

Land between Cambridge Road and Royston Road, Barkway Masterplan Summary Report **March 2022**



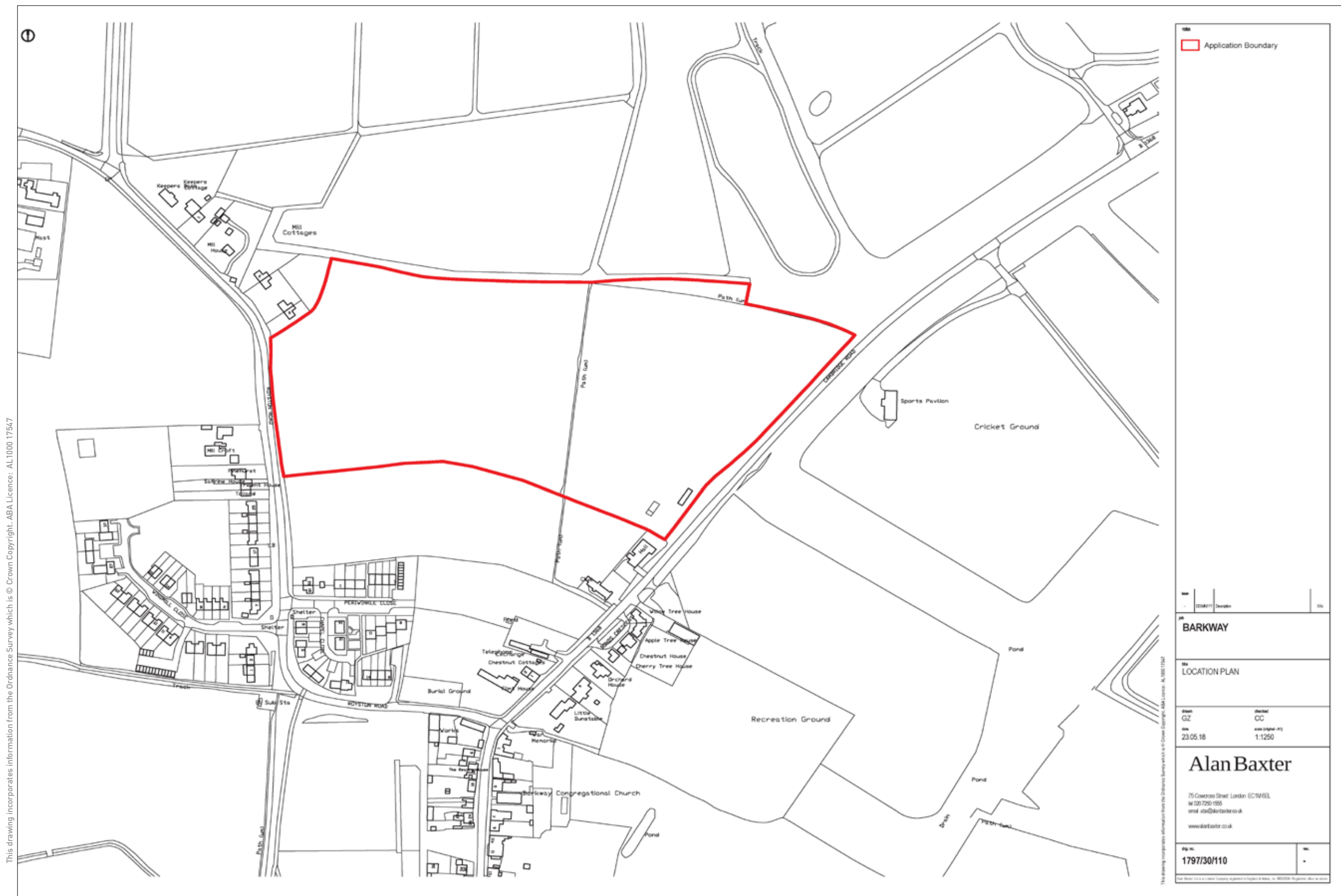


Fig. 1: Parameter Plan: Location Plan

Land between Cambridge Road and Royston Road, Barkway Masterplan Summary Report

Prepared for Rand Brothers
March 2022

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1.0 Introduction

1.1 Introduction

This Masterplan Summary Report has been prepared on behalf of Rand Brothers in support of the outline planning application with all matters reserved except access for a development of up to 140 homes and village shop on land between Cambridge Road and Royston Road to the north of Barkway, Hertfordshire.

The application is for a new high quality development which sits comfortably alongside the historic townscape of Barkway and is sensitive to the highly valued landscape setting of the village. The proposal consists of up to 140 well-designed family sized homes, a local shop, public open space and a network of high quality pedestrian and cycle links which connect into existing footpaths and bridleways.

The proposal provides a new east-west connection between Royston Road and Cambridge Road and in doing so, improves accessibility between existing homes and community facilities on Cambridge Road.

It complies with the policies of the draft North Hertfordshire Local Plan and follows the specific design requirements for this site, reference BK3.

1.2 Site location

The site is located at the northern edge of the rural village of Barkway, four miles south of Royston, in the District of North Hertfordshire. It lies between Royston Road to the west and the B1368 Cambridge Road to the east, just north of where the two roads meet with the High Street which continues south through the main part of the village.

The site covers 7.62 hectares of agricultural land, half of which has lain fallow for a number of years. The land immediately south/south west of the site is safeguarded land for a primary school within the emerging Local Plan and is owned by Hertfordshire Country Council.

South east of the site, an outline application was approved on the 24th July 2017 for 13 no. detached and semi-detached houses within a landscaped setting, accessed off Cambridge Road (ref: 16/002237/1) and has now been built out. South west of the site at Windmill Close, a planning application for 24 dwellings and associated access and landscape proposals was approved in January 2022 (ref: 20/02779/FP).

The immediate surrounding area to the south and west is predominately residential much of which dates from the late 20th century. The Village Hall and Social Club are situated to the east of the site on Cambridge Road, along with a recreation ground with a childrens' play area on the eastern side of Cambridge Road. There is one primary school, the Barkway First V.A. School, and St Mary Magdalene Church which are both situated in the middle of the village approximately 650 metres south of the southern boundary of the site.

A key feature of the surrounding landscape is the Chiltern Ridge which runs east-west along the northern edge of the site. The landscape around the site is shaped by Newsells Park, an estate and working stud farm to the north, and Cokenach Estate, a designated historic park and garden to the north east, which creates a grand wooded character to the eastern end of the site.

1.3 Scope of this document

This document summarises the contextual analysis and design principles which underpin the site masterplan and explains the design parameters which form part of the application.

The separate Design and Access Statement provides greater detail on the evolution of the masterplan and further illustrative detail relating to the layout and character of the proposals.

2.0

Local Character Analysis, Constraints and Opportunities

2.1 Character

Historical development

Barkway is a historic settlement which lies on the old London to Cambridge coaching route, with many properties dating back as early as the 15th century, although most are from the 17th and 18th centuries. A review of historic maps reveals how the settlement has evolved over time.

1880

The village had a strong linear form along High Street with village facilities including a primary school, post office, public house and brewery. St Mary Magdalene Church is situated further away from the main road on Church Lane. North of Royston Road there was a Congregational Chapel which marked the northern edge of the settlement. Cokenach House and grounds are evident to the east of the site area, and Newsells Park to the north east.

