

KINGS BARTON FORUM

Thursday, 26 June 2025

Attendance:

Councillors

Cramoysan (Winchester City Council) (Chairperson)

Batho (Winchester City Council)
Cunningham (Winchester City Council)
Eve (Winchester City Council)
Morris (Winchester City Council)

Porter (Winchester City Council)
Tozer (Littleton & Harestock Parish Council)
Watters (Headbourne Worthy Parish Council)

Apologies for Absence:

Councillors Tod and Warwick (Hampshire County Council)

Other members in attendance:

Councillor Learney (Winchester City Council)

[Video recording of this meeting](#)

1. **APOLOGIES**

Apologies were received from Councillors Tod and Warwick (both members of the Forum as Hampshire County Councillors).

2. **APPOINTMENT OF VICE-CHAIRPERSON FOR THE 2025/26 MUNICIPAL YEAR**

RESOLVED:

That Councillor Morris be appointed as vice-chairperson of the Forum for the 2025/26 municipal year.

3. **DISCLOSURES OF INTERESTS**

There were no declarations made.

4. **CHAIRPERSON'S ANNOUNCEMENTS**

There were no announcements made.

5. **MINUTES OF THE PREVIOUS MEETING HELD ON 11 MARCH 2025**

Councillor Cramoysan drew attention to a number of matters arising from the previous minutes and advised that these would be picked up at the appropriate point of the agenda.

RESOLVED:

That the minutes of the previous meeting held 11 March 2025 be agreed as a correct record.

6. **DATE AND TIME OF FUTURE MEETINGS**

RESOLVED:

That the dates of the future meetings of the forum be noted as set out on the agenda.

7. **PUBLIC PARTICIPATION**

Nick Honeyman-Brown addressed the meeting as a resident of Hyldeborne Road, Kings Barton. He expressed concern regarding the impact of ongoing works relating to Winchester Avenue resurfacing, which was expected to take at least 30 weeks. He had observed poor driving (including driving on pavements) and congestion along Hyldeborne Road over the past 12 weeks due to cars being diverted from Andover Road. He asked what plans were in place to ensure safety and prevent Hyldeborne Road and the cut-through to Grenadiers from becoming a "rat run" as roadworks continued. He suggested that as the two parts of the development were now connected, Cala should re-examine the diversion setup to utilise both entrances/exits

Councillors Batho and Porter concurred with the concerns raised by Mr Honeyman-Brown and the requirement for a re-evaluation of the diversion plan.

Robert Woodcock (Cala) responded that the Hyldeborne Road diversion would be in place until October when remedial works on Winchester Avenue moved north. He confirmed that they would take the concerns away and investigate further with their professional traffic management contractor regarding volumes and safety, and provide a response through the Forum.

Councillor Cramoysan thanked Mr Honeyman-Brown for his comments and invited him to share video examples of the road situation with himself and Councillors Porter so they could take up with Cala directly.

Mike Slinn (Kings Barton Residents' Association) addressed the meeting and referred to comments outlined in the KBRA report that had been circulated to Forum members. He raised the following points:

- a) Dissatisfaction with the iTransport report supporting Cala's request to delay Winchester Avenue completion until 1,000 houses were occupied.
Pedestrian signals at the Winchester Avenue and Andover Road junction did

not cover all pedestrian and cycling movements, and the junction needed redesign and reconstruction to provide a separate phase for right-turning traffic from the city centre

- b) Queried the necessity of fully closing Winchester Avenue for resurfacing, rather than using single-lane working, which negatively impacted the community bus's ability to connect the two development sections with the city centre.
- c) Electrical connections in the new street lighting columns were requested to enable the installation of Christmas lights.
- d) WCC should reconsider the parish boundary as over 30 houses in Kings Barton were not within the HWPC.
- e) Increasing the community centre roof clearance to at least 6.1m to allow for badminton and other games was supported.
- f) Local Cycling and Walking Infrastructure Plan (LCWIP): A response was sought from the city and county councils regarding their consideration of proposals for safer walking and cycling routes between the development and the city centre.

Councillor Cramoysan thanked Mr Slinn for his comments which would be addressed under the relevant agenda items below.

