

5 Outcomes of the consultation process

- 5.1 This section provides a summary of the consultation responses acquired during both the summer and autumn public and stakeholder engagement events outlined above. This section also highlights the ways in which the Proposed Development was revised to take account of these responses and issues raised.
- 5.2 Detailed responses from each of the consultation events are contained in the Appendices to this Statement.

Summer 2012 Consultation Events

- 5.3 The following table provides a summary of the key issues raised by members of the public and other stakeholder groups during the summer 2012 consultation events, and outlines how the design of the Proposed Development was revised in response to these.

Summer 2012 Consultation Outcomes	
Issue	Proposed Development Response
<p>Principle of development</p> <p>Concerns regarding the number of new homes proposed – some residents queried whether these are really needed?</p>	<p>The principle for development and the need for homes in this location has been established through a range of planning policy documents since its designation as safeguarded land in Policy NE.3 of the Oxford Local Plan 2011 – 2016. The Proposed Development has been revised to provide flexibility to future developers to provide lower density development in certain areas of the site.</p>
Design and Layout	
<p>Concern regarding the higher density residential development proposed in some areas of the masterplan, and suggestions that this should be located nearer to the foodstore and along Middle Street.</p>	<p>The illustrative masterplan that has been submitted in support of the application has been through an iterative process of design reviews to take on board stakeholder comments, as well as technical issues. This process is described in the accompanying Design and Access Statement.</p> <p>The illustrative masterplan was revised following the Summer 2012 consultation to remove higher density apartments from the northern edge to focus on the site entrance, commercial centre and along Middle Street to assist in providing enclosure and encourage more activity in particular areas of the development.</p>
<p>Concern that the individual neighbourhoods within the site are not sufficiently mixed in terms of housing typology.</p>	<p>The illustrative masterplan has been refined to provide three distinctive neighbourhoods, each of which will provide a mix of housing types and tenures. The illustrative masterplan reflects the site constraints and opportunities and as such higher density areas, with a greater proportion of apartments are proposed to the western portion of the site, with a greater proportion of family house typologies located towards existing Barton to reflect existing family housing led development patterns in Barton.</p>
<p>Concern regarding the location of the foodstore, hotel and primary school within the development site, and ensuring that these are well-connected to residents within the site and those from surrounding neighbourhoods. In particular there were concerns that if the foodstore</p>	<p>A range of options were considered through the iterative design process around the location of community hub and commercial uses, including whether these facilities are co-located or separated. This was informed by extensive dialogue with stakeholders and members of the public. As a result the foodstore and commercial uses have been located further into the site, while the primary school forms part of a wider community hub in closer proximity to Barton to assist in providing greater integration. The range of options considered is set out within the accompanying Design and Access Statement.</p>

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was located directly adjacent to the A40 it would mainly serve external communities.	
Concern regarding the proximity of housing to the A40 and the impact this would have on local residents.	The amount of housing fronting the A40 has been reduced compared to original principles set out within the draft Area Action Plan, which proposed an extensive frontage along much of the road. The focus now is around the junction with the A40 to provide visibility to site. Although the originally proposed speed reduction to 40mph was ruled out during the AAP examination, it is still considered appropriate to include residential units fronting the road in this location. The Design and Access Statement and Design Code provide further information and principles on proposed mitigation measures to ensure that residents living in this location are not unduly affected by nuisance associated with the road at 50mph.
There was a suggestion that extra care homes could be located adjacent to the primary school.	The Planning Parameters enable extra care housing units to be brought forward within any part of the site where residential is permitted.
Suggestion that the community facilities should be spread throughout the site, rather than creating a single 'centre'.	Considerable analysis and engagement has taken place to ensure that a robust approach to community facilities is taken within the scheme, taking into account the needs of new and existing residents, and the presence of the Barton Neighbourhood Centre which presents a substantial existing facility. A single community hub comprising primary school, pavilion, community space and sports pitches is considered to be the most effective way to provide community facilities from a design and regeneration perspective. A full rationale and justification is set out within the Design and Access Statement. Other community facilities and assets include the proposed linear park that runs alongside the whole site and further community open space alongside the allotments which will be improved.
Concern that there may not be adequate car parking facilities which would result in high levels of on-street parking.	The illustrative masterplan has been carefully considered to ensure that full parking requirements (as outlined in the Transport Assessment and Travel Plan) can be accommodated. This demonstrates that a significant amount of provision can be made for on-plot parking as a priority with additional limited numbers of spaces on-street.
Housing	
Concerns that the new homes will not be available for existing local residents and they will end up as 'buy to let' private rented accommodation.	While the Barton Oxford LLP cannot control the amount of private property sales through "buy-to-let", the proposals make provision for at least 40% of all units to be for social rented affordable housing. The Barton Oxford LLP is committed to working with Oxford City Council to ensure that local people are given the opportunity to find a place to live within the new development.
Need to ensure that the development provides an appropriate mix of homes. In particular, there was support for providing homes for first-time buyers.	The Barton Oxford LLP are fully supportive of provision for first time buyers.
Concerns that the social housing will not be adequately integrated with the	The Proposed Development will be phased to ensure social housing is distributed throughout the