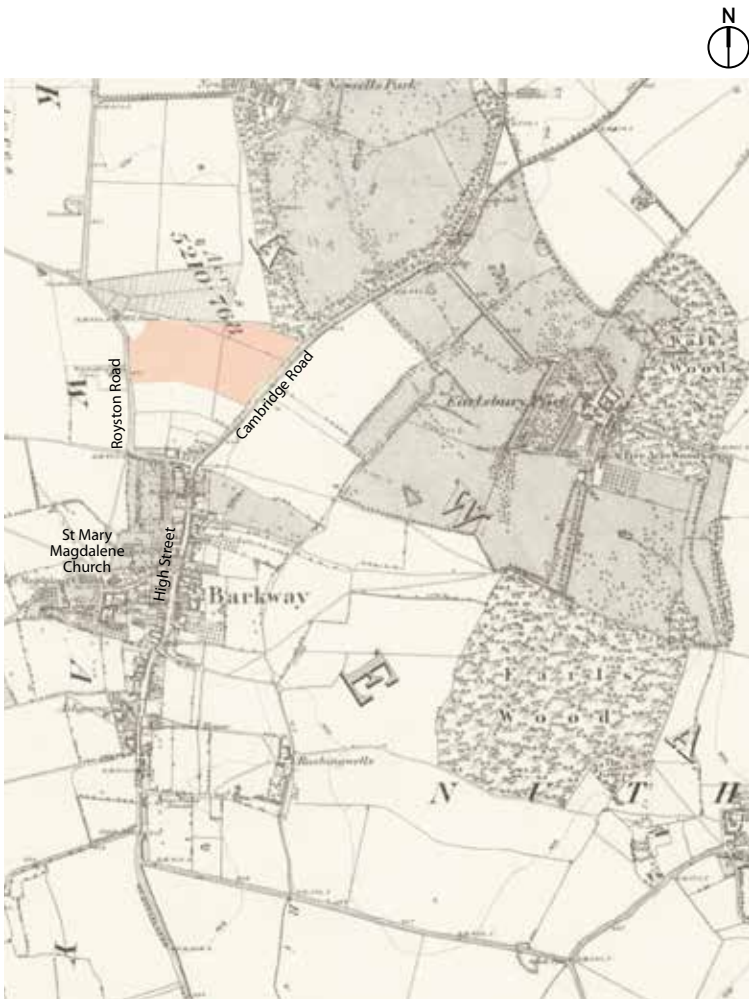


Figure 2: 1880 (Source: National Library of Scotland)

1924

In the early 20th century the village began to expand to the north with development in the vicinity of the site on the land between Royston and Cambridge Roads. In the 1920s Barkway Social club was erected.

A field boundary in the northern half of the site runs across it in a southeasterly direction and was likely marked by a hedgerow. This field boundary was lost in the second half of the 20th century.

Newsells Park Stud was established to the north east of the site in 1926.

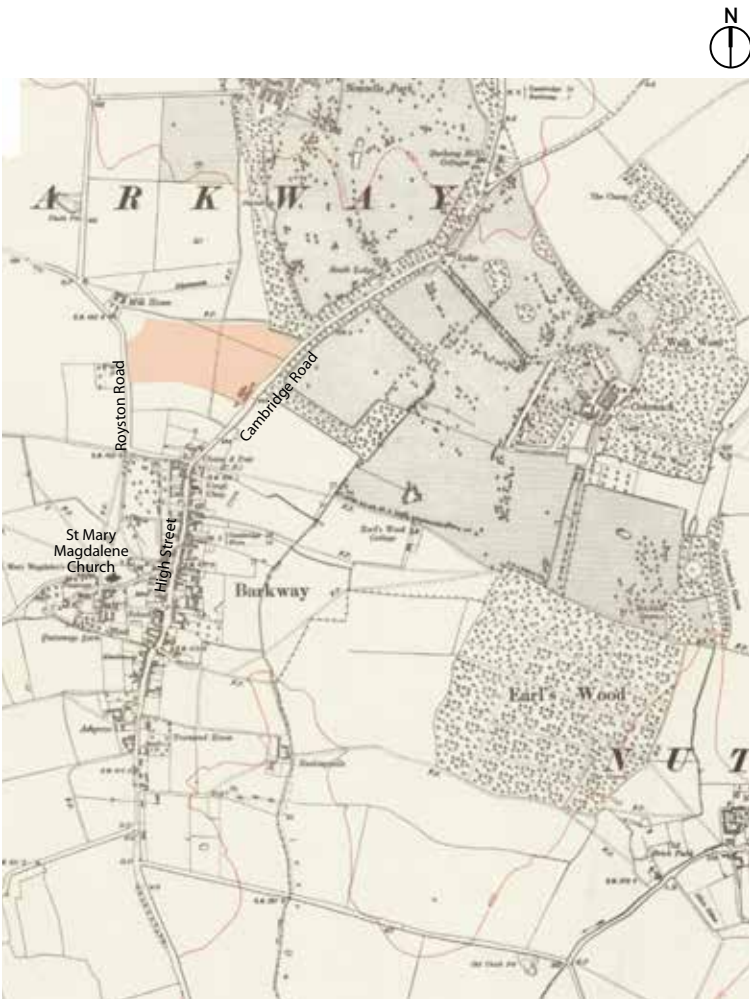


Figure 3: 1924 (Source: National Library of Scotland)

2017

20th century growth at the northern and southern ends of the village is evident. This includes housing on and around Royston Road and Cambridge Road, which enclose our site. Windmill Close and Periwinkle Close were developed in the 1970s as small self-contained estates.

A recreation ground and playground is shown to the east of Cambridge Road creating a cluster of community facilities with The Social Club and Village Hall.

There has been further small-scale development in locations off the High Street.

Cokenach House was listed grade II* in 1968, with its ground listed grade II in 1987.

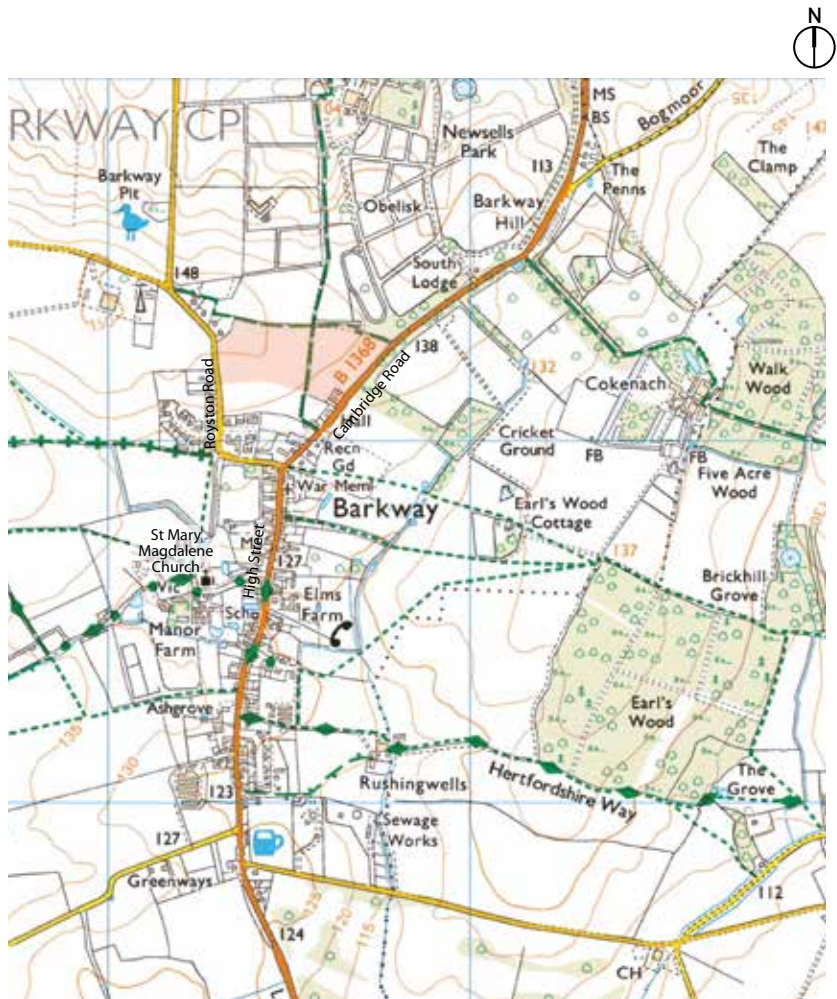


Figure 4: 2017



Barkway Conservation Area townscape



Northern Barkway community facilities



Northern Barkway townscape

Figure 5: Barkway townscape

The village today has two broad character areas reflecting its evolution: Northern Barkway, where the site is located, and Barkway Conservation Area.

