



Land between Cambridge Road and
Royston Road, Barkway

Masterplan Compliance Statement



December 2025

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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 County Council.

1.3 Scope of this document

This document seeks to set out how the application proposals comply with the Masterplan Summary Report and parameters established at outline planning stage.



- Figure 1: Example Redrow street scene

2.0 Planning History

2.1 Outline Planning Permission

Outline permission was granted in July 2023.

'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 Initial Reserved Matters Application

A reserved matters application (ref: 24/01883/RM) for 140 dwellings was submitted in August 2024.

'Application for the approval of reserved matters comprising: details of the siting, design and external appearance of the development, and the landscaping of the site in respect of the approved outline planning permission ref: 18/01502/OP for the development of 140 dwellings and a new shop on the land between Royston Road and Cambridge Road, Barkway'.

2.3 Section 73 Application

Planning permission to vary outline planning condition 3 and 20 (ref: 24/01994/S73) was approved in December 2025.

The wording of condition 3 was amended to the following:

'The development hereby permitted shall be carried out wholly in accordance with the Location Plan (Plan No. 1797/30/110), Proposed Access – Royston Road (Plan No. 163462/006 Rev A), Proposed Access – Cambridge Road (Plan No. 163462-007 Rev A), and 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.'



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

An additional planning condition (no.4) was also included on the decision notice. The condition wording reads as follows:

‘Concurrent with the submission of the first Reserved Matters application, and any subsequent Reserved Matter applications, a Masterplan Compliance Statement shall be submitted to and approved in writing by the Local Planning Authority. The Masterplan Compliance Statement shall provide detailed explanation of how the proposal accords with the Masterplan Summary Report approved under application reference No. 18/01502/OP and dated March 2022, and plan numbers 1797/30/101 Rev E - Land Use Plan; 1797/30/103 Rev E - Access and Movement; 1797/30/104 Rev A – Urban Design Parameter Plan; and 1797/30/105 Rev A - Landscape Parameter Plan; 163462-002 Rev A – Alternative Royston Road Crossing Improvements (Option 2); 163462-003 Rev B – Cambridge Road Potential Gateway Feature and Foot/Cycleway Extension; 163462-008 – Indicative Pedestrian Improvements Plan; 1797/30/100 Rev G – Illustrative Masterplan; 1797/30/104 Rev A – Urban Design Parameter Plan. Where the proposal does not accord with a specific principle or parameter within the approved Masterplan, the Masterplan Compliance Statement must provide clear and robust justification for each departure.’

2.4 Approved Plans

- 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

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.

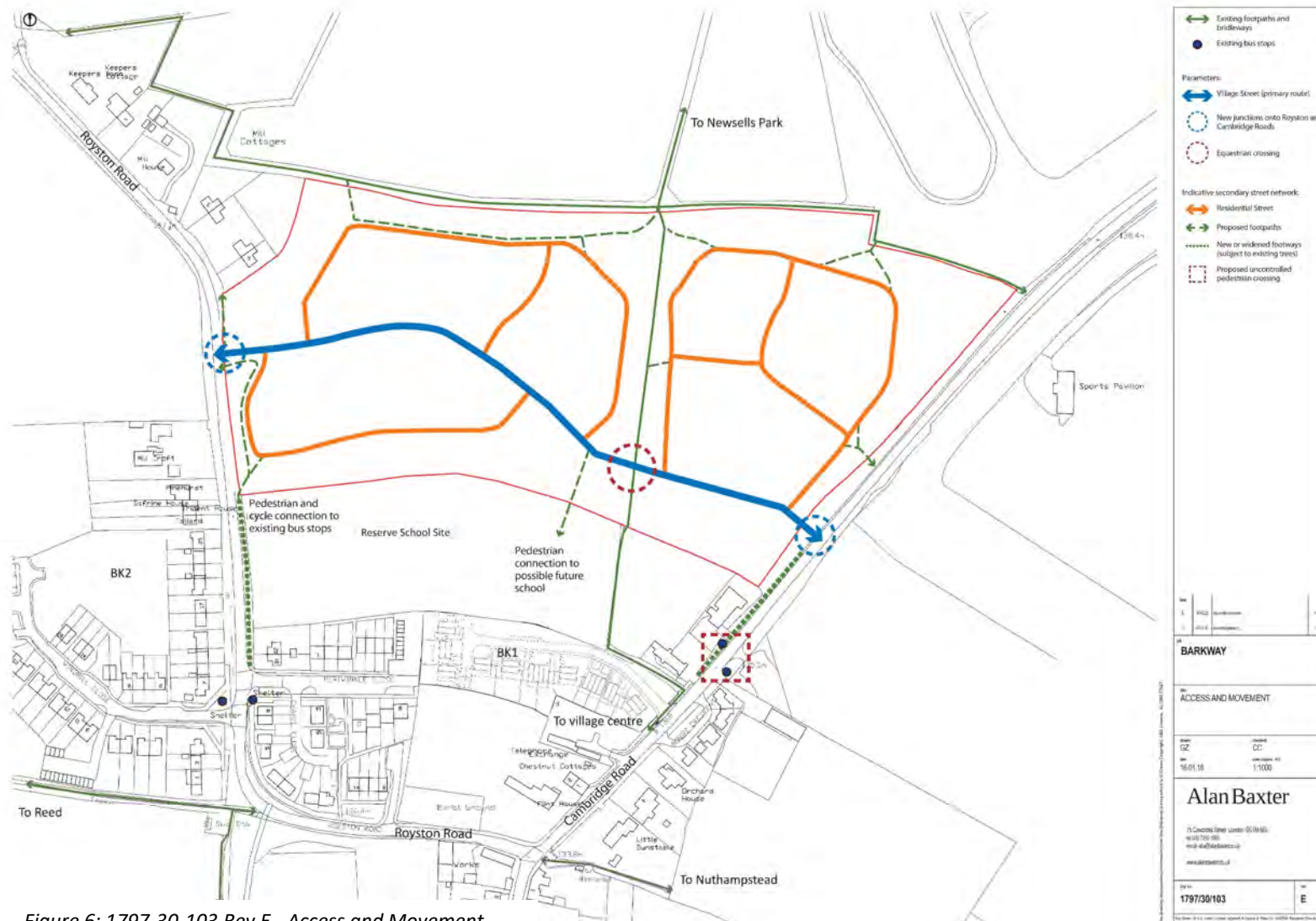
The masterplan has a vehicular street hierarchy comprising the primary village street and secondary residential streets. Indicative details are as follows:

