



*Christ Church*



## **Second Consultation - Feedback Summary Report**

### **Overview**

Thank you to everyone who took part in our second round of consultation for Land North of Bayswater Brook which ran between 29 June and 31 July.

At every stage of our project development we have appreciated people taking the time to share their thoughts and provide us with valuable feedback. Our first phase of consultation in March – alongside our technical studies and work with other stakeholders - led to a number of key changes which can be found at <https://www.bayswateroxford.co.uk/our-current-consultation/our-latest-masterplan/>.

For this second phase of consultation we welcomed the opportunity to present our updated plans and to talk with people at our in person consultation events and via the online webinar and to receive feedback via our website, email and feedback form.

We have also appreciated the chance to meet and discuss the project with parish councils and a range of other groups and organisations.

All feedback and comments are being read and considered by our technical team who will carefully consider them in developing our final scheme. Full details of how we are addressing the different aspects of the project will be set out in our planning application which we hope to submit later this year. But in the meantime, the summary which we have placed on our website ([link](#)) provides a summary of the issues raised in feedback submissions to the consultation, including comments and questions submitted during the online webinar.

We hope to submit our application later this year.

<b>Themes</b>	<b>Feedback – Key points summary</b>
<b><u>General comments</u></b>	<ul style="list-style-type: none"> <li>• A desire to see 'affordable' housing</li> <li>• Concerns about development on former Green Belt land</li> <li>• A desire to see building measurements or a scale on the Master Plan</li> <li>• A desire to see parking and Wick Farm Park residential homes on the map</li> <li>• Will the current viewpoints be disturbed by high or overly colourful buildings?</li> <li>• A desire to see area R12 removed to minimise policing, noise disturbance, additional traffic and road accidents, and to maximise pedestrian and cyclist safety</li> <li>• A desire to see any outdoor activities that generate noise located far from residential areas</li> <li>• A desire to see the design consistent with what is nearby</li> <li>• How many houses are being proposed?</li> <li>• A desire to see the existing community protected from noise and inconvenience during the construction period</li> <li>• Which order will the housing units, facilities and landscaping/infrastructure be built?</li> </ul>
<b><u>Infrastructure and public services</u></b>	<ul style="list-style-type: none"> <li>• A request that Section 106 money goes towards medical facilities, a new cycle bridge and improved cycle routes, improving the tunnel under the Northern bypass from Barton to Barton Lane, and dealing with the drainage and sewage issues</li> <li>• A desire to see measures put in place to recycle grey water for flushing toilets</li> <li>• A desire to see the site having provisions for GP surgeries, dentists, schools and shops as local services are already overwhelmed</li> <li>• What functions will the community building near the primary school have?</li> <li>• A desire to see a small library and book donation/exchange facility, a worship/multi faith room, a room for cultural activities and a space for meetings, theatre performances, concerts and other events in the community building</li> <li>• A desire to see infrastructure, landscaping and communal facilities prioritised so these features are available for new residents and existing Barton communities</li> <li>• A desire to see street lighting and furniture of good quality and with a durable finish, with all materials ethically and sustainably sourced</li> <li>• A desire to see kerbs of a sufficient height to prevent cars driving up on pavements</li> <li>• A desire to see as many trees as possible planted along the roads to produce an 'avenue' atmosphere to encourage low-speed driving.</li> </ul>

