

Newsells Park Stud stands as one of the largest stud farms in Europe, occupying approximately 1,200 acres. With a rich history in Barkway, it plays a vital role both as a major employer and as an integral

contributor to village life. The existence of community amenities such as the Village Hall and the Barkway Social Club is owed in part to the generosity of the Stud.

All provisional plans reviewed to date suggest that the developer aims to design the buffer primarily for the benefit of residents, rather than prioritising its intended protective function for Newsells Park Stud. Barkway Parish Council requests that any forthcoming plans from Redrow fully consider the inspectors’ findings concerning the inclusion of BK3 in the local plan.

The inspector acknowledged that the development of Site BK3 would introduce housing close to Newsells Park Stud, one of Europe’s foremost stud farms and a prominent employer in the region. The paddocks nearest to BK3 are particularly significant for the Stud’s operations due to their soil quality. Concerns have been raised by Newsells Park about the potential impact of new housing on mares and foals in these important paddocks.

While an increase in noise and disturbance is likely, it is noted that Site BK3 is separated from the paddocks by a wide footpath flanked by high hedges. Therefore, the proximity between houses and horses will not be immediate. Nonetheless, the inspector emphasises that maximising the separation between the development and the stud is crucial to minimise noise and disruption. Main modifications MM216/FM112 and MM220 require measures to reduce the impact of built development, noise, and increased activity on Newsells Park Stud. These provisions are deemed both appropriate and necessary.

The inspector further highlights that the details of the development—such as the positioning and orientation of houses, as well as the location of internal roads and parking—will play a significant role in mitigating potential harm. The Council retains the authority to oversee these elements, and the main modification empowers it to prevent any scheme that could cause unacceptable harm to the Stud’s operations.

Additionally, the inspector notes concerns about the potential for people using nearby footpaths and bridleways to trespass on the Stud’s private land. However, the Plan cannot regulate or mitigate the behaviour of public rights of way users. Rejecting the allocation of Site BK3 solely on the basis of potential trespass or misconduct by future residents would be unjustified.

Also with the 2nd compound being built to the northern edge of on Royston road this will bring it closer to the Bridleway/ Studfarm boundary, we believe that the planting along the northern edge should take place soon after the start of any works on site, as the noise will not be just from the final dwelling but from the building process as well.

The two amendments are below

MM 220	145	After paragraph 13.41 (new paragraph)	Newsells Park Stud is an established rural business which lies directly to the north of site BK3. The stud is a specialist business which relies on the adjoining pasture land to create the best conditions for rearing foals. Development on site BK3 will need to take into account any potential impact from noise, increased activity and other forms of disturbance both during construction and throughout the occupancy of the scheme.
(LP1)			
MM 216 / FM 112	144	Policy BK3	Development should include extensive tree planting, maintenance of the existing boundaries and hedgerows. Development should include measures to minimise impact on Newsells Park Stud, in terms of proximity of built development, noise and increased activity;

3. Removal of the Local Shop from the Main Site Plan

The local shop has been removed from the main site plan on some drawings and is now proposed as a separate Reserved Matters application. This is strongly objected to. The original reserved permission was explicitly for *up to 140 dwellings and a shop*. Removing the shop at this stage undermines the approved development concept, reduces local sustainability, and risks the loss of an essential community facility. This is also highlighted in the updates following the final report from the inspector in MM216/FM112.

(LP1)			• Archaeological survey to be completed prior to development	
MM 216 / FM 112	144	Policy BK3	Land between Cambridge Road & Royston Road	140 homes
			• Development should be set back from the road; • Lower density housing would be appropriate on the eastern part of the site; • Incorporation of footpath Bridleway Barkway 017 as a north-south green corridor through the site; • Appropriate treatment of northern boundary to maintain alignment and integrity of Bridleway Barkway 018 • Explore opportunities for connecting road from Royston Road to Cambridge Road having regard to heritage considerations (below); • Sensitive integration into existing village, particularly in terms of design, building orientation and opportunities for pedestrian and cycle access; • Contribution towards travel by sustainable modes of transport between Barley and Barkway schools • Provision of local convenience shop; • Approximately 1.5 hectares of land secured as a reserve site for primary education; • Site layout designed to integrate with any future use of land identified for adjoining reserve school site; • Development should include extensive tree planting, maintenance of the existing boundaries and hedgerows. • Development should include measures to minimise impact on Newsells Park Stud, in terms of proximity of built development, noise and increased activity; • Sensitive design to respect setting of Cokenach Registered Park and Garden and listed buildings within Newsells estate to include: ○ Reinforcing of hedgerows and landscaping along site boundaries; and ○ Access arrangements designed to minimise harm to heritage assets	

If the shop come on a separate reserve application would that not mean that the current application for 140 houses and a shop would need to be resubmitted as a new application for 140 houses as the original reserved application that was passed after being reviewed by the planning inspector was for 140 houses and a shop

If the shop is excluded from this reserved matters application then surly this becomes 2 new applications one for 140 houses and one for a reserved application for a shop and the planning process has to start again.

