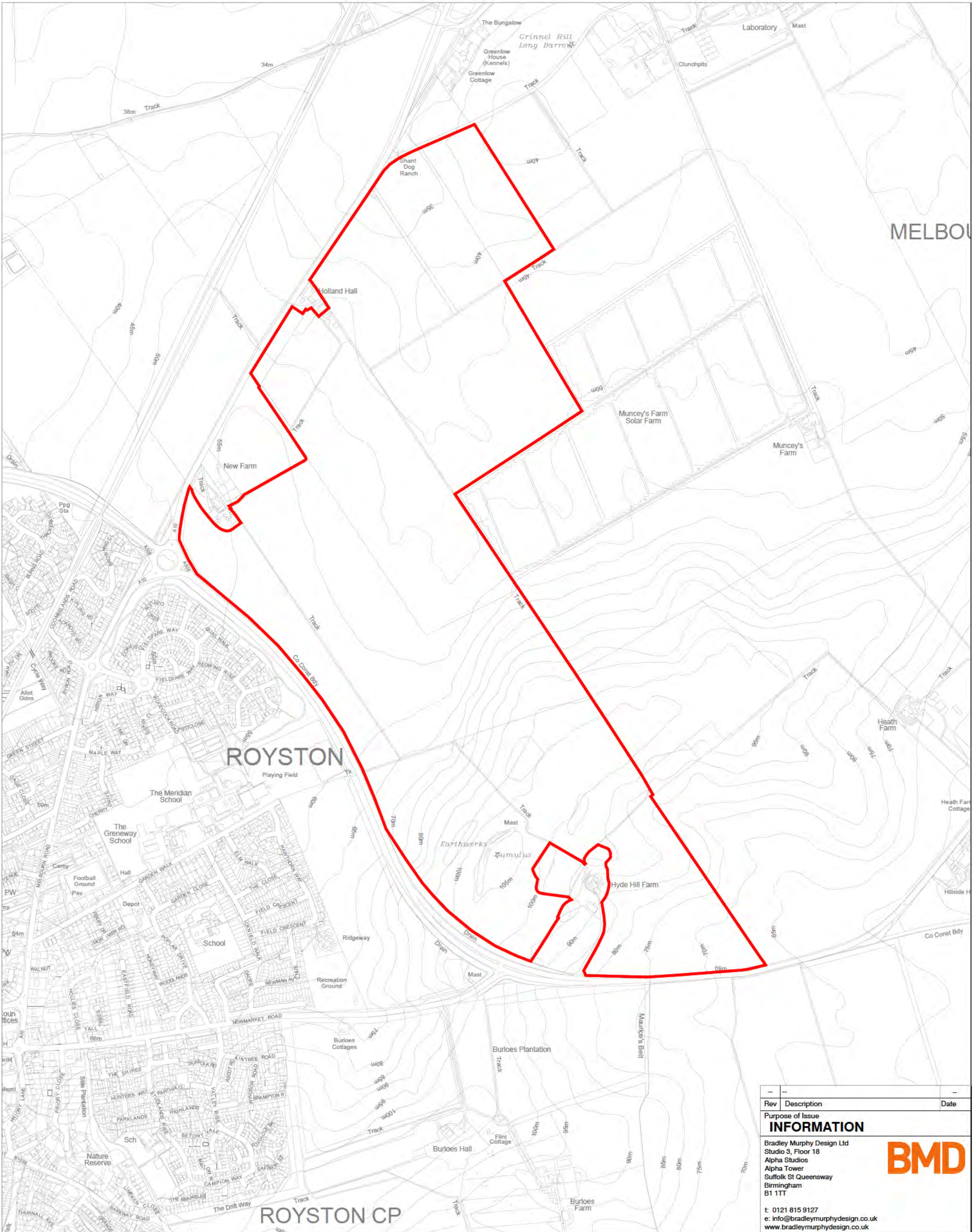
- 6.9 The collective evidence demonstrates that Prospects Royston represents a highly sustainable, deliverable and policy-aligned development opportunity. The site benefits from strong existing transport infrastructure, realistic and achievable mode shift potential, proportionate mitigation requirements and low reliance on external schemes. As such, it performs strongly against the Regulation 18 transport evidence base and can be promoted as a robust candidate for allocation within the emerging Local Plan, avoiding many of the structural weaknesses that affect other strategic sites.

