

SUPPLEMENTARY INFORMATION

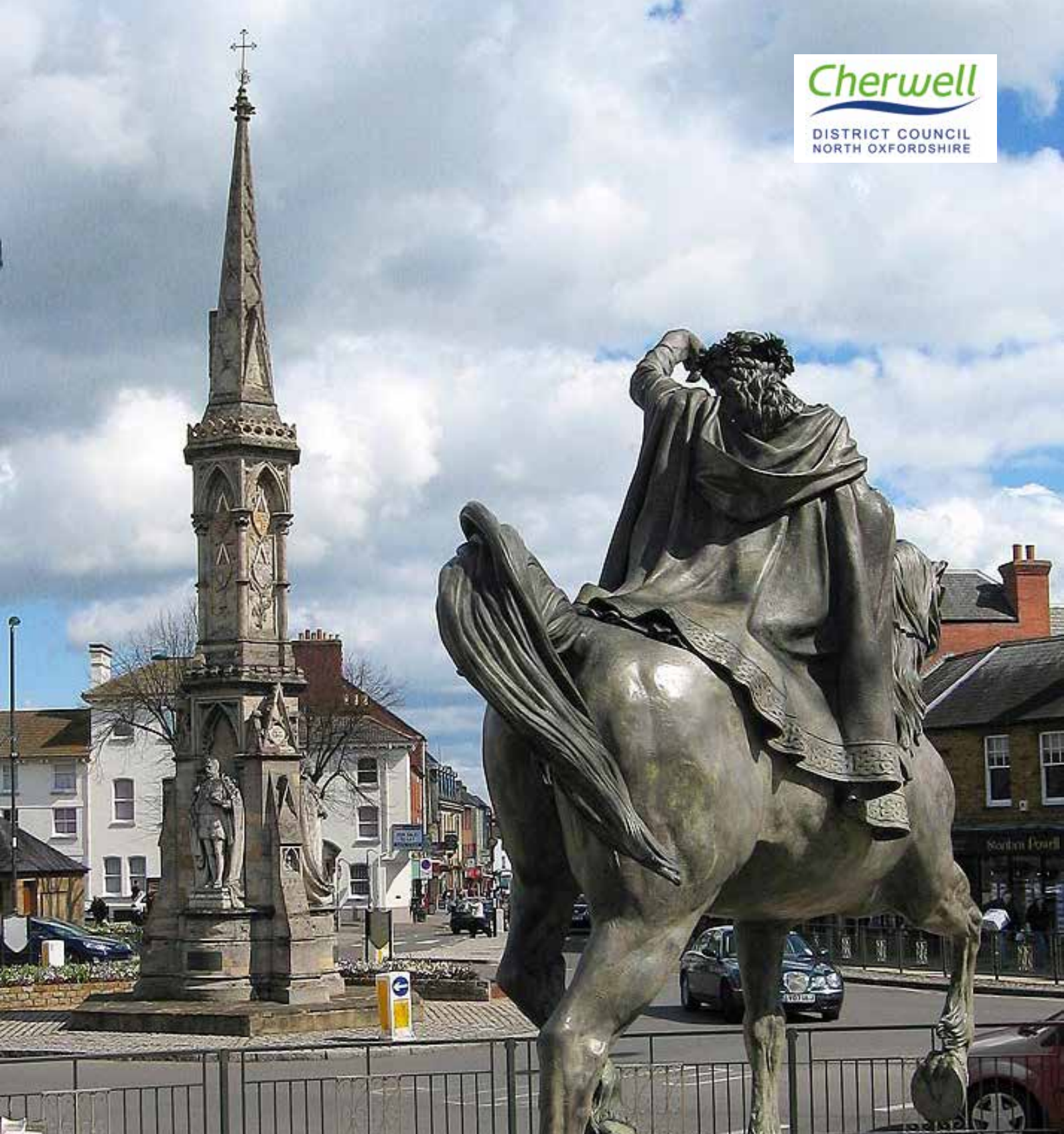
Council

19 December 2016

| Agenda Item Number | Page | Title | Officer Responsible | Reason Not Included with Original Agenda |
|--------------------|---------------|---|--|---|
| 11. | Pages 1 - 166 | Adoption of the Banbury Vision and Masterplan Supplementary Planning Document (SPD) | Head of Strategic Planning and the Economy | Published as a supplement to the main agenda due to the size of documents |

If you need any further information about the meeting please contact Natasha Clark, Democratic and Elections natasha.clark@cherwellandsouthnorthants.gov.uk, 01295 221589

This page is intentionally left blank



BANBURY VISION & MASTERPLAN

SUPPLEMENTARY PLANNING DOCUMENT - FINAL DRAFT

Page 1

DECEMBER 2016

EXECUTIVE SUMMARY

The adopted Cherwell Local Plan 2015 together with the Banbury Vision & Masterplan establishes the long term VISION for the town. The Masterplan integrates planned schemes with new opportunities and initiatives to help create a sustainable market town and regional centre. The Local Plan sets the planning framework up to 2031 with the Banbury Vision & Masterplan providing a further level of detail to inform the preparation of Local Plan part 2 and the implementation of Local Transport Plan 4 (LTP4) published by Oxfordshire County Council.

The vision for Banbury is a premier regional centre with a fast growing economy developed from the strengths of the area; and at its heart, a vibrant and attractive town centre, set in a high quality and distinctive environment with greater housing choice, improved accessibility and a reduction in traffic congestion.

This vision is formed from six inter-connecting strategic objectives that will:

- Promote Banbury as the regional service centre of choice for the wider region;
- Establish a strong economy;
- Reduce congestion and improve accessibility;
- Create a vibrant and attractive town centre;
- Create a high quality environment and distinctive place to live and work; and,
- Promote opportunities for local people.

The significant housing growth planned for Banbury will provide the opportunity to develop Banbury into a stronger regional centre with a full range of retail, leisure, cultural, sporting and social activities. To deliver this role the strategic roads, public transport network and car parking will need to be improved together with better training and higher education opportunities for local people.

To facilitate this growth, investment is required in apprenticeships, training and education and the delivery of suitable employment sites. A diversifying and thriving town centre and expanding regional influence will also draw in a wider range of professional service jobs. The strengths of a large working age population, low unemployment rate, skilled workforce, combined with high value added activities and enterprising population offer opportunities to increase economic activity.

Traffic congestion and poor access are major constraints on growth and detract from the overall perception of Banbury. Action is needed now to address present concerns and enable growth to be delivered. Traffic congestion along the east/west network and on to the motorway junction needs to be resolved through short term improvements and a longer term strategic solution. Similarly in the town centre the congestion at the Cherwell Street and Bridge Street junction needs a long term solution. A commercially viable bus network is needed to improve choice and access.

The vision is to create a vibrant and attractive town centre, but with continued pressures from out of town retailing and internet shopping the future role and viability of the town centre, as in other towns, is being tested. The town centre must deliver an entertainment, cultural and leisure quarter, quality food retailing and new niche and speciality shops together with festivals and events. This should be complimented with improved access, an enhanced business and professional sector together with new town centre housing and improved community facilities.

The potential scale of change is substantial and a planned and co-ordinated approach is needed for the redevelopment of the town centre. A Town Centre Action Area managed by a Banbury Task Force can provide the joined up approach to deliver and manage change.

The quality and character of the environment is a part of what creates that sense of place that unifies towns and sometimes makes them memorable. It provides the setting for daily life and enables a healthier lifestyle with better links to open space and sports facilities. Proposals include providing a north-south green lung that improves access to the town centre and opens up the canal and river; new public spaces and green links connecting the neighbourhoods together; attractive gateways in to the town; a richer more diverse bio-environment; and, new open space and amenity areas to serve the needs of residents.

The public sector can provide the vision; the private sector the investment and entrepreneurship; and, the people of Banbury the energy to deliver the planned economy growth. Areas of deprivation need to be continually addressed and life chances improved.

The vision for Banbury requires the support of many public sector organisations and the active engagement with the private sector. It needs to be delivered by one team with strong leadership to drive through the actions and achieve the planned growth. Scarce public sector resources need to be targeted to gain maximum benefit and the leverage of private sector investment.

The vision is about 'promoting opportunities' as well as creating a 'place for opportunities' to be realised. The public sector will take the lead using targeted funding to secure maximum benefit and lay the foundations for economic growth delivered through private sector investment.



Prepared by – WYG Environment Planning
Transport Ltd.

Drawings based upon the Ordnance Survey map
with the permission of The Controller of Her
Majesty's Stationery Office, © Crown copyright.

WYG Environment Planning Transport Limited 2016,
licence no: AR 1000 17603

CONTENTS

| | | |
|----------|-----------------------------------|------------------------------|
| | EXECUTIVE SUMMARY.....I | |
| 1 | INTRODUCTION.....1 | A APPENDIX I.....60 |
| 2 | BANBURY TODAY.....4 | Canalside Development Area |
| 3 | BANBURY VISION.....10 | Bolton Road Development Area |
| | Vision & objectives | Spiceball Development Area |
| | Strategic objectives | A APPENDIX II.....68 |
| | Masterplan | A APPENDIX III.....77 |
| 4 | THE ECONOMY.....16 | |
| 5 | TRANSPORT & MOVEMENT.....22 | |
| 6 | TOWN CENTRE.....28 | |
| | Initiatives | |
| | Vitality | |
| | Transport solution | |
| | Linkages and spaces | |
| | Buildings and places | |
| 7 | THE ENVIRONMENT.....44 | |
| 8 | PEOPLE.....52 | |
| | Education & training | |
| | Housing | |
| | Environment | |
| | Brighter Futures Partnership | |
| | Community facilities and services | |
| 9 | DELIVERING THE VISION.....56 | |
| | Initiatives & actions | |
| | Leadership | |
| | Funding | |



CULSINE
Lettuce, Bread, Butter,
The Best of All

JTS BAR & DINING

TAKEAWAY
Baguette £2
Jacket £3

Pub menu board with text including 'Pub Menu' and 'Specials'.



1. INTRODUCTION

BANBURY VISION & MASTERPLAN

This document sets out a new economic vision for Banbury; as an attractive regional centre; a place of growth, prosperity and enterprise. It establishes a clear vision for the future of the town and identifies the projects and initiatives, which will improve the economic performance of the area and secure a better future for local people.