8. **HEADBOURNE WORTH PARISH COUNCIL (HWPC) UPDATE**

The Forum noted that an update from HWPC Kings Barton Committee had been published on the meeting page and available [here](#). Councillor Watters drew attention to the following points:

- a) Confirmation that discussions had taken place with Cala regarding the height of the Community Building. The Parish Council had agreed to set up a CIO charity as the management vehicle for running the building.
- b) Frustration was expressed that repairs to Winchester Avenue were delaying bus service changes and it was suggested that HCC should investigate options for a direct and faster bus route.
- c) The current situation regarding the potential transfer of land to HWPC at the front of the development/boundary.
- d) Concern was raised that proposals for Community Governance Review and the possibility of a new Winchester Town Council might subsume the parish council. This was believed to impact Kings Barton residents and HWPC's ongoing work and responsibilities.
- e) Support for the proposals for a large MUGA.
- f) A request that shops and amenities scheduled for the community centre to be built as soon as possible.

Councillor Cramoysan thanked Councillor Watters for the comments which would be addressed under the relevant agenda items below and reminded him that as a Forum member he could ask further questions during the meeting.

9. **WCC PLANNING OFFICERS - OCCUPATION UPDATE**

Deborah Smith update that the current number of occupied units, based on council tax records, was 688, with two being currently unoccupied. This number was relevant for S106 trigger points for various amenities and infrastructure.

10. **HAMPSHIRE COUNTY COUNCIL (HCC) POSITION ON CHANGES TO S106**

Councillor Porter provided an update as follows, noting that the deed of variation had been completed, updating the original S106 agreement with new terms.

- a) **Southern Temporary Junction Works:** The junction was covered by a live S278 agreement for a temporary layout up to 650 occupations, which had been exceeded. HCC's traffic signals team were working closely with Cala to progress designs for improving the junction's working, ready for implementation and an update on timescales would be provided shortly.
- b) **S106 Trigger Points and Implementation Programme:**
- **725 Occupations:** expected later in the year - Cala would need to confirm their forecast for reaching this trigger point and their ability to share the program by the next meeting.
 - **750 Occupations:** The central section of Winchester Avenue was to be open for all users at this trigger, although there concerns about whether this would be met.
 - **1,000 Occupations:** Winchester Avenue was to be opened with all associated highway works completed and open for all traffic (pedestrians, cyclists, vehicles). HCC had regular meetings with Cala to oversee delivery, coordinated with relevant HCC teams.
 - **1,050 Occupations:** This was a new condition to complete the downgrading of existing Andover Road works, creating new pedestrian and cycle routes and local access in accordance with the approved design code.
- c) **Public Consultation and Traffic Regulation Orders (TROs):** Public consultation (by Cala) would primarily focus on the TRO process, including no parking arrangements and removing traffic from the old Andover Road.
- d) **Local Cycling and Walking Infrastructure Plan (LCWIP):** HCC was reviewing all cycling and walking facilities through the whole site, with a view to school access. This would be a separate piece of work, with a report expected by October.
- e) **Kings Barton Bus:** HCC has confirmed Hyldeborne Road was wide enough to accommodate a bus route but the road was not yet adopted. Concerns were raised regarding the total diversion period of 18 months, encompassing six different phases and possibly six different timetables and stop locations, causing public confusion. A proposal was made to either maintain the same route for the entire period or seek a more change-resistant route through the site. The starting point of the bus route was being re-evaluated, as the northern point was no longer correct due to road closure.

11. **CALA UPDATE**

Lance Else, Rupert Woodcock and Alison Thompson from Cala provided an update as summarised below. It was noted that they held bi-weekly meetings with HCC highways team.