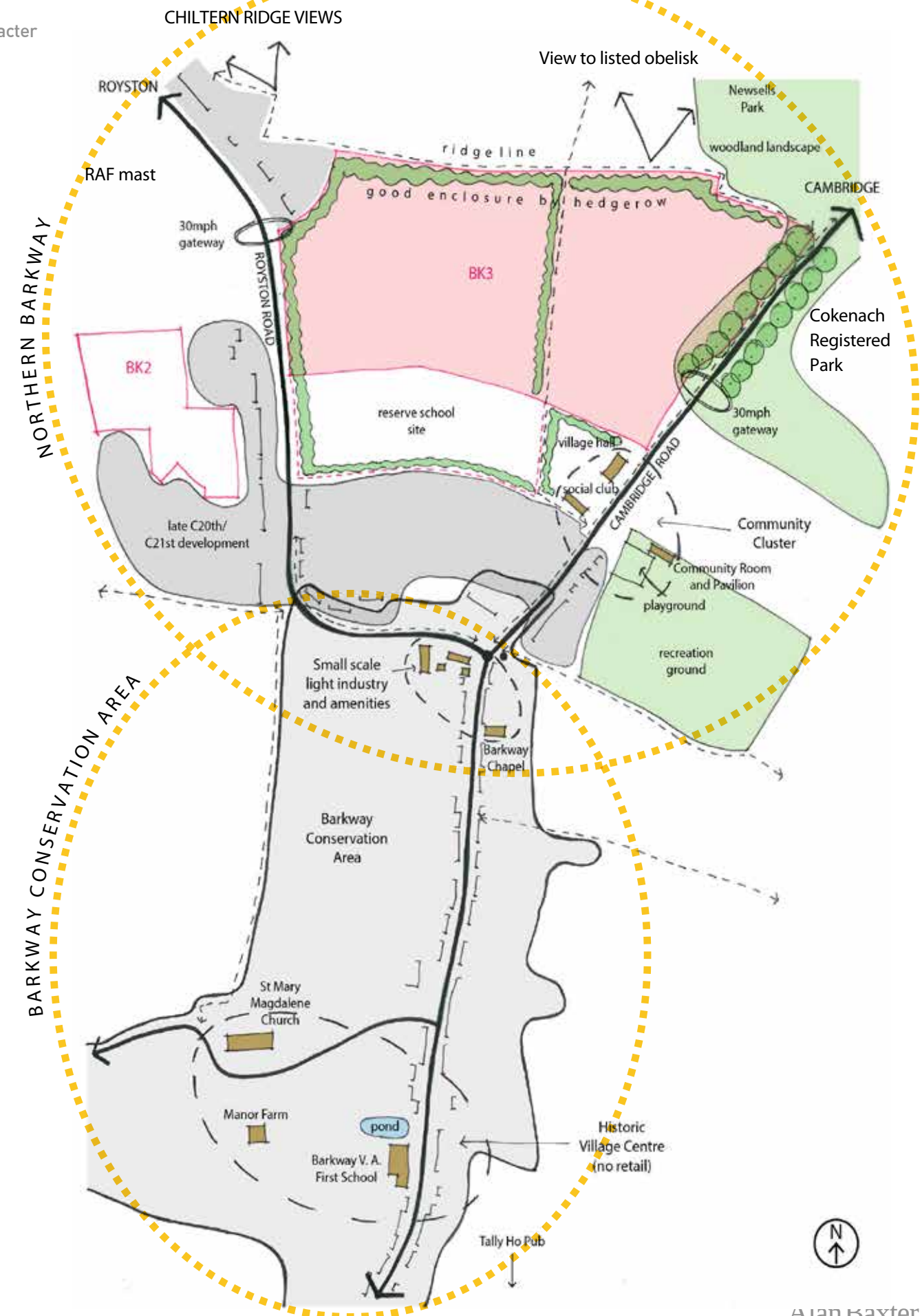
Barkway Conservation Area

The historic core of the village approximately 160m to the south of the site retains a strong linear form and its special character is recognised through designation as a Conservation Area. Whilst there are no historic buildings on the application site, there are a large number of listed buildings within the Conservation Area including the Grade I listed St Mary Magdalene Church.

There is a small cluster of village facilities and a pond based around the Church and the Barkway First School which creates a sense of the old heart of the village.

There are two secondary clusters, one at the south where the Tally Ho Pub and Barkway Service Station are located and another at the north, comprising some light industry and amenities. However, there is a lack of retail - there is no local shop or Post Office within the historic village.

Figure 6: Barkway character areas and context



The Conservation Area has an architectural character derived from the use of local materials – soft red brick, flint, weatherboarding and thatched roofs. Local materials provide visual coherence to the street, however there is considerable variety in building typologies and styles.

The houses within the Conservation Area are a mix of short runs of terraces, semi-detached or detached dwellings. Buildings are generally one and a half to two and a half storeys in height. There are some three storey buildings in the centre of the Conservation Area.

Pitched roofs and chimneys are a distinctive feature in the local streetscape – they either slope towards the street, often steeply, or have street facing gable.

Properties front onto the street, in a mixture of positions from the back of the pavement to set back behind a sizeable front garden. A strong private boundary line is created onto the public street marked by a fence or hedge, if not the building itself.

The application site does not have a direct visual relationship to the Conservation Area and will therefore not have a visual impact. However, there are opportunities to reflect aspects of the distinctive vernacular architecture and urban morphology of the High Street in the proposed development. The scheme also provides an opportunity for a village shop to address the shortage of retail within the Conservation Area.



Figure 7: Mix of detached, semi-detached and short terraces on High Street

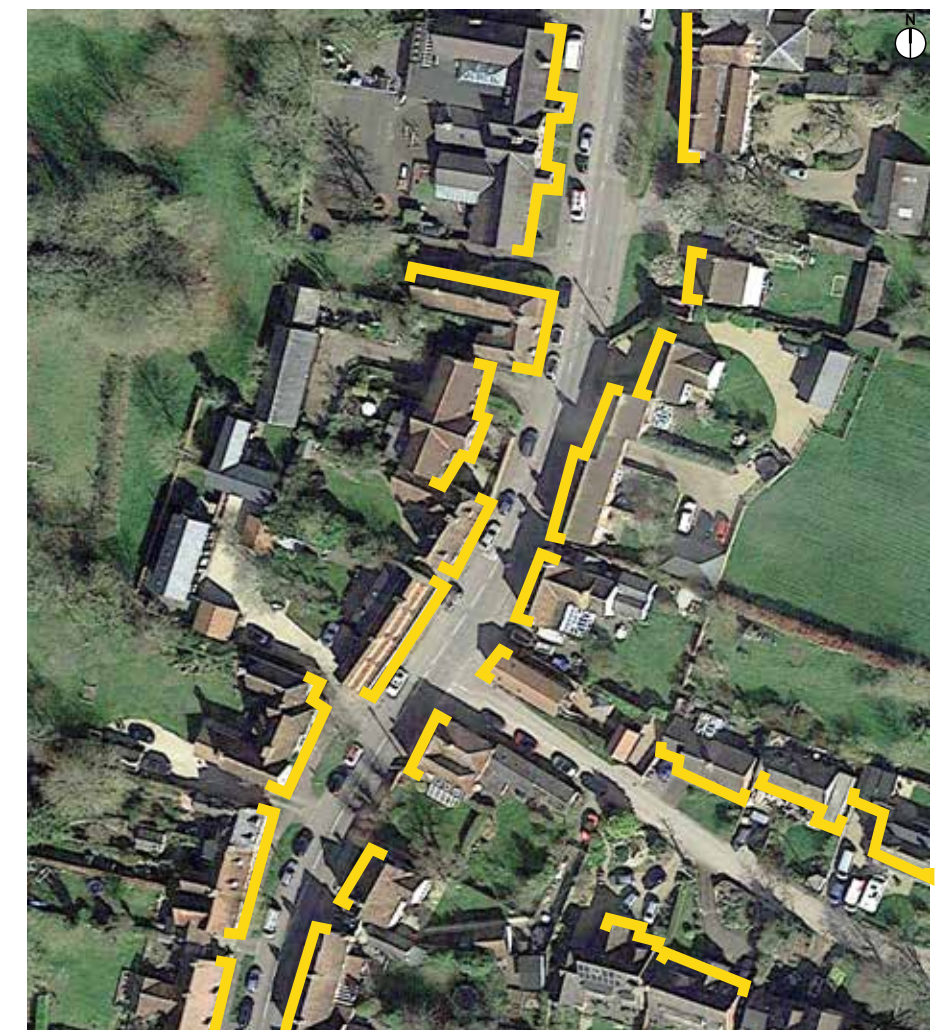


Figure 8: Frontage of High Street

Building line



Figure 9: Variety of roofs



Figure 10: Back of the pavement or set back building line



Figure 11: Materials: red brick, flint and weatherboarding



Figure 12: Short run of two and a half storey terrace

Northern Barkway

In comparison to the historic centre of the village, community and leisure uses have grown in this northern area and now include a Social Club, Village Hall, community room and pavilion and recreation ground. In 2015 a new pavilion was constructed here.