In summary this document:

- Articulates a future role for the town;
- Identifies areas for economic improvement;
- Provides investment confidence;
- Supports the delivery of the Cherwell Local Plan;
- Identifies a way to deliver the Canalside development;
- Promotes an attractive town centre with a full range of facilities; and,
- Identifies a series of measures to address traffic congestion and improve accessibility

The Cherwell Local Plan 2011 - 2031 (adopted on 20th July 2015) is a vision and spatial strategy for Cherwell District Council. The spatial strategy aims to manage the growth of the district and focuses the majority of proposed growth around Bicester and Banbury, limits growth in rural areas, and strictly controls development in the open countryside. A set of fifteen objectives have been established to achieve the vision covering the three themes of developing a sustainable local economy, building sustainable communities and ensuring sustainable development. The Banbury Vision & Masterplan has informed Local Plan part 1. The Masterplan now builds on and reflects Local Plan part 1 policies.

The Masterplan sets out the investment needed in key projects and infrastructure to enable the growth of the local economy. The result is a flexible, realistic and deliverable strategy for the long term growth of Banbury that will inform Local Plan part 2 and sets out the main infrastructure initiatives, including those set out in Oxfordshire County Council's LTP4. Delivery of the Masterplan is set out in Chapter 9 and in the action plan contained in Appendix II.

The Banbury Vision & Masterplan contains design principles for sites identified in the Local Plan, building on the Local Plan policies. It aims to bring together land use matters and proposals, which are set out in often more detailed documents, to provide a vision for the town which can be used for planning and investment. It has identified areas for change in order to deliver the vision. However, it does not contain policies or allocate sites, which is the role of the Local Plan part 1 and Local Plan part 2. The Banbury Vision & Masterplan may be a material consideration in the determination of planning applications. Unlike a Local Plan, it will not form part of the Development Plan for the District.

The Banbury Vision & Masterplan has been produced in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. A list of the main evidence that has informed the document is set out in Appendix III.

This document has been prepared with the engagement of local stakeholders and the involvement of Cherwell District Council (CDC), Oxfordshire County Council (OCC), South East Midlands Local Enterprise Partnership (SEMLEP), Oxfordshire Local Enterprise Partnership (OxLEP), and Banbury Town Council.

The production of the Banbury Vision & Masterplan SPD has involved extensive consultation. This directly influenced both early development and later refinement of the document. Formal public consultation on the draft SPD was undertaken for a period of four weeks from Monday 14th March 2016 to Monday 11th April 2016. A number of methods were used to seek responses on the draft SPD and these are set out in a Consultation Statement that accompanies this document. An SEA Screening Statement has been produced which concludes that a sustainability appraisal is not required for the Banbury Vision & Masterplan.

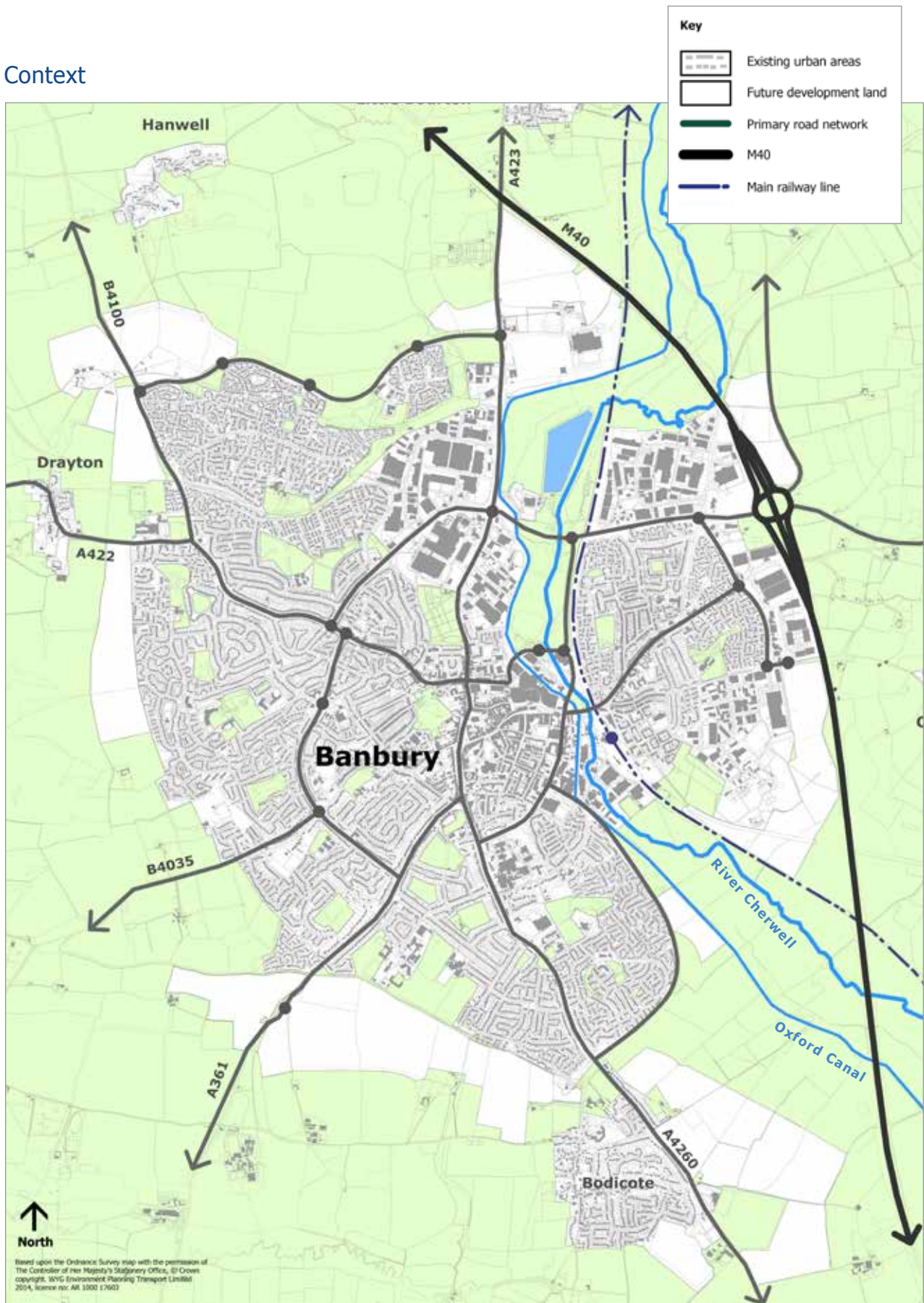




2. BANBURY TODAY

BANBURY VISION & MASTERPLAN

Context



Banbury is the District's principal town and serves the needs of the sub-region and a large rural hinterland. A market town with an historic core, it still hosts an outdoor market every Thursday and Saturday along with a Farmers Market on the first Thursday of every month and an antiques market every second and fourth Thursday. The markets are held in Market Place, the historic heart of the town centre. Much of the town centre lies within the Banbury Conservation Area and is characterised by a medieval street pattern. It underwent significant growth with the opening of the Castle Shopping Centre in the 1970s and its expansion into the Castle Quay Shopping Centre in 2000.

The town's economy has always been related to manufacturing, with trade in the medieval period based on wool. Today the local economy is centred on manufacturing, service industries, local government and health. The main industries are car components, electrical goods, plastics, food processing and printing. Key employers in the town include Douwe Egberts and Prodrive Motorsports Ltd.

Transport links have been the spur to the development of the town, firstly as the junction of the two ancient roads, Salt Way and Banbury Lane, around which the town developed. In 1778 the Oxford Canal brought the town a cheap and reliable supply of coal, finally connecting to Oxford on 1st January 1790. In 1850 Banbury was connected into the rail network and in 1900 the Great Central

Railway opened a branch line to Banbury from Culworth Junction on their main line. Today, Banbury is located next to Junction 11 of the M40 and benefits from a good road network with links to Royal Leamington Spa, Brackley, Stratford-upon-Avon, Daventry and Buckingham.

The town grew rapidly between the 1950s and 1970s due to the overspill from London and the west midlands. The growth of Banbury accelerated further after the 1970s with the completion of the M40 motorway, which gave fast and direct access to London and Birmingham.

Banbury currently suffers from congestion on the main routes which provide important access to the town centre, main employment sites and hospitals as well as serving through traffic and connections to the M40. The Banbury Area Transport Strategy completed by Oxfordshire County Council indicates that nearly two thirds of workers in the town travel less than 10km to work. This presents an opportunity for more residents to travel by sustainable modes of transport such as on foot, bike or bus, relieving congestion on the road network.

Banbury is served by a mainline station with regular services provided by Chiltern Railways, Cross Country Trains and First Great Western connecting the town to Oxford, Bicester, Reading, Didcot, Birmingham and London. Good rail connections have resulted in the town becoming a popular starting point for commuters leaving Banbury.