**Traffic and traffic management systems, public transport**

- Will the Barton Bayswater Road end of the development affect outlying villages including Stanton St John, Forest Hill, Beckley, New Inn/Whitehouse/Horton Studley and Islip?
- A desire to see adequate controls proposed for any increased traffic at rush hour
- A desire to see measures taken to ensure Shepherds Pit Lane and the B4027 do not become rat runs through to the A34 and A40
- Will the transport modelling still be accurate when the other strategically allocated sites around the ring road (e.g. Barton Park, Grenoble Road and Northfields) are taken into account?
- Can the evolution of the access and mitigation strategy developed in consultation with Oxford City Council be clarified, particularly the interventions proposed at the very busy and difficult access to Headington Roundabout?
- What factors/assessment led to the shift in the transport strategy from the link road idea to the additional lanes on the roundabout, A40 North way approach and A4142 Eastern bypass approach?
- A desire to see an internal spine road to connect the A40 further east
- What has informed the proposed signalised access onto Bayswater Road?
- A desire to see a left turn towards Wheatley Road not permitted
- A desire to see the existing access to the Northern bypass used instead of creating more traffic signals
- A desire to see the two signalisations on the A40 further apart
- Will the development be car-based due to lack of suitable transport infrastructure to encourage a shift from car to active travel?
- A desire to see cars given even less priority over active travel
- Will vehicular access be constrained if cars use a lane through Elsfield or Bayswater Road? Both are already at capacity during peak traffic periods
- What will the public transport facilities or proposals for access to the city be?
- How will residents travel to places other than Oxford?
- A desire to see traffic modelling based on patterns from Barton Park, instead of on 2019 traffic data which differs considerably from the travel patterns for new developments
- Why have the Connecting Oxford bus gates on the Marston Ferry Road onto the ring road and John Radcliffe Hospital traffic onto Marsh Lane not been included in the modelling?
- Comment that the journey time along the Bayswater Road from the White House to the Headington Roundabout takes longer than 10 minutes, especially at peak times
- Will provisions be made for residents commuting to places other than Oxford?
- The flooding at the bottom of the road from Elsfield to the T-junction is easily driven through, so is there any reason to modify/improve the road?
- Comment that Bayswater residents are being encouraged to drive into Oxford by car as the scheme promoting people travelling to Oxford by bike or bus is making the journey easier
- Are the bike lanes at the Elsfield Road junction necessary? Very few cyclists use the Woodeaton or Elsfield roads and at the weekends there are more cyclists but less traffic.
- A desire to see the road markings at Elsfield Road Junction changed to give priority to the heavier Woodeaton traffic

- Are the plans that include traffic lights and a new layout for the Woodeaton/Elsfield and A40 slip road junctions necessary?
- A desire to see traffic surveys used for modelling based on pre-COVID statistics, with schools and universities operating full terms, on weekdays excluding Fridays (many work four days a week)
- A desire to see the changes proposed for Headington Roundabout enacted
- Is it possible to have a bus route that connects Barton, Barton Park and Bayswater so they don't stay as three separate areas?
- A desire to see newer data than that based on the 2011 census used, as housing and traffic has increased tenfold since then
- A comment that the current junction with the A40 westbound and slip lane to Marston, Elsfield and JRH is very dangerous for cyclists,
- A desire to see the section of Marston Road just south of the A40 bridge improved
- A desire to see a large segregated shared cycle and footway on the eastern side of the road, from the new development, over the existing A40 bridge, to the OXRAD sports centre and beyond, to allow a properly integrated cycle network
- A desire to see more work on stop-free cycle flow, as the planned cycleway seems to appear from nowhere on the western side of the bridge after cyclists have already avoided 50mph traffic over the A40 bridge
- A desire to see the A40 underpass improved and a segregated traffic free cycle route from the underpass to the new development
- Will the limited parking make the areas outside new homes look like car parks?
- A desire to see fewer cars and more public transport, but acknowledgement that those buying homes will have cars and a need to put them somewhere
- A desire to see the access to and from the Headington Roundabout completely overhauled
- A desire to see the proposals address the issues of gridlocked Bayswater Road on school days
- A desire to see priority routes for buses across Barton and Bayswater Road to stop buses from getting stuck in traffic
- A comment that Bayswater Road regularly floods and affects traffic flow
- Concern that the junction of Barton Village Road and Fettiplace Road is an accident blackspot, and that adding a bus route is unsafe and not in the best interests of the current residents
- Concern that adding a bus route is unsafe and dangerous, will buses be able to get around the northernmost right-hand turn of Barton Village Road. There are pedestrians, cyclists and vulnerable people crossing there who need to be considered
- Will increased traffic raise existing pollution levels?
- Will people need to drive cars onto the A40 to access supermarkets?
- Will the cycle lane across the A40 introduce more traffic lights?
- Concern that four lanes from Cowley and narrower lanes is an accident waiting to happen with heavy articulated lorries from the BMW plant

