

BARTON FARM FORUM

27 March 2013

Attendance:

Councillors:

Winchester City Council

Wood (Chairman) (P)

Byrnes (P)
E Berry (P)
Learney

Nelmes (P)
Pines (P)
Scott
Weir (P)

Hampshire County Council

G Burgess

Collin (P)

Headbourne Worthy Parish Council

Rutter (P)

Littleton and Harestock Parish Council

J Burgess

Deputy Members in attendance:

Councillor Hiscock (Standing Deputy for Councillor Learney)
Councillor Porter (Standing Deputy for Councillor G Burgess)
Councillor Fountain (Standing Deputy for Councillor J Burgess)

Others in Attendance:

Winchester City Councillor Tait
Hampshire County Councillors Bailey and Dickens

Officers in Attendance:

Mr S Tilbury: Corporate Director (Operations), Winchester City Council
Mr N Green: Strategic Planner, Winchester City Council
Mr A Hickman: Head of Access and Infrastructure, Winchester City Council
Mr S Jenkins: Highways Officer, Hampshire County Council

Others in Attendance:

Mr M Emmett: Cala Homes
Mr S Williams-Tinkler: John Thompson and Partners
Mr M Adams: John Thompson and Partners

1. **CHAIRMAN'S WELCOME**

The Chairman welcomed approximately 35 members of the public, local residents, representatives of amenity groups, together with District and Parish Councillors.

2. **MINUTES**

Mr Slinn pointed out that comments attributed to a representative of WinACC within the minutes were his own, and referred to submissions and evidence provided by and on behalf of WinACC.

RESOLVED:

That, subject to the above clarification, the minutes of the previous meeting of the Forum held 16 January 2013 be agreed as a correct record

3. **UPDATE ON THE BARTON FARM MAJOR DEVELOPMENT**

(Report BFF3 refers)

Mr Tilbury explained that since the previous meeting of the Forum, officers had been working closely with the developer (Cala Homes) on detailed technical work to inform forthcoming planning decisions related to the design codes and reserved matters applications. He referred to the importance of opportunities for Members (as community representatives) and for other stakeholder groups to be fully engaged with this work. To this end, a series of workshop events were being organised by Carla and invitations would be sent out shortly. A public exhibition would also be arranged to present the outcome of these events. Further to this, the next meeting of the Forum on 29 May 2013 would also provide opportunities for the public to discuss this work.

A training session on design codes had also been organised for Members as previously requested.

The Chairman suggested that the meeting of the Forum on 29 May 2013 particularly focus on the design code issues and community infrastructure.

The Chairman invited the public (including local interest groups etc) to ask questions or raise any matters related to the report and to the ensuing discussion of the Forum.

In summary, the following matters were raised:

- (i) Concerns were raised that the re-routing of Andover Road was contrary to policies encouraging residents to consider alternatives to using the car as a method of transport. The new residents of Barton Farm would experience first hand the re-routed traffic entering the City passing close to their homes. There was no precedent elsewhere in the country for the proposed diversion and it was unclear what was to be its expected beneficial outcome.

- (ii) Assurances were requested that there would be an appropriate interface with the local road and public footpath network outside of the development area, from the roads and pedestrian routes proposed within the new development. This should include across/under the railway.
- (iii) Mr Slinn referred to documents that he had previously circulated to the Forum by email, with regard to alternative proposals for a transport plan for the Barton Farm major development area. In summary, this did not require that Andover Road should be diverted, but still provided good transport access for the development, including to its centre. He referred to road safety concerns (particularly with regard to pedestrians) due to increased traffic flow along what was a main radial route into Winchester. This would now pass through residential areas. The current proposals from Cala did not encourage safe walking and cycling from the development towards Winchester town centre.
- (iv) Mr Carden (City of Winchester Trust, 2020 Group) advised that there was still some scepticism with regard to the proposed re-routing of Andover Road. He requested that the developer properly model and test the proposed re-routing.
- (v) New cycle routes proposed alongside the re-routed Andover Road should ideally be extended back to link to South Wonston and onwards towards the town centre.
- (vi) The proposals were likely to encourage a development that would become too dependent on car use. The design and layout of the internal streets was crucial to achieving sustainability objectives. There should be a greater emphasis of open space and social sustainability.
- (vii) New cycle and pedestrian routes need to be properly linked up with existing networks, including to Wellhouse Lane and Worthy Lane.