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Appendix: A - Location Plan



 SITE BOUNDARY



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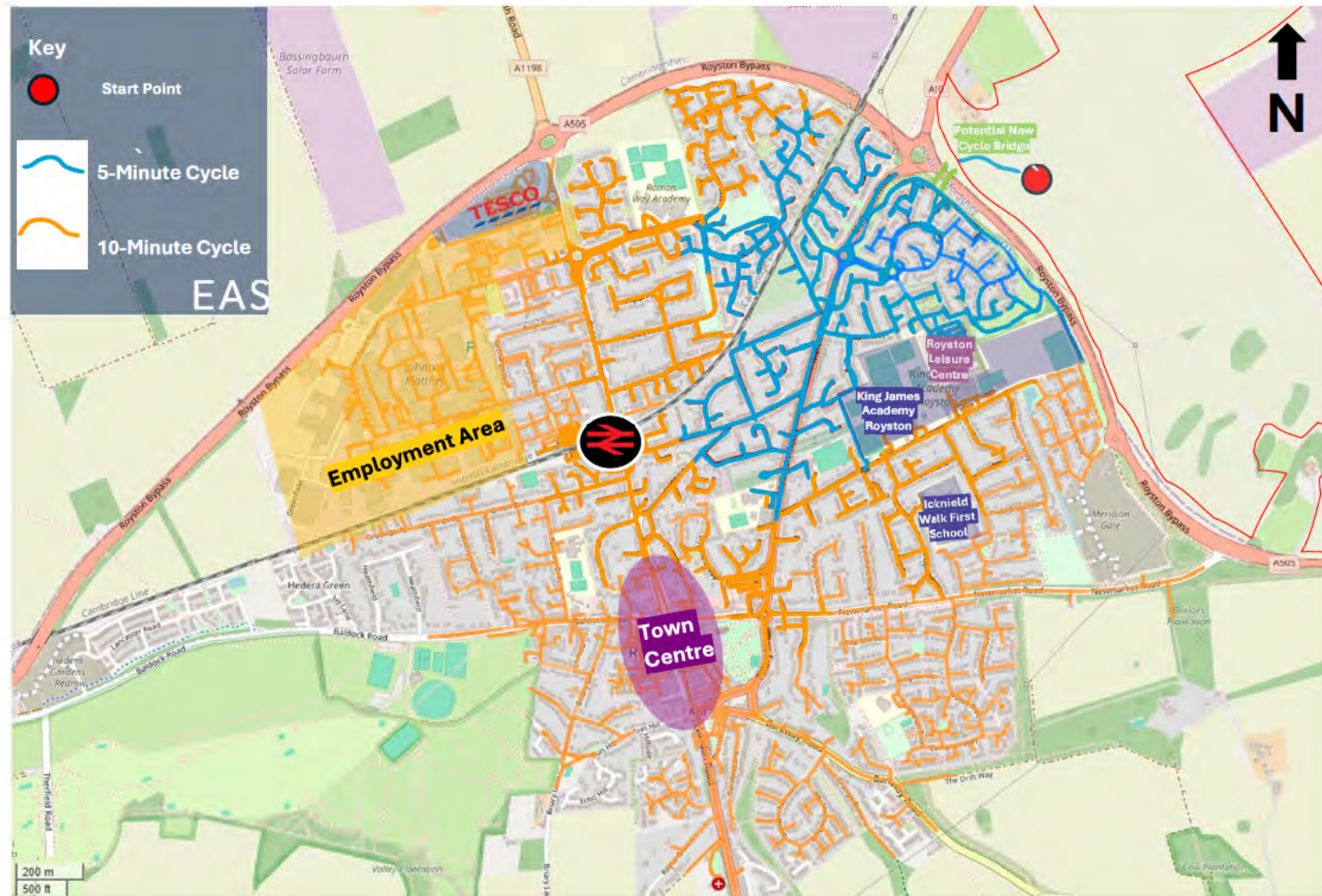
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Appendix: B – Walking + Cycling Isochrones Into Royston