- |  |  |
|--|--|
|  | <ul style="list-style-type: none"><li>• An expression of strong support for the Toucan crossing, as it was felt to be dangerous to cross Bayswater Road during peak times because of car and lorry drivers often not obeying the speed limit</li><li>• A desire to see a box junction put across Waynflete Road to prevent cars blocking the junction, or a four way traffic light system to allow cars to exit safely, concerns that if traffic is only allowed to flow right out of Bayswater Road it might exacerbate congestion</li><li>• A desire to see buses prioritised over private cars into the south of the site, as well as any further measures to encourage the use of public transport and minimise use of the private car</li><li>• Support for the new cycle routes, walkways and bus routes through the site, up Bayswater road and over the Northern ring road, and the new, wide access points over Bayswater Brook, as encouraging greener travel is necessary in the light of climate change</li><li>• Concern the Bayswater development will have little impact on traffic elsewhere in Oxford, as a significant number of residents will want/need to use their cars on a daily basis, creating an extra burden on the existing Barton Road network, particularly the narrow and winding Barton Village Road, and on the Northern ring road</li><li>• A desire to see parking in Barton Village Road restricted if more buses are to use this route</li><li>• A desire to see a maximum speed of 20mph through the new neighbourhood, and the same speed restriction with clear signage introduced in the existing Barton area</li><li>• A desire to see the cycle/pedestrian underpass leading from North Way under the A40 near the roundabout and the underpass opposite Wick Close upgraded to accommodate the increase in cyclists and to ensure they do not endanger pedestrians</li><li>• A desire to see traffic lights that regulate the new access junction from Bayswater Road, as vehicles currently drive at high speeds in both directions</li><li>• A desire to see the proposal that no buses will use the eastern site access onto the Bayswater Road enacted</li><li>• Will off-plot residential parking be inconvenient and difficult for the elderly, people with disabilities and families with several children? A desire to see a suitable proportion of houses with parking nearby</li><li>• A desire to see underground parking to keep the street scene car-free</li><li>• A comment that electric cars will not alleviate the traffic congestion that this development will produce, and that they are not currently affordable for the majority of people</li><li>• A desire to see dependable public transport such as buses or trams, safe cycle and pedestrian paths, and on-site facilities such as schools, recreation, meeting space, grocery and pharmacy stores and GP surgeries, to reduce congestion.</li></ul> |
|--|--|

<p><b><u>Pedestrian walking and cycle routes including new A40 bridge crossing</u></b></p>	<ul style="list-style-type: none"> <li>• Positive views of the appearance of the bridge</li> <li>• Who will take care of the planting on the bridge?</li> <li>• A desire to see more space on the bridge for pedestrians</li> <li>• A desire for adequate separation of pedestrian and cycle facilities to avoid accidents</li> <li>• What is the exact location of the bridge?</li> <li>• A comment that the new pedestrian/cycle bridge over the A40 is not in a convenient place for residents in the centre and eastern part of the development to get to Oxford, that it appears to land in a 'no man's land' on the southern side of the A40 and isn't clear where it will link up with a path going west towards Marsh Lane</li> <li>• Concern that, apart from the bridge, there is no significant addition to direct crossings, and that the site depends primarily on links through Barton Park and its single level crossing exit at the A40 as the way for pedestrians/cyclists to get to Oxford. Concern, therefore, about whether the infrastructure is sufficient incentive for residents to walk or cycle instead of using a car</li> <li>• A desire to see the two public footpaths to Elsfield and Beckley remain open and accessible during and after construction, and that they are landscaped attractively like the path through Barton Park</li> <li>• A desire to see a second A40 bridge at the centre of the development to join the public right of way that continues over the A40 leading up to Old Headington and the JR, to promote active travel</li> <li>• A desire to see the cycle bridge over the A40 included</li> <li>• A desire to see the bridge adequately lit if it is to be shared between cyclists and pedestrians</li> <li>• A desire to see the bridge designed in a way to discourage people from stopping and looking over the side for user safety</li> <li>• A desire to see sound-reducing panels on the A40 bridge</li> <li>• A desire to see a foot and cycle bridge across the A40 west of the Headington Roundabout that is wide enough to ensure pedestrian and cyclist safety, lit with lighting that does not go up into the night sky, connecting with similar wide and safe paths, and that is an attractive and complimentary design</li> <li>• A desire to see the bridge designed to make pedestrians and cyclists feel safe when using it considering the A40 is extremely busy below.</li> </ul>
<p><b><u>Environment and wildlife</u></b></p>	<ul style="list-style-type: none"> <li>• Will the development on the land outside the ring road threaten wildlife?</li> <li>• Concerns about the impact of development on animal, plant and bird life</li> <li>• A desire to see plans respect the agricultural landscape</li> <li>• Will the SSSI, Sydlings Copse and College pond have protection from development and increased access?</li> <li>• A desire to see a clearly defined Green Belt Boundary</li> <li>• A desire to see homes as modern, insulated and eco-friendly as possible</li> <li>• A desire to see energy saving measures such as solar panels for properties, and also provisions for people to grow their own food and harvest rainwater/grey water from showers</li> <li>• Will the residents' views of the rural landscape be lost?</li> <li>• A desire to see the amount of green space currently proposed maintained in the final design</li> <li>• A desire to see provisions made for electric vehicles</li> </ul>

