



# Land between Cambridge Road and Royston Road, Barkway

## **Design Compliance Statement**



August 2024

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# 1.0 Introduction

## 1.1 Introduction

This document has been prepared by Redrow Homes South Midlands in support of the reserved matters planning application for a development of 140 homes on the land between Cambridge Road and Royston Road to the north of Barkway, Hertfordshire.

The reserved matters 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 140 well-designed family sized homes, 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.

The application considers and complies with the policies of the draft North Hertfordshire Local Plan and seeks to follow the specific design requirements for this site, reference BK3.

## 1.2 Site location

The application 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 application site covers 7.61 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.

## 1.3 Scope of this document

This document seeks to set out how the application proposals comply with the parameters established at outline planning stage and within the draft North Hertfordshire Local Plan.



- Figure 1: Example Redrow street scene

## 2.0 Outline Planning Permission

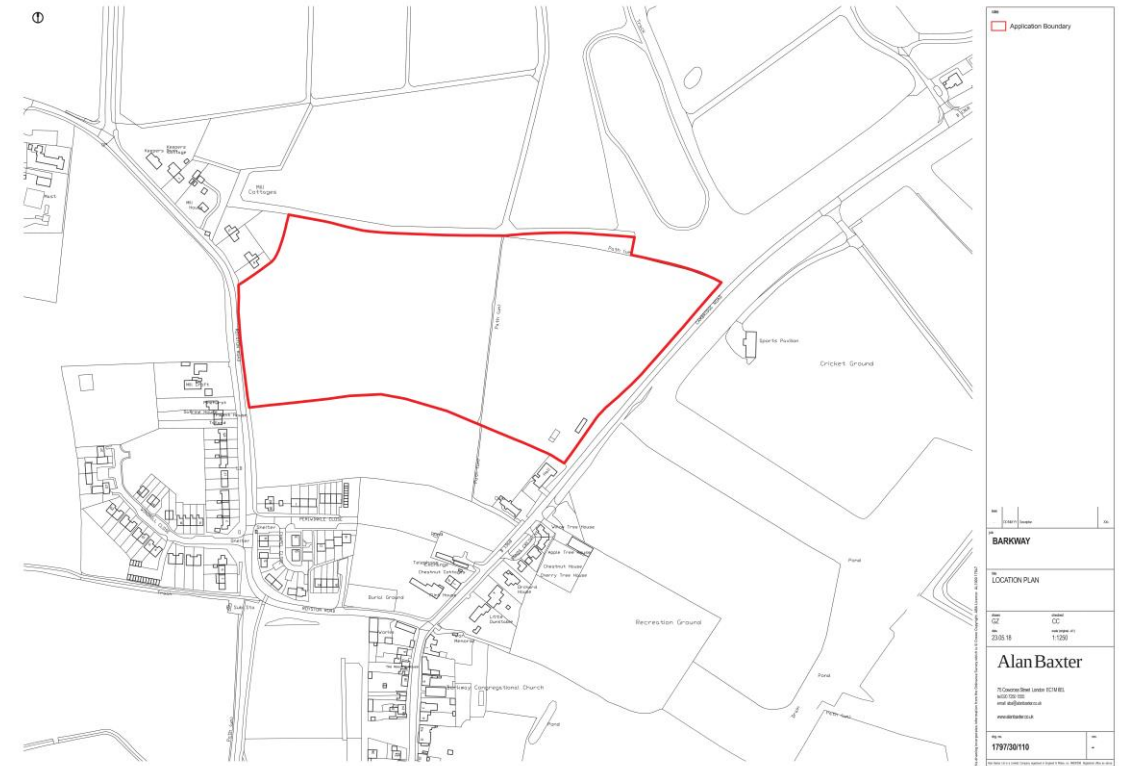
### 2.1 Outline Planning Permission

*'Outline application with all matters reserved other than strategic point of access onto Royston Road and Cambridge Road for the erection of up to 140 dwellings and a new shop (ref: 18/01502/OP)'.*

### 2.2 Approved Plans

*'Condition 3: The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting, approved documents and plans, together with the reserved matters approved by the Local Planning Authority, or with minor modifications of those details or reserved matters which previously have been agreed in writing by the Local Planning Authority as being not materially different from those initially approved.'*

- 1797-30-100 Rev G - Illustrative Masterplan
- 1797-30-101 Rev E - Land Use
- 1797-30-103 Rev E - Access and Movement
- 1797-30-104 Rev A - Urban Design Parameter Plan
- 1797-30-105 Rev A - Landscape Parameter Plan
- 1797-30-110 - Location Plan
- Tree Constraints Plan 1 of 6
- Tree Constraints Plan 2 of 6
- Tree Constraints Plan 3 of 6
- Tree Constraints Plan 4 of 6
- Tree Constraints Plan 5 of 6
- Tree Constraints Plan 6 of 6
- 163462-002 Rev A - Royston Rd Crossing Option 2
- 163462-004 Rev B - Gateway and Foot-Cycleway
- 163462-005 Rev A
- 163462-006 Rev A - Proposed Access - Royston Road
- 163462-007 Rev A - Proposed Access - Cambridge Road
- 163462-008 - Indicative Pedestrian Improvements Plan
- Master planning Summary Document



- Figure 2: Planning approved 1797/30/110 Location Plan

# 3.0 Vision and Placemaking

## 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."

- Extract from Barkway Masterplan Summary Document (March 2022)

## 3.2 Concept and Placemaking

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
15. Pedestrian and cycle connection to reserve school site.



