



Barton Farm Community Consultation, 12th June 2013: Response to Feedback

Highways and Transport

Q. Why is it necessary to re-route Andover Road?

Changes to Andover Road would always have been necessary as part of the development and we see this as an opportunity to create something better for the long term. We believe that the road diversion is an essential part of the whole development proposal to ensure Barton Farm is integrated with the city centre and neighbouring communities and to create a striking new approach to the city.

Given the level of interest regarding the re-routing of Andover Road, CALA have published a document specifically answering all questions on this aspect of the development. This document can be found [here](#).

Q. I am concerned about traffic flow on the re-routed Andover Road. What measures will be implemented to ensure effective traffic flow and safety?

The new 'Andover Avenue' running north to south through the Barton Farm development will embrace modern design rather than follow a traditional dated estate road approach, facilitating active frontage development. Traffic calming measures will be incorporated which will encourage pedestrian activity and reduce vehicle speeds. We believe the changes will therefore enhance road safety.

Various measures will be implemented to ensure effective traffic flow, including the proposed urban 'square-about', which is currently being considered instead of traffic signals at the junction with Stoney Lane. This has been developed in response to stakeholder feedback that the provision of a large signalised junction may not be the most compatible option to achieve the aim of a '20mph concept'. We believe that the provision of this new square-about will improve vehicle turning movements through improved junction geometry and vehicle visibility; and lowering of vehicle speeds on the new Andover Road. The proposal is in the early stage of consultation with Hampshire County and Winchester City Councils. If an agreement cannot be reached, the approved traffic signal junction would be progressed.

Q. Will the re-routed road, 'Andover Avenue', be too dangerous for residents to cross?

Andover Avenue will be designed to restrict vehicle speeds to 20mph to provide greater/improve safety for residents. Intermediate crossings are proposed across the full length of the road, although Andover Avenue will not be fully completed until Phase 2.

Q. Will there be sufficient access to properties on the existing Andover Road after the re-route?

Andover Road will remain open at its northern and southern ends to facilitate vehicular access to the houses on it, but will cease to become a through road.

Q. Why are you changing the name of Andover Road? I want to keep my current address.

The proposed changes to the existing Andover Road will not result in any change of address to current residents of Andover Road.



Barton Farm Community Consultation, 12th June 2013: Response to Feedback

Q. I am concerned about traffic flow surrounding the Barton Farm development. How will traffic on roads in the immediate area be affected and what measures will be implemented to mitigate congestion, speed and to provide for emergency services?

As part of the outline planning application, a comprehensive independent Transport Assessment was submitted, which was reviewed by Hampshire County Council (HCC) (the highways authority). This concluded that the development of Barton Farm would not have a significant adverse impact on traffic in the area (including congestion, speed and emergency service access), further to the transport measures that will be introduced.

This Transport Assessment can be found [here](#). Any additional measures that have been suggested are matters for HCC to consider as the highways authority.

Additionally, whilst the site will inevitably lead to an increased number of cars, there are several mitigating aspects of the scheme that should be noted:

- As part of Phase One and Two, both a Park and Ride service and a new bus service will be implemented, which are intended to serve both new and existing residents. 40% of the homes will be affordable housing which can only be designated to people in line with a community lettings plan to be agreed between the LPA and the developer. These will be primarily local people already living in Winchester and therefore not adding to traffic levels.;
- The site is within walking distance of the town centre and therefore the network of new pedestrian and cycle routes will encourage people to travel shorter distances within Winchester without using their car.

Q. Are transport routes and connections adequate throughout the development and for access to the city centre? Is this sufficient enough to reduce car use?

Following the independent Transport Assessment which was submitted as part of CALA's outline planning application, proposals for on-going transport infrastructure will be submitted through CALA's series of reserved matters applications, commencing with the application for Phase One. For Phase One, CALA's transport proposals include the following:

- A new bus service which will provide for both new and existing residents;
- A network of cycle and pedestrian routes that will include parts of the existing Andover Road, Andover Avenue, a route from Headbourne Worthy to Andover Road, a route to link Worthy Road and the city centre and a route linking the existing footpath to Berewecke Avenue.

