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Barton Area Action Plan Preferred Options

Ends on: 24 Jun 2011

View Response

Answers to **Barton Area Action Plan Preferred Options**

DRAFT RESPONSE

Submitted by **Peter Fuller Thompson** on **21 Jun 2011 15:13**

Q.1

Question 1: Boundary for the Area Action Plan

We have to set a boundary for the purposes of the Barton Area Action Plan. It has been drawn to include the development site, Barton, Northway and part of Old Headington Conservation Area. Do you agree with the boundary shown on the map? (double-click on the map to make it bigger)



Please select one option from the list.

Yes	<input type="checkbox"/>
Don't Know	<input type="checkbox"/>
No - How would you amend it?	<input checked="" type="checkbox"/> [Selected] [The boundary for the AAP should be adjusted to align with Marsh Lane, Headley Way and London Road, Headington; excluding the John Radcliffe Hospital, the largest local employment site, and the traffic generation associated with it is illogical.]

Q.2

Question 2: Affordable housing target

Oxford City Council aims to build 50% of new homes in the city as affordable housing. Infrastructure and other costs mean the affordable housing target for the Land at Barton may need to be reduced to 40%. Do you agree that at least 40% of the homes should be affordable homes for social rent (homes let at low rents to people in housing need)?

Please select one option from the list.

Yes	<input checked="" type="checkbox"/> [Selected]
Don't know	<input type="checkbox"/>
No - How would you amend the affordable housing target?	<input type="checkbox"/> <input type="checkbox"/>

Q.3

Question 3: Local centre

The Barton Area Action Plan consultation in 2010 highlighted a number of options for the local centre. Which do you think should be included in the development? (tick all that apply)

Please select zero or more of the options in the list.

Primary school	[Selected]
Community facilities	[Selected]
Recreation facilities	[Selected]
Health facilities	[Selected]
Shops	[Selected]
Homes	[Selected]
Post Office	[Selected]
Other - What other uses you would like to see in the new local centre?	[Selected] [A modern library facility, incorporating a cafe, internet access, and 'wifi hotel' should be considered as part of the unspecified 'community facilities' listed.]

Q.4

Question 4: Size of shops

New shops will help ensure that the new neighbourhood is successful. A larger food store could be of the same sort of size as the existing supermarkets in Headington. Which would you prefer?

Please select one option from the list.

Option 1 - just new local shops within the new local centre	<input type="checkbox"/>
Option 2 - new local shops plus a supermarket within the new local centre	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Neither of the above - What would be your preferred approach towards new shops?	<input checked="" type="checkbox"/> [Selected] [The 'new local centre' should be in the form of a new 'high street', possibly created as part of the new boulevard along the A40, to contribute to the transformation of the road and the necessary alteration of driver behaviour.]

Q.5

Question 5: Recreation ground

Formal public open space of at least the same area and standard to that which currently exists will form part of the new development. This could be achieved by retaining the existing sports pitches or by re-orientating or relocating them. Retaining the existing pitches is the least costly option, but the recreation ground could act as a physical barrier between Barton and the new community. Re-orientating the pitches from north-south to face east-east would be less preferable for sports users, but it would allow more scope to create new homes facing Barton Village Road and more options for access to and from the new development from Barton. Relocating the sports pitches to elsewhere within the new development offers the greatest scope to integrate new and existing development but would bring costs.

Which would you prefer?

Please select one option from the list.

Option 1 - retain the recreation ground and the sports pitches in their current location	<input type="checkbox"/>
Option 2 - retain the recreation ground and the sports pitches in their current location but turn them round to face east-west	<input type="checkbox"/>
Option 3 - relocate the recreation ground uses to elsewhere within the new development	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
None of the above - What would be your preferred approach towards the recreation ground?	<input checked="" type="checkbox"/> [Selected] [A comprehensive review of the usage of the existing facilities, the identity of current and future potential users, the availability of alternative or additional locations on or near to the development, and the consequences for the design of the new development for all alternative options should be properly considered and consulted upon. This simple question is not a satisfactory way of assessing the best solution.]