If the Council is mindful to allow this second separate application, they will need put in a place a Grampian condition to ensure that the application for the shop is not forgotten and is built before the site is completed



4. Unequal Distribution of Visitor Parking

Visitor parking is unevenly and unfairly distributed across the site. The western side of the development contains 96 dwellings but only 28 visitor parking spaces, while the eastern side, with a lower density of 46 dwellings, provides 18 visitor spaces. This imbalance is likely to lead to on-street parking pressure, poor accessibility, and conflict within the higher-density western area.



5. Lack of Affordable Housing in the Eastern/Northern Area

There is a complete absence of affordable housing within the eastern and northern sections of the development. Affordable rented and shared ownership homes are concentrated elsewhere, resulting in poor tenure integration. This runs contrary to good placemaking principles and local and national policy objectives aimed at creating mixed and balanced communities.



6. Electric Vehicle Charging Provision for Rear Parking Courts

Where parking is located in rear parking blocks, it is unclear whether EV charging points are provided adjacent to individual parking bays or located at the rear of gardens. If the latter, this raises serious concerns about cables trailing across footpaths, presenting safety and accessibility hazards. Clear details and compliant solutions must be provided.

7. Refuse and Recycling Storage and Collection

There is insufficient clarity regarding bin storage and collection arrangements for dwellings without direct road frontage or driveways, particularly those relying on rear parking courts. It is unclear whether there is adequate space to accommodate three standard bins per household, an additional brown bin, and a weekly food waste bin, or how these will be safely and practically collected.

8. Southern Boundary Hedging

While hedging is now shown along the southern boundary, further clarification is required regarding its species, maturity at planting, long-term maintenance, and effectiveness as a visual and acoustic buffer.

9. Hedgerow Alignment Along the Bridleway

The proposed hedgerow along the bridleway appears to be located very close to the road edge. Consideration should be given to setting this hedgerow further back to avoid startling horses and to improve safety for equestrians using the bridleway.



10. Site access approved route

To ensure safe access along the agreed travel route of the A10 and along the joint a major plan of works and upgrades including passing bays needs to be undertaken along the joint as per the consideration raised in the application 20/02778/S73 which was granted in 2017 with the following development consideration

4.3.5 The consultation from the Highway Authority refers to the current site operations that see most of the vehicular movement associated with its agricultural use travel across The Joint. This highway is a single-track road with informal passing places at intervals. Given the requirement for large HGVs to travel along the road, sometimes in opposite directions, it is considered that the widening of passing places must be implemented prior to the development's commencement, given the large vehicles that will likely need to be utilised for the development to take place. It is my considered view that the passing places must be implemented to accommodate this increase in traffic prior to commencement, rather than potentially create traffic issues on this narrow road by allowing this variation to pass.

The joint is already suffering subsidence just past the A10 Junction close to the junction of Brickyard lane , Reed as well as countless potholes and damaged verge along the whole length. The improvements mentioned above would benefit both the developers, current and future residents.

11. Dark Sky Village

This application does not appear to mention any lighting strategy for the site, Barkway is a dark site with very low light pollution, and this should be taken into consideration when considering any lighting strategy as well as reducing further any carbon footprint generated by the 140 houses and a shop in this rural location.

12. Access to Bus Stops at Windmill Close and Perwinkle close

The bus stops located on Royston road are school pick up points for all school in Royston and Buntingford it is noted that whilst there is access through the hedge from the application there appears to be no further improvement to access the Bus stops, forcing pedestrians to walk along the

Road, should the plans not include an improvement to that side of the road passed the reserved school site to include a footpath linking to the current path at no 20 Royston Road?



13. Housing Design and Local Character

Barkway is an historic former coaching village containing numerous listed buildings spanning several centuries, which collectively define a strong and distinctive local character. The proposed housing design fails to respond meaningfully to this context. Rather than developing a site-specific architectural approach informed by a detailed analysis of the village's historic and rural qualities, the scheme relies heavily on standardised house types drawn from Redrow's generic design catalogue, supplemented by superficial references to local buildings.

This approach results in a homogenous estate that could be found in any suburban development in nearby settlements such as Royston or Buntingford, and does not reflect the unique identity of Barkway. The proposals therefore represent a missed opportunity to create a locally distinctive scheme that celebrates and enhances the village's historic and rural setting, contrary to good placemaking principles and national and local design policy.

Conclusion

Taken collectively, these issues demonstrate that the Reserved Matters submission fails to adequately reflect the approved scheme, lacks sufficient mitigation, and raises concerns regarding safety, sustainability, and community cohesion. Barkway Parish Council respectfully requests that the application is refused or significantly revised to address the points raised above.

Barkway Parish Council

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