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.



- Figure 6: 1797-30-103 Rev E - Access and Movement

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.

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.



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 First Design Workshop

On the 1st 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 First 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.

5.5 Initial Reserved Matters Application August 2024

A reserved matters application (ref: 24/01883/RM) for 140 dwellings was submitted in August 2024.

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

Below is a short summary of the amendments made ahead of submission.

- An additional east / west footpath route was introduced, linking the two residential parcels and providing an additional movement route between Cambridge and Royston Road.
- The alignment of movement routes around the development were amended to follow desire lines.
- Expanded the extent of tree lined streets throughout the development.
- Relocated the LAP to relate more appropriately to the adjacent properties.
- Homes were re-orientated to address the road hierarchy.
- Natural 'play on the way' features were designed into the bridleway 017 corridor



- Figure 12: Overall 3D visualisation— Submitted with Reserved Matters Application August 2024



- Figure 14: Indicative Village Street Scene – Submitted with initial Reserved Matters Application August 2024



- Figure 15: Indicative Wooded Lane street Scene – Submitted with initial Reserved Matters Application August 2024



- Figure 16: Indicative Village Square and Residential Lane street Scene – Submitted with initial Reserved Matters Application August 2024



- Figure 17: Residential Lane street Scene – Submitted with initial Reserved Matters Application August 2024

5.6 Second Design Workshop March 2025

In March 2025, a follow up Design Workshop was undertaken with North Hertfordshire District Council to discuss the details submitted in support of reserved matters application ref: 24/01883/RM.

An amended planning layout (1877-22-02-002A) and pack of supporting drawings were presented at the workshop, demonstrating how additional changes to the layout and house type designs could be introduced to reinforce the creation of more distinct character areas across the development.

Below is a short summary of the changes made ahead of the March 2025 workshop.

- The pond designs were amended to create more usable areas of POS by introducing shallower banks on the majority of the attenuation features.
- The homes along the Village Street were amended to include gable ended roof designs, with feature chimneys added to the roofscape of all properties.
- Following discussions with the Parish Council, the bridleway design was re-configured to include a 3m surfaced section of bridleway and a 3m unsurfaced section for equestrian use.
- The pedestrian network through the POS was amended following discussions with the Parish Council.
- The LAP design was amended to include more naturalistic play features and to integrate more sympathetically into the Village Square.

- Additional natural play features were introduced along the 'play on the way route'.
- In response to concerns raised by the Parish Council, a new hedge was proposed along the southern boundary.
- A revised materials strategy was proposed. This focused on introducing more locally appropriate materials to the Village Street, to further replicate the character established through Barkway village.





- Figure 19: Indicative Village Street Scene Rev A – Presented at the Second Design Workshop March 2025



- Figure 20: Indicative Village Square and Residential Lane street Scene Rev A – Presented at the Second Design Workshop March 2025



- Figure 21: Residential Lane street Scene Rev A – Presented at the Second Design Workshop March 2025

Below is a summary of the feedback received from the March 2025 workshop.