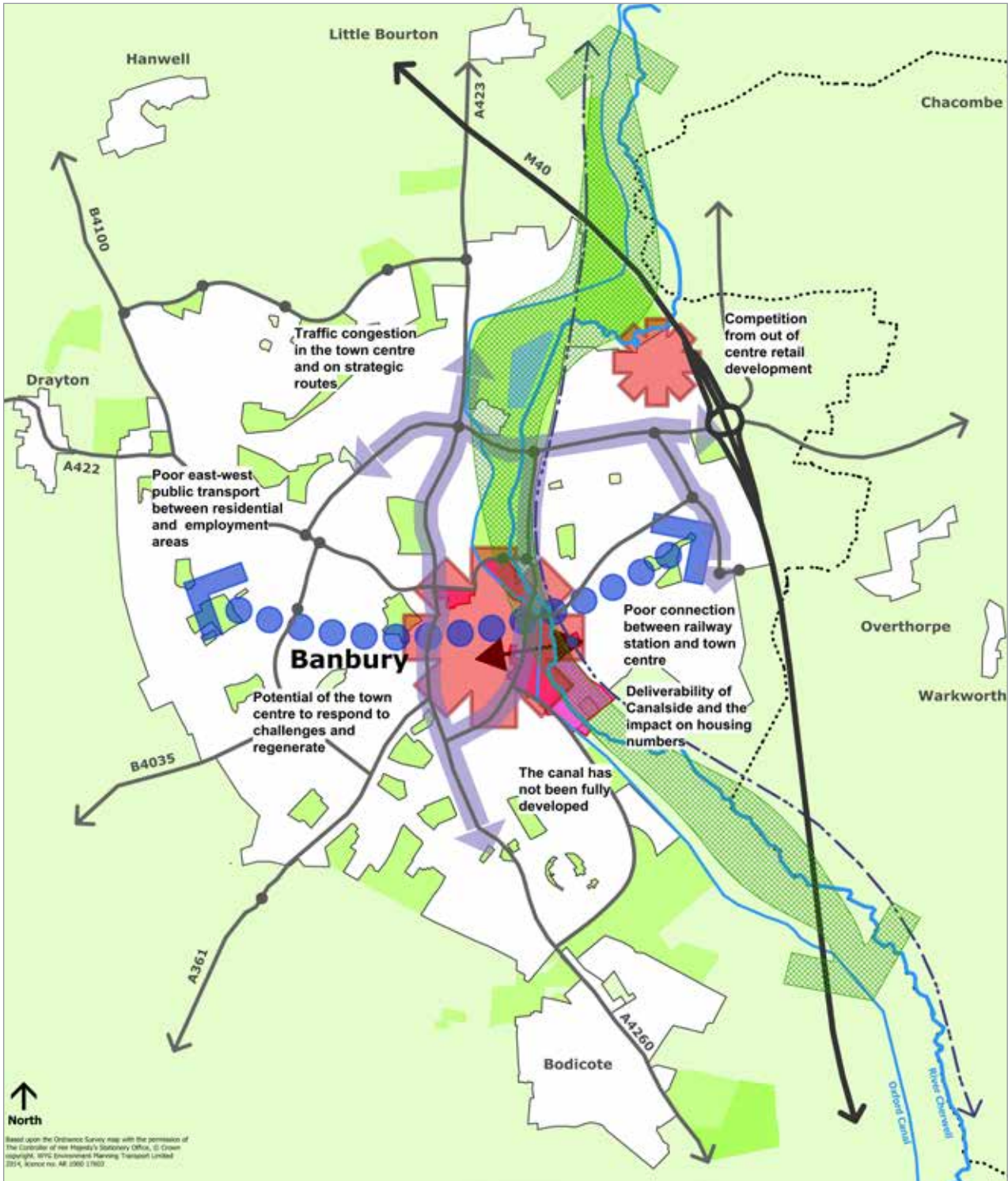
Market Place



Castle Quay Shopping Centre

BANBURY VISION & MASTERPLAN

Challenges



The Cherwell Economic Development Strategy (2011 to 2016) envisages that there will be a reduction in the size of the town's overall manufacturing sector, but that this should be combined with an increase in the engineering economy driven by advanced engineering and performance motorsport.

The Cherwell District Council Retail Study (2012) concludes that the town centre is performing well, offering a wide variety of facilities and services that go beyond just a local offering from mid-market fashion retailers and large discount fashion outlets, through to smaller independent retailers and service outlets. However, there are empty properties in the town centre and there is an opportunity to grow the retail and leisure offer in the town centre.

The consultation process has identified a number of challenges that need to be addressed including:

- Competition from out of centre retail development that could impact on town centre trade;
- Traffic congestion in the town centre and on strategic routes;
- Potential of the town centre to respond to challenges and regenerate;
- Deliverability of Canalside and the impact on housing numbers;
- The Oxford Canal is an attractive asset that has not been fully developed;
- A need to improve and provide access to open space and the natural environment;
- Poor connectivity between the town centre and the railway station; and,
- Poor public transport connections between residential and employment areas.



Oxford Canal through Canalside - an underutilised asset



Public transport connections need improving



THE PARISH CHURCH OF ST MARY THE VIRGIN
Church of England and United Reformed Church



3. BANBURY VISION

BANBURY VISION & MASTERPLAN

Vision & objectives

The adopted Cherwell Local Plan 2015 together with the Banbury Vision & Masterplan establishes the long term VISION for the town and identifies the projects and initiatives to support the growth of the town. The Banbury Vision & Masterplan integrates planned schemes with new opportunities and initiatives and connects the functions together to create a sustainable market town and regional centre.

The Banbury Vision & Masterplan proposes an improved town, building on its current strengths. The Local Plan sets the planning framework up to 2031 with the Masterplan providing a further level of detail to inform the preparation of the Local Plan part 2 and the implementation of LTP4 published by Oxfordshire County Council. The vision and objectives will inform Council and partner initiatives and priorities, including securing funding, and potential land allocations in Local Plan part 2.

The vision for Banbury is a premier regional centre with a fast growing economy developed from the strengths of the area; and at its heart, a vibrant and attractive town centre, set in a high quality and distinctive environment with greater housing choice, improved accessibility and a reduction in congestion.

This vision is formed from six inter-connecting objectives that will:

- Promote Banbury as the regional service centre of choice for the wider region;
- Establish a strong economy;
- Reduce congestion and improve accessibility;
- Create a vibrant and attractive town centre;
- Create a high quality environment and distinctive place to live and work; and,
- Promote opportunities for local people.

Delivery of the vision and objectives is set out in detail in Chapter 9 and in the action plan contained in Appendix II.



Objectives



Promote Banbury as the regional service centre of choice for the wider region

The significant housing growth planned for Banbury will provide the opportunity to develop Banbury into a stronger regional centre with a full range of retail, leisure, cultural, sporting and social activities. To deliver this role the strategic roads, public transport network and car parking will need to be improved together with better training and higher education opportunities for local people. Banbury should become a powerhouse of the region, but needs better access and a growing and vibrant town centre.



Establish a strong economy

The growth in the engineering economy driven by advanced engineering and performance motorsport needs to be captured in Banbury where the skills are available. To facilitate this growth, investment is required in apprenticeships, training and education and the delivery of suitable employment sites.



Reduce traffic congestion and improve accessibility

Traffic congestion and poor access are major constraints on growth and detract from the overall perception of Banbury. Action is needed now to address present concerns and enable growth to be delivered. Traffic congestion along the east/west network and on to the motorway junction needs to be resolved through short term improvements and a longer term strategic solution. Similarly in the town centre the congestion at the Cherwell Street and Bridge Street junction needs a short and long term solution. A commercially viable bus network is needed to improve choice and access.



Create a vibrant and attractive town centre

The constraints to growth in Banbury as a whole also apply in the town centre where congestion, poor access and underutilised sites are constraints to delivering the vision for Banbury. More than ever town centres are under threat and a concerted programme of actions and interventions is needed to safeguard their future. A renaissance is required in Banbury town centre that will set out a coordinated programme of actions to deliver the vision.



Create a high quality environment and distinctive place to live and work

Banbury has some attractive places and spaces, and this masterplan builds on the heritage and natural assets of the town. The quality and distinctiveness of the built environment will be improved by preserving and enhancing existing heritage assets and creating attractive new buildings and spaces. The impact of new development on the natural environment will be minimised. The aim is to establish a coherent ecological network and achieve a net gain in biodiversity. One area that requires substantial improvement is the town centre with the opening up of the Oxford Canal and the development of the three strategic underutilised sites of Bolton Road, Spiceball and Canalside. A network of attractive green routes and spaces needs to connect the town together.

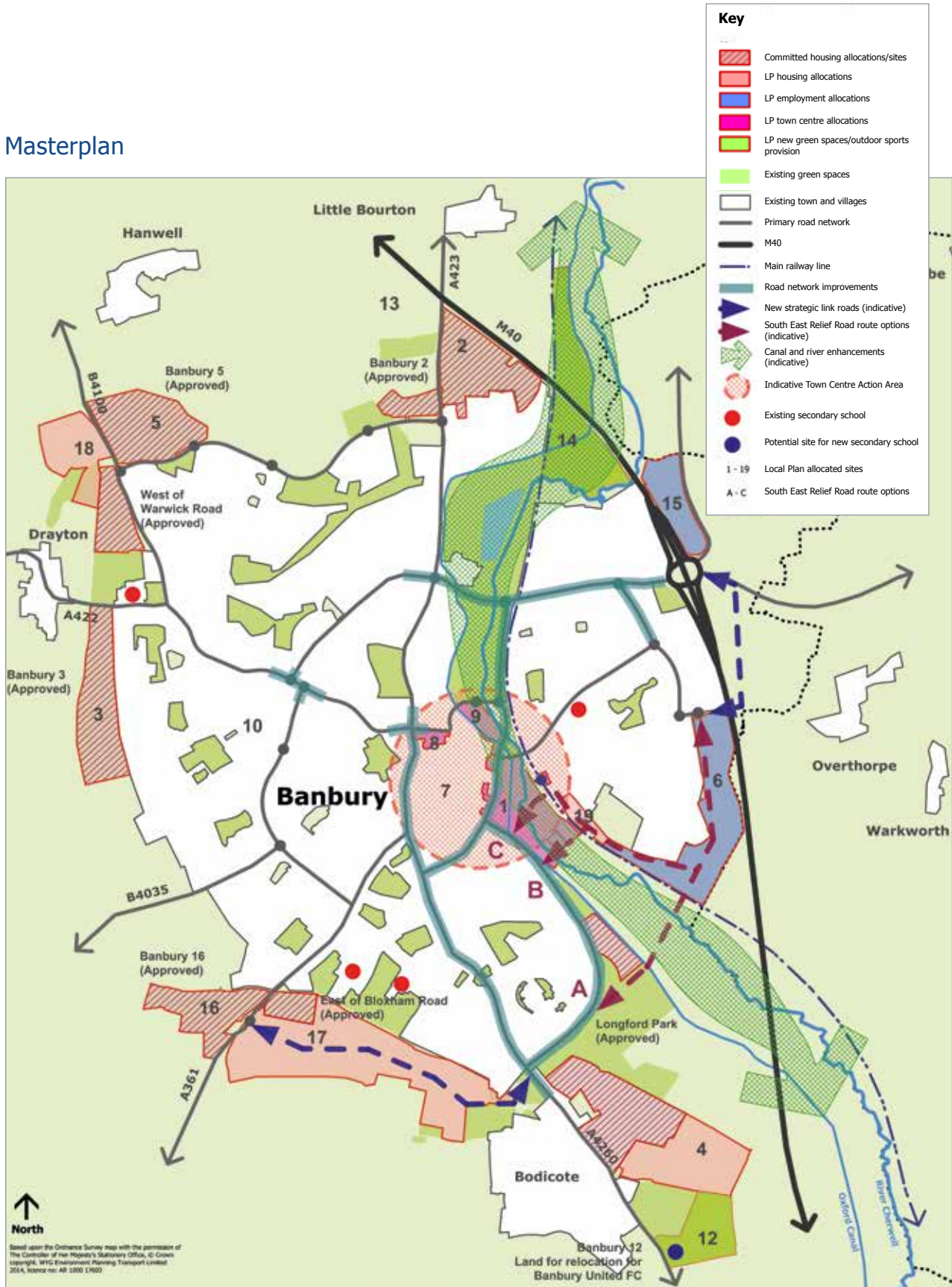


Promote opportunities for local people

Banbury is growing in size and the population will require more housing and employment opportunities in addition to increased training, leisure, social, cultural and community facilities. These need to be carefully planned and sited in the most sustainable locations to reduce the need to travel.

BANBURY VISION & MASTERPLAN

Masterplan



Masterplan

The masterplan reflects the Cherwell Local Plan and Oxfordshire County Council proposals and sets out options and opportunities.