- Figure 3: Concept Plan taken from Masterplan Summary Document (March 2022)

# 4.0 Parameters

## 4.1 Land Use

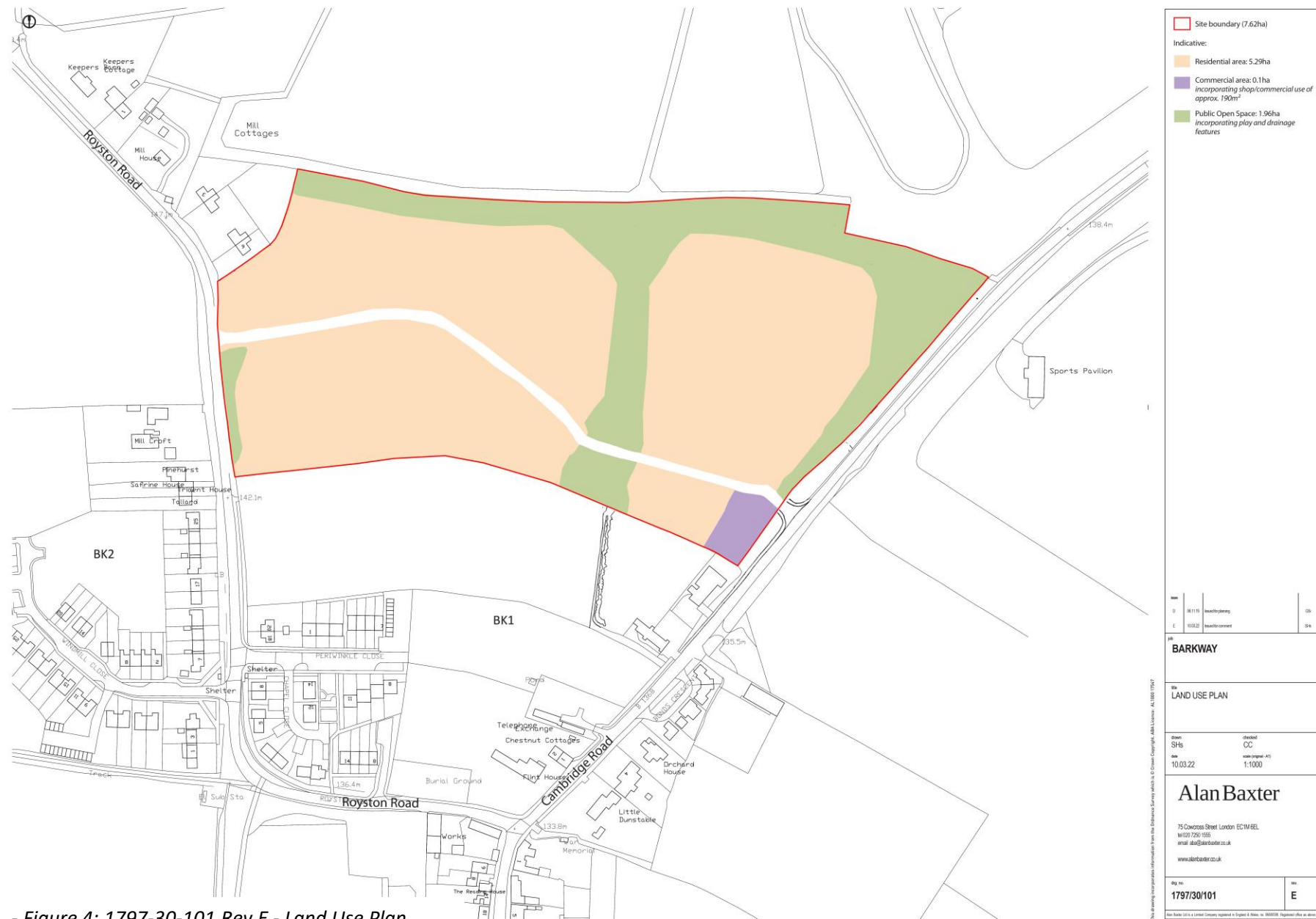
Approved drawing ref: 1797-30-101 Rev E - Land Use Plan sets out a mix of indicative land usages within the site. These are as follows:

- 5.29ha of residential area (accommodating up to 140 dwellings).
- 0.1ha of commercial area (incorporating a shop / commercial use of approximately 190sqm).
- 1.96ha of public open space (incorporating play and drainage features).

## 4.2 Masterplan Summary Report: Land Use Framework

The Masterplan Summary Report elaborates further, adding that the 1.96 hectares of public open space should be multi-functional, incorporating space for children's play, informal recreation, footpaths and bridleways, woodland planting and hedgerows, drainage attenuation features. Corridors of green space should also be 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 also proposed from two new junctions onto Royston Road and Cambridge Road. These are to be linked by a village street running broadly east-west across the development.



- Figure 4: 1797-30-101 Rev E - Land Use Plan

### 4.3 Green Infrastructure

Approved drawing ref: 1797-30-105 Rev A – Landscape Parameters Plan sets out a number of fixed and indicative parameters that form the landscape strategies for the site. These are as follows:

- The retention of existing trees and hedges.
- Indicative new tree planting along the bridleway 017, along the northern boundary of the development, and within the urban block.
- Indicative wildflower grassland within the open space on the northern and eastern boundaries.
- Indicative new footpath routes through the open space, linking the development to the existing movement network.
- Indicative character areas including; the bridleway corridor, Newsells Edge, Village Square, Royston Road Frontage, Cokenach Woodland, and Urban Block (containing vegetated gardens).