- All SuDs basins within the site should be no steeper than a 1:3 gradient on all sides for safety and to avoid the need for fencing.
- SuDs are to provide multi-functionality with opportunities to accommodate permanent water features.
- The alignment of the Village Street should be amended to explore a more efficient block structure and overall, a more legible development.
- The layout should explore the option to include an east-west and north-south vista.
- The layout should explore the opportunities for car free frontages in the form of rear parking courts, to ensure that green spaces retain a natural character.
- Explore the option of linking disconnected shared driveways and cul-de-sacs as edge lanes, creating opportunities for greater pedestrian permeability.
- Explore the option of creating a car free frontage onto Royston Road, utilising rear parking courts.
- Review the materials strategy and ensure that materials are rationally distributed to ensure legibility between character areas.
- Explore the omission of swales on the Village Street design, in place of expanding the extent of tree lined verge.
- The distribution of affordable tenures needs to be reviewed and more evenly split across the development.
- A revised approach to the southern boundary with the future school site should be explored.
- The proposed configuration of the bridleway 017 (3m surfaced + 3m unsurfaced) is supported by the Local Planning Authority as it retains the rural feel of the bridleway.
- Routes to cycle storage locations should as direct and unobstructed as possible.
- Electric vehicle charging point locations should be conveniently positioned to avoid obstructing movement.
- The eastern connection to Bridleway 018 should be re-aligned to follow the direct north-south desire line, improving legibility.

6.0 Proposals & Masterplan Compliance

6.1 Proposed Site Layout

An amended proposed Planning Layout accompanies the reserved matters application (drawing ref: 1877-22-02-002F Planning Layout). This proposed layout seeks to address the comments raised through the pre-application, workshop processes, the initial reserved matters application, and seeks to respond positively to the parameters established at outline planning stage. Where the proposals do not comply with a specific principle or parameter within the approved Masterplan, a robust justification will be provided under this section of the report.

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
- 73 x M4(2) compliant dwellings & 9 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

Unit Type		Beds	Quantity
Private Units			
Letchworth		2	4
Amberley		3	3
Stratford (Q)		3	9
Harrogate		3	18
Leamington (Q)	M4(2)	3	12
Shaftesbury		3	5
Balmoral		4	2
Hampstead	M4(2)	4	1
Richmond	M4(2)	4	6
Blenheim	M4(2)	5	11
Sandringham	M4(2)	5	2
Highgrove		5	11
			84
Affordable Units			
Tavy	M4(2)	2	20
Dart	M4(2)	3	18
Tweed	M4(2)	4	4
Bungalow	M4(3)	2	4
GF Spey	M4(3)	1	5
FF Spey		1	5
			56
Grand Totals			140

- Figure 22: Proposed Accommodation Schedule – Reserved Matters Application December 2025



- Figure 23: 1877-22-02-002F Planning Layout – Reserved Matters Application December 2025

6.2 Proposed Land Use

- 140 residential homes on land located in the western and eastern parts of the site.
- Multi-functional public open space incorporating space for children's play, informal recreation, footpaths and a bridleway, woodland planting and hedgerows, drainage attenuation features. Corridors of green space are located at the northern, 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 new accesses are to be linked via a village street which will run broadly from east-west across the development.
- Whilst not included within the red line boundary for this reserved matters application, 0.1 hectares of commercial area (incorporating a commercial building of approximately 190sqm gross floor area, suitable for use as a local convenience store), is located adjacent to the eastern boundary of the site close to the existing community facilities on Cambridge Road.

These proposed land use areas are as follows:

- 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).

Summary of compliance

The proposed land use remains broadly in accordance with the parameters established at outline planning stage.

The proposed land use varies from the approved parameter plan in that the green space indicated in the southwest of the development has been omitted in place of widening the central green corridor. This change responds directly to comments received through the pre-application process with North Hertfordshire District Council and is designed to create a significantly more usable central area of public open space within the heart of the development.

The widening of the central green corridor also enables the attenuation features in this area to be designed with 1:3 slopes, retaining a more natural character in this landscaped space.

It is also considered that extending the residential area to Royston Road will assist in creating a greater sense of place on this key frontage through the continuation of the existing build line.



- Figure 24: Proposed Land Use Plan

6.3 Proposed Green Infrastructure

The proposed green infrastructure is set around a framework of six landscape character areas and a number of points of interest:

Bridleway Corridor: The existing hedgerow that runs parallel to bridleway 017 is to be retained and enhanced with native species mix to create greater biodiversity. The landscaped corridor on the eastern side of the retained hedgerow is to be widened to a minimum of 12m. This corridor will incorporate an enhanced bridleway, a single line of planted lime trees reflecting the character of the Newsells Park, and a variety of natural play features that will support 'play on the way'. The western side of the hedge will include a 20m wide green corridor, with wildflower grassland planting proposed to promote biodiversity and create a more naturalistic character. The Bridleway Corridor will also accommodate attenuation basins. Basins are to be designed with shallow edges (max bank 1:3 gradient).

