

REPORT TITLE: BARTON FARM / KINGS BARTON IMPLEMENTATION UPDATE

25 APRIL 2017

PORTFOLIO HOLDER: COUNCILLOR WESTON, PORTFOLIO HOLDER FOR BUILT ENVIRONMENT

REPORT OF: CORPORATE DIRECTOR (SERVICE DELIVERY)

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WARD(S): GENERAL

PURPOSE

To provide the Forum with an update on progress at Kings Barton, the development process, and future works.

RECOMMENDATIONS:

1. That the content of the report be noted.

IMPLICATIONS:

1 COUNCIL STRATEGY OUTCOME

- 1.1 **Winchester District will be a premier business location:** developing employment opportunities; and developing infrastructure
- 1.2 **Delivering quality housing options:** providing good access to affordable housing options across a range of tenures.
- 1.3 **Improve the health and happiness of our community:** Promoting new leisure facilities in Winchester Town that meet the needs of a broad cross section of our community.
- 1.4 **Improve the quality of the District's environment:** enhance and increase the use of open space in both towns and the more rural areas of the District.

2 FINANCIAL IMPLICATIONS

- 2.1 None

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 None

4 WORKFORCE IMPLICATIONS

- 4.1 None

5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 None

6 CONSULTATION AND COMMUNICATION

- 6.1 N/A

7 ENVIRONMENTAL CONSIDERATIONS

- 7.1 N/A

8 EQUALITY IMPACT ASSESSEMENT

- 8.1 None

9 RISK MANAGEMENT

Risk	Mitigation	Opportunities
<i>Property</i>	n/a	
<i>Community Support</i>	n/a	
<i>Timescales</i>	n/a	
<i>Project capacity</i>	n/a	
<i>Financial / VfM</i>	n/a	
<i>Legal</i>	n/a	
<i>Innovation</i>	n/a	
<i>Reputation</i>	n/a	
<i>Other</i>		

10 SUPPORTING INFORMATION:10.1 **Implementation Officer**

10.2 The Implementation Officer, Chris Hughes, is the first point of contact for queries relating to Kings Barton. His email is chughes2@winchester.gov.uk and telephone: 01962 848 375 (ext 2057).

10.3 **Archaeology**

10.4 The archaeological monitoring at the site continues as per the requirements of the planning condition.

10.5 In December, the stripping of soil in the north of the site uncovered the outline of a rectangular structure. The site was subsequently excavated and documented by Pre-Construct Archaeology (see Appendix 1).

10.6 The building footprint measured approximately 4.8m by 10m and was constructed with timber posts and cill beams with upright timber planks likely set into the beams. The plan form of the building, with two opposed openings on the long sides and the partition suggests an Anglo-Saxon date; the form of the building is consistent with other Anglo Saxon buildings found elsewhere in Hampshire and southern England (for example at Cowdrey's Down).

10.7 As is common with most other sites of this type, very few artefacts or remains other than the physical structure were found during excavation. This makes defining the purpose for which the building was used difficult, however elsewhere these buildings are interpreted as hall houses.

10.8 The discovery of the building is important historically because it fills a 'gap' in the use of the area between the Romano-British and medieval periods.

10.9 **Kings Barton Construction Update**

- 10.10 The first occupants moved into their homes on the weekend of 31 March 2017. At the beginning of April, 20 homes had been purchased. It is anticipated 25 sales will be completed by June 2017.
- 10.11 The construction programme has been at the North West corner of Phase 1B. The construction will continue eastwards, around the avenue and beyond over the coming months. The east of the site contains the first four and five bedroom homes to be constructed on the site.
- 10.12 Trees were removed on Andover Road at the southern end of the site to allow construction of the Phase 1A junction. The trees were successfully removed over a three day period in January, avoiding the nesting season.
- 10.13 Construction of the entrance to Phase 1A will take place in summer 2017. Traffic management on Andover Road will be required. Dates for road space are currently being discussed with HCC Highways and will be made known to the Forum and public as soon as they are agreed.
- 10.14 Final details relating to the conditions attached to the reserved matters planning application for Phase 1A are scheduled to be submitted to WCC in May 2017. Construction of homes at 1A is scheduled to commence in winter 2017/18.
- 10.15 CALA has handed over the site for the school to HCC Education, on schedule, to allow their contractors, Balfour Beatty, to begin construction in June/July. The school will be completed in time for the first intake at the beginning of the school year in 2018.
- 10.16 **Community Bursary Scheme**
- 10.17 CALA has created an annual Community Bursary Scheme to support local causes across Hampshire. The deadline for applications to the £5000 fund is Friday 9 June 2017.
- 10.18 CALA is seeking applications from groups, organisations, and charities for funding for new equipment, to pay for events, workshops or classes that are beneficial to the local area.
- 10.19 Further information and application form can be found at <https://www.cala.co.uk/cala-group/our-company/sustainability/bursary>
- 10.20 Applications will be judged by a panel from CALA homes.
- 10.21 **Play Equipment Strategy**
- 10.22 CALA has contracted consultants to develop a strategy for play areas across the Kings Barton site. Experienced consultants will use the Design Guide, Landscape and Open Space Strategy, and the information gathered during the play area design competition to inform a strategic approach to how play

areas and equipment are integrated into the development. The findings of this strategy will be shared with the Forum at the earliest opportunity.