### 4.4 Masterplan Summary Report: Green Infrastructure Framework

Additional information on the indicative character areas is set out in the Masterplan Summary Report.

**Bridleway Corridor:** the existing hedgerow that runs parallel with bridleway 017 is to be retained and enhanced with a native species mix. The current bridleway corridor is to be widened 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.

**Newsells Edge:** a 15m wide green corridor is to be created 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. Pedestrian access to bridleway 018 and the wider network of footpaths through this green infrastructure corridor will be retained and enhanced.

**Village Square:** A new 'village square' is proposed where bridleway 017 crosses the proposed new 'Village Street'. An equestrian crossing will be located here as well as an attenuation basin and tree planting. The village square is a semi-formal space which should also have ecological value. It provides a pedestrian link to the Reserve School Site and an off road waiting space.

**Royston Road Frontage:** the existing hedgerow along Royston Road is to be retained where possible and will be reinforced by new hedge and tree planting with housing set back slightly from the Royston Road.

**Cokenach Woodlands:** 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. In addition, set back within the Site, a 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.

**Urban Blocks:** 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.

The Masterplan Summary Report also sets out the following additional criteria:

- Inclusion of a LAP near to where the two PROW's meet.
- A footway / cycleway meeting Royston Road in the South-west corner of the site.
- A green zone to the south of the Cambridge Road access.
- An informal green space within the heart of the urban block.
- SUDS to provide semi-natural open space.
- A fence and hedge to provide a boundary between the site and the reserved school site.
- A formal avenue of street trees is to be created on the southern side of the spine road.



- Figure 5: 1797-30-105 Rev A - Landscape Parameter Plan

#### 4.5 Movement

Approved drawing ref: 1797-30-103 Rev E - Access and Movement sets out the strategies for the movement network throughout the site. These are as follows:

- The retention of the existing footpaths and bridleways.
- The creation of new access points onto Cambridge Road and Royston Road, linked via a new village street. An equestrian crossing point is also indicated at the point where bridleway 17 intersects with the village street.
- An indicative secondary street network is indicated in the form of residential streets, which form routes to the north and south of the village street.
- Indicative proposed footpaths are shown to connect the village street and residential streets to the existing movement network.
- Indicative new or widened footways are shown running south from the Cambridge Road access and south (along Royston Road) from the south-western corner of the site.

#### 4.6 Masterplan Summary Report: Movement Framework

**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 priority 'T' junction from the B1368 Cambridge Road, as indicated on the approved drawing ref: 163462-007A Proposed Access - Cambridge Road. The western access point is to be taken from Royston Road, again as a priority 'T' junction, as indicated on the approved drawing ref: 163462-006A - Proposed Access - Royston Road.

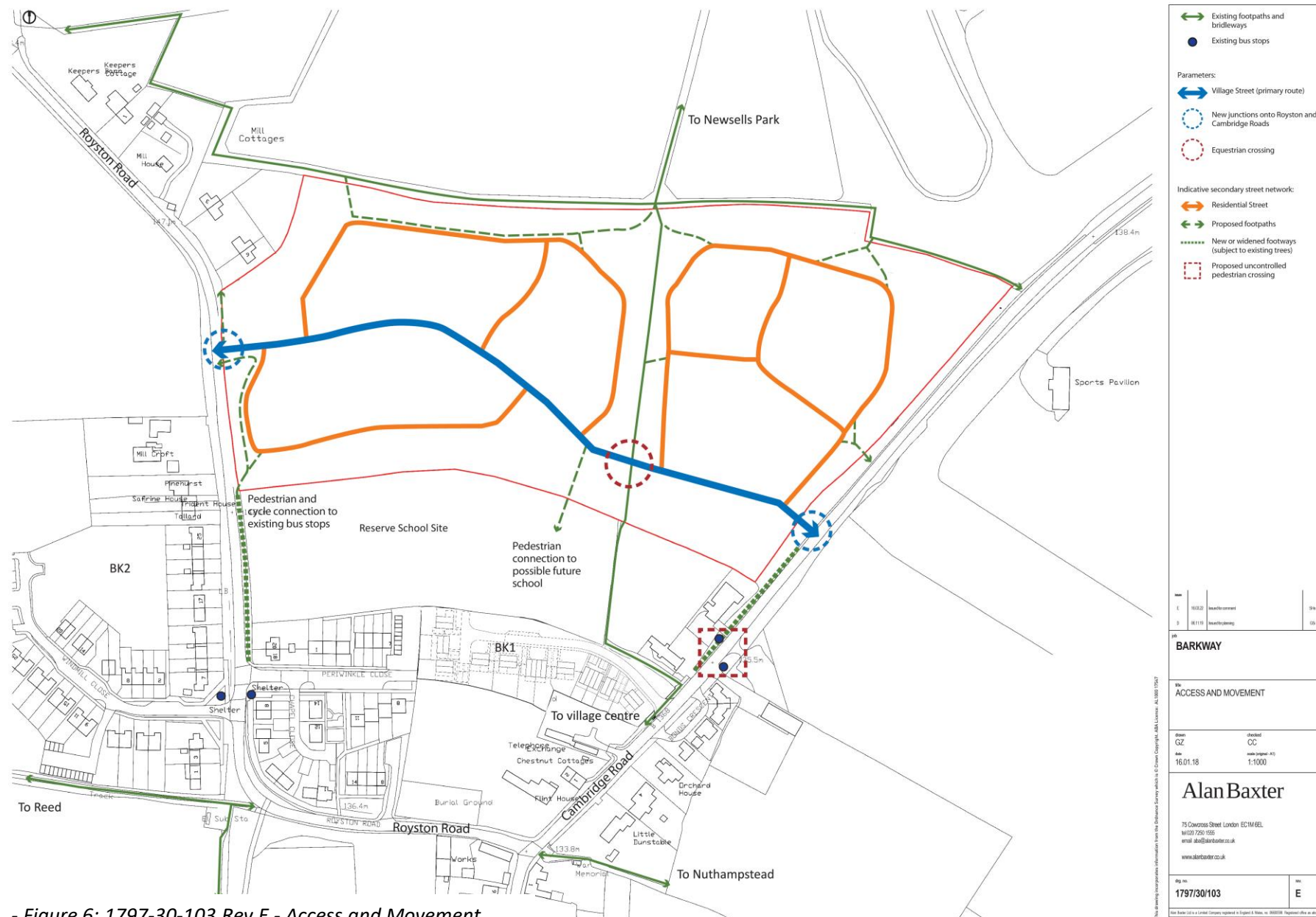
The masterplan has a vehicular street hierarchy comprising the primary village street and secondary residential streets. Indicative details are as follows:

**Village Street:** The Village Street provides an east-west connection between the two junctions and is the primary vehicle route through the site. 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.

**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. 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 & Cycling:** The street network ties in with the network of footpaths, providing links to the existing movement network. Bridleway 018 and bridleway 017 are retained and multiple connections to the new internal movement network are proposed. An equestrian crossing is to be provided where bridleway 017 meets the Village Street. A pedestrian access to the reserve school site is to be provided at the Village Square. 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.

**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. All units will have secure gardens and sheds to meet cycle parking requirements. The design of parking will follow the principles of Manual for Streets. 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.



#### 4.7 Urban Design

Approved drawing ref: 1797-30-104 Rev A – Urban Design Parameters Plan sets out a number of fixed and indicative parameters that form the urban design strategies for the site. These are as follows:

- Play area located towards the northern boundary of the site, close to where bridleway 017 meets bridleway 018.
- New shop to be located on the southern side of the new access to Cambridge Road.
- Indicative village green located on the southern boundary of the site, where bridleway 017 exits the site.
- Indicative urban block structures shown to the south and north of the Village Street and on both sides of the existing north / south hedgerow.
- Indicative key views and indicative locations of key buildings / vista stoppers.
- Indicative footpath and bridleway routes linking the existing movement network to the urban block structures.
- Indicative semi-continuous built frontage shown along the extent of the Village Street.
- Indicative frontage overlooking green corridor is shown around the edge of the urban blocks.

#### 4.8 Masterplan Summary Report: Urban Design Framework

Additional information on the urban design parameters is set out in the Masterplan Summary Report.

The 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 7: 1797-30-104 Rev A – Urban Design Parameter Plans

4.9 Illustrative Masterplan

Approved drawing ref: 1797-30-100 Rev G – Illustrative Masterplan sets out an interpretation of how the site layout could respond to the parameters established through the outline planning permission.



- Figure 8: 1797-30-100 Rev G – Illustrative Masterplan

#### 4.10 Masterplan Summary Report: Illustrative Character Area Guidance

A traditional townscape character is envisaged, drawing on elements of the Barkway's vernacular 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. 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.

#### 4.11 Village Street

This character area stretches east-west across the Site along the primary route. Buildings are arranged in short runs of terraces, combined with semi-detached and detached.

**Characteristics:** The street has an informal character, with fluctuation in the building line and roofline. 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. 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. As a result of the swale, vehicle access to properties on the southern side of the street is from the rear.

**Street Type & Parking:** The street type for this character area is the Village Street. Some properties have on-plot parking accessed from the front, but most properties have rear parking accessed via small parking courts.



- Figure 9: Illustrative residential character areas and design features taken from Masterplan Summary Document (March 2022)

#### 4.12 Residential Lanes

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

**Characteristics:** Predominantly 2 to 4 bedroom properties. Less dense than the Village Street. Predominantly 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:** Buildings here will be predominantly 2 storeys in height.

**Public Realm:** Properties are to overlook the green corridors, providing passive surveillance over the pedestrian network and public open spaces.

**Street Type & Parking:** The street type for this character area is the Residential Lane. 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.

#### 4.13 Wooded Lanes

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

**Characteristics:** Predominantly grander 4 to 5 bedroom homes 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.

**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:** 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.

**Street Type & 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.

## 5.0 Pre-application Advice & Design Evolution

### 5.1 Initial Proposal

In February 2024 Redrow Homes South Midlands sought pre-application advice on draft Planning Layout (drawing ref: 1000-22-02-002).

The layout set out the initial Redrow response to the parameters established at outline planning stage. These are as follows:

- 140 dwellings (84 market dwellings & 56 affordable dwellings).
- A mixture of 1 to 5 bedroom homes.
- Proposals for a new, tree lined, Village Street linking the approved new accesses to Royston Road and Cambridge Road. Homes are arranged to create streets that focus on a landscaped approach, with tree lined main streets and front gardens that vary in depth to reflect the village character. Predominantly higher density housing is proposed.
- A central green spine following the existing route of Bridleway Barkway 017 with pedestrian connections indicated.
- A proposed equestrian crossing / traffic calming feature set within the Village Green.
- Retention of the existing hedges and trees.
- Inclusion of a planted 15m green buffer along the northern boundary of the site.
- Additional tree planting within the proposed open spaces and front gardens of dwellings.
- A new pedestrian connection to the south-west of the development, leading to the existing bus stop on Royston Road.
- 0.1ha of land for commercial use in the south-east corner of the site.
- Inclusion of the approved accesses onto Royston Road and Cambridge Road.
- Landscaped open space, including retained trees and drainage features, fronting Cambridge Road.
- Larger, grand properties, set within a lower density Wooded Lane character area.
- A proposed Local Area of Play located close to the point at which bridleway 017 meets bridleway 018.
- The Village Street includes a tree lined grass verge on the southern side.
- A proposed pedestrian link to the future school site.
- Provision of secure residential blocks that provide passive surveillance over the public realm, whilst ensuring that appropriate levels of private amenity space is delivered.
- A variety of parking typologies have been employed, reflecting both the local character and the requirement to provide parking in convenient locations which relate to the properties they serve.
- The layout includes a number of pedestrian movement routes, linking the residential blocks with the existing movement network.



## 5.2 Design Pre-application Response

Below is a summary of the written pre-application feedback received.

### Permeability & Connectivity:

- Dwellings should be orientated to address primary routes.
- An additional east-west pedestrian connection should be introduced into the movement strategy.
- Blank fences and gables should be avoided.
- Movement between cul de sacs and shared private driveways should be encouraged through the introduction of additional active travel routes.
- An additional access point into the school site should be considered.
- Bridleway 018 should have 3 points of connection in line with the outline parameter plans and the movement route that follows the northern boundary should be continuous.
- The build line along Royston Road should be pulled forward and those plots should access via a rear parking arrangement.
- The Village Green landscaping should set it apart from the other areas of open space.
- The LAP should be relocated to the Village Green.

### Public Realm:

- The length of driveways should be considered, and garages should be designed to accommodate cars to avoid excessively long driveways being required.

- Perpendicular parking bay arrangements, to the front of affordable dwellings, should be avoided and re-designed as rear parking courts.
- Additional detail is required on the materiality of the proposed streets.
- A more adequate distribution of street trees is required across the development.
- Details of secure cycle and bin storage is required.

### Built Form:

- Improve the mix of housing to achieve a more tenure blind development where materials and parking solutions are consistent across the development.
- Prioritise frontages onto the Village Street.
- Additional information is required on the design of the commercial area.
- Additional information is required on the proposed house types and the key detailing.
- Additional information is required on the proposed materials strategy and the relationship with Barkway.

## 5.3 Design Workshop

On the 1<sup>st</sup> July 2024 Redrow Homes South Midlands met with representatives of North Herts Council to present an amended layout (drawing ref: 1000-22-02-002 Draft Planning Layout (30.05.2024)) which sought to address the comments raised through the pre-application feedback. The workshop provided an opportunity to discuss the amended layout and a number of items in detail. These items included urban design, transport, ecology, and planning matters.

The amendments to the layout included the following:

- Removal of all frontage bay parking from the Village Street.
- The addition of rear parking courts, serving dwellings on the Village Street.
- Introduction of low-level boundary walls and hedging to screen rear parking courts and maintain the Village Street build line.
- The build line on the Village Street has been pulled forward.
- Visitor parking has been relocated to the northern side of the Village Street.
- In line with the Access & Movements Plan an additional road link now serves the south-western residential parcel.
- The number of 'L' shaped house types terminating shared private driveways has been reduced to improve active travel and legibility.
- The local area of play has been relocated to the Village Green.
- The junctions accessing the Village Street have been redesigned to clearly delineate a road hierarchy and emphasise priority.
- The number of dwellings fronting Royston Road has been increased to provide greater surveillance over the open space and reinforce Royston Road as the primary outlook.
- The dwellings around the Village Green have been re-orientated to face the Village Green, creating a greater sense of place.

- The raised table adjacent to the Village Green has been narrowed to slow traffic movements in this zone and to prioritise pedestrian / equestrian / cyclist movement.
- Key corner buildings have been indicated on the layout.
- An additional east/west footpath link has been incorporated to ensure that the footpath running through the northern open space is continuous.

#### 5.4 Design Workshop Response

Below is a summary of the written workshop feedback received.

- Improve the permeability and legibility of the site in respect to interconnectivity of streets for pedestrians and cyclists – particularly around the periphery of plots.
- Create pedestrian links between private road terminus points to improve legibility and permeability throughout the site.
- Provide more connections to the Barkway 018 bridleway, which provides the best east to west recreational route. Use the edge of street / driveways for active travel utility trips. This could allow for an increased landscaped buffer between the development and northern boundary.
- The orientation of several plots should be altered to improve street frontage.
- A housing type and materials strategy should be created that sets out the reasoning behind the siting of the house types in particular locations and the materials proposed to be used.
- Chimney stacks should be considered to add interest.

- Bin storage should be considered, particularly for terraced properties.
- Cycle parking incorporated within the site should be provided with sufficient space for convenient access.
- The width of streets should be kept narrow to avoid the temptation to park on-street rather than in designated bays. Verges should also be planted with trees and wild planting to discourage parking.
- The village street and residential streets should align with the Masterplan Movement Framework.
- Privacy strips / front gardens throughout the development should aim to be deeper to provide a sufficient sense of privacy away from shared surfaces and footpaths.
- Additional tree planting within the public realm that can be retained and managed by a future management company as opposed to in private frontages.
- Rain gardens should be considered along secondary shared surface streets.
- Consider devising a way to accommodate car parking in the rear gardens of properties currently proposed to be served by a parking court.
- There should not be more than four car parking spaces in a row before a strip of landscaping is provided.
- Investigate the potential of altering the design of the north-south bridleway that runs through the site.
- Natural play equipment is encouraged along the central SUDs and north-south bridleway.
- The play area should be moved away from the proposed hedgerow.
- Places of rest should be provided along the village street every 100m.
- Provide detailed plans and details in any application relating to blue infrastructure.
- Street cross-sections should extend to all streets.