Newsells Edge: a 15m wide green corridor is to be created along the northern boundary of the site. This will include the retention of the existing boundary hedge, and a new line of trees set within a wildflower grassland corridor to link the existing beech woodland to the east. The planting along this boundary is intended to create a more natural character, promoting a soft transition between the rural countryside and the village edge. Informal pedestrian routes will be designed into the green corridor, providing direct routes to bridleway 017.

Village Square: a 'Village Square' is proposed at the intersection between bridleway 017 and the route of the new 'Village Street'. This area will be designed to accommodate an equestrian crossing point, with active travel being prioritised. The 'Village Square' will act as a key focal point, and the inclusion of a Local Area of Play, with natural play features will assist in creating a sense of place. A Beehive Finger Maze is also proposed within the LAP to promote inclusive play.

Royston Road Frontage: where practicable the existing hedgerow along Royston Road is retained and reinforced with new hedge planting. Housing is set back a minimum of 3m from the hedgerow. Where sections of the hedgerow must be removed to accommodate visibility splays and new vehicular or pedestrian accesses they are re-provided along an amended alignment.

Cokenach Woodlands: the existing mature trees along Cambridge Road are retained with the exception of those that conflict with the new access arrangement and associated visibility splays. This boundary is reinforced with additional hedge and wildflower grassland planting to promote biodiversity and provide additional screening from Cambridge Road. Homes are set back from the existing belt of trees, providing opportunities for additional tree planting and for a large, shallow attenuation basin to be accommodated within the space. The basin is designed to hold permanent water, providing opportunities for wetland planting.

Urban Blocks: the arrangement of front gardens and the positioning of street tree and hedge planting within the urban block form an important part of the landscape strategy.

Furthermore, Figure 25 identifies the following features:

1. A local area of play (LAP) for toddlers incorporating natural play features proposed at the movement node where bridleway 017 intersects the proposed 'Village Street'.
2. A new footpath and cycle link from the south-western boundary. The link will provide connections to the internal movement network, providing users with a simple route to bridleway 017.
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. 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. Trees are to be designed into the streets that split the urban blocks to support legibility and promote biodiversity. Where practicable street trees will be accommodated within grass verges to reduce the amount of hard standing, controlling surface water run-off and improved water quality.
5. Attenuation basins will provide strategic semi-natural open space and contribute positively towards the Site's green infrastructure.
6. Along the southern end of the Site, bordering the Reserved School Site, a deer proof fence and new hedgerow will be installed, providing a secure boundary between the two sites, whilst maintaining a softer, greener view towards the Site.
7. The 'Village Street' will be flanked by an avenue of street trees.
8. Natural play features, including mounds, logs, and boulders will be positioned along the edge of bridleway 017 to provide opportunities for 'play on the way' for toddlers and young children.

6.4 Drainage

The SUDs design has developed into the provision of infiltration through deep bore soakaways as the primary method of surface water disposal for the site. The proposed drainage strategy utilises a storage system of balancing ponds located strategically around the development. The water from these balancing ponds is then directed towards borehole soakaways located in the chalk to disperse the water and infiltrate to the ground.

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

6.5 Biodiversity Net Gain

The BNG assessment undertaken at outline planning stage indicated a predicted net gain in linear and non-linear habitats. The proposed green space network accords with the post intervention measures including habitat retention, creation and enhancement to meet the positive net gain.

Summary of compliance

The proposals remain broadly in accordance with the landscape parameters established at outline planning stage.

The proposals vary from the approved Landscape Parameter Plan in that the location of the attenuation basins are different and two additional attenuation basins are proposed. As set out in the Drainage Technical Note submitted in support of this application, the outline drainage strategy would not generate a suitable surface water disposal system. The proposed drainage strategy has been developed to utilise a storage system of balancing ponds located strategically around the development. Due to the location of the chalk and its varying surface depth, the location of the ponds are required to be as close to the borehole soakaway outfalls as possible, resulting in the proposed arrangement.

Additionally, the pedestrian routes indicated around the open spaces have been altered to reflect desire lines, promoting legibility and active travel.



BARKWAY	
LANDSCAPE PARAMETER PLAN	
Scale	1:1000
 Redrow Homes South Midlands Redrow Homes South Midlands is a registered company in England. Redrow Homes South Midlands is a subsidiary of Redrow Homes Limited, a company registered in England. Redrow Homes Limited is a subsidiary of Redrow plc, a company registered in England.	
1797/30/105	B

- Figure 25: Proposed Landscape Parameter Plan

6.6 Proposed Access & Movement

Vehicular 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 (163462-007 Rev A - Proposed Access - Cambridge Road). The western access point is to be taken from Royston Road, again as a simple priority 'T' junction (163462-006 Rev A - Proposed Access - Royston Road).