Cycling Isochrone





Appendix: C – Cambridgeshire Mobility Hub Example

Components of mobility hubs

Mobility hubs can be seen as an interface between the transport network and spatial structure of an area. Mobility hubs include a range of different components. This diagram illustrates some of the most commonly used components:

A1: Mobility components: Public Transport

A2: Mobility components: Non - public transport

B: Mobility related components

C: Non-mobility & Urban realm improvement

A2: MOBILITY COMPONENT: SHARED MOBILITY

- Car share: back to base, one way, electric
- Bike share: back to base, one way, electric
- Cargo bike share, cargo bike logistics store
- Other future micro-mobility options (e.g. e-scooters, moped share)
- Ride sharing

Branded pillar

Mobility hubs require a prominent sign or pillar with a common brand to make them visible to the public. The inclusion of a digital elements in a pillar can provide:

- Access to a local transport website for information on services
- A way finding option for local walking and cycling trips
- A journey planning service for multi-modal trips
- Registration and ticketing
- Customer services.

C: NON-MOBILITY & URBAN REALM IMPROVEMENT

- Package delivery lockers
- Mini fitness or play area
- Café and Co-working space
- Outdoor water fountain

A1: MOBILITY COMPONENTS - PUBLIC TRANSPORT MODES & OTHER PICK UP /DROP OFF:

- Bus
- Tram
- Rail
- Demand responsive mini-buses (all one points)
- Ride hailing, (shared) taxis



B: MOBILITY RELATED COMPONENTS

- EV car charging
- Bike parking, (Standard, covered, restricted access, EV charging)
- Bike repair, pumps
- Digital pillar, (transport info, ticketing, way finding, walk distances, local services)
- Child car seats, bike seats & trailers
- Community concierge parcel last mile delivery

C: NON-MOBILITY & URBAN REALM IMPROVEMENT

- Improved public realm, safer crossings, step free access, road repairs, adjustments for disabilities.
- Waiting area space, covered, seating, planting, artwork, kiosks for coffee etc.
- Wi-Fi, phone charging