This cluster of community facilities lies immediately adjacent to our site which presents a key opportunity to connect the site to them to both support the viability of these uses and enhance the cluster, through provision of a village shop.

The existing arrival into Barkway on the Cambridge Road has a feel of grandeur with an avenue of mature trees lining the eastern side of the application site and enclosure by the woodland landscape of Cokenach to the east.

The area to the west of the site on and around Royston Road is predominantly late 20th century development comprising of terraced and semi-detached houses on cul-de-sacs with front drives, which range from one to two storeys in height. The housing is typical of its age and features larger setbacks (front garden) and some developments have large parking courts. An RAF mast is a dominant feature to the west of Royston Road.

A planning application for 24 dwellings at Windmill Close (site BK2) was approved in 2022.



Figure 13: Land use and local facilities in Northern Barkway

- Site boundary
- Other development sites
- Residential use
- Commercial/retail/community use (school)
- Reserve school site
- Green space (public open space and recreation, and Cokenach Estate Registered Park and Gardens)
- Barkway Conservation Area
- Listed buildings

There are also older detached and semi-detached properties forming a ribbon development along Royston Road to the northwest of the Site and on Cambridge Road to the east. These properties are generally on larger plots with large front drives and gardens behind hedges.

Recently there has been small scale residential development along Royston Road south of Periwinkle Close and along the eastern side of Cambridge Road next to the recreation ground, as well as some infill development next to the Telephone Exchange. For some of this housing there is no clear distinction between the front and the back of the property which is a departure from the Conservation Area's pronounced frontages.

Northern Barkway picks up some of the vernacular building materials of the Conservation Area such as weatherboarding and soft red brick but also features similar typologies and roof forms, in particular pitched roofs.

There are opportunities to reflect the positive aspects of the architecture and morphology of Northern Barkway in the proposed development to help its integration into its surroundings. This includes the presence of larger detached properties, the use of local materials, the building heights and the provision of front and back gardens.



Figure 14: Mix of detached, semi-detached and short terraces in Northern Barkway

- Detached
- Semi-detached
- Short terraces

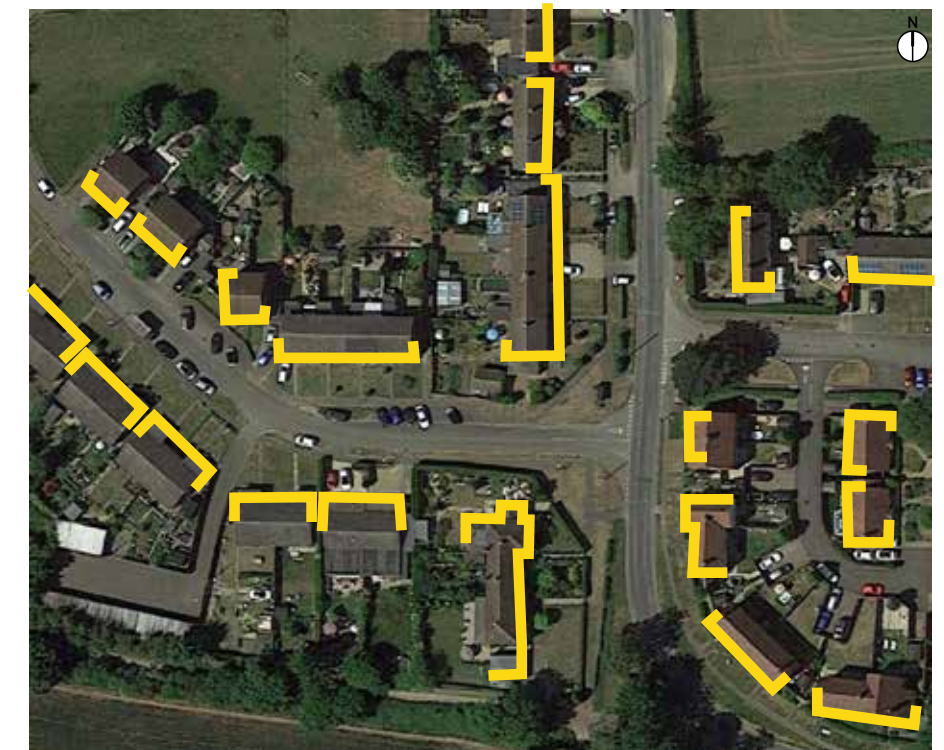


Figure 15: Frontages in Northern Barkway

- Building line



Figure 16: Avenue of mature trees



Figure 17: Larger properties with generous driveways



Figure 18: Large parking court and single-storey housing



Figure 19: Housing set back from Royston Road and shielded by hedge (Google Maps)

2.2 The site and its immediate setting

Topography

The site is relatively flat, with a gentle nine metre fall from the north west to south east of the site. This is over a distance of approximately 360 metres.

Immediately north of the site lies the Chiltern Ridge running east-west, to the north and south of which the land falls away.

There are views to the north from the east-west Public Bridleway 018 at the northern edge of the site which follows the Chiltern Ridge.

A double hedge at the northern site boundary and the fall of the land limits visibility into the site from the north.

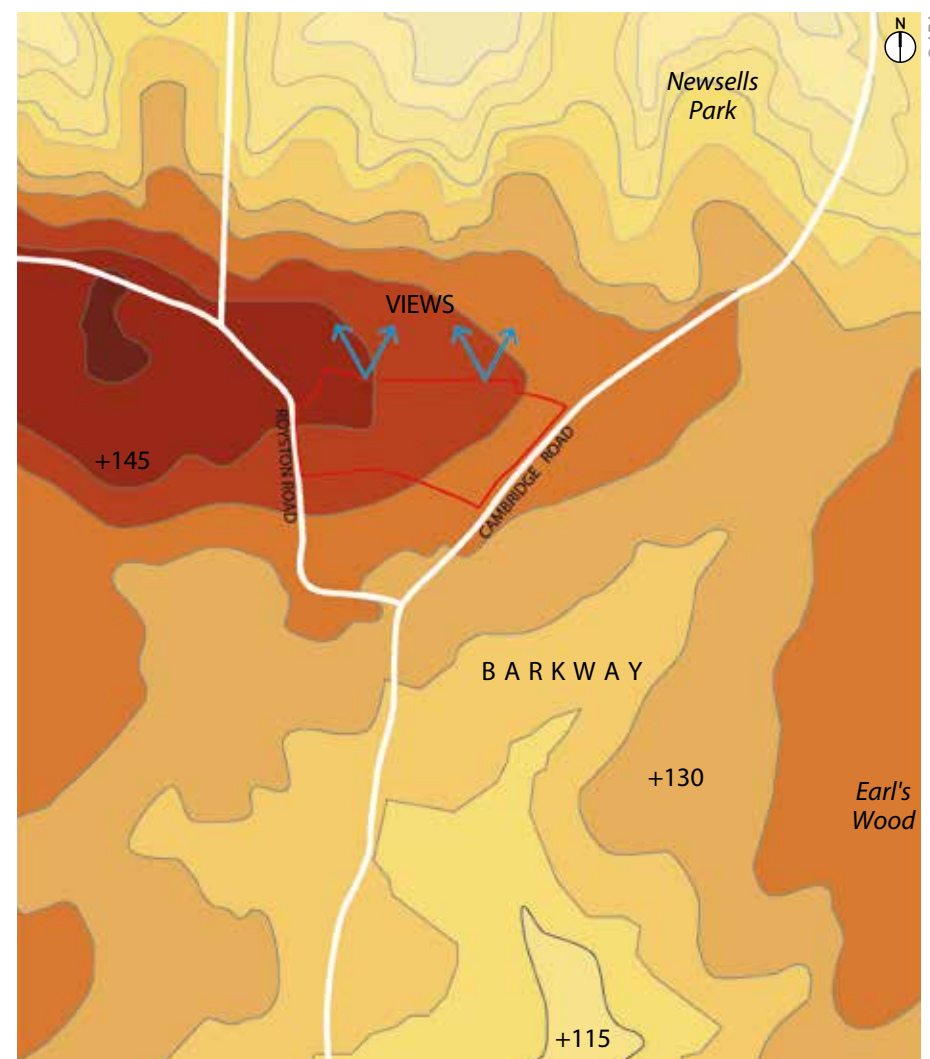


Figure 20: Topography - 5 metre contours

Flood risk and drainage

The site is assessed to be within Flood Zone 1 and therefore not at risk of flooding from fluvial or tidal sources. Flood risk from groundwater, canals and artificial sources, pluvial sources and overland flows are all considered to be low following the application of the proposed surface water drainage strategy (see accompanying Flood Risk Assessment and Drainage Report).