Street Hierarchy

The framework plan has a simple vehicular street hierarchy comprising the primary village street, secondary streets, and residential lanes. Courtyard parking and shared private driveways are also shown, indicating where car free frontages should be targeted. Street designs are based on Manual for Streets guidance.

Village Street

The Village Street provides an east-west connection between the two new junctions. This is the primary vehicular route through the site, giving access to a well-connected network of secondary streets. The Village Street's carriageway is 5.5m in width. It is proposed that the Village Street is bound by street trees and grass verges on at least one side of the carriageway, with on-street visitor parking bays being designed into the verges. Footways and privacy strips follow the extent of the Village Street, with privacy strips ranging from 0.5m – 2m depths.

Secondary Streets

The Secondary Streets have a 4.8m wide carriageway, with 2m soft or hard landscaped service margins. The Secondary Streets are designed as shared surface streets, with minimal kerb upstands to allow for movement across all hard landscaped areas of the street. Where practicable street trees are accommodated within the soft landscaped margins to increase street legibility and to discourage vehicles from being parked on the grass.

Homes are setback from the Secondary Streets. Where homes are designed with side-on parking arrangements the privacy setback is between 0.5-2m. Homes designed with front parked arrangements have privacy strips of up to 6.5m.

Residential Lanes

The Residential Lanes are designed to a 4.8m width. No dedicated footways or service margins are proposed as all movement is intended to occur within the same space. The Residential Lanes provide continuous movement for pedestrians and cyclists. Privacy strips bound the Residential Lanes, ranging from 2-3m in depth.

Walking and Cycling Connections

Edge to edge connectivity is achieved through a carefully designed network of footpaths and cycleways. The street footways provide links to the areas of public open space and then a series of pedestrian routes provide further connections into the wider countryside. Bridleway 018 is retained at the northern edge of the site. Bridleway 017 is retained and will be enhanced to 6m wide, providing a usable surface for both pedestrians and equestrians.

An equestrian crossing is proposed at the intersection between bridleway 017 and the Village Street. A pedestrian connection is proposed between the Village Square and the future school site. Additional pedestrian accesses are proposed in the north-east and south-west of the site, with the latter being combined as a cycleway, with links to the existing bus stops on Royston Road.

Parking

Parking is provided in accordance with the North Hertfordshire District Council standards / HCC Vehicle Parking Standards with details set out on drawing ref: 1877-22-02-005C_Parking Plan.

Residential Parking Provision		
Bed No.	Required	Proposed
1	10	10
2	56	56
3	130	130
4 +	74	107
Visitor / Unallocated Parking Provision (0.25 per dwelling)		
Required	Proposed	
35 spaces	47 spaces	

All units have secure gardens and cycle storage is provided in the form of either sheds or garages to meet cycle parking requirements. The design of parking follows the principles of Manual for Streets and aims 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.

A range of parking typologies are proposed across the development including on-plot side-on parking, frontage parking (either in a bay or driveway configuration), and parking in rear courtyards. Parking courts are landscaped with a combination of trees, hedgerows and climbing plants and allow convenient access to rear gardens for bin and cycle storage. On-street parking is used primarily for visitor parking, with all homes having allocated parking either on plot or in rear courtyards.