These will encourage people to travel by sustainable means and is considered appropriate for the first phase of development. However, these infrastructure proposals are part of a much larger infrastructure plan that CALA will deliver in future phases of the Barton Farm development. Therefore, car usage is likely to be most significantly reduced following the completion of Andover Avenue and the closure of the existing Andover Road, which will not take place during Phase One. The complete infrastructure plan will include additional footpaths, bridleways, green corridors, a park and ride, and of course Andover Avenue and the pedestrianisation of the existing Andover Road, which will comprehensively improve accessibility to the city centre by sustainable transport systems.



Barton Farm Community Consultation, 12th June 2013: Response to Feedback

Q. How comprehensive is the proposed bus route?

The bus route proposed would run every 10-20 minutes between the Park and Ride (on completion) and the city centre. The bus will serve the railway station, the Park and Ride site, the local centre and will lead into the city centre. The buses will merge into the existing network of bus routes currently operated by Hampshire County Council (the highways authority). For this reason, it is considered the most suitable sustainable method of transport to connect residents to the city centre and within the site.

At our community consultation event, we asked residents whether they would prefer to see a 'looped' or 'direct' service via the new Andover Road. The latter would provide a reduced journey time by around two minutes and would ensure that 90% of residents are within 400m or five minutes' walk from a bus stop, whilst the former would cover more of the site and would therefore be closer to more residents. From the feedback received, a slightly larger number of people would prefer to see the 'looped' service. It is ultimately for the bus operator to determine the most efficient route but CALA will be passing on the feedback for consideration.

Q. What is the rationale behind selecting the route proposed for the pedestrian/cycle pathway between the existing railway underpass and Worthy Road?

The rationale for the proposed footpath was based upon extending the network of footpaths that already exist in this area. However, the route is still under consideration and any changes to the route will be exhibited at the information event in September. CALA is liaising with immediate local residents to ensure their views are fully understood and that the final proposals mitigate any potential negative impact.

Q. What is the rationale for the chosen location and size of the Park and Ride?

The Park and Ride is intended to be used by commuters or visitors to Winchester entering the city from the north. The proposed location is close to Winchester Station and, at the north-eastern part of the site, will greatly reduce traffic into the city.

Q. What route will the bus take prior to the Park and Ride's implementation?

Prior to the Park and Ride's implementation, the bus will use the existing Andover Road. The bus will use the Avenue once the Park and Ride has opened as they are intended to be completed at approximately the same time during Phase Two.

Q. Will the parking be free?

Parking fees will be at the discretion of Winchester City Council and does not fall within CALA's remit.

Facilities, services and infrastructure

Q. Are local services sufficient and appropriate for the social mix?

The local services proposed, including transport infrastructure, community facilities and open space facilities were all considered and approved as part of the outline planning permission and are considered appropriate for the number and mix of homes that will be developed. CALA, however, will continue to



Barton Farm Community Consultation, 12th June 2013: Response to Feedback

liaise with the community throughout future phases to deliver services that will benefit both the Barton Farm site and the existing community.

Q. Will the unadopted roads result in additional service charges to local households and will these be well-maintained?

Any unadopted roads will be managed by a private management company. However, the precise details of charges and who will operate the management company have not yet been determined. This is a standard method for maintaining unadopted roads in new housing developments.

Q. How are the commercial units to be used and divided? Will the retail facilities be appropriate for the residents and sustainable in this community?

Commercial / retail provision will not be part of Phase One of the development and therefore details of this provision have yet to be established. Retail facilities will be provided based on market demand at the time of development.