The masterplan shows the Local Plan allocated sites for employment, residential, town centre and open space (numbered 1-19). The existing urban area of the town is shown in white; and the principal roads as black lines. The proposed improvements to the infrastructure are indicated in blue, on top of the road network.

The masterplan identifies five key initiatives that underpin the Banbury Vision & Masterplan:

- Locations for housing to deliver Cherwell Local Plan housing requirements to 2031;
- A range of employment opportunities that will reinforce the role of Banbury in the regional economy;
- A transport and movement strategy that addresses congestion and assists in delivering sustainable growth;
- A Town Centre Action Area to manage a co-ordinated and comprehensive redevelopment and improvement of Banbury town centre; and,
- A 'green lung' to the town created from the enhancement of the canal and riverfront area together with a network of open spaces to improve the setting of the town and to address the shortfall of public open space, amenity and sports facilities.



Parson's Street



Oxford Canal



Bridge Street

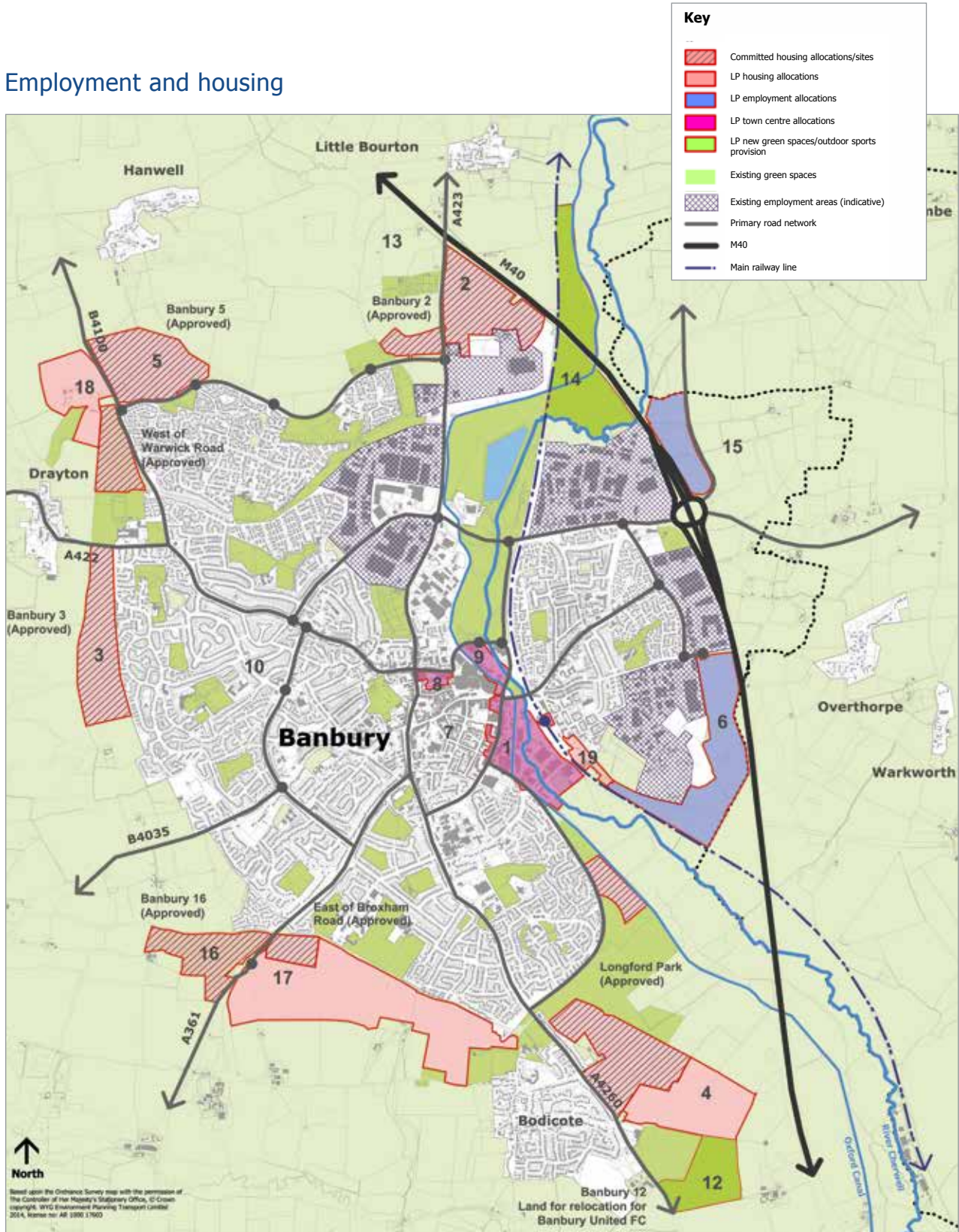




4. THE ECONOMY

BANBURY VISION & MASTERPLAN

Employment and housing



The economic activity and employment rate in Cherwell has been significantly higher than regional and national comparators between 2008 and 2012, but the gap has narrowed in recent years. Outputs are beginning to lag behind Oxfordshire LEP due to the lack of higher paid activities, exporting of higher skilled workers and falling levels of business start ups. This combined with the limited 'slack' in the labour market, recent losses of commercial floorspace and increased competition in the manufacturing sector could lead to the loss of higher value business activities.

Economic growth is targeted through: maintaining a strong manufacturing sector; diversifying into higher skilled and knowledge based opportunities; support for skills acquisition; and, by driving the engineering economy through flagship sectors of motor sport and advanced engineering. This will be mainly delivered by sites allocated for development in the Local Plan, renewal of existing employment areas and revitalisation of the town centre.

Employment Sites

Banbury 1 – The redevelopment of the mixed use 20 hectares Canalside area located close to the town centre and railway station.

Banbury 6 – A mixed employment site of 35 hectares adjacent to existing employment areas with good links to the motorway.

Banbury 7 – The strengthening of Banbury town centre.

Banbury 8 – The development of the Bolton Road site on the northern edge of the town centre alongside Castle Street.

Banbury 9 – The development of the Spiceball area located between the Spiceball leisure centre and the Castle Quay retail development.

Banbury 15 – A new strategic mixed use site which should assist in providing for advanced engineering and knowledge based industries.

Existing employment areas will be reviewed to identify the potential of improvement and renewal through the designation of Employment Improvement Areas.

Skills and training



Retailing



An improvement in economic activity is key to the long term sustainable development of Banbury. The strengths of a large working age population, low unemployment rate, skilled workforce, combined with high value added activities and enterprising population offer opportunities to increase economy activity.

BANBURY VISION & MASTERPLAN

Growth can be enhanced by taking advantage of cluster opportunities such as; high performance engineering (HPE) at Silverstone; transport links on the M40 for logistics and food manufacturing; and, responding to higher value opportunities generated from the Oxfordshire Knowledge Spine.

The supply of land and buildings is only one part of the strategy to grow the economy. This needs to be matched with a greater investment in skills and training targeted, at the key sectors of advanced engineering, logistics, food production and retailing, which are vital for local businesses. The planned improvements to the railway station combined with planned network improvements and revitalisation of the town centre will bring opportunities to grow the independent retailers, small and medium sized enterprises (SMEs) and the professional sector.

A job and a place to live are the two basic components that underpin a sustainable community. A lower wage economy may also create issues for businesses seeking to attract staff to Cherwell, particularly if house prices are not also relatively low.

The Cherwell Local Plan sets a requirement of 7,319 new dwellings for Banbury between 2011 and 2031, which includes strategic new allocations of 4,344 dwellings together with completed dwellings, permissions and windfalls. Increased housing supply will improve affordability and support economic growth.

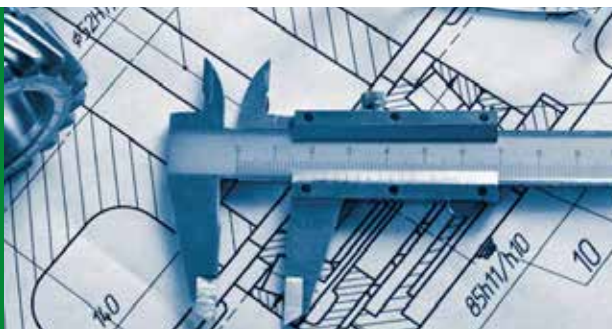
The delivery of the new housing is well underway with a number of the allocated sites being developed with others in the detailed design and planning process. The majority of the allocated residential sites, shown on the Housing & Employment Masterplan, are around the periphery of the town with the remainder forming part of town centre development sites. Affordable housing and housing mix is also set out in the Local Plan together with the area renewal of some existing communities.

The type and design of housing in central areas will also be important. Recent residential developments in the town centre have provided high quality accessible and affordable housing for those wishing to live in the town centre. However, lessons can also be learnt in terms of design and function. It will be important that residential development in the town centre supports the growth of the town centre economy and complements surrounding areas. It should do this through good design and catering for all those wishing to live in the town centre such as down sizers, those that don't rely on access to a car and those who would prefer to live in the town centre in order to have easy access to services.

New housing in Cherwell



Skills & training



There is an opportunity to improve accessibility between homes and jobs within the town including enhancing east/west links. This is addressed through improved public transport services, which is discussed in greater detail in Chapter 5.

Tourism is an important part of the local economy providing employment, supporting local services and facilities, promoting regeneration and helping to preserve the natural and historic environment. It has a growing role to play in the local economy and the masterplan sets out a number of projects and initiatives that will help to support the tourism sector:

- the enhancement of the canal and riverfront area will promote access to a currently underutilised resource and promote green and sustainable leisure opportunities, such as walking and cycling along the towpath and boating on the canal.
- the regeneration of the historic centre will promote the area as somewhere to visit and stay.
- the development of the Spiceball Development area into a mixed use cultural quarter will attract visitors and help to create an evening economy.
- the development of the country park and other strategic green spaces, along with a network of green linkages extending out into the countryside will promote leisure and recreational opportunities.