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non-social housing in the new development.	scheme. This provision is controlled through the adopted Barton AAP policy BA9.
Community Facilities	
Concern regarding the impact the development may have upon the success and capacity of existing community facilities elsewhere e.g. Cheney Secondary School.	The proposed development will make either provisions on site (such as a primary school and community hub) or a financial contribution to ensure that any impact of the development on community facilities is mitigated. This will be undertaken through the Section 106 agreement.
Suggestion that the development should provide facilities which are not already available in Barton e.g. a Post Office, bank and dentist surgery. Could a smaller retail parade be located close to the primary school? Any retail should complement, not compete with, the existing Barton centre.	The Proposed Development includes provision of a foodstore for the new and existing community. The store size has been determined in order not to compete with the existing shops at Underhill Circus. The location has been refined to take into consideration the views of local residents, stakeholders and commercial operators. The application parameters include provision for additional smaller units to be brought forward adjacent to the store. It is considered that retail provision should be clustered in one location to ensure linked trips and support the commercial viability of the scheme. A full rationale for this approach, and options considered is set out in the Design and Access Statement.
Concern that the Barton neighbourhood centre will deteriorate further if investment is not made there, alongside this development.	The approach to community facilities within the scheme has sought to be complementary to the existing Barton Neighbourhood Centre. The role of the new community space and investment needed to support and enhance existing provision in the existing Barton Neighbourhood Centre is currently being determined as part of the Section 106 negotiations.
Some residents objected to the provision of a hotel, and believed that the site should be used predominantly for residential use.	The application Parameters provide the opportunity for a hotel to be made which will complement residential uses. This will provide an opportunity for further jobs within the development, as well as much needed hotel accommodation in this part of Oxford that will benefit residents as well as hospital users through increased overnight provision.
A request that community facilities be provided at the primary school e.g. rehearsal/performance space.	Flexible community space will be provided within the community hub / primary school that could be used for rehearsal/performance space
Suggestion that the school and community playing pitches be combined to open up more space for housing.	The playing pitch provision has been refined to re-provide existing space, together with the requirements of the primary school in a position that will benefit both existing and future residents. This will be of an increased quality compared to the existing provision (including a 3G pitch) and will be subject to agreements to allow community and school use of pitches / MUGA in order that the new facilities are well utilised.
Open Space and Allotments	
Concern regarding the management of the communal open spaces.	A management company / or community development trust is being explored to oversee the long term management of the communal open spaces. This will further defined within the Section 106 agreement.
Concerns regarding the use of the open space to the south of the existing allotments. Suggestion that this area could be used as a communal or school teaching	The potential for a new community space has been explored and is proposed within the scheme. The Design and Access Statement sets out further principles for the detailed design of this area. The existing allotments will be extended.

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garden.	
Concern that there is insufficient formal public open space e.g. for provision of farmer's market.	The Proposed Development provides a significant amount and variety of open space including two public squares. Further principles are set out in the Design and Access Statement and the Design Code.
Environment and Flood Risk	
Objections raised regarding the proposed loss of the nature park to provide additional housing. Some participants questioned whether the land to the south of the allotments could be used for housing, rather than the nature park.	The proposals envisage development in the nature park area in accordance with the AAP. However the ability to retain trees of value in the area is an accepted principle also contained within the Barton AAP.
Some residents raised concern with the positioning of the development in an area of flood risk.	The Environment Agency has confirmed the Flood Risk Zone for the site. The Flood Risk Assessment submitted as part of this application sets out the approach to ensuring the development responds to the flood risk as agreed with the Environment Agency following revised modelling during 2012.
Concern that the issue of surface water run-off and disposal of foul water has not been adequately addressed.	The proposed mitigation addresses on site impacts and has been developed through discussions with Thames Water. Detail is contained within the Surface Water Management and SUDS Strategy submitted as part of this application.
Concerns regarding the removal of existing vegetation along the A40, which would alter the character of this route.	The Masterplan has developed to reduce the need to remove vegetation along the central reservation, apart from at the new principal junction on the A40. New planting that will assist in screening new homes will be incorporated on the southern side of the new development running parallel with the A40.
Suggestion that district heating could be utilised in the more densely developed parts of the site.	The application includes provision for an energy centre as part of the commercial centre.
Access and Connectivity	
Concern that the A40 crossings will not provide adequate access to the site which may result in the site being isolated from the rest of Oxford. Can a bridge or underpass be installed? Concern that the development will not be adequately integrated with existing Barton.	The Masterplan and Design Code has been amended and developed to ensure that phases of development will be able to come forward without prohibiting the possibility of a future at grade crossing across the A40. Both bridge and underpass options were subject to extensive technical and financial testing but have not been incorporated due to technical and financial implications and impact on housing numbers.
Concern that the volume of traffic passing through Barton and along the A40 will create congestion, particularly if the speed limit on the A40 is reduced and additional	The transport assessment provides that the impact of the proposed development, following mitigation measures, will not be significant in terms of impact on journey times on the A40, congestion and traffic travelling through Barton.