Figure 21: Flood map

Public open space

The site benefits from excellent access to existing formal recreation provision. Barkway Recreational Ground is a green space located around 80m southeast of the site, adjacent to Cambridge Road. It contains a multi-use games area including two football pitches and a children's playground and is easily accessible from the site. Cokenach Cricket Club is located within the Cokenach Estate boundary to the north east.

Landscape assets

Cokenach is a Registered Park and Garden to the north east. Newsells estate to the north contains listed buildings. The emerging Local Plan notes that sensitive design will be required in relation to these assets including the reinforcing of hedgerows and landscaping at the site boundaries. The masterplan proposes a 15-metre landscape set back to Newsells Park in addition to the reinforcement of site boundary landscaping to the north and north eastern boundaries.

Ecology

An extended Phase 1 Habitat Survey was undertaken by SES consultants in December 2017. It identified a small number of trees outside the eastern boundary as having potential to be used by bats. No other significant species or habitats have been found on site.

Trees

An Arboricultural Survey has been undertaken to assess the quality of existing trees and hedgerows within the site and surrounding area. There are no significant trees or hedgerows (Category A – high quality and value) within or at the boundaries of the site. The majority of trees on the north-east and east boundary of the site have moderate value (Category B) and are to be retained where possible. A number of Category C trees (low quality and value) are scattered at the east side of the development site, the masterplan assumes that these will also be retained where possible. There are a few Category U trees which are unsuitable for retention and are to be removed. Figure 23 identifies the location of existing trees and hedgerows for retention.

Where loss of trees or section of hedge is unavoidable, for example to enable access, the landscape strategy will mitigate this loss through replacement and additional planting. In line with Draft Local Plan Policy the development will include extensive tree planting and reinforcing of hedgerows and landscaping along site boundaries.

Access and movement

Road network

The site sits in the northern part of Barkway between Cambridge Road (B1368) that goes to Cambridge and Royston Road that goes to Royston. The A10 London Road that leads to London is approximately 3km west of the site and can be accessed directly via Royston Road which later becomes The Joint.

Pedestrian routes

The site is approximately 650 m from the historic village centre which equates to a 7-minute walk. Recreation ground with children’s playground is 1 minute away. The undeveloped site currently acts as a barrier between homes on Royston Road and cluster of community facilities along Cambridge Road. Pavements on Cambridge Road to the north of the Village Hall are relatively narrow. There is no pavement on the eastern side of Royston Road adjacent to the site boundary. There is an opportunity to improve both these pedestrian links by the provision of new or widened footways.

Bridleway

Bridleway 018 runs to the north of the site allowing links from Cambridge Road to Royston Road. It is bounded by hedgerows and fences. Bridleway 017 branches off to the south of Bridleway 018 and runs through the middle of the site before joining onto Cambridge Road.

Cycling

Royston town centre is a 20-minute cycle ride (25 minutes to Royston rail station). Sustrans identify Royston Road, the Joint and High Street as an on-road local cycle route towards Royston.

Public transport

The nearest railway station is Royston, located within Royston town centre, approximately seven kilometres to the north of Barkway. This lies on the Great Northern Line / Thameslink between Cambridge and London King’s Cross. There are up to eight trains an hour in the peak periods, the fastest being 40 minutes to London King’s Cross and 15 minutes to Cambridge.

The site is served by two bus routes, the 27 and 331, with bus stops situated on both Royston Road and Cambridge Road just south of the site. The former travels between Royston and Bishops Stortford once a day, whilst the latter between Royston and Hertford at a frequently of one bus every one to two hours.



Figure 22: Access and movement

Site access

Vehicular access to the site will be taken from Royston Road and Cambridge Road. In line with Draft Local Plan site allocation reference BK3, a direct connection will be made across the site, providing increased connectivity between homes and community facilities on Cambridge Road. In light of discussing with HCC education, a pedestrian access is to be provided between the site and the reserved school site.

- Site boundary
- B1368 Primary road
- Local road
- Local cycle route
- Bridleway
- Footpath
- Narrow / no footways in vicinity of the site
- Bus stop
- Opportunity for a connecting road

2.3 Constraints and opportunities

The baseline review has revealed a limited number of site constraints and many opportunities for the design to respond to (Figure 23).

Constraints

- Sensitive edge to the Newsells Park and Stud Farm and Cokenach Registered Park to the north and east of the site
- Retention of existing mature trees and hedgerows
- Retention of Barkway Bridleway 017 and Bridleway 018
- Site topography and geology resulting in the need for drainage attenuation areas to the north and east of the site

Opportunities

The site has potential to provide not only a range of high-quality new homes but also additional benefits to the village in form of enhanced recreation, community facilities and connectivity.

- Create a new village street connecting Royston Road and Cambridge Road
- Create links with and between the adjacent neighbourhoods and points of interest to create a well-integrated and permeable development with strong edge to edge connectivity
- Improve footways on Cambridge Road and Royston Road towards community facilities and bus stops
- Consolidate the landscape of the village edge with a 15-metre landscape buffer to Newsells Park
- Provide new multi-functional public open space which can be used for leisure and social cohesion and incorporate drainage features
- Provide small scale commercial space (a village shop) with frontage to Cambridge Road adjacent to existing community facilities to meet an identified local need
- Provide a pedestrian access for a future school
- Retain existing high-quality trees and hedges to bring character to the development and create a high-quality entrance to the village
- Respond to the local character of the Conservation Area, Northern Barkway and immediate site setting in the architecture, scale and urban form of the development
- Improve bridleway links and create a north-south green corridor through the development
- Reflect historic (lost) field boundary in plot and landscape alignments.

Existing features

-  Site boundary
-  Other development sites
-  Contours
-  Direction of fall
- PRoW:
 Barkway Byway 002, Barkway Footpath 003, Barkway Footpath 15, Barkway 017 bridleway, Barkway 018 bridleway
-  Existing hedges - retain wherever possible
-  Category B - trees of moderate quality and value
-  Category C - trees of low quality and value
-  Category U - trees unsuitable for retention
-  Root protection area
-  Woodland - strong character feature
- Sensitive landscapes:
 Cokenach Estate - Registered Park and Garden
-  Newsells Park - Stud Farm
-  Recreation ground
-  Barkway Conservation Area
-  Listed buildings

Other opportunities/ requirements

-  Opportunity for a connecting road between Royston Road and Cambridge Road
-  Improve existing pavements connecting site to community facilities
-  Potential school pedestrian access in centre of site
-  Potential for uncontrolled crossing
-  Bridleway crossing
-  North-south green corridor along footpath Barkway 017
-  Opportunity for new public open spaces
-  Opportunity for 15m green buffer
-  Opportunity to pay homage to lost field boundary
-  Opportunity for new hedgerow



Figure 23: Summary of constraints and opportunities

3.0 Site Vision and Placemaking Principles

3.1 Vision

"Land between the two main routes into northern Barkway will become an integrated and connecting part of the village, with high quality new homes located around a new village street and square leading to a strengthened cluster of village facilities."

A traditional character is envisaged, drawing on the vernacular architecture and urban form of Barkway's Conservation Area, and using high quality, locally appropriate materials and detailing.

Variety in house styles, tenures and sizes will encourage a mixed community who will enjoy living within an enriched landscape of hedgerows, green corridors and woodland, which form an attractive green edge to the village."