Ruscot Harlow B8

Stagecoach

DUGI AVE



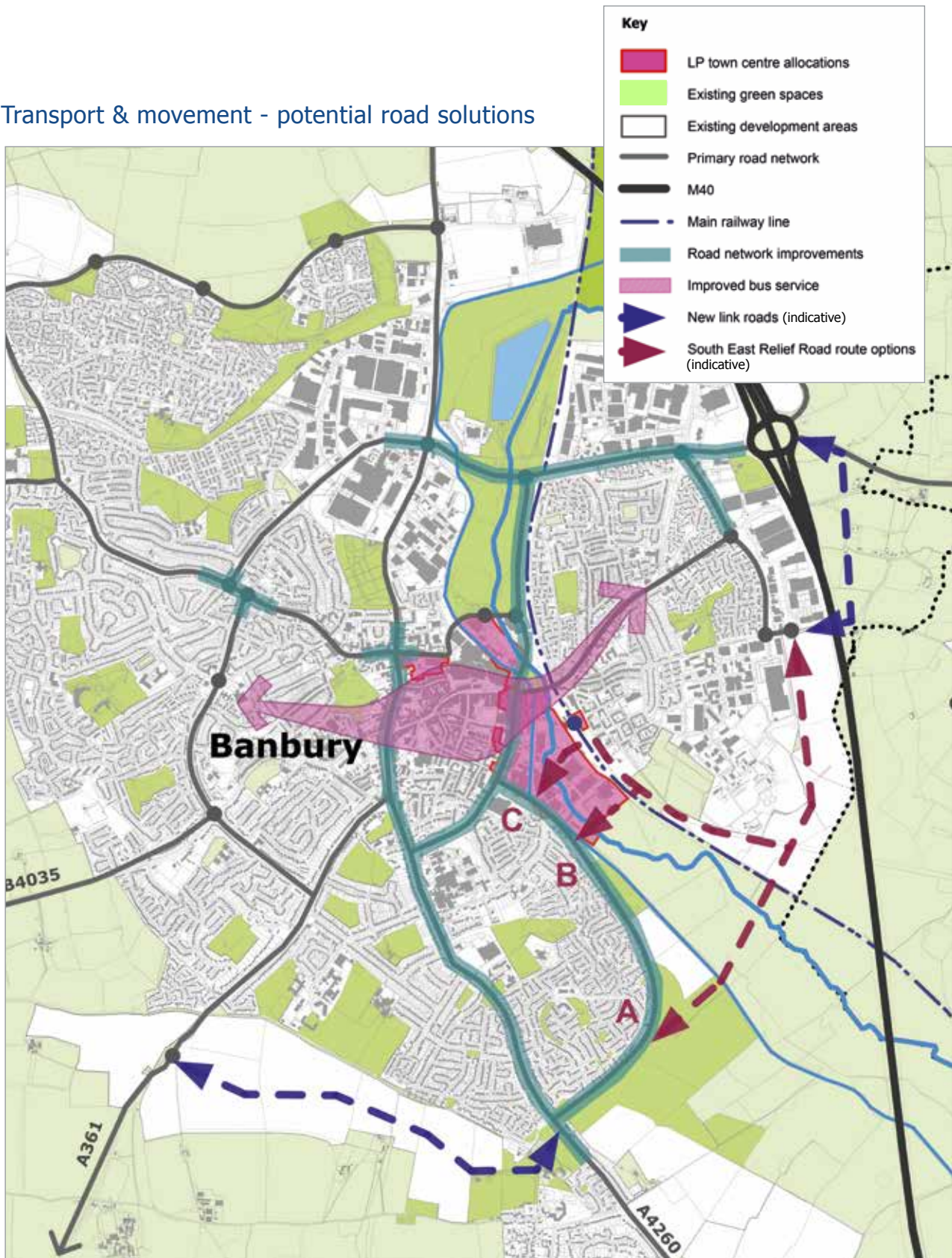
Give Way to approaching vehicles

STOP



5. TRANSPORT & MOVEMENT

Transport & movement - potential road solutions



Consultation by Oxfordshire County Council during the preparation of LTP4 identified traffic congestion as a major concern, which needs to be addressed together with transport solutions to manage the growth of the town. The environmental and physical constraints in and around Banbury, together with the canal, river and railway line running north-south through the town, make the delivery of a new strategic road network difficult and expensive; and new innovative solutions need to be found.

Sustainable transport solutions are needed to enable people to move easily and cost effectively around the town, while enabling employers to access labour, materials and strategic transport links. Some of the solutions can be implemented in the short term, while others will need to be examined in more depth before agreeing a preferred solution. Changes to transport networks and strategies for cars, public transport, walking and cycling will all play a role in delivering a future strategy.



Cherwell Street/Bridge Street junction

Traffic associated with the construction of HS2 is likely to be significant for Banbury. It is beyond the scope of the Masterplan to propose specific solutions at this stage, however this provides a further reason as to why it is important to explore transport solutions for Banbury as a priority.

The potential transport solutions are illustrated on the plan opposite and set out below. A number of the transport solutions are specific to the town centre and are discussed in more detail in the Chapter 6 - Town Centre.

Improve the transport networks into and through the town

Reduce congestion by a coordinated network strategy to improve junction capacity, signage and construct new roads in the following locations (identified in LTP4):

- Hennef Way and M40 junction 11 improvements.
- Identify preferred route for link road to the east of M40 junction 11 to connect onto Overthorpe Road.
- Work with developers to deliver the spine road through new residential development from the A361 to A4260 alongside the implementation of the development of Banbury 17.
- Improve the north-south route through the town centre from the junction of Hennef Way and Concord Avenue along Cherwell Street, Windsor Street and Bankside to the junction with the A4260 on Oxford Road.
- Junction improvements at Cherwell Street and Bridge Street, which will improve capacity, bus access to the town centre and pedestrian links to the railway station.
- Traffic management and environmental improvements along South Bar Street/ Horsefair corridor.
- Improvements to the junction of Bloxham Road (A361) and South Bar Street.
- Improvements to the Warwick Road (B4100) roundabout junctions with the A422 Ruscombe Avenue and Orchard Way.
- Improvements to the Bloxham Road (A361) junction with Queensway and Springfield Avenue.
- Improvements to the A361 Southam Road junction with Castle Street and Warwick Road.

Identify a new strategic route between the east and west of town

Consider the options for a new viable and fundable crossing of the railway, canal, and river to improve east-west access to the motorway. The new road should provide for public transport, walking and cycling. Three potential routes are identified on the masterplan:

- **Route A** – Through the Central M40 employment site, south across the railway line river and canal to connect to Bankside.
- **Route B** – Through central M40 employment site and then westwards to cross the railway line, river and canal along the boundary of the Canalside development area to connect to Bankside (Route B could be located further south, for example immediately to the south of the existing Bankside Park and crossing the river, canal and railway line at this point).
- **Route C** – Similar to Route B but crossing the railway line close to and along Tramway onto Bankside.

Building on Local Plan part 1 the County Council is undertaking work exploring options for a 'south east relief road' which would inform any updates to their Local Transport Plan. The potential south east link road options shown in this document are indicative and are not proposals. The Local Transport Plan is where any new road proposal would be identified by the County Council. There is an opportunity to safeguard any routes proposed in the Local Transport Plan in Local Plan part 2.

Strengthen the connection between the town centre and railway station

Work with Chiltern Railways to agree a development strategy for the station and the connections into the road and pedestrian network of the Canalside development area.

- Open up Tramway as an access for cars into station car parks.
- Retain existing road access from Bridge Street for buses and taxis.
- Construct new pedestrian bridges across the Oxford Canal and River Cherwell as part of the Canalside development to connect the station to the town centre.



View along Bridge Street towards the town centre

Increase public transport patronage

Work with Oxfordshire County Council and bus operators to identify network constraints and work with bus operators to achieve commercially viable services.

- Identify suitable bus routes into and through the town centre;
- Improve bus services between residential and employment areas;
- Identify opportunities for enhancing bus services following the removal of bus subsidies;
- Relocate the bus station by considering a site for a new bus station or location for new bus stops and waiting areas. A suitable site may be within the town centre or at the railway station.

Increase pedestrian and cycle activity

Increase pedestrian and cycle activity by auditing existing routes and preparing an improvement strategy, which should be included as part of the Local Plan part 2.

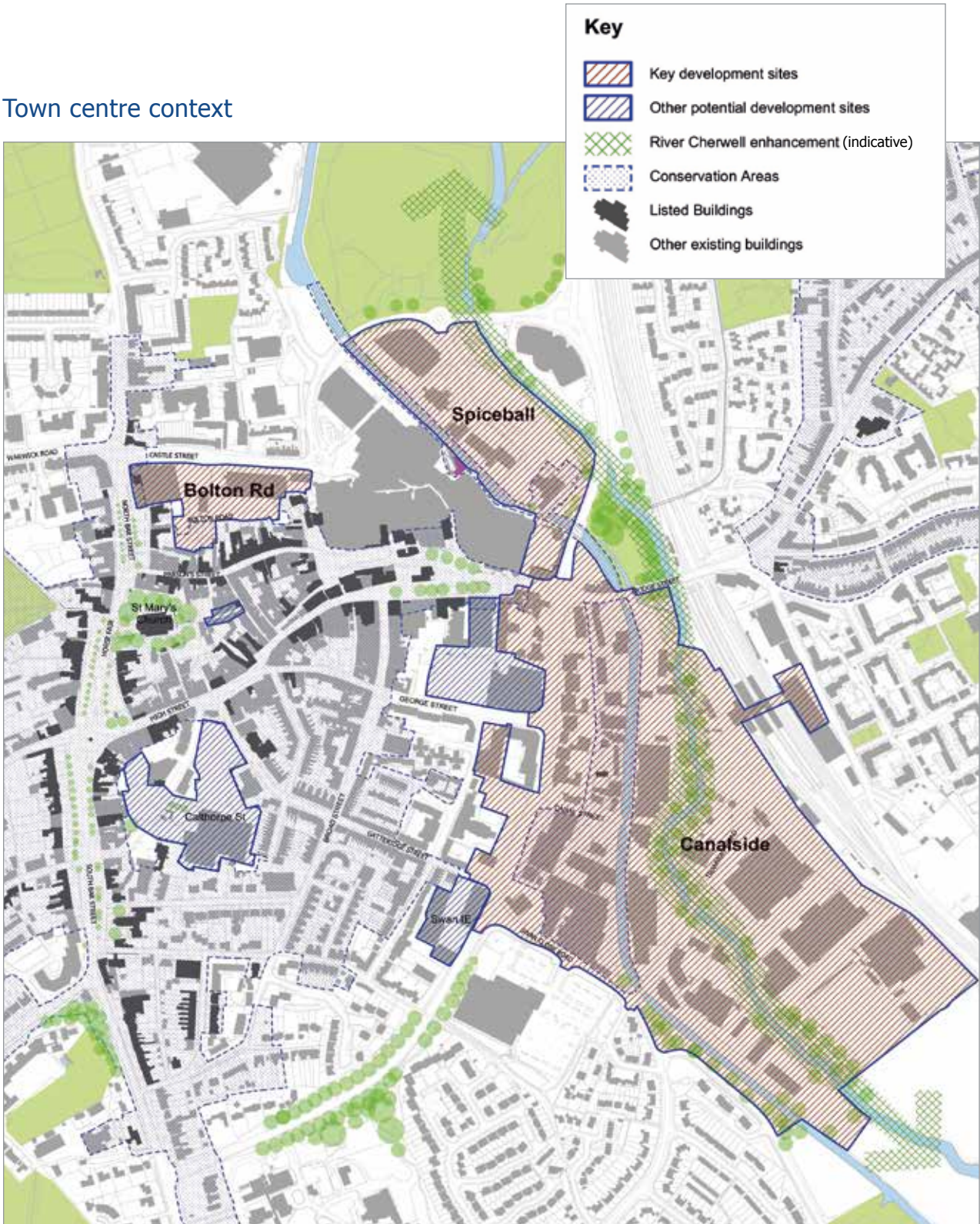






6. TOWN CENTRE

Town centre context





Potential for vibrant retail areas and new public spaces

Initiatives

The vision for Banbury includes a vibrant and attractive town centre. But with continued pressures from out of town retailing and internet shopping the future role and viability of the town centre, as in other towns, is being tested. To achieve the wider regional role set out in Chapter 3; the town centre must deliver an entertainment, cultural and leisure quarter, quality food retailing and new niche and speciality shops together with festivals and events. This should be complimented with improved access, an enhanced business and professional sector together with new town centre housing, an improved night time economy, the use of vacant space over shops and offices for residential use and improved community facilities. There will be opportunities to deliver town centre housing through CDC's Build! project, which offers an individual, or group of people, the opportunity to come together to either build a new home, or to renovate an existing property.

