

Barton Area Action Plan Proposed Submission

Wording changes agreed by Council 19 December

Policy BA4 Public Open Space, supporting text:

Delete the following from page 11/12 on the draft Submission Area Action Plan:

~~The linear park will replace Barton Village Nature Park. The nature park has relatively low ecological value but does act as informal recreational green space for those living nearby in Barton. Ecological assessments indicate that this area does not need to be protected on the grounds of biodiversity, especially since opening up or creating alternative areas could provide more valuable replacement areas for wildlife elsewhere in the development.~~

Replace with:

Barton Village Nature Park sits in the south-east corner of the strategic development site. It forms an area of informal recreational open green space and mature trees for those living nearby, but has a weak relationship with surrounding homes and has poorly connected footpaths and little surveillance. Ecological assessments show that the nature park has relatively low ecological value.

To open up opportunities to better integrate new and existing homes the nature park should be developed. Better connected, safer and higher quality public open space will be provided in the form of the linear park which will also incorporate more valuable replacement areas for wildlife. The layout of the new development in the nature park area will ensure that existing trees are retained wherever possible, green space is incorporated and that there is a green buffer between the new homes and existing properties in Harolde Close.

Policy BA6 Vehicle access, supporting text:

Make the following changes to page 13 by the **addition of the words**: 'Any bus service between Northway and the new development is likely to run along Westlands Drive. Meaden Hill is not suitable for buses' as follows:

Three vehicle accesses are proposed.

The primary vehicle access will be directly from the ring-road via an at-grade signal controlled junction or roundabout allowing vehicles to turn left and right in to the development and left and right out. To prevent rat-running, the only vehicle link from the strategic development site to Northway will be for buses and emergency vehicles. Private motor vehicles will not be allowed to use the link between the strategic development site and Northway or to access Northway from this point on the ring-road. Any bus service between Northway and the new development is likely to run along Westlands Drive. Meaden Hill is not suitable for buses.

Illustrations 9a and 9b show how the junction/roundabout would work.

Both junction types would incorporate signal controlled crossing provision for pedestrians, cyclists and buses.

Policy BA6 Vehicle access:

Insert additional wording 'Measures will be investigated to improve entry to and exit from Barton at the Headington roundabout' as follows:

The primary vehicle access will be a new signal-controlled at-grade left in/left out, right in/right out junction or roundabout on the A40 ring-road towards the western end of the strategic development site. The new junction or roundabout will incorporate bus and emergency vehicle only movements between the development site and Northway and between the ring-road and Northway.

The junction or roundabout will be designed so that it does not allow access for private motor vehicles into Northway.

Two further all-vehicle access points should be provided, from Fettiplace Road and one other point to the south in Barton on Barton Village Road. Both access points should be capable of accommodating bus movements.

Measures will be investigated to improve entry to and exit from Barton at the Headington roundabout.

A new road (the 'primary street') will be developed linking the new junction and Fettiplace Road. The road will be designed as part of the development based on low vehicle speeds. It will give priority to provision for walking, cycling and public transport and be designed to accommodate a bus route.

Policy BA9 Affordable housing:

Insert additional wording 'Within the limits set by the financial viability of the project, all efforts will be made to provide affordable housing above that minimum level' as follows:

Planning permission for the strategic development site at Barton will only be granted for development that provides a minimum of 40% of the proposed homes as affordable housing. The minimum 40% affordable housing will be social rented homes. Within the limits set by the financial viability of the project, all efforts will be made to provide affordable housing above that minimum level. Any additional affordable housing provided above the minimum 40% may include intermediate homes, shared ownership or affordable rent.

In order to create a mixed and balanced community, not less than 35% affordable housing will be provided in any phase of the development, subject to achieving the overall minimum of 40% across the strategic development site as whole.

The provision of affordable housing must form an integral part of the development and will be clustered within the market housing. Contributions for off-site affordable housing provision will not be appropriate.

The affordable housing should be available to those in housing need in perpetuity.