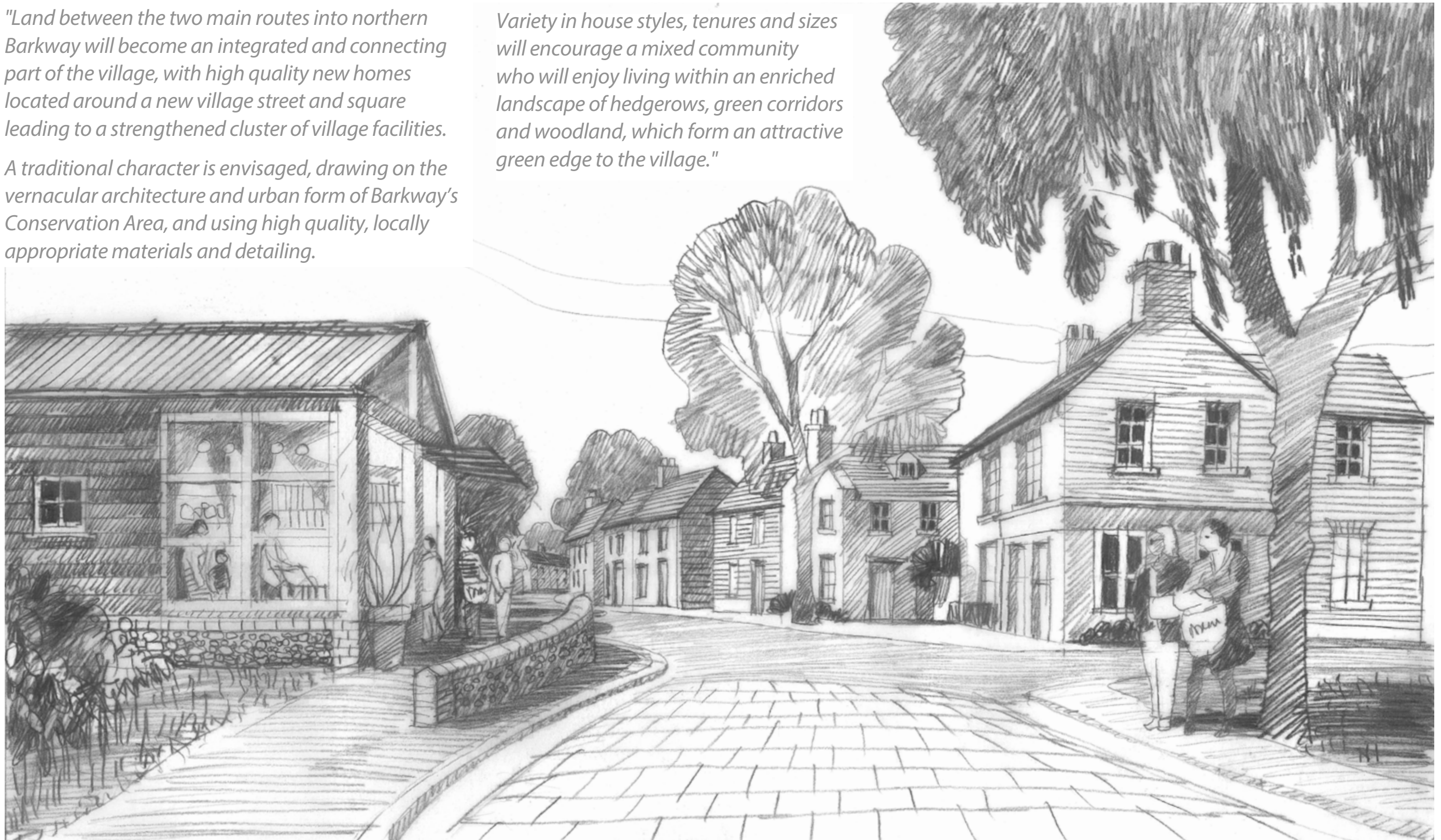


Figure 24: Illustrative view into the site from the new Cambridge Road junction

3.2 Concept and placemaking principles

The overarching concept and high-level principles which underpin the masterplan are illustrated in Figure 25.

1. Village street character connecting Royston Road and Cambridge Road, off which secondary streets, and footpaths provide access to all parts of the site and provide edge-to-edge connectivity
2. Residential lanes of family housing
3. Lower density, grander properties set within woodland edges
4. New shop / commercial use as part of an expanded community / mixed use cluster fronting Cambridge Road where it will benefit from passing trade
5. Retention of Bridleway 017 within a north-south green corridor
6. Village square, providing an equestrian crossing and pedestrian access to the reserve school site
7. Landscape buffer of a minimum 15m with enhanced hedgerow/ tree planting to Bridleway 018 at the northern boundary
8. Local area of play
9. SuDS swale on the village street
10. SuDS infiltration basin on the eastern and northern boundaries
11. Retention / re-provision of hedgerows to Royston Road
12. Enhanced landscape buffer and retention of trees fronting Cambridge Road
13. Pedestrian and cycle access towards bus stops
14. Historic (lost) field boundary reflected in plot alignments and landscaping



Figure 25: Concept Plan

4.0

Land Use Framework

4.1 Land use arrangement

The land use mix is set out on Figure 26, Parameter Plan 1797/30/101 B as follows:

- Up to 140 residential dwellings on 5.29 hectares of land located in the western and eastern parts of the site
- 0.1 hectare commercial area incorporating a commercial building of approximately 190 sqm gross floor area, suitable for use as a local convenience store, located adjacent to the eastern boundary of the site close to the existing community facilities on Cambridge Road
- Multi-functional public open space on 1.96 hectares of land incorporating space for children's play, informal recreation, footpaths and bridleways, woodland planting and hedgerows, drainage attenuation features. Corridors of green space are located at the northern, western and north eastern edges of the site and running centrally through the site following the existing bridleway.
- Access to the site is proposed from two new junctions onto Royston Road and Cambridge Road. These are linked by a village street running broadly east-west across the development.



Figure 26: Parameter plan: land use

5.0

Green Infrastructure Framework Plan

5.1 Green and blue infrastructure

Figure 27 illustrates the proposed landscape strategy for the development, informed by the Biodiversity Net Gain, Ecology and Landscape and Visual Impact Assessment reports (see DAS for details).

The resulting green infrastructure framework has six landscape character areas (LCAs) and a number of other features of interest:

Bridleway Corridor LCA: the existing hedgerow that runs parallel and to the west of PRoW (Bridleway) 017 is to be retained and enhanced with a native species mix to create greater biodiversity. The current rather narrow bridleway corridor is to be widened significantly to 6m and around the hedgerow a 12m wide green infrastructure corridor is to be created. In addition, a single formal line of lime trees is to be planted, to reflect the character of the adjacent Newsells Park.

Newsells Edge LCA: a 15m wide green corridor is to be created along the ridgeline that runs along the northern site boundary. This will include the retention of the existing boundary hedge and a new line of beech trees within a wildflower grassland corridor to link the existing beech woodland to the east along the ridge. This green buffer will provide a wind break from northerly winds and allow the development to be set back below the ridge. The strengthened planting along this edge will soften the transition between the rural countryside north of the Site and the village edge. Pedestrian access to Barkway PRoW (Bridleway) 018 and the wider network of footpaths through this important green infrastructure corridor will be retained and enhanced. Newsells Edge is an appropriate location for a managed, publicly accessible amenity space.

Village Square LCA: A new 'village square' is proposed where PRoW 017 crosses the proposed new 'Village Street'. An equestrian crossing will be located here as well as an attenuation basin and some tree planting. The village square is a key focal point of the development that is realised as a semi-formal space which should also have ecological value as a connective habitat between north and south. It provides a pedestrian link to the Reserve School Site and a off road waiting space for families collecting children.

Royston Road Frontage LCA: the existing hedgerow along Royston Road is to be retained as far as possible and will be reinforced by new hedge and tree planting with housing set back slightly from the Royston Road. Where sections of the existing hedgerow have to be removed to comply with visibility splays they will be re-provided along an amended alignment.

Cokenach Woodlands LCA: Other than where the new access road is

proposed, the existing mature trees along the boundary with Cambridge Road are to be retained. A new shade tolerant hedge mix is to be planted under this line of trees to further screen the development from Cambridge Road. In addition, set back within the Site, a generous new landscape buffer is to be created and this will include a large shallow attenuation basin which will be managed as wildflower grassland. New informal linear groups of trees between the proposed new housing and the attenuation basin will help to create a generous new semi-wooded landscape that resonates with the character of the parkland on the opposite side of Cambridge Road to the east.

Urban Blocks LCA: The urban blocks form part of the landscape strategy by means of their vegetated front and rear gardens that include tree planting, and street tree planting.