	<ul style="list-style-type: none"> <li>• Can water features and ponds be restricted to avoid young children falling in?</li> <li>• How sustainable is the project?</li> <li>• A desire to see different kinds of new trees planted to protect and reintroduce birds, bats and wildlife, as well as to keep the area cool.</li> </ul>
<p><b><u>Flooding and water management</u></b></p>	<ul style="list-style-type: none"> <li>• Will flooding increase around the development?</li> <li>• What provisions will be implemented to alleviate the water that will enter the brook due to building on agricultural land?</li> <li>• A desire to see measures put in place to protect the residential properties along the edge of the park area that are in danger of flooding</li> <li>• A desire to see the flooding issue resolved for the roads around Elsfield Road where they cross in Bayswater Brook, especially after heavy rain</li> <li>• Are the proposals to manage sewage from the development adequate?</li> <li>• Will the new houses and roads diminish the natural drainage of the brook further and risk damage to nearby properties at Wick Farm Park Residential and existing residential areas?</li> </ul>
<p><b><u>Community spaces and facilities</u></b></p>	<ul style="list-style-type: none"> <li>• How much land in hectares is being allocated separately to allotments and orchards, and how many of each will there be?</li> <li>• Comment that residents of Barton do not need more allotments</li> <li>• Support for the decision to remove the skatepark from the south east corner</li> <li>• Why has the skatepark been removed?</li> <li>• A desire to see a skate ramp (4ft high, 32ft wide, 20ft long) that is wheelchair accessible made available if the skate park does not go ahead</li> <li>• A desire to see a play area for 10-17 year olds in a place where it will not disturb residents</li> <li>• A desire to see a mountain bike track that is easily seen by residents</li> <li>• Support for the running routes</li> <li>• A desire to see a space for a place of worship</li> <li>• Will the project reserve a plot to auction for a place of worship?</li> <li>• A desire to see the project creating opportunities for community development such as apprenticeships, education in community and interactive educational documentaries</li> <li>• How will existing communities be impacted?</li> <li>• Will facilities attract noise and antisocial behaviours and disturb residents?</li> <li>• Support for the paths, cycle routes and plans for outdoor play areas and activities</li> <li>• Comment that the mixed-use community square is a positive.</li> </ul>
<p><b><u>Wick Farm regeneration and Wick Farm Park</u></b></p>	<ul style="list-style-type: none"> <li>• Is there a chance that asbestos has been used in the roofing at Wick Farm?</li> <li>• Has the soil been proven safe to grow fruit and vegetables?</li> <li>• Will those on Wick Farm be at risk of increased car, cycle and foot traffic?</li> </ul>

- |  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• A desire to see screening provided around Wick Farm, as stated in the Local Plan</li> <li>• Will Wick Farm Park Residential residents be overlooked by development, and will their views of countryside be blocked?</li> <li>• How will Wick Farm be accessed by construction traffic, and how will disturbance to residents be minimised?</li> <li>• Will the lack of parking provision at the community centre and shops lead to visitors parking at Wick Farm Park Residential?</li> <li>• Will the community centre cause noise disturbance to residents of Wick Farm Park Residential?</li> <li>• How will people access the allotments, and where will they park?</li> <li>• Comment that Wick Farm is lovely and should be a focal point</li> <li>• Support for the proposed redevelopment of Wick Farm, including the restoration and re-use of historic buildings</li> <li>• Will the redevelopment mean additional cars using and parking on the private road through Wick Farm Park?</li> <li>• Is converting the heritage buildings in the interest of the local residents?</li> <li>• Will the redevelopment of wick farm cause loss of existing local businesses?</li> <li>• A desire to see an experienced entrepreneur entrusted with the restoration of the Wick Farm buildings</li> <li>• Comments to make a café and restaurant with a market garden and retail space to attract visitors</li> <li>• Suggestions for an exhibition space to explain the history of the farm</li> <li>• A desire to see trees to provide shade and greenery, and a water feature added to plans</li> <li>• A desire to see the community square able to accommodate outdoor events</li> <li>• A desire to see an ironmongers and chemist</li> <li>• Paths should be safe and usable, connecting Wick Farm Buildings for cyclists and pedestrians</li> <li>• Support of the increased distance between Wick Farm and land parcel R12 to preserve the farm area as a cultural heritage site</li> <li>• A desire to see low-key and low-rise buildings in the land parcel R13 as it flanks the listed buildings.</li> </ul> |
|--|---|