crossing points are installed.	
Concerns raised by residents of Northway regarding the proposed bus and emergency service vehicle access in terms of propensity for noise and impact on children's safety.	Following the consultation the Masterplan was reviewed and amended to ensure minimum impact on the green space to the south of the A40 along Foxwell Drive. This theme was developed further during the Autumn consultation event in Northway. The A40 junction has been amended to show a new junction arrangement. The connection into Northway has been amended and reduced in size for bus/emergency vehicles.
A number of participants highlighted the need for enhanced public transport connections and bus routes to Barton and Oxford, in particular providing linkages to the John Radcliffe Hospital.	The Barton Oxford LLP has continued to engage with the bus operating companies. There is potential for a shuttle bus to the John Radcliffe Hospital and enhancements to local routes to provide access to the John Radcliffe Hospital and Oxford City Centre.
Concern that there are insufficient links to the surrounding countryside.	The design of the site and proposed Linear Park has been orientated to provide views and physical links to the surrounding countryside. Further principles are set out in the Design and Access Statement.

Autumn 2012 Consultation Events

5.4 The following table provides a summary of the key responses and issues raised by members of the public and other stakeholder groups during the autumn 2012 consultation events, and outlines how the design of the Proposed Development has responded to these where necessary.

Autumn 2012 Consultation Outcomes	
Issue	Proposed Development Response
Principle of development	
Large proportion of Barton and Northway residents support the general principle of development.	
Need to consider wider regeneration benefits to Northway and Barton, including re-housing residents whose current social housing does not meet their needs. (BOB MK Panel).	There is ongoing engagement with Oxford City Council in relation to the new development and existing residents. Regeneration benefits are also being developed within a Regeneration Strategy that will be developed with the community to seek to build on and complement the physical, economic and social initiatives that are set out in the Barton and Northway area Regeneration plans.

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Design and Layout	
<p>Masterplan is good and an improvement on previous versions. Long-term management of dwellings and green spaces need to be better thought out to achieve aspiration of becoming '21st Century Garden Suburb'. (BOB MK Panel)</p>	<p>Housing layout at western entrance to scheme reconfigured. Apartments have been rationalized to better reflect housing mix.</p> <p>The Barton Oxford LLP are currently working with consultants to ensure that the management and ownership of the dwellings and the landscape are considered at this stage in the planning process. As part of this advice the Barton Oxford LLP visited communities including Derwenthorpe, York and Lightmoor, Telford to investigate and test further the elements of a management and maintenance strategy that can be developed for the site in order to help foster a strong sense of community.</p> <p>Costs to residents, particularly given the affordable housing element of the scheme, are of course a key consideration. The LLP recognise the importance of getting the long term management right and are committed to delivering a long term sustainable management proposal.</p>
<p>Two centre approach accepted by the panel. (BOB MK Panel)</p>	<p>The Barton Oxford LLP is pleased to note that the panel accepts the need for two centres and recognises the role of Middle Street in promoting 'linked trips'.</p>
<p>Mid section of Middle Street should have higher ground floor heights to provide future flexibility should commercial uses wish to locate there. (BOB MK Panel)</p>	<p>Middle Street has been reconfigured to ensure this is possible. Parameter Plan setting out building heights revised to ensure floor to ceiling heights at ground floor level are appropriate. The heights also allow feature buildings (up to a maximum of 4.5 storeys along up to 25% of Middle Street) to assist in definition and interest along the principal street.</p>
<p>Remove hedgerows between blocks in Neighbourhood 2, north of Middle Street, to allow for increased planting in back gardens and remove issue of who will maintain hedges. (BOB MK Panel)</p> <p>Residential blocks too small, particularly in the area between the sub-station and allotments. (BOB MK Panel)</p>	<p>General amendments to block sizes reconfigured following testing, strengthening key/landmark buildings. Housing layout at western entrance to scheme has been reconfigured to respond.</p> <p>The apartments now rationalized to better reflect the proposed housing mix.</p>
<p>Parking ratio of 1:1 spaces per dwelling is too low. Parking in front of houses will dominate front gardens – buildings should be set back at least 5m from street. (BOB MK Panel)</p>	<p>The parking ratio for the scheme is 1.69 spaces per dwelling.</p>
<p>Need to set out mechanism for management, policing, updating and control of the design code e.g. performance codes and a Regulatory Plan. Need clear brief for each street type. (BOB MK Panel)</p>	<p>This has been addressed through the provisions of the Design Code and the need for reserved matters applications to provide a Design Statement to demonstrate compliance with the code.</p>
<p>Public right of way alignment needs strengthening. (BOB MK Panel)</p>	<p>Illustrative masterplan amended to strengthen link as proposed to be diverted.</p>