Furthermore, Figure 27 identifies the following features:

1. A local area of play (LAP) for toddlers incorporating natural play equipment is proposed at the pedestrian movement node where the two PRoWs meet near the north central part of the Site.
2. A new footpath and cycle link from the southwest corner of the Site will provide additional connectivity through the Site, for existing residents of Royston Road linking to PRoW 017 which in turn provides access to the Village Hall and Recreation Ground.
3. At the southern end of the Site's eastern boundary, the small existing linear green (and the bench affording views across the road to the parkland to the east) is to be retained, although in a new form that will create a green gateway, either side of the new site access road. A new native mix formal hedgerow to the west of this entrance green will form a green backdrop when approaching the site from Cambridge Road.
4. An informal green space is proposed within the heart of the eastern half of the site. This will feature a small group of trees as a point of reference.
5. Attenuation basins and swales will provide strategic semi-natural open space and contribute positively towards the site's green infrastructure network.
6. Along the southern end of the Site bordering the Reserve School Site a fence supported by a new hedgerow will help distinguish the two sites from each other while acting as an ecological link. Initially, the hedge acts as an appropriate boundary to the open field and in the long term provides a separation from the potential school.
7. New native tree planting will include a formal avenue of street trees

along the southern side of the proposed new 'Village Street'.

The scheme will feature a palette of high-quality hard landscape materials.

It is intended that a Management Plan will be prepared for the new residential landscape.

5.2 Drainage

Various SuDS techniques have been considered viable for this development and have been integrated within the proposals to form a SuDS management train. Infiltration basins are proposed in the northeast corner and eastern boundary of the Site, with a smaller basin in the centre. Swales are to be provided on street and in the public open space on the northern boundary to act as conveyance routes and to improve water quality prior to infiltration.

The drainage features will be designed as an integral component of the streets and green spaces network, creating environments for informal recreation, planting and habitat creation.

5.3 Biodiversity Net Gain

Southern Ecological Solutions Ltd. (SES) was commissioned by Rand Brothers to undertake a site visit to carry out a habitat condition assessment and produce a Biodiversity Net Gain (BNG) design stage report.

The baseline for the site supports a total of 23.46 habitat units for non-linear features (comprising cereal crop, other neutral grassland, Bramble scrub and Blackthorn scrub in poor condition) and 4.45 habitat units for linear (hedgerows in poor to good condition) features. There were no designated sites that will be impacted by these works, and there were no rare or locally important species recorded onsite.

The layout provides the provision for the creation of 2.022 ha of other neutral grassland, which incorporated a sustainable urban drainage system; 0.259ha of shrub planting; 2.321 ha of vegetated gardens; 0.4929 ha of urban trees. The total non-linear habitat units post development based on the illustrative masterplan is 23.71. The total linear habitat units post development based on new and enhanced hedgerows is 7.03.

Overall, the total non-linear habitats units gained onsite 0.02, a net gain of 1.05%. The linear habitats will achieve a net gain of 2.58 habitat units, a net gain of 57.95%.



Figure 27: Landscape parameter plan

6.0

Movement Framework

6.1 Access and movement

Vehicle access points

Vehicular access to the development is proposed to be taken from two new access points. The eastern access is to be taken from a simple priority 'T' junction from the B1368 Cambridge Road. The western access point is to be taken from Royston Road, again as a simple priority 'T' junction. The accompanying Transport Assessment provides further details of the junction design.

Street hierarchy

The masterplan has a simple vehicular street hierarchy comprising the primary village street and secondary residential streets. Street design parameters are to be agreed at Reserved Matters and will be based on Manual for Streets. Indicative details are as follows:

Village Street

The Village Street provides an east-west connection between the two junctions and is the primary vehicle route through the site, giving access to a well-connected network of secondary routes, the Residential Lanes.

The Village Street's carriageway is 5–6.5m in width. It is generally bound by swales and street trees on the one side and on-street parking on the other. These are followed by footways, and privacy strips of 0.5–2m width before being framed by the semi-continuous frontage.

Residential Streets

The Residential Streets have a 4.8–5.5m wide carriageway bound by footways to the front of plot boundaries. The footways feature street trees at various locations. Finally, the footway is bound by a privacy strip or front garden of 0.5–2m in front of the housing on either side of the road.

Walking and cycling connections

The street network ties in with the network of footpaths forming a carefully designed layout that enables edge to edge connectivity between the site's entry points.

Street-based footways lead onto footpaths which provide access to public open space throughout the scheme and wider access to the countryside. Bridleway 018 is retained at the northern edge of the site. Bridleway 017 to Newsells Park is retained and enhanced as a 6m wide route within a 12m wide green corridor which runs north-south through the centre of the site.

An equestrian crossing is to be provided where Bridleway 017 meets the Village Street. A village square is to be created here, to maximise visibility towards the crossing and provide an opportunity for an attractive focal space for the development, which also provides pedestrian access to the reserve school site. There are further footpaths leading into the site to the east, northeast and southwest with the latter being a combined pedestrian and cyclist link to the existing bus stops on Royston Road.

The detailed designs of the bridleway and equestrian crossing are to be agreed at the Reserved Matters stage.

Off site improvements

External to the site, enhancements to the wider pedestrian network are proposed to integrate the site with the wider village and public transport stops. A new foot and cycle link is proposed along the eastern side of Royston Road from the south-western boundary of the site to connect the site to the existing bus stops on Royston Road.

On Cambridge Road an uncontrolled pedestrian crossing point is proposed in the form of a dropped kerb crossing, allowing connections to the existing recreation ground on the eastern side of Cambridge Road. In addition to the crossing, the existing footway along Cambridge Road is to be widened where possible (i.e. where tree root protection areas or trunks do not impinge on available width) to 2m. This will assist pedestrians wishing to connect to Barkway Village Hall and centre from the site, and likewise, existing residents in the area wishing to use the new shop or open spaces on the development site.

Public transport

All new homes within the development will be within a 5–10 minute walking distance of existing bus stops located on Cambridge Road and Royston Road. Pedestrian access will be enhanced in the direction of the stops as set out above.

Parking

Parking is to be provided in accordance with the North Hertfordshire District Council standards / HCC Vehicle Parking Standards with details to be agreed through the Reserved Matters process. Parking will be required for both the residential aspects (including visitor parking) and the convenience store. All units will have secure gardens and sheds to meet cycle parking requirements or communal areas where appropriate.

The design of parking will follow the principles of Manual for Streets, and will aim to achieve a balance between providing parking that is safe and convenient to use, while minimising visual impact on the public realm and supporting walking and cycling for local trips.

The illustrative masterplan assumes a range of parking solutions including: on-plot parking to the side or rear of homes, on-street parking, and, to deliver a continuous street frontage or swales, rear parking in small, planted, secure parking courts or rear gardens directly linked to the properties they serve. Parking courts will be well landscaped with a combination of trees, hedgerows and climbing plants and will allow convenient access to rear gardens for bin and cycle storage. On-street parking will be used primarily for visitor parking, with all homes having allocated parking either on plot or in rear gardens and courtyards.

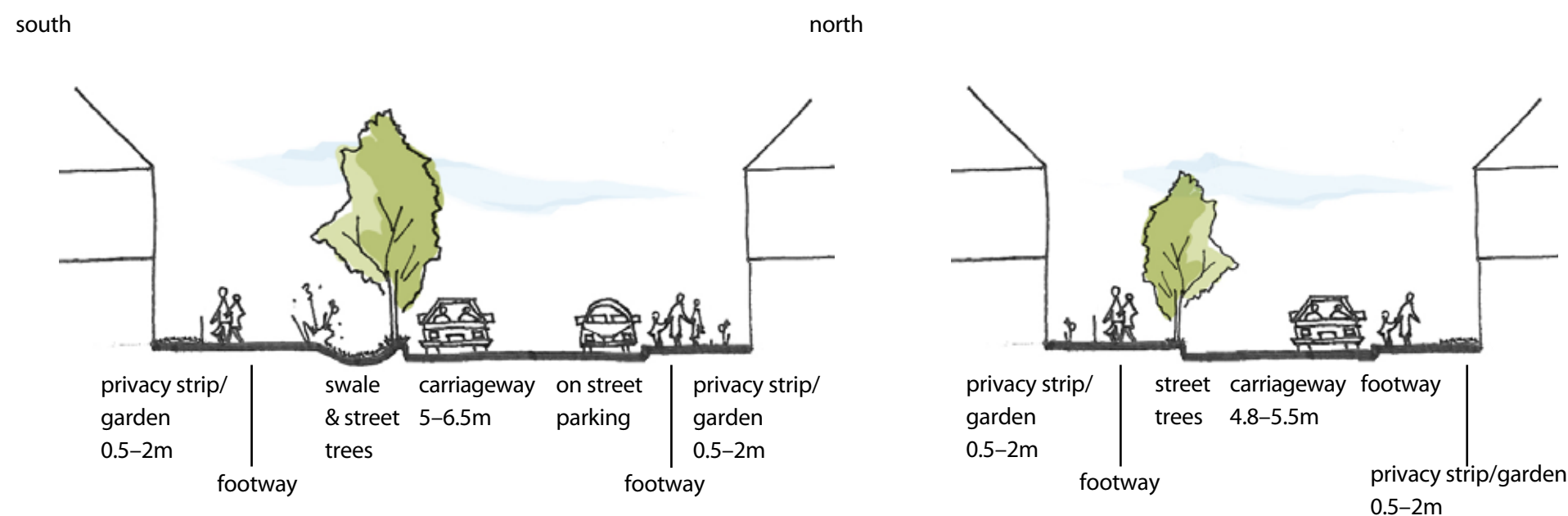


Figure 28: Illustrative cross section north to south through the village street

Figure 29: Illustrative cross section through a residential street



Figure 30: Parameter plan : access and movement

7.0

Urban Design Framework

7.1 Urban Design Parameters

The key urban design parameters are shown on the urban design parameter plan (figure 31).