To deliver a vibrant and growing town centre the interrelationship between development, activities and movements needs to be planned and managed. An action in one part of the town could have unforeseen implications on another part unless a holistic approach is taken.

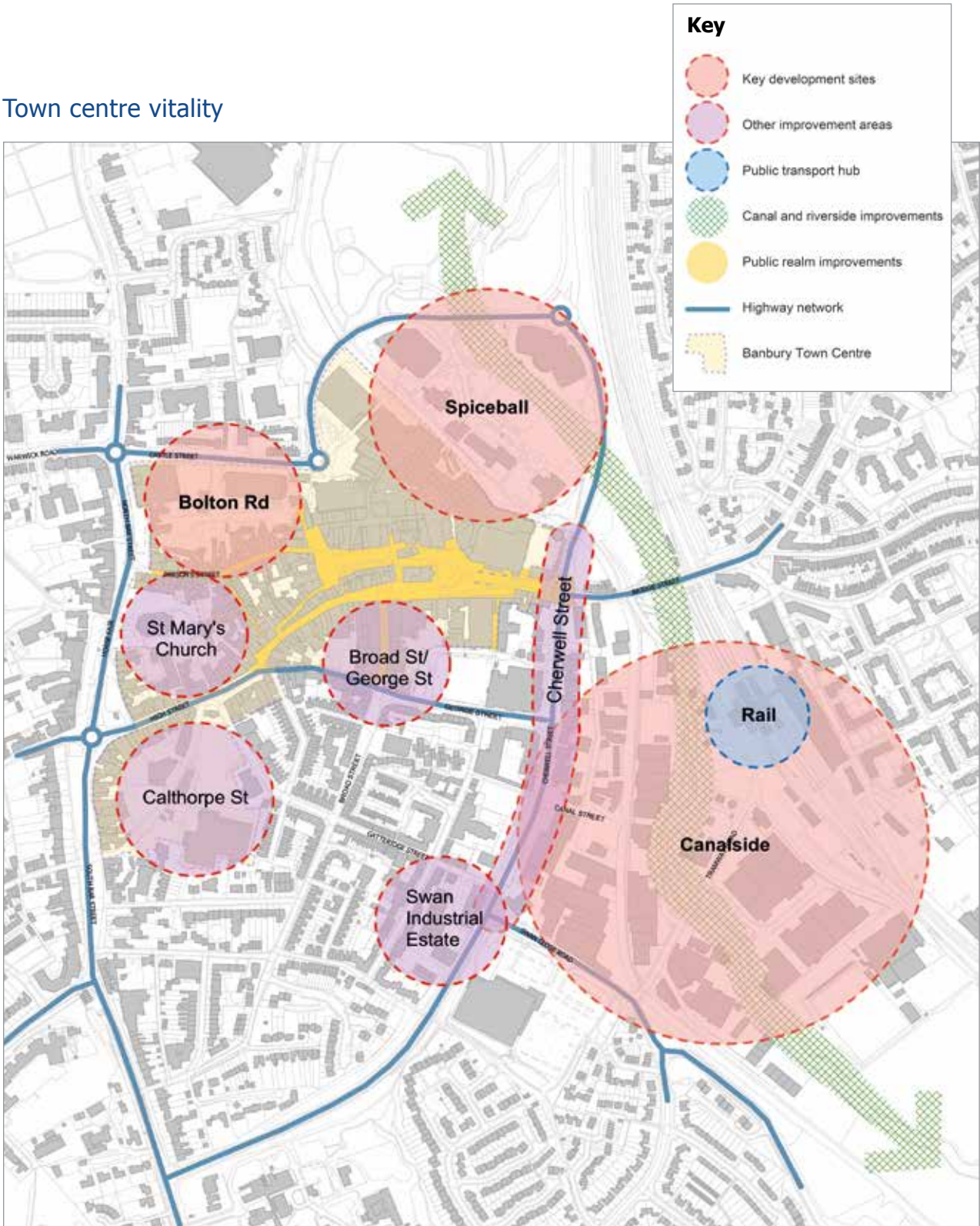
The potential scale of change is substantial and a planned and co-ordinated approach is needed for the regeneration of the town centre. Small incremental improvements are welcome, but a longer term view is needed to ensure that the right decisions are made about the regeneration of the town centre. A town centre action area will be managed and delivered by the Council, including town teams, and partners. This can build on the

work of the existing town centre partnership. This document does not identify a specific area for this. Actions may be required in a number of locations in central Banbury.

The key initiatives that will deliver a vibrant and attractive town centre include:

- Preserving and enhancing the heritage assets, and their settings, within the town centre.
- Strengthening the town centre offer with new leisure, cultural, retail and social opportunities.
- Enabling the development of the two strategic town centre sites of Bolton Road and Spiceball.
- Regenerating underutilised sites and areas such as Canalside.
- Improving shop frontages and bringing vacant units back into use (this may include opening up vacant shops with temporary uses).
- Promoting a calendar of activities and events.
- Opening up the Oxford Canal to the town centre.
- Strengthening the connection between the railway station and town centre.
- Improving bus services and access into and across the town centre.
- Encouraging high quality housing development on appropriate sites within the town centre.

Town centre vitality



Vitality

Town centre retail activity is under threat from the growing trend in internet shopping and out of town retail sites. A number of national retailers have gone out of business or into Administration, creating job losses and empty shops that blight the retail area. This trend is likely to continue until a new sustainable role can be established for town centres, where retailing is part of a broader 'town centre experience'.

This cannot be achieved overnight and retailers, local authorities and land owners need to work together to increase the competitiveness, vitality and attractiveness of town centres.

The long term solution will require:

- Stakeholders working together on a common agenda;
- New planning policies;
- Actions to provide short term uses of vacant properties;
- Development of niche retailing;
- Development of a mix of uses to retain people in the area;
- A safe and attractive environment;
- An accessible town centre; and,
- Places for people to meet and socialise.



Food markets

In order to support the regeneration of the town centre, there may be the opportunity under some circumstances for the Council to purchase vacant town centre properties.

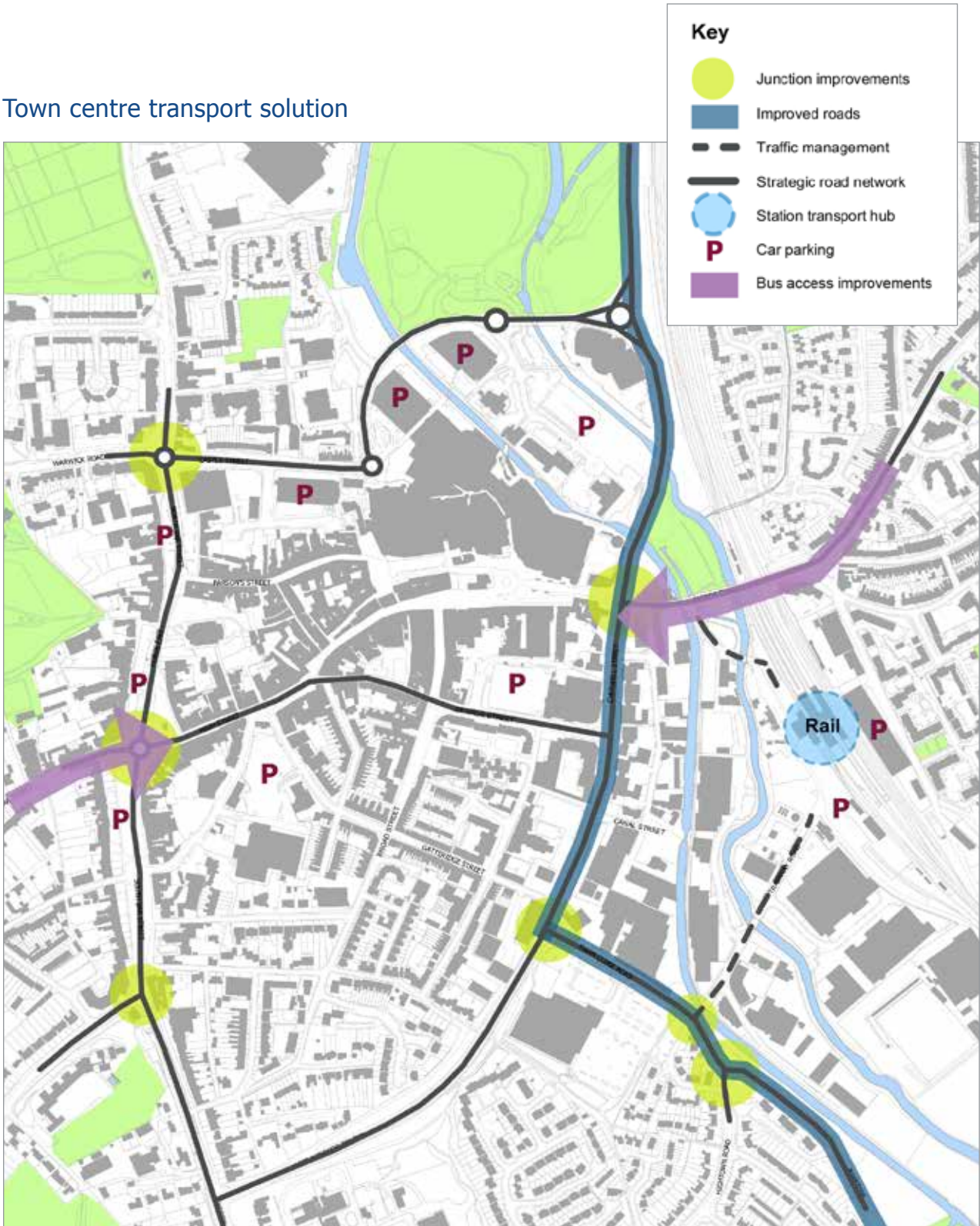
The Town Centre Vitality Plan identifies the key initiatives that will work together to create an attractive and sustainable town centre. The key elements are:

- A retail, leisure and cultural quarter on the Spiceball site;
- Enhanced retail opportunities at Castle Quay;
- Mixed use development of the Bolton Road site to support Parson's Street and the north-western quarter of the town centre;
- Mixed use and residential development in Canalside alongside a new riverside park; and,
- Enhanced public transport services and interchanges.