- a) The MUGA had opened in May and had been used extensively, receiving very positive feedback from the community and residents.
- b) The Phase 3B Reserve Matters application had been submitted to WCC.
- c) The full application for residential units in the Neighbourhood Centre had been validated by WCC, and comments were being addressed.
- d) Implementation Plan for Winchester Avenue: an overall program for the opening of Winchester Avenue and the downgrading/landscaping of Andover Road would be shared by the 725th occupation, forecast for Q4/October this year.
- e) Footpath Connection (Phase 1B and 2A Link): This connection was expected by the end of September.
- f) Phase 1A Remedial Works (Roundabout Area) were underway and expected to be completed in Q4/October this year.
- g) Remedial Works Moving North (Winchester Avenue in Phase 1B): This was expected to take around eight months.
- h) Link from Phase 1B to Harestock Junction (Northern Junction): Earthworks were underway to form levels in this area, with completion expected by Christmas.
- i) Cala would liaise with relevant parties to come up with bus routes and programs that caused the least disruption whilst the diversion routes were in place.
- j) Park and Ride (Car Park): Earthworks were due to commence in mid-2026 with a completion date targeted for Q2 2027.
- k) Sports Pitches: Groundworks had commenced and the pitches would be handed over to the council by Q3 2027.
- l) The planning application for the community centre had been submitted, and production drawings were being developed for a start later this year, dependent on planning permission. The submitted drawings for the community building had a ridge height of 6.5m, which was an increase of one metre from originally proposed.
- m) The temporary Sales Building was on track to open in early September.
- n) Cala were committed to providing a large MUGA in a future phase (Phase 4B) and a letter from WCC was required to confirm this requirement.
- o) Cala had investigated the request for electrical Connections on lighting columns for Christmas Lights. However, Hampshire Highways had raised issues regarding the consequent adoptability and liability of columns and so this would not be pursued.
- p) Cala would investigate the feasibility of single-lane working on Winchester Avenue during remedial works and would discuss further with HCC at their next meeting. However it was noted that there might be concerns over the jointing of two surfaces when this method was used.
- q) Car Share – a car had been on site since March 2022, as it was a requirement under the S106 agreement. However, current usage of the car was very low and Cala was now funding the car for an additional three years

in the hope it would become self-funding. It was intended to move the car to a more central location within the neighbourhood centre to greatly assist usage. It was noted the car was available for anyone to book, not just Kings Barton residents.

- r) A question was asked about the current number of starts of homes in place – Cala agreed to provide this information.

It was suggested that CALA's travel plan coordinator liaise with HWPC and KBRA to promote the car club through their various communications and meetings.

12. **COMMUNITY GOVERNANCE REVIEW (CGR)**

Councillor Cramoysan provided an update on CGR as summarised below.

- Noting that WCC had previously considered that Kings Barton was not yet ready for a community governance review but circumstances had changed due to the development's progression and the upcoming local government reorganisation and consequent proposals to consider a new parish council to cover the currently unparished Winchester town area.
- The proposed CGR was suggested for the unparished area and adjacent anomalies, such as the boundary between HWPC and the unparished area.
- With the Kings Barton development, approximately 60-80 homes were currently in the unparished city area, with the remaining 600+ (and eventually approximately 1,900) in HWPC.
- A task and finish group had been established by the Licensing and Regulation Committee to set the terms of reference and determine how the CGR would proceed, governed by national legislation.
- Nothing was predetermined, and the process was democratic, giving residents in and around the boundaries a chance to express their interest from several options, including no change.

In response to questions, Councillor Cramoysan advised that representations from HWPC, in addition to residents, would be received through the formal CGR consultation process.

13. **WCC PLANNING OFFICERS UPDATE**

Deborah Smith provided an update on the S106 agreement, noting that most updates resulted from a recently agreed deed of variation. The update had been published on the meeting page as part of the agenda and available [here](#) and much of the information had been referred to by others in discussion above. She highlighted the following points.

- a) Long-term management and maintenance of ecological amenity space - The land transfer from the owner to the Hampshire & Isle of Wight Wildlife Trust had been agreed.
- b) Second highway access contribution - Payment was confirmed to have been received in April 2025.
- c) Bus subsidy payment - The second payment was confirmed to have been received in April 2025.

- d) Review of the car club scheme: This was triggered at the 700th occupation.
- e) Constructing link road works to binder course level: This clause was inserted via the deed variation and now related to prior occupation at 750 units.
- f) Implementation Program: This was a trigger coming up at 725 units.
- g) New Andover Road works and junction improvement works - The trigger for this had been pushed back from 750 units to 1,000 units as a result of the deed of variation.
- h) Completion of the downgrading of the Andover Road works - The trigger for this had been pushed back to 1,050 units, as agreed in the deed of variation. It was noted that this was dependent on the spine road being in place.

The meeting commenced at 6.00 pm and concluded at 8.10 pm

Chairperson