Q.6

Question 6: Allotments

Just over half of the allotment land is cultivated; the rest is uncultivated. Retaining the whole of the allotment land would minimise disruption, but there would be greater opportunities to integrate new and existing housing if the uncultivated land was replaced elsewhere. Which would you prefer?

Please select one option from the list.

Option 1 - retain the whole of the allotment land in its current location	<input type="checkbox"/>
Option 2 - retain the currently cultivated allotment land and replace the uncultivated allotments with land elsewhere	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Neither of the above - What would be your preferred approach towards the allotments?	<input checked="" type="checkbox"/> Selected [Option 2 is preferable, but a proper budget allocation should be made for the establishment of replacement allotments elsewhere, including issues like soil preparation and improvement, security, storage, water supplies, and management.]

Q.7

Question 7: Open space

Barton Village Nature Park is a recreational green space but is mainly scrub land. Opening up or creating alternative areas could provide more valuable replacement habitats for plants and wildlife. A park along Bayswater Brook could do that as well as providing attractive public open space linked to the surrounding countryside and to the proposed Play Barton scheme.

Do you agree that Barton Village Nature Park should be developed and replaced with a new park along Bayswater Brook?

Please select one option from the list.

Yes	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
No - How do you think open space should be provided within the new development?	<input checked="" type="checkbox"/> [Selected] [There are many issues associated with the Barton Village Nature Park; insufficient information is provided on its use - simply describing it as 'scrub land' is perjorative, and its true value to the existing, and the new communities must be properly assessed, against any potential benefits of building on it. It is disingenuous to refer to the Bayswater Brook Linear Park as an alternative, since the propensity of the brook to flood makes the development of that area impracticable anyway.]

Q.8

Question 8: Ring-road

Choices made about this stretch of the ring-road will be a key factor in determining how the new development relates to its surroundings. Which would you prefer?

Please select one option from the list.

Option 1 - leave the ring-road as it is, with speeds of 70 mph	[]
Option 2 - reduce speeds on the ring-road to 40 mph but with no new development facing the road	[]
Option 3 - transform the ring-road into a street with speeds of 40 mph and new development facing the road	[]
Don't know	[]
None of the above - What would be your preferred approach towards the ring-road?	[Selected] [Option 3 is preferred, but the A40 should be made into a 'high street'; examples may be taken from the A40 at Sunderland Avenue, or the A4260 Oxford Road, Gosford, between the Sainsbury roundabout and the Bicester Road junction.]

Q.9

Question 9: Main vehicle access to the development site

There is a range of potential options for vehicle access to the new development. Which would you prefer as the main access?

Please select one option from the list.

Option 1 - signal-controlled junction to ring-road with bus-only link to Northway	<input type="checkbox"/>
Option 2 - left-in/left-out junction to ring-road	<input type="checkbox"/>
Option 3 - roundabout(s) on the ring-road	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
None of the above - How do you think vehicles should access the development site?	<input checked="" type="checkbox"/> [Selected] [Multiple roundabouts should be provided, not just to improve connectivity, but to transform the character of the road, and perceptions of it, in order to effect changes in driver behaviour consistent with the integration of the road into the urban fabric.]

Q.10

Question 10: Secondary vehicle access from Barton

Which would you prefer as the secondary vehicle access? (tick all that apply)

Please select zero or more of the options in the list.

Option 1 - in line with Fettiplace Road	<input type="checkbox"/>
Option 2 - about 50-metres to the south of the Barton Village Road/ Fettiplace Road junction	<input type="checkbox"/>
Option 3 - to the north of the Barton Village Road/ Fettiplace Road junction	<input type="checkbox"/>
Option 4 - at the junction of Barton Village Road/North Way, via a new junction	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
None of the above - How do you think vehicles should access the development site from Barton?	<input checked="" type="checkbox"/> [Selected] [This is not just an issue of access to the development site from the existing Barton development, but one of genuine integration of communities. Determination of the details of the connectivity necessary to achieve this should follow proper master planning of the development, not the other way round.]

Q.11

Question 11: Bus access to the development site

There are three potential options for providing the new development with public transport services. It is not yet known whether all would be commercially viable in the short term. Which would you prefer? (tick all that apply)

Please select zero or more of the options in the list.