10.23 The same consultants will also be tasked with developing the detailed design of the play parks, when required during the process of development. All designs will be signed off by WCC Landscape team as per the planning conditions.

10.24 **Affordable Housing**

10.25 The 40% affordable housing allocation continues to be constructed alongside homes for purchase. The provider for Phase 1B, Sentinal Housing Association, will this month complete a merger with First Wessex Housing Association forming a new organisation known as VIVID. Therefore, the newly formed VIVID will be the managers of the Phase 1B homes.

10.26 The new management of the affordable housing will have no impact on delivery. Contractors are on site completing and fitting out homes, the first of which are scheduled for occupation in October 2017.

10.27 WCC Housing and Sentinal have been working together to identify the need for adapted homes for residents who may require adaptations who have additional needs. These may include adapted bathrooms, kitchens, etc.

10.28 **Highways and road adoption**

10.29 Southern Water has completed the works to lay pipeline along the route of the new main road through Kings Barton. Construction to a standard acceptable level for resident access will continue by zone as and when homes are occupied.

10.30 Discussions continue between HCC, WCC and CALA about the adoption and management of the road network. HCC and WCC met on site with CALA on 3 April to view the network and help inform these discussions.

10.31 **Courtenay Road link**

10.32 The link between Courtenay Road and the Kings Barton site via the railway underpass is identified in the Design Code as one of the key 'cycle and pedestrian' routes (see Appendix 2) for the development.

10.33 The route provides access to and from the Barton Meadows Nature Reserve, one of the key recreational resources for the area, and as a functional cycle route towards Worthy Road and the city centre.

10.34 The design guide states that the route should be surfaced with "*tarmac, compacted Breedon gravel / Hoggin or similar approved*".

- 10.35 The s106 legal agreement between CALA and Hampshire County Council sets out the arrangement for delivery of the route. It states in Schedule 2, Paragraph 5 that it is a requirement:

*“Not to occupy more than two hundred (200) Housing Units unless and until Highways Agreements have been entered into in order to secure the completion of the following highway improvement agreement works:-
(f) the Barton Farm to Worthy Road Footway/Cycleways Works.”*

- 10.36 WCC has received representations about the surfacing of the route from the Cycle Touring Club (CTC) and informal representations from elected members in favour of surfacing the route with tarmac. Conversely, the Implementation Officer has reported informal conversations with residents around Courtenay Road who have expressed their desire to see the route maintain a more ‘rural’ appearance and feel.
- 10.37 The opinion of the Forum on their preferred option for surface type is sought to allow a recommendation to be made to CALA and HCC (as the determining authority).
- 10.38 **Barton Meadows Nature Reserve**
- 10.39 The Hampshire and Isle of Wight Wildlife Trust (HIWWT) is the body that will manage the Barton Meadows Nature Reserve (previously known as the Land East of the Railway (LEORL)) on behalf of Winchester City Council.
- 10.40 WCC will take control of the site from CALA in around two years on a 125 year lease at a peppercorn rent. Until then, HIWWT has entered a Farm Business Tenancy lease agreement with CALA to allow them to carry out management functions before the site is leased to the council. The terms of the lease allow the farmer who had been tenant on the site to harvest one final crop before the site is reseeded with wild meadow mix.
- 10.41 The fencing required for future operation has been installed by HIWWT. The previous farmer’s crop has been sown within the fenced area at the site so there should be minimal potential for conflict between the public using the site and farm operations.
- 10.42 The access route around the site (which will not be surfaced) largely follows the perimeter, meandering further away from the edge in areas of set aside land.
- 10.43 Further infrastructure will be installed in the coming months: benches, interpretation boards, and signage. The Trust will also be developing volunteering and educational programmes that will aim to engage young people and locals in activities on the site. These will be developed and run by the HIWWT education team.

10.44 A launch event for the site will be held in May. Members of the Forum will be invited to attend when the details are finalised.

11 OTHER OPTIONS CONSIDERED AND REJECTED

11.1 N/A

BACKGROUND DOCUMENTS:-

Previous Committee Reports:-

BFF14. Barton Farm Implementation and Update. Report of the Corporate Director. 14 December 2016.