# 6.0 Proposals

## 6.1 Proposed Site Layout

An amended proposed Planning Layout accompanies the reserved matters application (drawing ref: 1877-22-02-002 Planning Layout). This proposed layout addresses the comments raised through the pre-application / workshop process and responds positively to the parameters established at outline planning stage.

The proposals are as follows:

- 140 x dwellings
- 84 x market dwellings (60%) & 56 x affordable dwellings (40%)
- 36 x affordable rented dwellings (65%) & 20 x shared ownership (35%)
- All dwellings are NDSS compliant
- 71 x M4(2) compliant dwellings & 8 x M4(3) compliant affordable dwellings
- A mixture of 1 to 5 bedroom homes, including maisonettes, bungalows, terraced properties, semi and detached house types
- 1 & 2 storey dwellings

## 6.2 Proposed Land Use

- 5.29ha of residential area
- 1.96ha of public open space (incorporating play and drainage features).
- 0.1ha of commercial area (excluded from reserved matters application).

| Unit Type           |       | Beds | Quantity |
|---------------------|-------|------|----------|
| Private Units       |       |      |          |
| Fairford (Bungalow) | M4(2) | 2    | 4        |
| Letchworth          |       | 2    | 4        |
| Stratford (Q)       |       | 3    | 13       |
| Oxford Lifestyle    |       | 3    | 1        |
| Harrogate           |       | 3    | 6        |
| Leamington (Q)      |       | 3    | 15       |
| Shaftesbury         |       | 3    | 3        |
| Canterbury (Q)      |       | 3    | 3        |
| Hampstead           | M4(2) | 4    | 4        |
| Richmond            | M4(2) | 4    | 7        |
| Blenheim            | M4(2) | 5    | 7        |
| Sandringham         | M4(2) | 5    | 5        |
| Highgrove           |       | 5    | 12       |
|                     |       |      | 84       |
| Affordable Units    |       |      |          |
| Tavy                | M4(2) | 2    | 20       |
| Dart                | M4(2) | 3    | 20       |
| Tweed               | M4(2) | 4    | 4        |
| Bungalow            | M4(3) | 2    | 4        |
| GF Spey             | M4(3) | 1    | 4        |
| FF Spey             |       | 1    | 4        |
|                     |       |      | 56       |
| Grand Totals        |       |      |          |
|                     |       |      | 140      |

- Figure 12: Proposed Accommodation Schedule  
– Reserved Matters Application

### 6.3 Proposed Green Infrastructure

- Existing trees and hedgerows are retained in line with the outline parameter plans.
- The existing hedgerow that follows the route of bridleway 017 is proposed to be retained and the area around the hedge is to be enhanced with a wildflower mix. The green infrastructure corridor is proposed to be circa 25m wide. The proposals also include an avenue of Lime trees, which follow the route of the north/south bridleway and attenuation features which promote biodiversity.
- The proposals include a 15m buffer along the Newsells Edge (northern boundary of the site). The existing hedgerow and trees are proposed to be retained, with isolated removal of the boundary hedge to facilitate the new proposed footpath connections. A new line of trees, including Beech trees, is proposed within a wildflower corridor.
- The proposals include a new Village Square at the southern end of bridleway 017. The Village Square includes the provision of a LAP and semi-formal tree / hedge planting to create a sense of place. The Village Square also includes a pedestrian link to the future school site. Adjacent to the Village Square is a raised and narrowed section of highway, which encourages slower traffic speeds and prioritises pedestrian/cyclist/equestrian movement.
- The existing hedge along the Royston Road frontage is proposed to be retained, with isolated hedgerow removal required to facilitate the approved access works and the proposed cycleway/footway to the existing bus stop. The proposals include new tree and hedge planting to soften the transition between the development and the surrounding countryside.
- The trees along Cambridge Road are proposed to be retained, with the exception of those that are required to be removed to facilitate the approved access works. A landscape buffer is proposed with new tree planting and a large attenuation basin designed in. The attenuation basin will be managed with wildflower grassland.
- The residential parcels include planted front gardens, with a mixture of amenity turf, trees, hedges, and shrubs proposed. The proposed highway designs also include tree lined grass verges. In particular, the Village Street has been arranged to include an avenue of street trees on its southern side, with tree drains designed to accommodate surface water runoff.

(Refer to drawing ref: 20440, Royston Road, Barkway – Planting Plan Sheets 1 – 7 for details of landscaping):