Events and festivals

Town centre transport solution



Transport solution

The Town Centre Transport Solution Plan illustrates the key actions that are needed to reduce traffic congestion and improve accessibility to the town centre.

To reduce traffic congestion and manage growth requires a comprehensive six part movement strategy for the town centre to:

- Improve the transport networks into and through the town centre;
- Identify a new strategic road route between the east and west of the town;
- Connect the town centre to railway station;
- Increase public transport patronage;
- Increase pedestrian and cycle activity; and,
- Establish a car parking strategy.

Improve the transport networks into and through the town centre

Reduce congestion by a coordinated network strategy to improve junction capacity, signage and roads in the following town centre locations:

- Junction improvements at Cherwell Street and Bridge Street, which will improve network capacity and improve pedestrian access across the road junction into the town centre. This will create an improved gateway into the town centre when linked with the development of adjacent sites. Improvements to the junction of Cherwell Street with Bridge Street will also help to improve accessibility into the Grimsbury area by reducing congestion along Bridge Street.
- Traffic management and environmental improvements along South Bar Street/ Horsefair corridor.
- Improved bus priority where possible considering a reduction in services.



Improvements to Cherwell Street

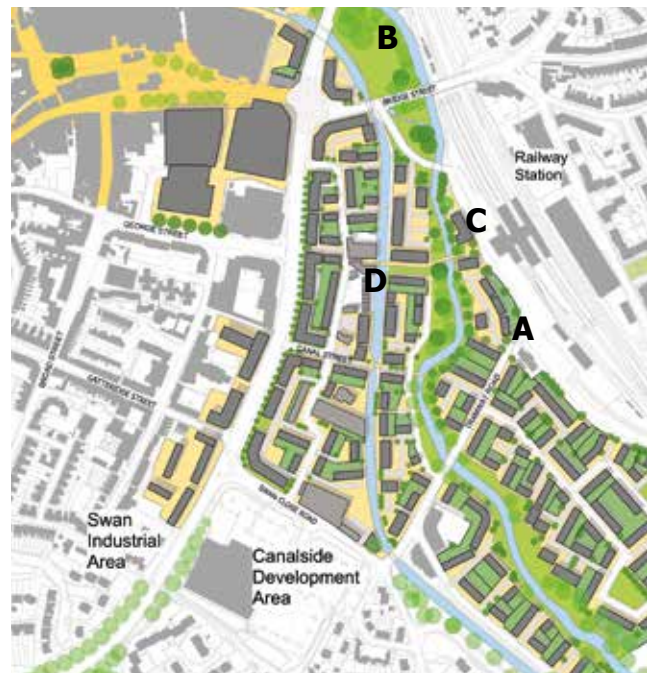
Identify a new strategic route between the east and west of the town

Chapter 5 identifies three strategic route options for a new road crossing the railway, canal and river, which will improve east-west access across the town and on to the motorway. It will have a beneficial impact on the town centre by providing an alternative route for traffic that currently uses Cherwell Street and Bridge Street.

Connect the town centre to the railway station

Work with Chiltern Railways to agree a development strategy for the station (which could involve potentially providing a new railway station building, including new retail uses) and the connections into the road and pedestrian network of the Canalside development area.

- **A** - Open up Tramway as an access for cars into station car parks and remove this traffic from Bridge Street.
- **B** - Retain existing road access from Bridge Street into the station for buses and taxis. Consider option for bus access into Tramway.
- **C** - Improve the setting and character of the public realm of the station forecourt.
- **D** - Construct new pedestrian bridges across the Oxford Canal and River Cherwell as part of the Canalside development to connect the station to the town centre.



Canalside and station area

Increase public transport patronage

Identify network constraints and work with bus operators to improve services.

- Identify suitable bus routes into and through the town centre and bus priority measures to ensure reliable bus journey times;
- Improve bus services between residential and employment areas; and
- Relocate the bus station and identify a site for new bus station or location of new bus stops and waiting areas. This should involve working with bus operators, the County Council and the railway operators to deliver improved bus services at the railway station.

Increase pedestrian and cycle activity

Audit existing routes and prepare an improvement strategy, which should be included as part of Local Plan part 2.

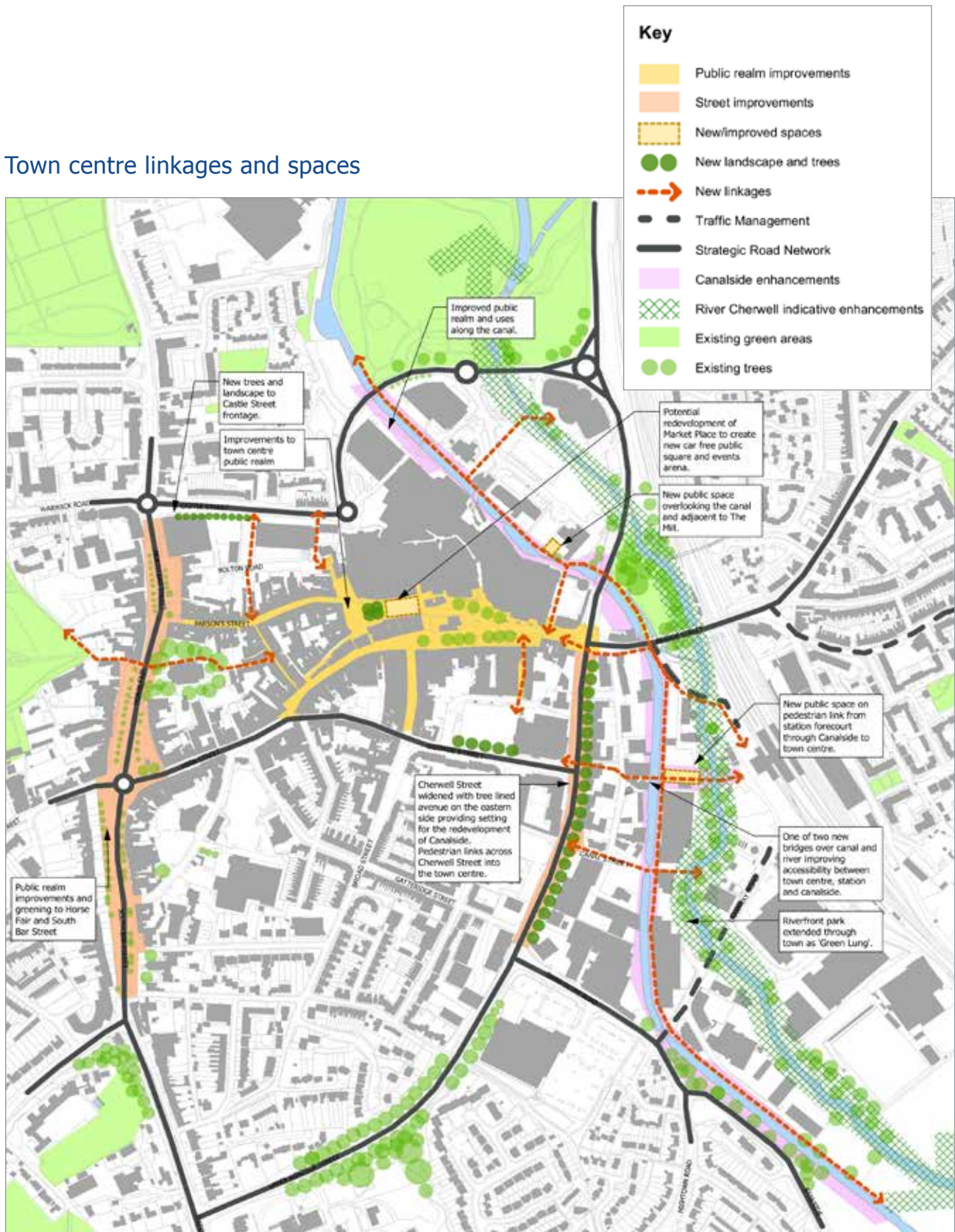
Establish a car parking strategy

Undertake an audit of town centre car parks and prepare a Parking Strategy identifying the preferred location and number of car parking spaces and a pricing policy. Set a pricing policy to encourage parking during non-peak periods and/or consider periods of free car parking.



BANBURY VISION & MASTERPLAN

Town centre linkages and spaces



Linkages and spaces

The spaces between buildings provide the arteries that connect the town centre activities together. It is important that they work well, are not congested, and provide the setting to complement the town and add value to the town centre experience. They are an essential part of creating a distinctive, attractive and vibrant town centre.

Banbury has some great places, but overall the quality of the public realm needs to be improved and new places added to support the revitalisation of the town centre. All new development in the town centre should include good quality public realm and pedestrian linkages along key routes. The centre also needs to be 'greened' with more street trees and the canal towpath improved and reconnected into adjacent development.

Cherwell Street has the potential to become an attractive tree lined boulevard that can manage traffic growth and at the same time provide an attractive environment with improved pedestrian connectivity between the town centre and the railway station. This can only be fully achieved with the redevelopment of Canalside and the release of land for road and public realm improvements. The development of Canalside will provide a new urban edge to the street and a gateway into the town.

Car parking in Market Place is well used and it is anticipated that it will remain. However, there could be opportunities for a public square, performance space and place for visiting markets and events. Licensing of external spaces, adjacent cafes, restaurants and pubs should be considered as part of this strategy, and also reviewed for the whole town centre.

Public art is an important way of providing distinctive public realm that is relevant and celebrates the history, people or events of the area. A new bridge over the canal in Canalside could be combined with public art similar to the bridge in Bristol Harbourside.