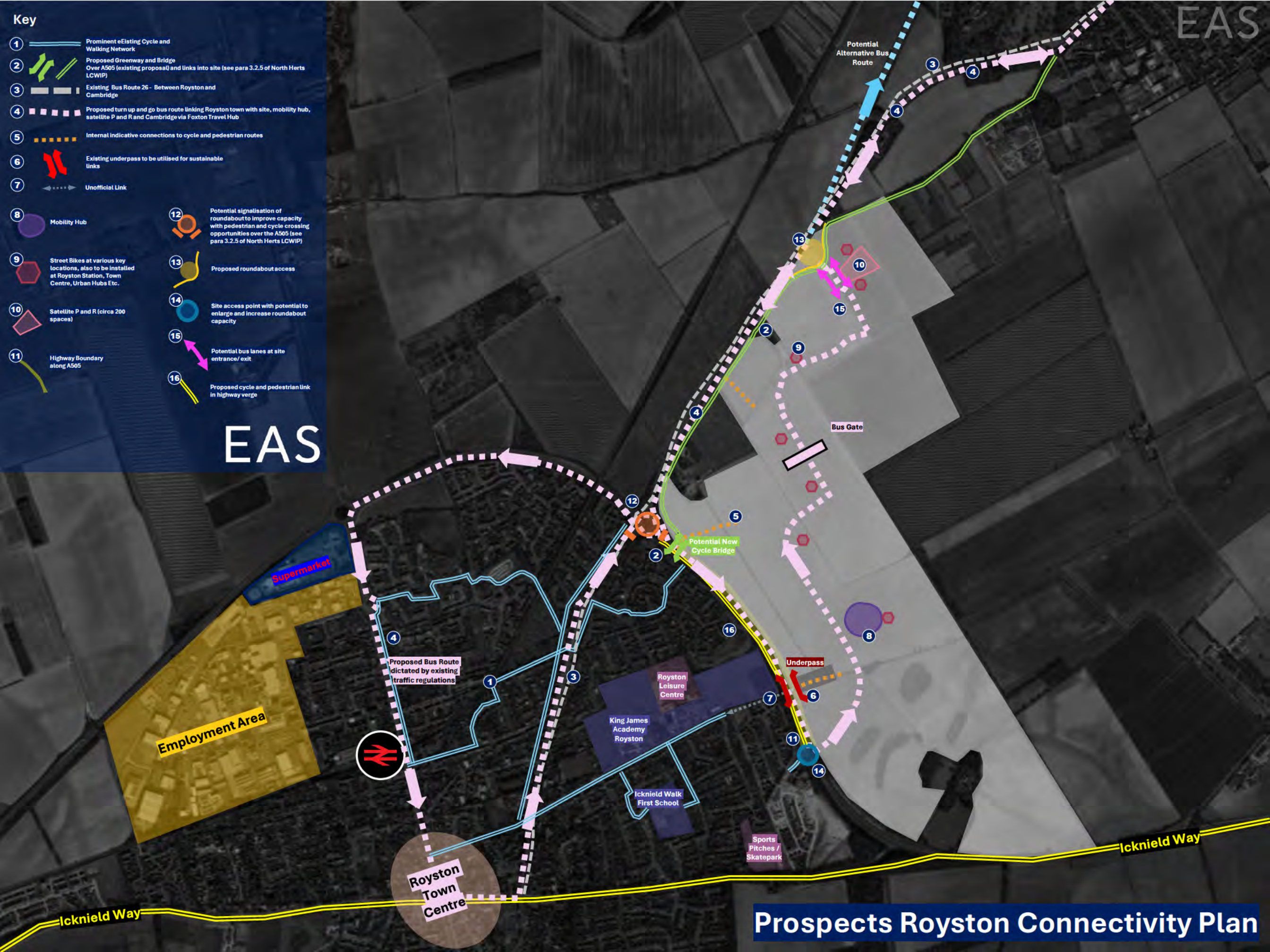


Appendix: D – Transport Connectivity Plan

Key

- 1 Prominent eExisting Cycle and Walking Network
- 2 Proposed Greenway and Bridge Over A505 (existing proposal) and links into site (see para 3.2.5 of North Herts LOWIP)
- 3 Existing Bus Route 26 - Between Royston and Cambridge
- 4 Proposed turn up and go bus route linking Royston town with site, mobility hub, satellite P and R and Cambridge via Foxton Travel Hub
- 5 Internal Indicative connections to cycle and pedestrian routes
- 6 Existing underpass to be utilised for sustainable links
- 7 Unofficial Link
- 8 Mobility Hub
- 9 Street Bikes at various key locations, also to be installed at Royston Station, Town Centre, Urban Hubs Etc.
- 10 Satellite P and R (circa 200 spaces)
- 11 Highway Boundary along A505
- 12 Potential signalisation of roundabout to improve capacity with pedestrian and cycle crossing opportunities over the A505 (see para 3.2.5 of North Herts LOWIP)
- 13 Proposed roundabout access
- 14 Site access point with potential to enlarge and increase roundabout capacity
- 15 Potential bus lanes at site entrance/exit
- 16 Proposed cycle and pedestrian link in highway verge

EAS





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