## 6.4 Proposed Access & Movement

- Bridleway 017 is proposed to be retained and enhanced. The proposals include widening of the bridleway to 4m and finishing the route in tarmac.
- Access is proposed to be taken from 2 x new 'T' junctions. One access is from Royston Road, in accordance with approved drawing ref: 163462-006A, the other access is from Cambridge Road, in accordance with approved drawing ref: 163462-007A.
- A raised and narrowed section of highway is proposed adjacent to the Village Square. This is designed to accommodate equestrian crossings and encourage slower traffic speeds, prioritising pedestrian/cyclist/equestrian movement.
- The proposals include a number of footways / cycleways, which link the residential parcels to the existing movement network. Active travel routes are secured through the introduction of hoggin footpaths along the back edge of shared private driveways. The east/west pedestrian route has been relocated adjacent to the driveways that front the northern open space. This provides greater opportunities for landscaping of the open space and avoids having a pedestrian route running directly parallel with the bridleway 018.
- A pedestrian access to the future school site is proposed through the Village Green.
- The scheme also includes a 3m wide cycleway / footway in the southwest corner of the development, which provides a route to the existing bus stop. It is proposed that this route is finished in tarmac.
- The proposed layout indicates a street hierarchy comprising a primary Village Street, a secondary Residential Street, and a tertiary Residential Street. These are arranged as follows (please refer to figure 13):
  - **Primary Village Street:** The accesses are proposed to be linked via the east/west Village Street. The Village Street comprises a 5.5m wide carriageway, with visitor parking and a 2m wide footpath on the northern side. On the southern side of the Village Street a 2m wide tree lined avenue is proposed, with tree drains designed to accommodate surface water runoff, and a 2m wide footpath. Accesses across the tree lined avenue are limited to maximise opportunities for tree planting and sustainable urban drainage. Dwellings are predominantly set back from the highway by 0.5-2m gardens.
  - **Primary Village Street:** The accesses are proposed to be linked via the east/west Village Street. The Village Street comprises a 5.5m wide carriageway, with visitor parking and a 2m wide footpath on the northern side. On the southern side of the Village Street a 2m wide tree lined avenue is proposed, with tree drains designed to accommodate surface water runoff, and a 2m wide footpath. Accesses across the tree lined avenue are limited to maximise opportunities for tree planting and sustainable urban drainage. Dwellings are predominantly set back from the highway by 0.5-2m gardens.
  - **Secondary Residential Street:** The secondary Residential Street comprises a 4.8m wide carriageway, with a 2m wide footpath on one side and a 2m wide tree lined verge, plus 2m wide footpath on the other. Dwellings are predominantly set back from the highway by 1-2m gardens.

- **Tertiary Residential Street:** The tertiary Residential Street comprises a 4.8m wide carriageway, with 2m service margins on either side. The tertiary Residential Street has been designed as a shared surface street, with a very low-level kerb between the carriageway and the margins. It is intended that the tertiary Residential Street will be finished in block paving and where possible the service margins will be grass verges with tree planting.

### Parking

Drawing ref: 1877-22-02-005 Parking Plan sets out the strategy in terms of parking provision.

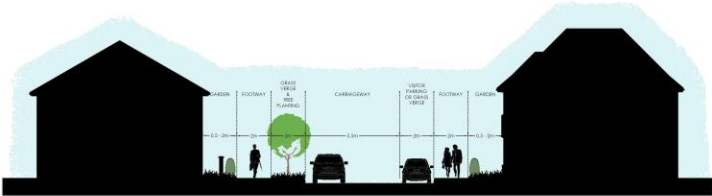
The strategy broadly accords with HCC parking standards, but in isolated instances 2 - bedroom dwellings, served via a rear parking court are provided with 1.5 spaces to prevent parking courts from becoming car dominated and to promote active travel. Where an under provision in allocated parking is proposed, additional unallocated parking is delivered instead.

The proposed visitor parking provision is in excess of HCC requirements. See table below.

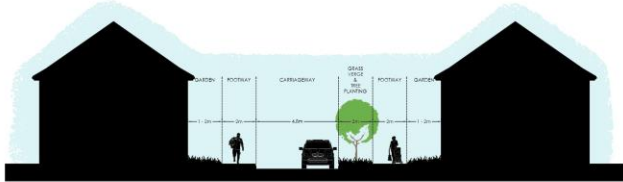
Cycle parking is proposed to each dwelling. Secure cycle parking is proposed in the form of either a shed located in the rear garden or a garage, when not proposed as a parking space.

| Residential Parking Provision                               |           |          |
|-------------------------------------------------------------|-----------|----------|
| Bed No.                                                     | Required  | Proposed |
| 1                                                           | 8         | 8        |
| 2                                                           | 64        | 55       |
| 3                                                           | 122       | 122      |
| 4 +                                                         | 78        | 113      |
| Visitor / Unallocated Parking Provision (0.25 per dwelling) |           |          |
| Required                                                    | Proposed  |          |
| 35 spaces                                                   | 52 spaces |          |

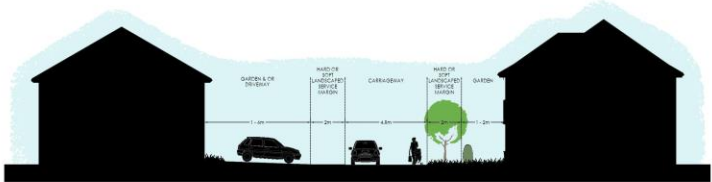
- Figure 13: Proposed allocated & visitor parking provision



Indicative Village Street Section



Indicative Residential Street Section



Indicative Tertiary Street Section

- Figure 14: Indicative street sections



## 6.5 Proposed Urban Design

- In line with the parameters established at outline planning stage the proposed development is arranged in a loose perimeter block form with homes fronting outwards with private gardens to the rear.
- Properties fronting the east-west village street 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 overlook the public green spaces to encourage passive surveillance of these spaces as well as to define their edges.
- The housing density varies across the site in response to the proposed character areas, 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 create a denser character fronting the village street.
- Storey heights are generally 2 storey, with occasional use of dormers and single storey dwellings to bring visual interest and enhance legibility through the scheme.
- Buildings are arranged to act as vista stoppers terminating views along streets. Dual aspect dwellings are proposed on corner location to provide active frontage at key corners.
- Footpaths are proposed through the green corridors located at the edge of the development and central corridor, providing edge-to-edge connectivity in combination with the permeable street layout.