Sustainable energy

Q. Why not deliver a mixture of sustainable energy options?

Outline consent was previously granted with a number of conditions, including the requirement to provide 10% renewable / low carbon energy to the site for both domestic and non-domestic sites. As part of our community consultation, we asked which option the community would prefer to meet this need, although CALA are likely to implement a combination.

Environmental

Q. What is the status of the Worthy Downlands proposed land-use and its future protection from development?

Land to the east is identified in the Core Strategy as 'green infrastructure'. Most of this area (all land north of the new cycleway that will link the site with Worthy Road) is also covered by the Section 106 agreement which identified it as 'ecological mitigation land'. These designations mean that the land will remain undeveloped. A footpath / cycling route / dog-walking track will be provided around the perimeter of this field.

Q. Can you provide more information on water table management and flow of sewage?

A Flood Risk and Drainage Statement and a Hydrology and Drainage Report were undertaken as part of the outline planning application. These outline how the scheme will meet the local authority's requirements. These documents can be viewed [here](#).



Barton Farm Community Consultation, 12th June 2013: Response to Feedback

Q. What impact will the Barton Farm development have on pollution due to the increased number of vehicles?

As part of the outline application, various ecological reports were undertaken by specialist consultants. The decision to grant permission was therefore taken with the ecological impact in mind. It should also be noted that, as mentioned above, CALA's transport infrastructure that will be delivered as part of the scheme, should significantly encourage travel by sustainable means and reduce the use of cars. The Environmental Assessment chapter on Air Quality can be found [here](#).

Housing

Q. How did you arrive at the number for housing types, both for private and affordable homes and can you ensure they will be integrated together?

The numbers proposed for each housing type were derived based on an analysis of market demand. CALA is required to provide between 35% and 45% of the overall 40% affordable housing in each phase of development, ensuring there is an even split across the site. The affordable homes will be designed "tenure blind", so there will be no difference between them and the open market homes.

40% affordable housing will be provided in both Phase 1a and 1b. The layout of the affordable housing within these phases has been discussed with the Council.

Q. Are there too many affordable homes – who will live in them?

The level of affordable housing was fixed as part of the outline planning consent granted in 2012, and will not be renegotiated. CALA is committed to providing 40% (800) affordable homes on Barton Farm to boost the supply of affordable housing much needed in the area. Only those who are already living or working in the area will qualify for affordable homes.

Q. Would a higher density of houses not be better for the long-term of the area?

Outline permission for 2000 homes has already been granted and CALA intend to submit a series of reserved matters applications to build this out.

Landscaping

Q. Why have you incorporated detached houses in the design, rather than more semi-detached and terraced housing?

We will be designing a range of house types for use across the site, these will include detached, terraced, and semi-detached houses as well as some apartments.

Q. Will the design code include the relationship between open space and edge treatment?

Yes, the design code will include a number of cross section drawings showing the relationship between the open space and edge of the built development at various points throughout the site. It will also include details on hard and soft landscaping and boundary treatments.



Barton Farm Community Consultation, 12th June 2013: Response to Feedback

Q. Why is there so much open space?

The amount and location of open space has been influenced by a combination of factors, such as the existing tree belts; flood zone; odour plume; topography; to provide gateways to the development and a green interface with the countryside, especially to the north. The quantum of open space is heavily influenced by the Winchester City Council open space policy requirements, whereby the proposed development needs to accommodate open space to serve the whole of the development. The land to the east of the railway line will remain in agricultural use, but will accommodate a new circular path. At the outline application stage, it was identified that there was an over provision of open space in relation to the policy requirement.

There is a policy requirement to provide the following categories of open space: allotments; children's play areas; informal green amenity space; natural green space; park and recreation grounds; and sports. As such therefore, there will be a range of spaces that will provide various open space functions, such as physical recreation (both formal and informal); visual amenity; ecological benefit; both formal and informal play; and dog walking. Overall, the masterplan proposals exceed the open space requirements. The open space areas will be available to be used by not only the new residents, but also the existing local communities.