Summary of compliance

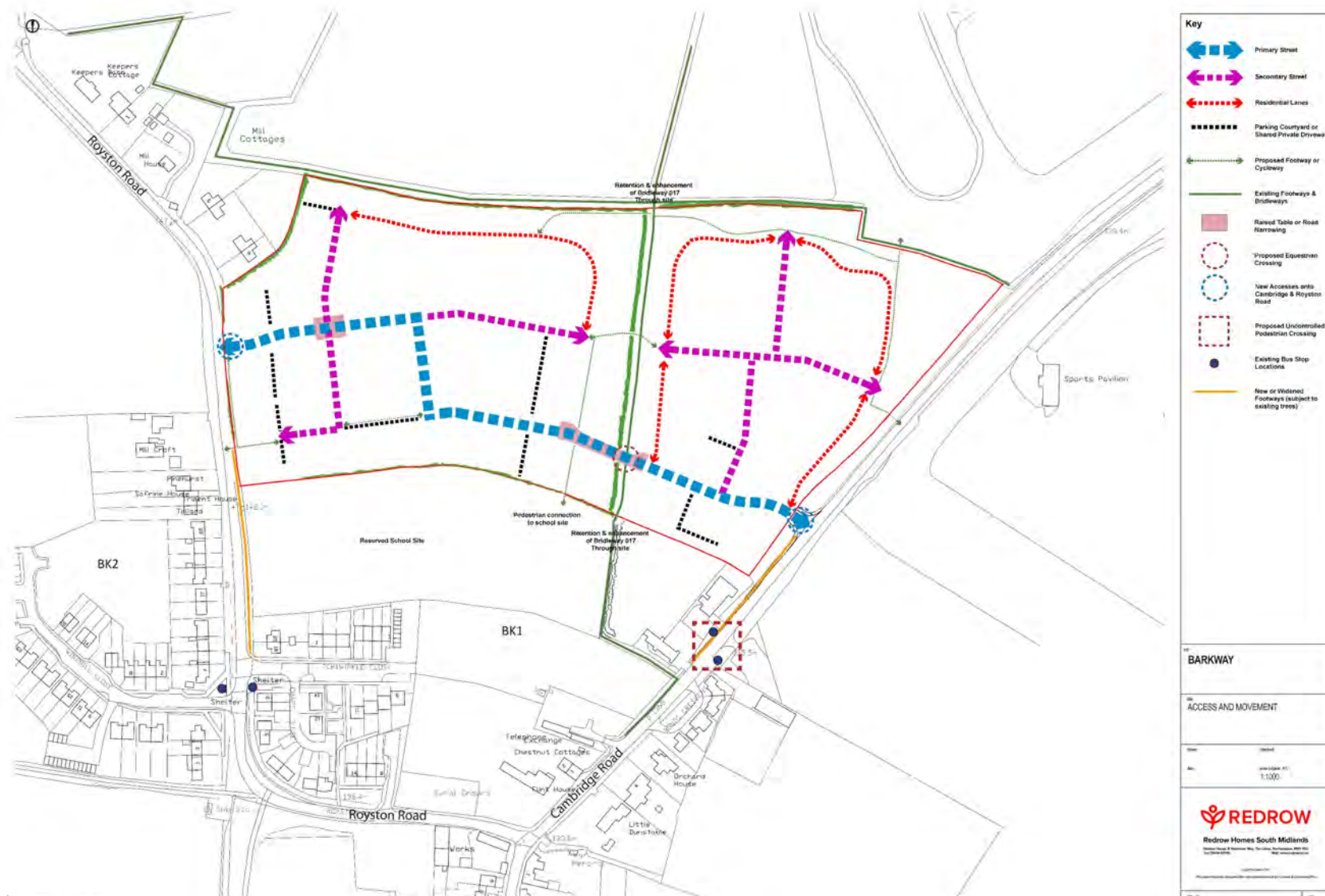
The proposed site access arrangements comply with the details set out on drawings ref: 163462-006 Rev A - Proposed Access - Royston Road and 163462-007 Rev A - Proposed Access - Cambridge Road.

The proposals remain broadly in accordance with the access and movement parameters established at outline planning stage.

The proposals vary from the approved Access and Movement Parameter Plan in that the primary street has been re-aligned to support the creation of a more legible and efficient block structure. Whilst still providing an east-west travel route, linking Cambridge Road with Royston Road, the re-alignment of the spine road has allowed for key green spaces, such as the central green corridor, to be expanded and the natural character to be retained.

The road hierarchy has been expanded to include a primary route (Village Street), secondary streets, and residential lanes around the green edges. The expansion of the road hierarchy promotes distinct changes in character areas across the development and changes in surface treatments, and road layout, support the control of traffic speeds throughout the residential spaces.

The proposed pedestrian network through the green spaces has also been slightly altered, with an additional east-west pedestrian route being proposed through the central green corridor, and more generally, routes have been re-aligned to follow desire lines and promote legibility. The footway link previously shown joining bridleway 018 in the northwest corner of the development has been omitted as the existing hedgerow sits outside of Redrow's ownership and there would be no way of securing the future connection. The pedestrian footway previously indicated running parallel with bridleway 018 has also been omitted in favour of landscaping. Instead, the residential lanes will provide a route for pedestrian, cycle and vehicular movement.