## 6.6 Proposed Character Areas

In accordance with the outline planning permission, three residential character areas are proposed, creating a sense of hierarchy between different parts of the development and to respond to the context of the site.

### Village Street

This character area stretches east-west across the Site along the primary route. Buildings are arranged in short runs of terraces, combined with semi-detached and detached dwelling types.

**Characteristics:** The proposed street has an informal character, with fluctuation in the build line and roofline. Individual buildings are carefully arranged to terminate vistas, enclose public spaces and define corners.

**Heights:** The proposed buildings here will be predominantly 2 storey in height, although isolated plotting of single storey bungalows are also proposed.

**Public Realm:** A single line of street trees are proposed along the southern side of the Village Street. Tree pit drains are also proposed to catch surface water runoff. Vehicle access to dwellings is limited on the southern side of the spine road to maximise opportunities for landscaping of the verges.

**Street Type & Parking:** Properties accessed via the Village Street have either on-plot parking accessed from the front, in a side-on configuration, or parking is accessed via the rear of properties in small, landscaped, parking courts.



- Figure 16: Indicative Village Street Scene – Reserved Matters Application

**External Wall Materials:** The buildings will be predominantly constructed in a red multi brick, with a plain red detailing brick used for window detailing. The proposals include isolated use of buff brick on buildings that form vista stops. The use of black weatherboarding is also proposed on the Village Street to reflect the local character of Barkway. Key / corner dwellings are proposed to be finished in render to act as way finders throughout the development.

**External Roof Materials:** The buildings along the Village Street will predominantly use a brown, clay effect roof tile. Where buildings are designed to act as vista stops a slate grey, clay effect roof tile is proposed.

**Boundary Treatments:** 1.8m high closeboard fencing is proposed between garden boundaries. Boundaries that side on to the public realm are proposed to be 1.8m high brick screen walls. The proposals also include a 1.2m high wall, with flint paneling, to screen the parking courts served via the Village Street.

### Residential Lanes

**Characteristics:** The proposed house types are predominantly 2 to 4 bedroom properties. The Residential Lanes are less dense than the Village Street, predominantly consisting of detached properties. Front garden sizes vary depending on the parking typology employed, but all plots have generous back gardens.

**Heights:** Buildings here are proposed to predominantly be 2 storeys in height, with isolated use of single storey bungalows in sensitive areas of the development.

**Public Realm:** Properties overlook the green corridors, providing passive surveillance over the pedestrian network and public open spaces.

**Street Type & Parking:** All parking is accessed from the front and to the side of the house, on plot.

**External Wall Materials:** The buildings will be predominantly constructed in a red multi brick, with a plain red detailing brick used for window detailing. Key / corner dwellings are proposed to be finished in render to act as way finders throughout the development.

**External Roof Materials:** A combination of brown and slate grey, clay effect roof tiles are proposed. It is intended that the dwellings that front the green corridors will have a slate grey roof tile, and the properties that face into the residential parcels will have a brown tile.

**Boundary Treatments:** 1.8m high closeboard fencing is proposed between garden boundaries. Boundaries that side on to the public realm are proposed to be 1.8m high brick screen walls.

### Wooded Lanes

**Characteristics:** Predominantly grander 4 to 5 bedroom homes with large back gardens and on-plot parking for 3 vehicles. The proposed homes are predominantly detached with relatively small front gardens and side-on parking. The proposed house types include additional detailing, such as chimney stacks, dormer windows and brick plinths.

**Heights:** The buildings are 2 storeys in height.

**Public Realm:** The properties situated on the edge of the parcel front the surrounding public open spaces. The remaining properties are designed to face into the residential parcel, with front gardens and grass verges arranged to create a green space within the heart of the residential block.

**Street Type & Parking:** Parking is generally provided to the side of the properties, on plot, with isolated examples of parking to the front of dwellings.

**External Wall Materials:** The buildings will be predominantly constructed in a red multi brick, with a plain red detailing brick used for window detailing. Key / corner dwellings are proposed to be finished in render to act as way finders throughout the development.

**External Roof Materials:** A combination of brown and slate grey, clay effect roof tiles are proposed. It is intended that the dwellings that front the green corridors will have a slate grey roof tile, and the properties that face into the residential parcels will have a brown tile.

**Boundary Treatments:** 1.8m high closeboard fencing is proposed between garden boundaries. Boundaries that side on to the public realm are proposed to be 1.8m high brick screen walls. plot.



- Figure 17: Example Redrow street scene



- Figure 18: Indicative Wooded Lane street Scene – Reserved Matters Application



- Figure 19: Indicative Village Square and Residential Lane street Scene – Reserved Matters Application



- Figure 20: Residential Lane street Scene – Reserved Matters Application

# 7.0 Summary

## 7.1 Conclusion

This document demonstrates that the proposals submitted in support of the reserved matters application for 140 dwellings comply with the parameters established at outline planning stage.

The proposed scheme has been designed to accord with the Redrow 8 principles, which seek to provide high quality homes, in outstanding communities.

The proposed scheme addresses the site opportunities and constraints, whilst also reflecting the characteristics of Barkway and the surrounding area.

Redrow has developed the proposals in collaboration with North Herts Council, with the feedback received through the pre-application and workshop process being incorporated into the final proposed design.



- Figure 21: Example Redrow street scene



- Figure 22: Overall 3D visualisation– Reserved Matters Application



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