Other Background Documents:- None

APPENDICES:

Appendix 1 – Saxon Hall plan and excavation photographs

Appendix 2 – Kings Barton to Courtenay Road location plan

Appendix 1 - Saxon Hall plan and excavation photographs

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Plan of Anglo-Saxon Building
Barton Farm
1:50 at A3





Appendix 2 - Kings Barton to Courtenay Road location plan

PART B: SPATIAL



6. MOVEMENT & ACCESS

6.8 PEDESTRIAN AND CYCLE NETWORK

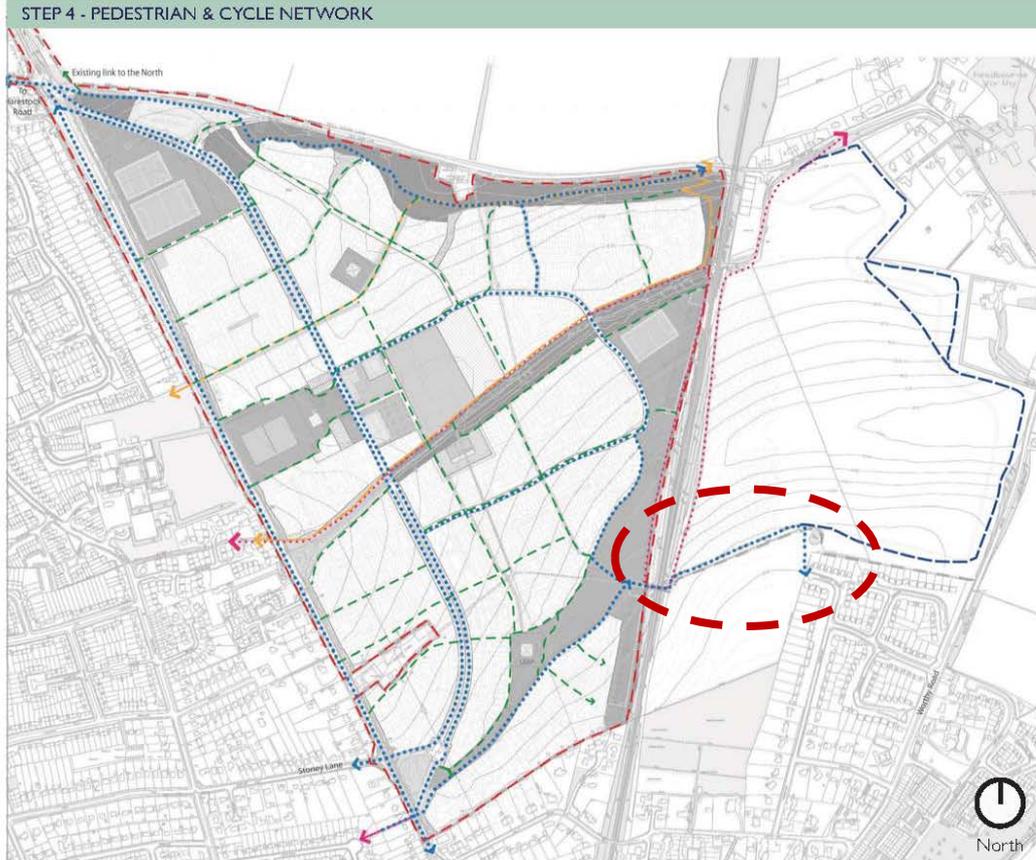


Fig 47 - Pedestrian and cycle network

- KEY**
-  Existing definitive rights of way (Retained as existing grass path only)
 -  Proposed alternative Headbourne Worthy / Henry Beaufort School route (Tarmac where proposed as a new route)
 -  Proposed pedestrian circulation routes (Tarmac or Hoggin/Breedon gravel or similar and approved)
 -  Proposed circular leisure / dog walking route (Mown grass path)
 -  Proposed combined cycle and pedestrian route (Set within shared surface where it follows the road network; or 3m wide dedicated route within the public open space; tarmac compacted Breedon gravel/ Hoggin or similar approved) - final location of route subject to existing tree positions

A grid network of pedestrian and cycle routes (or a combination of both) are proposed to connect the development with the wider network. Cycle routes are to follow contours wherever possible, for ease of movement. Adequate cycle parking must be provided, in accordance with the established standards.

A dedicated circular route is proposed on the land east of the railway line. This is proposed as mitigation to alleviate visitor pressure arising from the proposed development on the walking routes along the River Itchen SSSI. This is outside the scope of this Design Code. The aspiration includes improving the setting of the footpath under the railway arch.