Q. Why do so many trees need to be removed?

The majority of trees present along the site boundaries, along Andover Road and along the ridgeline within the site are in fact proposed to be retained. The masterplan has been prepared to retain the significant trees. It is acknowledged that a limited number of trees will, however, need to be removed to create the new junctions with the Andover Road and the new road corridors within the site, where these cross the treed ridge.

The landscape and arboricultural consultants need to understand the detailed highway proposals (overlaid onto the tree survey) to fully understand the tree removals to the northern section of Andover Road. Mitigation measures to address any 'exposure' issues will then be reviewed accordingly.

Design

Q. Are you going to gate certain areas of the development?

It has not yet been decided whether gates should be used in some limited areas of the development, more details will be available by the autumn.

Q. Can the roofs of the houses be designed with sustainability in mind?

Within Phase 1a and 1b the roofs have been designed and plots orientated on the site to ensure that as many units as possible can benefit from solar thermal or photovoltaic panels. We intend to continue this design concept across the site.



Barton Farm Community Consultation, 12th June 2013: Response to Feedback

Q. Can you assure me that the design of the driveways will ensure efficient drainage of water?

In accordance with current practice the drives will need to be drained effectively and not allowed to fall onto the carriageway. This can either be achieved either by drainage channels or falling in to adjacent green areas where possible.

Q. How will Andover Avenue be framed?

Andover Avenue will be framed by short sections of buildings with a varied range of heights but will not exceed four storeys.

Q. It is excellent that Barton Farm will develop to level four of the Code for Sustainable Homes but could aspects of level five not be achieved?

The technology and policy requirements are continually evolving and CALA will meet what is in place at the appropriate time. CALA will focus on building fabric/materials and construction methods (in accordance with current guidelines) but will also be considering a range of on-site renewables to meet these targets.

Parking

Q. Will there be sufficient parking for the number of homes?

Car parking will be provided in accordance with the adopted Winchester City Council Residential Car Parking Standards. Rather than seek to restrict residential car parking by imposing a maximum car parking provision, the standard has been developed to reflect and cater for anticipated levels of car ownership. Sufficient car parking will therefore be provided for the development to accommodate forecast demand without encouraging excessive car ownership.

Construction

Q. Will the construction of each phase cause significant disruption to existing residents?

The various phases of the development at Barton Farm have been specifically designed to mitigate disruption to existing residents as far as possible. Phase One will develop the northern and southern ends of the site and the remaining phases will develop the side inwardly. Major infrastructure changes, such as the closure of the existing Andover Road, will only take place once Andover Avenue has been completed in Phase Two.

CALA is also a member of the Considerate Constructors Scheme and is committed to a Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. CALA will therefore be liaising closely with the immediate neighbours to the site to ensure minimal disruption throughout each construction period.



Barton Farm Community Consultation, 12th June 2013: Response to Feedback

Consultation

Q. Will documents, photos of landscaping and old and current masterplans be made available to the public at a later consultation stage?

The next Information Event will exhibit CALA's finalised proposals for Phase One, following which an application will be submitted. Material on display is therefore unlikely to include previous masterplans and proposals but these can be accessed at any time here.

Q. How were the invitations to the community consultation distributed and how can local residents be kept informed of changes to the proposals?

CALA issued over 9,000 invitations to the houses surrounding Barton Farm. In addition, email invitations were sent to those who had registered for updates on the Barton Farm website. Anyone who attended the event but did not receive an invitation or would like to be kept updated of the scheme's progress was invited to register for updates via the feedback form. Anyone who would like to register for updates now can still do so here..

Following the next Information Event in September (details of which will be uploaded onto the website in due course), CALA will submit their proposals for Phase One. Where possible, the proposals will incorporate the feedback received from the community. A Statement of Community Involvement, which will be submitted alongside the application, will outline all feedback received and explain where CALA has or has not been able to incorporate feedback into the plans. Once submitted, this statement will be available to view alongside the application.