



### [Transport for New Homes](#)

#### BRINGING TRANSPORT AND PLANNING TOGETHER

#### **Allerton Bywater Millennium Community**

Allerton Bywater Millennium Community was announced by John Prescott in 1998 as one of a series of new developments which aimed to showcase innovative new approaches to building sustainable communities. Lying six miles south-east of Leeds, the Millennium Community occupies the former site of Allerton Colliery, at the centre of the village of Allerton Bywater.

The site was transferred to English Partnerships in 1995 and upfront public investment of £24 million enabled land remediation, decontamination and flood alleviation works. The eventual design included high environmental standards, a HomeZone where pedestrians and motor vehicles were given equal priority on kerb-free streets, and a Design for Manufacture competition in which homes were built for a construction cost of no more than £60,000.

Rather than focusing solely on the site itself, the Millennium Community aimed to benefit the village as a whole, helping it to shake off the post-industrial legacy. In particular, a £500,000 fund was made available to provide capital funding for local projects, managed by the Community Initiative Subgroup of the parish council. Funds have also been provided for the refurbishment of buildings used as community venues, giving a positive boost to the area.

Walking and cycling links are good, both within the site and to nearby destinations, including a Sustrans cycle path following a former railway line. There is easy access to shops and facilities within the rest of the village. Bus services are adequate but have seen no real improvement from the development. There is disappointment locally that some of the early promises, such as to run buses through the site itself, have not been kept. However, the Millennium Village has still provided some welcome improvements for the local community while keeping the new homes more affordable than in most of the sites we have visited.

Click [here \(http://www.transportfornewhomes.org.uk/wp-content/uploads/2018/10/Allerton-Bywater-Millennium-Community.pdf\)](http://www.transportfornewhomes.org.uk/wp-content/uploads/2018/10/Allerton-Bywater-Millennium-Community.pdf) to download the Allerton Bywater profile.



<http://www.transportfornewhomes.org.uk/wp-content/uploads/2018/08/057.jpg>



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**Barton Park**

Barton Park is a new mixed-use residential neighbourhood on the north eastern edge of Oxford. The development is a partnership between Grosvenor Development Limited and Oxford City Council. The location is difficult for transport in the sense of being on fields the other side of the busy A40 dual carriageway that runs around Oxford, severing it from the town. A large new entrance onto the dual carriageway is planned and potentially a bridge over the road to take pedestrians, cyclists and buses into Oxford. However this is expensive and appears badly delayed. The fields are not close to a railway station or rapid transit. The masterplan for the area is nonetheless ambitious and promises an ‘integrated and vibrant new community that will help stimulate regeneration in the adjoining neighbourhoods’. The reserved matters application submission, comprising the A40 junction, primary street, linear park, greenways and associated attenuation features, represents the first step in delivering the vision for Barton Park.



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### **Bath Riverside**

Bath Riverside is located on a disused gasworks in the centre of Bath, near the river. which had been derelict since the 1980s. The development consists of modern high-end apartments and some town houses incorporated into a large development area by the River Avon and is well situated for walking to shops, entertainment, the railway station, bus station and bus stops. Car parking is limited and the public realm is shaped around walking. The development has contributed substantially to public transport improvements in the wider area and to new local pedestrian links. When visited: **May 2018**.



<http://www.transportfornewhomes.org.uk/wp-content/uploads/2018/07/photo-31b-Bath-riverside.jpg>



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**Berryfields, Aylesbury**

Berryfields' location on the north-west outskirts of Aylesbury is on the other side of the A41 which cuts the new development off from the town, with access off a large roundabout. The A41 and the ring road system are used in general to serve a number of development areas to the North of the town and the effect is to limit the desirability of walking or cycling to the new areas. Better to use the car. A bonus however is the proximity of a station to parts of Berryfields, although this is not in the new housing area itself but off a roundabout near it. The Chiltern line into central London is popular. The average house price in Aylesbury is £380,000, far exceeding the national average of £222,000, a figure which has risen rapidly in a short time and is expected to continue to do so.

The Development Brief anticipated the project starting in 2005, with phases 1, containing 700 units, and 2, with 1,150 units, seeing 1,850 houses finished by 2011. Berryfields Academy and Primary School have opened.



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**Cambridge southern fringe new developments**

The housing market in Cambridge itself is such that the average house price is far above the national average. Given the popular location there has been a spate of building in the city in recent years, with 30,000 or so houses in extensions in the eastern, northern, and southern fringes of the city. The Great Kneighton and Trumpington Meadows urban extensions together form the bulk of the housing development in the Southern Fringe. Both were approved at the beginning of the decade and have largely now been completed.

The developments benefit from proximity to the Cambridgeshire Guided Busway, which provides rapid journeys to Cambridge rail station, the city centre and beyond. There is also good cycle access to local destinations, and Trumpington hosts a large Park & Ride. The city centre is too far to be realistically accessible by foot, but the combination of good cycle routes and bus-based rapid transit means that residents have a genuine alternative to the car. That said the southern fringe developments are not far from major roads.

Lots of new community amenities have been built as part of the developments, including primary and secondary schools, a library, community rooms, and a nature reserve. The biggest drawback is probably the fact that the high house prices will put the area out of the reach of many.

Click [here \(http://www.transportfornewhomes.org.uk/wp-content/uploads/2018/10/Cambridge-Southern-Fringe.pdf\)](http://www.transportfornewhomes.org.uk/wp-content/uploads/2018/10/Cambridge-Southern-Fringe.pdf) to download the Cambridge Southern Fringe profile.



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