RESOLVED:

That the Report be noted.

4. **TRANSPORT AND TRAFFIC ISSUES**
(Oral Report)

Mr Jenkins (Highways Officer, Hampshire County Council) gave a presentation to the Forum which is available via this link:

<http://www.winchester.gov.uk/planning/major-sites/barton-farm/>

In summary, Mr Jenkins described the re-routing of Andover Road through the development, including its proposed junctions and access points and a package of flexible transport mitigation measures for the wider area, which would be funded through Section 106 contributions. He also described the

traffic assessment work undertaken to support the development proposals and transport measures. The main points of his presentation were as follows:

- (i) Improvements would be made to the existing junctions with Andover Road at Harestock Road (close to a new Park and Ride site), Wellhouse Lane and at Stoney Lane. A temporary access junction would be constructed close to the existing car garage on Andover Road. There would be improvements made to the highway at the existing railway arch at Wellhouse Lane by providing traffic light control and shuttle working. A new shared cycle and pedestrian route would be provided eastwards from the site under the railway line linking to Worthy Road.
- (ii) Various mitigation measures were proposed in the immediate area and to the wider transport network. These included a new 200 space Park and Ride site, a travel plan and supporting improvements to Junction 9 M3. Also proposed was a more flexible package of funded transport improvements along the southern, western and eastern corridors, linking into the City and to adjacent areas such as Weeke, Harestock and Abbotts Barton. Funding was also being provided for a new bus service. Work had already started on identifying the extent and nature of these measures and the forthcoming workshops and public exhibitions would be an opportunity to input further to this work.
- (iii) Mr Jenkins described in detail the re-routed Andover Road through the development site, which would be 2.8 km in length. He referred to guidance in the 2007 and 2010 'Manual for Streets' which explained the important contribution of streets towards 'place making'. Although the existing Andover Road was one of the main radial routes into the City, existing traffic movements were not excessive – 10,073 per day on average at the northern end and 7,568 at the middle section.
- (iv) He presented photographs of two successful High Streets which experience similar and (in some cases) higher traffic flows than Andover Road - at Hartley Wintney and at Stockbridge – both of which had low accident rates. Mr Jenkins presented artistic impressions of the new route through the development and towards its centre, including an area of shared space. There was to be a mix of features throughout the whole route which would help 'knit' it into the wider new community and contribute towards it becoming a new 'place'. The road would be the standard 6.5 metres wide throughout the development, although there would be changes in adjacent land use throughout, such as cycle and pedestrian routes separated by landscaping/planting. This would be detailed later in the process through the approval of a specific design code for the development. It was likely that the new route through Barton Farm would be a maximum speed of 30mph, apart from the central area which would be 20mph. The old Andover Road would become a landscaped linear pedestrian/cycle route. This would have benefits in terms of integrating the new development with Harestock and Weeke, with Henry Beaufort

School and with the new open space area which would be provided as part of the development.

During the ensuing discussion of the Forum, the following matters were raised:

- (i) In recognition of the likely impact from the development on neighbouring communities and adjoining roads and in seeking to improve integration, developer financial contributions via the Section 106 agreement should be utilised for meaningful improvements where necessary. For example, Park Road which had acknowledged traffic flow and speed issues. A solution for pedestrians currently having to cross the Andover Road to the western side, in order to be able to walk into Winchester along the existing Andover Road, needed to be considered, recognising that the land on the eastern side of the road at this location was not in the ownership of the developer. Improvements to the existing junction with Andover Road and Worthy Road should also be investigated. A pedestrian route towards Headbourne Worthy from Wellhouse Lane would be achieved as part of the development. Signage to discourage traffic routing towards J9 M3 to travel to Basingstoke should also be considered.
- (ii) Shared cycle and pedestrian routes should be sufficiently wide enough to ensure that the safety of users (particularly pedestrians) was unlikely to be compromised.
- (iii) Concerns in relation to pedestrian safety at the Wellhouse Lane (where it passes under the railway) were highlighted. The development would provide shuttle traffic light working through the bridge and, as existing traffic flows along Wellhouse Lane were reasonably modest, it was unlikely that there would be similar queues to those occasionally experienced along Stanmore Lane by the railway arch. However, it was acknowledged that traffic from here would then travel onwards to the busy Cart and Horses junction, where some remedial improvements would need further consideration. A footbridge over the railway along Park Road was not proposed as part of the development.
- (iv) It was acknowledged that it was important to phase junction works during development and not create traffic diversion through areas such as Weeke and Harestock. As the new route through Barton Farm would be built entirely on-site, there would be minimal disruption to the road local road network. There would still be some construction work along the existing Andover Road and that was likely to have some impact on traffic flow.
- (v) Cala Homes responded to a question as to whether they may consider alternatives to the re-routing of Andover Road. The Forum was advised that Cala Homes considered that this was the best solution, and that it also benefited from planning permission, the support of the Planning Inspector, the Secretary of State, Winchester City Council and Hampshire County Council. Cala Homes had also held extensive

discussions with WinACC, with the City of Winchester Trust and with residents in describing the benefits and the thinking behind the proposals. They considered that there was no new evidence forthcoming to indicate that they should now embark on an alternative strategy. The Forum was also reminded that, in addition to the Section 106 funding to benefit the local area, communities would also benefit indirectly from New Homes Bonus funds from the Government.

- (vi) With regard to concerns of disruption from the temporary access to the site south of Harestock Road, the Forum was reminded that this would be considered as part of the construction management plan and associated measures which would need to be agreed before work commenced. Temporary access via Wellhouse Lane was not considered to be achievable.

In line with the Forum's public participation procedure, the Chairman invited members of the public (including local interest groups) to raise any matters related to the Report and to the ensuing discussion of the Forum.

In summary, the following matters were raised and, where appropriate, responses given:

- (i) A resident living adjacent to the development site supported the re-routing of Andover Road, as the existing route would become a greenway which would be of benefit to existing residents. The new road would also help to integrate the new development with Weeke and with Harestock.
- (ii) There were concerns raised that the re-routing was incomprehensible and was unlikely to contribute to achieving a sustainable development at Barton Farm. Having a major new residential development in close proximity to a main radial route would be unpleasant due to air quality and was unlikely to incentivise a reduction in car ownership. Also, if the new route was to be low speed, users may look for alternative routes into Winchester, placing pressure on other already busy roads. The safety of pedestrians in the areas of shared space was questioned.
- (iii) Mr Jenkins advised that he would approach Network Rail with regard to the potential for a financial contribution towards a footbridge at Park Road. He also advised that the design of the new route through Barton Farm incorporated dealing with abnormal loads. Section 106 money was to be released at certain 'trigger points' during development and work was underway (including workshops) to ensure that this was utilised towards the most appropriate projects/schemes. It was also requested that use of the funds on schemes at the periphery of the development area be prioritised in an equitable manner.
- (iv) Mr Jenkins gave assurances that the cumulative impact of other developments in the vicinity (i.e. Worthy Down camp) were taken into

account as part of traffic assessment work. He also stated that all the suggestions made at the Forum would be considered carefully as part of the study looking into how the Section 106 funding of flexible transport improvements could be best utilised. This would be undertaken on an area wide basis and would utilise other sources of funding where available and where appropriate. The suggestions made were a very useful input to this process.

- (v) Mr Tilbury reiterated that the new route through the development was an integral part of the approved masterplan and that there were good urban design reasons why it would contribute to integration and achieving a sustainable and vibrant community.

RESOLVED:

That the Report be noted.

The meeting commenced at 6.30pm and concluded at 8.30pm.

Chairman