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Housing	
Lack of one bedroom and studio flats within the development.	The proposed development accords with the adopted AAP unit mix that seeks to ensure the appropriate mix for a balanced community at Barton.
Need to consider location of affordable housing to avoid clusters that detract from objective of tenure-blind development. (BOB MK Panel)	Clusters of affordable housing are provided within phases as prescribed by the Barton AAP. Maximum clustering arrangement for houses and flats is 15 houses and 20 flats.
Community Facilities	
Need to ensure that there is indoor space that can be used by local community groups e.g. within the primary school.	A Community Hub which includes a primary school is proposed. This will include spaces that can be utilised by a wide range of community groups. The spaces will vary include rooms that can be accessed during the school day and spaces such as the school hall that can be used through agreement with the school outside school hours. The approach to community facilities as part of a wider "community hub" has been fully considered in dialogue with members of the local community and other stakeholders including city and county officers. Full rationale is set out in the Design and Access Statement. The Community Hub sports pitch/pavilion arrangement has been updated in latest masterplan in response to this consultation.
Need to give further thought to how to prevent foodstore from overtrading, especially as this phase of the development is planned first. (BOB MK Panel)	The impact of the foodstore on the surrounding economy is set out in the Retail Assessment that supports the planning application.
Open Space and Allotments	
Emphasis on need to ensure that open spaces and facilities are properly managed.	The management of open spaces will be addressed as part of a wider estates management strategy for the development. This will be agreed prior to the development taking place.
Concern about the loss of the Nature Park.	The proposals envisage development in this area in accordance with the AAP. However the ability to retain trees of value in the area is an accepted principle also contained within the Barton AAP. A new open space adjoining the existing Nature Park will be provided to the south of the Existing allotments that is well connected to the existing and new community.
Consider integration of allotments within the community rather than fenced off – would require natural surveillance to be maximised, or improve appearance and design of fence. (BOB MK Panel)	The integration of the allotments will be enhanced by proposals being developed with the allotment association. Alternatives to the current fencing, a new hazel coppice, new tree planting, car parking and improvements to the on-site building have also been agreed with the allotment association members.

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Environment and Flood Risk	
Concerns remain regarding loss of nature park.	<p>The proposals envisage development in this area in accordance with the AAP. However the ability to retain trees of value in the area is an accepted principle also contained within the Barton AAP.</p> <p>A new open space adjoining the existing Nature Park will be provided to the south of the Existing allotments that is well connected to the existing and new community.</p>
Need to give more thought to how CHP facility would be managed and provide heat to development. (BOB MK Panel)t	CHP is being considered and could form part of the retail / residential area near to the new junction with the A40. CHP is not viable across the whole development.
Access and Connectivity	
Concerns persist regarding access to buses and emergency vehicles from Northway.	The bus/emergency vehicle access has been narrowed to into Northway enabling the maximum amount of green space to be preserved.
Concern regarding increased traffic which will be created on Harolde Close as a result of nature reserve development.	This parcel of land will provide for a small number of homes that will not have a significant impact on the existing network. The construction of this parcel will be controlled through the Construction Environment Management Plan to be agreed with the City and County councils.
Further examine scope for 'at grade' crossings to link development with areas to south of A40, especially from south east corner of the substation. (BOB MK Panel)	The Masterplan and Design Code has been amended and developed to ensure that phases of development will be able to come forward without prohibiting the possibility of a future at grade crossing across the A40.
Narrow visual width of streets and include 'incidents' to help slow reduce speeds. Need to vary street width between main and side roads. (BOB MK Panel)	The Design Code provides clear guidance on the detailed design of streets including hierarchy, to ensure that traffic does not dominate the development and the environment is safe for pedestrians and cyclists.