6.7 Proposed Urban Design

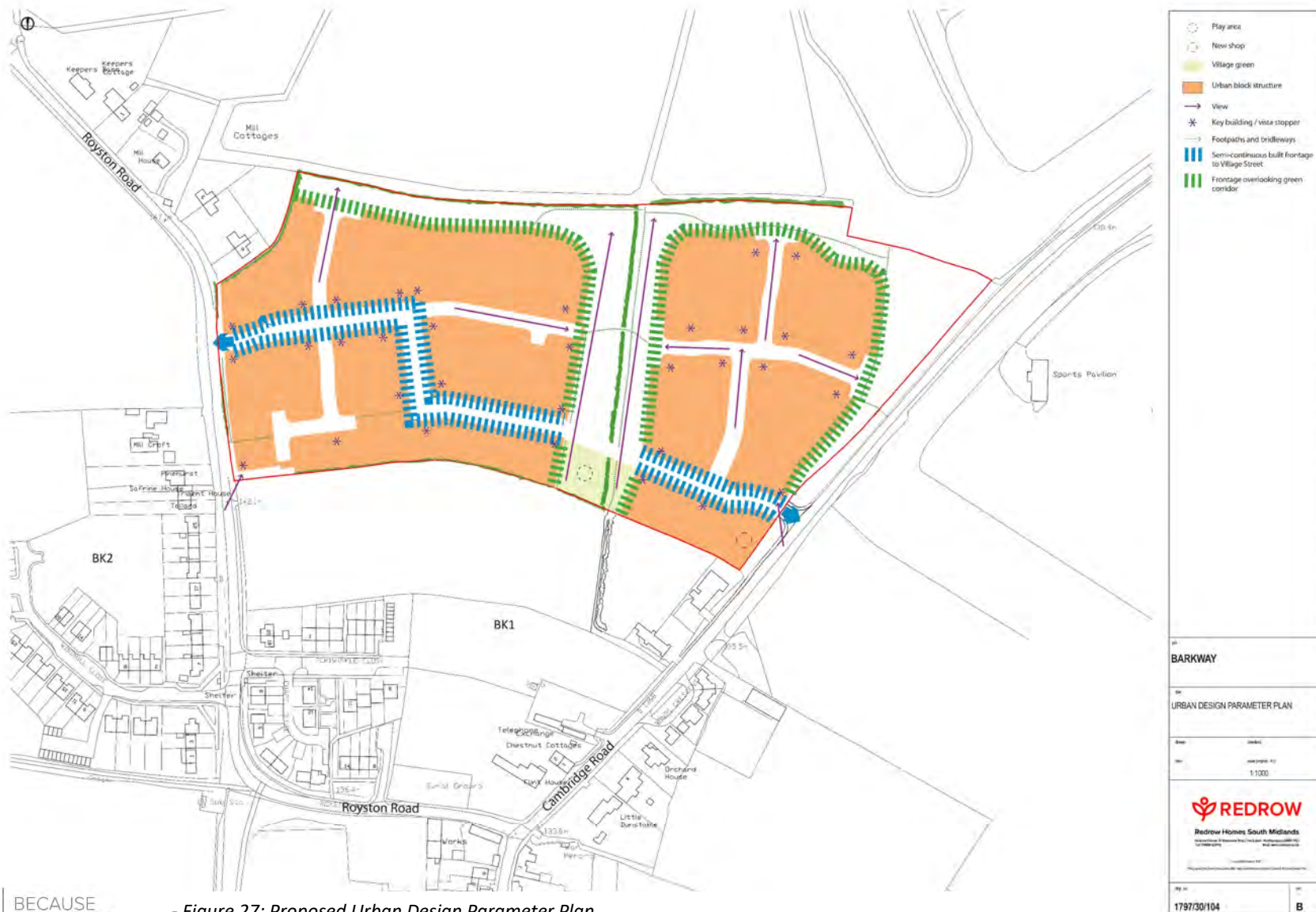
- The proposed development is arranged in a loose perimeter block form with homes fronting outwards and with private gardens to the rear.
- The properties fronting the east-west Village Street are designed to achieve a semi-continuous built frontage, with a combination of detached, semi-detached, and short runs of terraces utilised. Small front gardens or privacy strips are proposed to create a strong sense of enclosure to the street. Parking is located to the side or rear of properties to ensure that it is screened from the primary route.
- Properties at the edges of the site have been orientated to overlook the public green spaces to encourage passive surveillance of these spaces as well as to define the edges.
- The density varies across the site in response to the proposed character, with larger plots and a greater proportion of detached homes in the northern part of the site adjacent to Newsells Park and the Cokenach landscape. In contrast, smaller plots, semi detached dwellings, and short runs of terrace homes create a denser character fronting the Village Street, Village Square and Royston Road.
- Heights across the development are generally 2 storey, with occasional use of dormers, and single storey to bring visual interest and enhance legibility through the scheme. The use of specific materials assists in creating clear, distinct, character areas that create a sense of place.
- Buildings are arranged to act as positive vista stoppers, terminating views along streets and green spaces, and to provide active frontage in corner locations. The streets are also arranged to provide views through to the open space beyond the residential parcels, creating a legible scheme that can be simply navigated to promote active travel.
- The layout has been designed to capture north-south and east-west vistas, with corner buildings proposed on key junctures around the development to promote legibility.
- 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.
- Edge-to-edge connectivity is ensured through the design of a series of pedestrian / cycle routes through the green spaces, providing links onto the existing movement network. Permeability is further promoted through the use of residential lanes, which enable pedestrian / cyclist movement around the residential blocks.

Summary of compliance

The proposals remain broadly in accordance with the Urban Design Parameter Plan established at outline planning stage.

The proposals vary from the approved Urban Design Parameter Plan in that the proposed layout includes additional north-south and east-west vistas, and a greater number of key buildings / vista stop properties, intended to promote legibility across the development.