Option 1 - no change to existing bus services	<input type="checkbox"/>
Option 2 - extension of existing bus services from Barton and/or Northway	<input type="checkbox"/>
Option 3 - a revised or new service connecting Northway, the development site and Barton with other parts of the city	<input checked="" type="checkbox"/>
Don't know	<input type="checkbox"/>
None of the above - How do you think the new development should be served by buses?	<input checked="" type="checkbox"/> [A key objective of this (and any other 21st-century) development should be discouragement of car use, by making alternatives a more attractive proposition. It will be necessary therefore to provide properly designed high quality bus services, and to do so from the outset, so that car-use habits are not formed before attractive bus services are introduced.]

Q.11a

Question 11 a: Cycle and pedestrian links across the ring-road

The new development will include a network of safe and easy-to-use pedestrian and cycle routes. There are choices to be made about how and where these routes cross the ring-road to connect to surrounding areas. Which would you prefer? (tick all that apply)

Please select zero or more of the options in the list.

Option 1 - access as part of a signal-controlled junction	<input type="checkbox"/>
Option 2 - crossing to Foxwell Drive	<input type="checkbox"/>
Option 3 - crossing at Stoke Place	<input type="checkbox"/>
Option 4 - crossing towards open fields at Barton Lane	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
None of the above - Where do you think pedestrians and cyclists should cross the ring-road to and from the new development?	<input checked="" type="checkbox"/> [Selected] [This should not be presented as four alternative options; in order to provide good connectivity across the new A40 'high street', as well as to promote the perception of the 'high street', all four suggested links should be provided. Only this solution avoids the necessity of serious detours for crossing traffic (pedestrian and cycle), given the length of the A40 frontage of the site.]

Q.12

Question 12: Potential development opportunities within the Barton Area Action Plan boundary

Please tell us about any potential development opportunities that could help regeneration in Barton and Northway.

The design of the new development should consider holistically the existing adjacent areas, to enable the creation of a proper community, rather than just another housing estate. This might identify opportunities for development of various kinds, including, for example, recreational areas, beyond the boundaries of the currently-identified site.

Q.13

Question 13: Design principles

We have identified a set of six design principles to be reflected in the design of the new development. Please indicate whether you agree or disagree with these principles.

To what extent do you agree or disagree with the following statements?

Please select zero or more of the options in the list.

The scale, form, character and design of development should reflect the natural features of the site and its surroundings	[Strongly Agree]
The development should incorporate a network of direct, safe and attractive connections that encourage walking and cycling	[Strongly Agree]
There should be buildings with entrances and windows that face streets and open spaces	[Strongly Agree]
The development should make prudent use of natural resources	[Strongly Agree]
The development should incorporate features to reduce any increases in surface water drainage	[Strongly Agree]
The visual impact of the electricity substation should be minimised	[Strongly Agree]

Q.14

Question 14: Ruskin College proposals

Ruskin College has made a proposal for development at Ruskin Fields. The proposal is for between 175 and 200 homes. There is no information on the number of affordable homes that would be provided, but the development would need to comply with the Council's affordable housing policy. These are not the City Council's proposals, but we would like to receive your comments.

Do you agree with Ruskin College's proposals to build 175 to 200 new homes on the three fields immediately to the south of the ring-road?

Please select one option from the list.

Yes	[]
No	[Selected]
Don't know	[]

Q.15

Question 15: Ruskin College proposals

Would you agree with a smaller-scale housing development at Ruskin Fields?

Please select one option from the list.

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/> Selected

Q.16

Question 16: Sustainability Appraisal

We are also consulting on the Sustainability Appraisal of the Barton Area Action Plan Preferred Options. If you have any comments on the Sustainability Appraisal please type them here.

Q.17

Question 17

Do you have any other comments?

Please see the detailed discussion of the Area Action Plan Preferred Options provided separately to this questionnaire by the Oxford Civic Society.

A fundamental issue is that proper masterplanning of the whole of the proposals should be carried out; the Preferred Options paper suggests that consideration of the development is already being carried out as a series of independent and disconnected exercises, whereas true community-building will necessitate a much more holistic approach.