- Development is to be arranged in a loose perimeter block form with homes fronting outwards with private gardens to the rear.
- Properties fronting the east-west village street are to have a semi-continuous built frontage, with small front gardens or privacy strips to create a strong sense of enclosure to the street.
- Properties at the edges of the site will overlook public green spaces to encourage passive surveillance of these spaces as well as to define their edges.
- Density will vary across the site in response to the proposed character, with larger plots and a greater proportion of detached and semi-detached property in the north eastern part of the site adjacent to Newsells Park and Cokenach landscapes. In contrast, smaller plots, with short runs of terrace homes will create a denser character fronting the village street.
- Heights across the development are to be generally 2 storey, with occasional use of dormers, single storey and three storey properties/elements to bring visual interest and enhance legibility through the scheme.
- Buildings will be arranged to act as positive vista stoppers terminating views along streets and green spaces, and to provide active frontage at corners.
- Key views and building locations are identified on the Urban Design Framework plan and relate to internal and external views, key frontage and gateways to the site.
- Footpaths through the green corridors located at the edge of the development and as a central corridor, will provide edge-to-edge connectivity in combination with the permeable street layout.



Figure 31: Parameter plan : Urban Design Framework

8.0

Illustrative Layout

8.1 Illustrative Masterplan

The illustrative masterplan provides one interpretation of how the site could be developed in line with the vision and parameters of the development. It delivers up to 140 homes ranging from 2–5 bedroom properties all with private gardens and parking, and a local convenience store fronting Cambridge Road within an attractive wooded landscape.

Key features:

- A: New village street connecting Royston Road and Cambridge Road. Homes create a strong frontage and enclosure to the street
- B: Central green spine following existing Bridleway Barkway 017 and creating a legible green link between the square and play area
- C: Proposed equestrian crossing set within village square
- D: Existing hedges retained to maintain alignment and integrity of Bridleway Barkway 018
- E: Planted green buffer of minimum 15m to respect setting of Cokenach Registered Park and Garden and listed buildings within Newsells estate
- F: Extensive tree planting, maintenance of the existing hedgerows / re-provision where necessary
- G: Pedestrian and cycle connection to existing bus stops
- H: New shop fronting Cambridge Road
- I: Proposed informal pedestrian crossing to recreation ground and play area
- J: New and widened footways
- K: Wooded landscape fronting Cambridge Road and containing drainage attenuation
- L: Lower density grander properties set within woodland character area
- M: Local area of play incorporating natural play equipment
- N: Swale corridor incorporating street trees
- O: Pedestrian connection to possible future school
- P: Historic (lost) field boundary reflected in plot alignments
- Q: New footpaths through green spaces provide edge to edge connectivity in combination with permeable street network



Figure 32: Illustrative masterplan Rev D

9.0

Illustrative Character Area Guidance

9.1 Residential Character Areas

A traditional townscape character is envisaged, drawing on elements of the Barkway's distinctive vernacular architecture and urban form. Homes will be simple and well proportioned, with pitched roofed and built using locally appropriate materials such as red brick and weatherboard. The commercial building will be timber clad in keeping with the character of the adjacent existing community facilities.

Design cues from Northern Barkway are also carried across into the Site such as the larger detached properties, privacy strips, on plot parking and using hedges to shield the development from the road.

Three residential character areas are proposed to create a sense of hierarchy between different parts of the development and to respond to the context of the site.

9.1.1 Village Street

This character area stretches east-west across the Site along the primary route.

Characteristics

The character of the primary route draws from the historic High Street in Barkway Conservation Area. Buildings are arranged in short runs of terraces, combined with semi-detached and detached proposed to create a strong frame to the street. The street has an informal character, with fluctuation in the building line and roofline to create visual interest. Individual buildings are carefully arranged to terminate vistas, enclose public spaces and define corners.

Heights

Buildings here will be predominantly 2 to 2.5 storeys in height, however, the occasional 3 storey building may be appropriate at the entrances to the site or overlooking the village square.

Public Realm

A swale incorporating a single line of street trees is located along the southern side of the street, in keeping with the green verges seen within the Conservation Area. As a result of the swale, vehicle access to properties on the southern side of the street is from the rear.



Figure 33: Indicative residential character areas and design features



Street types and parking

The street type for this character area is the Village Street. While some properties have on-plot parking accessed from the front, most properties have rear parking accessed via small parking courts. This rear parking is allocated and mostly on-plot, allowing the occupiers to use the space more flexibly.

The Village Square

The Village Square within the Village Street character area has some distinct place-making features. It is a community focused pedestrianised space that has a family-oriented character. It is fronted by properties accessed from the rear in order to reduce vehicle traffic around it in favour of active travel.

9.1.2 Residential Lanes

This character area is situated in the western part of the site and is accessed off the Village Street.

Characteristics

The Residential Lanes area provides a mix of family housing with predominantly 2 to 4 bedroom properties. The grain of the development is looser than the Village Street, with a greater proportion of semi-detached and detached properties, which are set back behind small front gardens and have generous back gardens.

The area has two subdivisions. The North Lanes that form a connection with Newsells Park through the use of a wide green edge and properties which front outwards to overlook the green corridors. In comparison, the South Lanes relate more strongly to the characteristics of Northern Barkway with properties fronting into the development and towards Royston Road.

Heights

The buildings are generally 2 storeys in height.

Public Realm

Properties at the northern and eastern edge, overlook and provide frontage and passive surveillance over the green corridors which run at the northern and western boundaries and the bridleway to the east.

Street types and parking

The street type for this character area is the Residential Lane. In general, parking is accessed from the front and to the side of the house, on plot. A small number of properties have rear parking accessed via small parking courts.

9.1.3 Wooded Lanes

This character area is situated in the northeastern part of the site and is accessed off the Village Street.

Characteristics

The streets in this character area are framed by larger family homes which are predominantly 4 to 5 bedrooms with large back gardens and space to accommodate additional on-plot parking. Homes are predominantly detached but front gardens are kept small and parking is tucked to the side to retain a sense of enclosure to the street. This character area will replicate the typology of larger detached and semi-detached properties found to the northwest of the Site.

The character area, is set back behind the retained wooded edge along Cambridge Road, providing an appropriate character adjacent to Cokenach Park and has a quiet, leafy character.

Heights

The buildings are generally 2 storeys in height. However, the occasional 2.5 to 3 storey building may be appropriate when accentuating a view.

Public Realm

The properties predominantly front the surrounding public open spaces. The remaining properties are orientated towards a small and informal green space at the centre of the character area. Houses at the western edge provide passive surveillance to the north-south green corridor which is widened to 12m and enhanced with avenue tree planting.

Street types and parking

The street type for this character area is the Residential Lane. In general, parking is provided to the side of the house, on plot. Some properties may have on-plot parking at the rear of the property.



Village Street precedent: semi-continuous frontage at Poundbury, Dorchester



Residential Lanes precedent: homes overlooking wildflower grassland and drainage features at Trumpington Meadows, Cambridge



Wooded Lanes precedent

Alan Baxter

Prepared by Steven Hawkes

Reviewed by Clare Coats

Issued March 2022

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75 Cowcross Street
London EC1M 6EL
tel 020 7250 1555
email aba@alanbaxter.co.uk
web alanbaxter.co.uk