The play area has also been relocated to the Village Square in response to pre-application advice. This assists in creating a greater sense of place within the Village Square and enables a more naturalistic character to be retained along the northern buffer zone.



- Figure 27: Proposed Urban Design Parameter Plan

6.8 Proposed Character Areas

A traditional townscape character is proposed, drawing on elements of the Barkway's distinctive vernacular architecture and urban form. Homes are well proportioned, with pitched roofs along the Village Street, 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 use 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.

Village Street

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

Public Realm: Street trees are proposed along the sides of the street, in keeping with the green verges seen within the Conservation Area.

Street Type & Parking: Properties accessed via the Village Street (primary route) 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.

The Village Square: The Village Square, within the Village Street character area, is designed around a landscaped led Local Area of Play, which features a number of natural and inclusive play features. It is a community focused, pedestrianised space, with a family-oriented character. It is designed to be fronted by properties accessed from the rear in order to reduce vehicle traffic around it in favour of active travel.

Residential Lanes

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

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

Public Realm: Properties at the northern and eastern edge are designed to 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 proposed street type for this character area is the Secondary Street. In general, parking is proposed to be 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.

Wooded Lanes

Characteristics: The streets in this character area are designed to be framed by larger family homes which are predominantly 4 to 5 bedrooms with large back gardens, and larger driveways accommodating additional on-plot parking. The proposed homes are detached with small front gardens. Parking is designed to the side of the properties to retain a sense of enclosure to the street. This character area replicates the typology of larger 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 proposed homes are 2 storeys in height.

Public Realm: The proposed properties predominantly front the surrounding public open spaces, including the north-south central green corridor.

Street types and parking: The proposed 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 front of the home.

Summary of compliance

The proposals remain broadly in accordance with the illustrative character area guidance set out in the outline Masterplan Summary Report.

The proposals vary from the Masterplan Summary Report in that the proposed layout expands the Wooded Lanes character across the majority of the northern edge. This reflects and seeks to respect the leafy character of the northern and northeastern boundary, established by the existing properties, and retained landscape features.



- Figure 28: Proposed Character Area Plan



6.9 Materials & Boundary Treatments

Please refer to drawings 1877-22-02-003C_Materials Plan and 1877-22-02-004C_Boundary Treatments Plan for details of proposed materials and boundary treatments.

Village Street

External Wall Materials: The buildings will be constructed in a single red multi brick, with a plain red detailing brick used for window detailing. The proposals include isolated use of cream roughcast render on buildings that form vista stops and key buildings. The use of black weatherboarding is also proposed on the Village Street to reflect the local character of Barkway.

External Roof Materials: The buildings along the Village Street will use a light brown, clay effect roof 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 with flint panels. Metal estate railings are proposed around the border of the open spaces.

Residential Lanes

External Wall Materials: The buildings will be constructed in two, contrasting, red multi bricks, with a plain red detailing brick used for window detailing. The proposals include isolated use of cream roughcast render on buildings that form vista stops and key buildings.

External Roof Materials: The buildings within the residential lanes character area will use a dark brown, clay effect roof 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. Metal estate railings are proposed around the border of the open spaces.

Wooded Lanes

External Wall Materials: The buildings will be constructed in two, contrasting, red multi bricks, with a plain red detailing brick used for window detailing. The proposals include isolated use of cream roughcast render on buildings that form vista stops and key buildings.

External Roof Materials: The buildings within the residential lanes character area will use a slate grey, clay effect roof 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. Metal estate railings are proposed around the border of the open spaces.



- Figure 29: 1877-22-02-003C_Materials Plan – Reserved Matters Application December 2025



Indicative Street Scenes
Ref: 1877-22-02-010
Scale 1:200@A0

- Figure 30: 1877-22-02-010_Indicative Street Scenes - Reserved Matters Application December 2025



Village Street Visualisation
 Ref: 1877-22-02-013
 Scale: not applicable



- Figure 31: 1877-22-02-013_Village Street Visualisation – Reserved Matters Application December 2025



Cambridge Road Visualisation
Ref: 1877-22-02-015
Scale: not applicable



- Figure 32: 1877-22-02-015_Cambridge Road Visualisation – Reserved Matters Application December 2025



- Figure 33: 1877-22-02-014_Village Square Visualisation – Reserved Matters Application December 2025



- Figure 34: 1877-22-02-012_Royston Road Visualisation – Reserved Matters Application December 2025

7.0 Summary

7.1 Conclusion

This document demonstrates that the proposals submitted in support of the reserved matters application for 140 dwellings broadly comply with the parameters established at outline planning stage. All variations to the outline parameters are considered minor and represent improvements to the overall development.

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 processes being incorporated into the final proposed design.



- Figure 35: Example Redrow street scene



- Figure 36: 1877-22-02-011_Overall Site Perspective – Reserved Matters Application December 2025



A BETTER WAY TO LIVE