Bridge in Bristol Harbourside

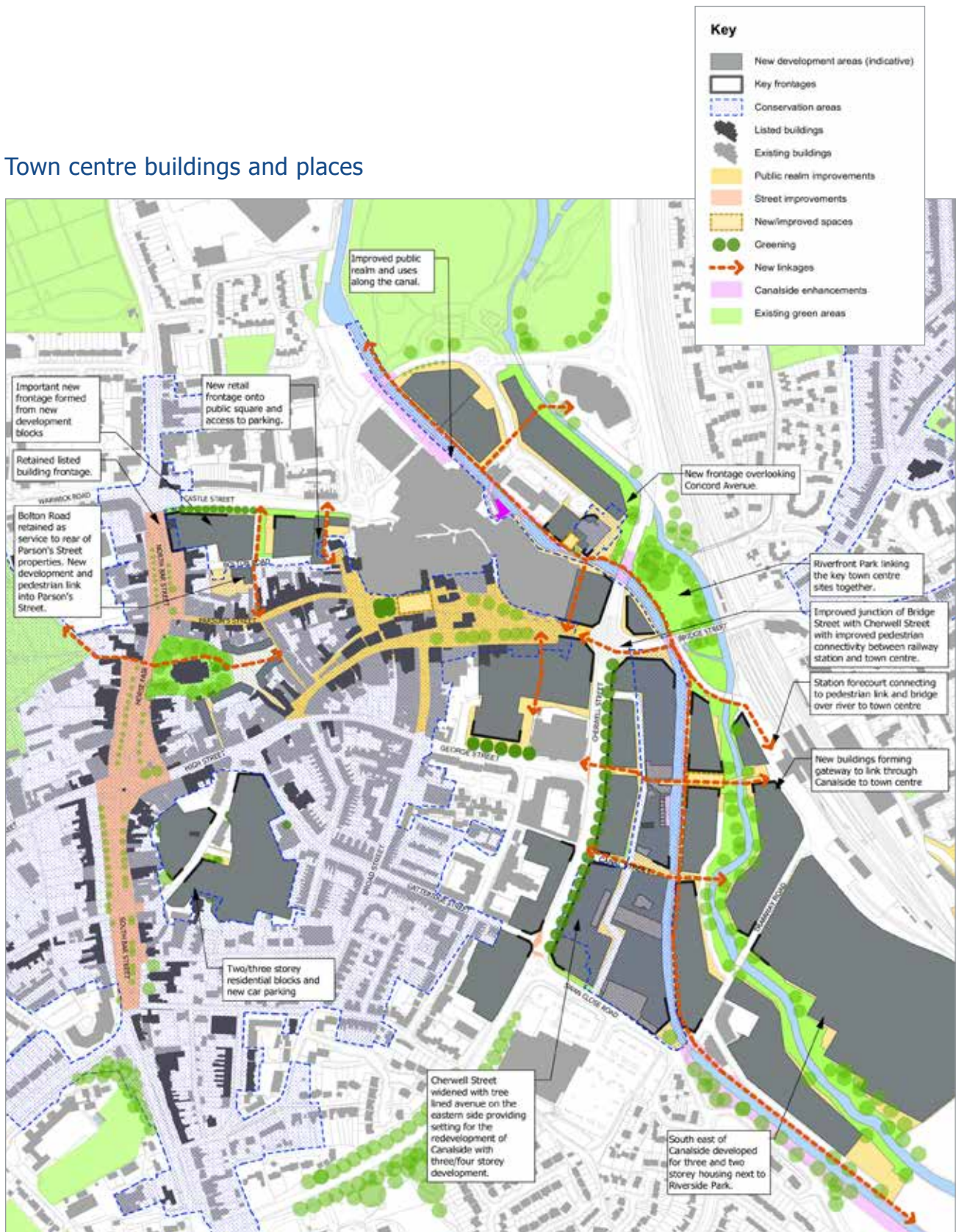


Contemporary high quality street furniture

The Linkages and Spaces Masterplan illustrate the locations of new and improved public realm, greening of the town centre and new or improved linkages. The area shown for public realm improvements is indicative, with improvements potentially extending beyond the area identified.

BANBURY VISION & MASTERPLAN

Town centre buildings and places



Development sites and opportunities

This section identifies the key urban design and development principles for the strategic sites in the Local Plan and for other potential development opportunities in central Banbury.

Some areas of the town centre have a charming character with street trees, historic buildings and interesting places. Development proposals should seek to preserve and enhance listed buildings and the conservation area. New development, or the redevelopment of existing buildings, should have regard to the contribution they can make to the conservation area. New proposals should have particular regard to the existing street patterns and urban framework; and, should also respond to the architectural context, materials and local features of the area. A mix of housing should be provided, including family housing with gardens wherever possible.

Appendix I provides further details of the development strategy for Canalside, Bolton Road and Spiceball.

Canalside development area (Banbury 1)

Canalside is a strategic site, which has the potential to have a profound effect on the long term vitality and attractiveness of the town centre. It is located between the railway station and the retail heart of the town, but is separated from it by the busy Cherwell Street. The development area extends to approximately 20 hectares and includes land to the east of Cherwell Street and to the south of Bridge Street. It has the potential to play a vital role in enhancing activity in the town centre by the relocation of traditional employment uses to more appropriate sites and developing the land for residential, mixed use and related town centre uses. It can also play an important role supporting the planned investment in the railway system, by improving connectivity between the station and the town centre and by providing development opportunities next to the station.

Canalside is a diverse area with a wide variety of businesses and uses. It is rich in history and will require a sensitive approach to redevelopment, which should retain listed and locally listed buildings wherever possible. The process of change will take time and include consultation with all those working and living in the area.

Canalside can become a vibrant, modern, mixed-use quarter containing residential, office, commercial and retail uses. There is the potential for higher density development to the north of Canalside and close to the town centre, and lower density residential development to the east of Tramway. In some places reduced levels of car parking may be appropriate considering that some living near to the town centre may have less need for access to a private car. Some of the existing buildings could be redeveloped for a mixture of uses, particularly alongside the canal. The density can be achieved with a majority of family homes on the south and east of the development area, with apartments and three storey town houses to the north and closer to the town centre. The Local Plan identifies that the Canalside site will accommodate 700 dwellings. However, there is potential for more to be accommodated, possibly up to 1,000 new homes.

There are significant movement issues to be addressed in the development of Canalside, which must improve connectivity and reduce existing traffic congestion. Cherwell Street should be widened into an attractive tree lined boulevard that is suitable for traffic and pedestrian activity. The Bridge Street junction will require significant modification to improve traffic management and connectivity.

The railway station is served by a multi-storey car park to the north-east of the railway line and a surface car park on the south-west. There is the potential for an additional multi-storey car park to serve the railway station on the western side of the railway lines. The existing road from Bridge Street

to the station should be retained and used for taxis, buses and customer drop off. Tramway Road should be extended to access the station surface car park, which will reduce the amount of traffic using Bridge Street.

Cherwell District Council will need to lead the redevelopment process by preparing a SPD, promoting change, investing in infrastructure and enabling the development. This will involve the relocation of existing businesses to enable the comprehensive regeneration of the area, and the possibility of CDC using compulsory purchase powers to bring the different land parcels together ready for development by the private sector.

Canalside will be comprehensively redeveloped whilst it may come forward in phases, based upon an overall masterplan and SPD. A joint venture with a private sector partner, supported by an element of public sector funding, may provide a potential solution to delivery.

Key actions include:

- Collect any further information and evidence required for a SPD;
- Prepare a SPD and site masterplan that develops the principles set out in this document and the Local Plan, and is deliverable and fundable;
- Commission a Business Plan to identify the delivery mechanism and the level of any public sector investment that may be required;
- Work with the land owners and identify one or more development partners who shares the vision for this site and will work with CDC and OCC to deliver the scheme;
- CDC will identify suitable land and premises in Banbury for the relocation of existing businesses and will work with those businesses to facilitate their relocation; and
- In terms of applications that may come forward for parts of the Canalside site, the impact of remaining industrial uses on new dwellings will require careful consideration.

The key urban design principles that will guide the redevelopment of the area are set out in Appendix I.

Bolton Road area (Banbury 8)

The Bolton Road development area is located in the north-west corner of the town centre, south of Castle Street. Bolton Road runs in an east-west direction through the area, with the properties fronting onto Parson's Street backing onto it. The area contains a bingo club, offices and small business units. It is well located to provide access into the main retail area, but suffers from a poor image as back land with unattractive parking facilities.

The recent demolition of the multi-storey car park provides an opportunity for redevelopment that respects the historic environment in this part of the town. There is the opportunity to redevelop the area to create: an intensification of uses; improved frontage along Castle Street; access into Parson's Street; and, synergy with the main town centre retail area. The site is prominent and visible from the main road network, but also has good links into the town centre and the Castle Quay Shopping Centre. One of the key issues, which will affect the deliverability and viability, is whether the development area should include the rear of the Parson's Street properties next to Bolton Road.



Oxford Canal and Bridge Street

The land between Bolton Road and Castle Street should provide a mixture of residential and town centre uses, including niche retailing opportunities together with car parking to serve this part of the town centre, which will support the Parson's Street retail quarter.

The transport and movement strategy shows the Bolton Road site continuing to provide town centre car parking to service Parson's Street and the adjacent town centre area. The frontage onto Castle Street has the potential for new bus stops to provide better access to public transport. A new pedestrian link from the Bolton Road area to Parson's Street should be provided to improve connectivity through the retail area and link into the proposed enhancements around St Mary's Church and Church Lane. The special historic architectural character of the listed buildings and their settings should be considered as part of any development proposals.

To deliver the Bolton Road development Cherwell District Council and Oxfordshire County Council should undertake the following actions:

- Prepare a deliverable Development Brief that develops the principles set out in this document with minimum use of Parson's Street properties;
- Identify a development partner who shares the vision for this site and will work with CDC and OCC to deliver the scheme; and
- Investigate the deliverability of the proposed new pedestrian link with property owners on Parson's Street.

The key urban design principles that will guide the redevelopment of the area are set out in Appendix I.

Spiceball development area (Banbury 9)

The Spiceball area is located between Cherwell Drive on the north, Concord Avenue (A4260) on the east, and Oxford Canal to the south-east. It contains the Spiceball Leisure Centre, multi-storey and surface car parking, The Mill Theatre, Chamberlaine Court residential home, Banbury Museum and General Foods Sports and Social Club. All the existing development is accessed from the roundabout on Cherwell Drive.

The area around the canal is a missed opportunity to focus development on the amenity and boating activity of the canal. It is one of the major assets of the town, with the boats providing an attractive and ever changing scene. A new canal basin could be provided as part of the comprehensive regeneration of the area.

There is the opportunity on the Spiceball site to create an attractive urban and landscape gateway into the town with improved connectivity to the town centre and enhancement around the canal. New development should provide greater activity and vitality along the canal and improve links across the development into Spiceball leisure centre.



The Mill

BANBURY VISION & MASTERPLAN

To enhance the regional role of Banbury and to build upon the existing assets, the area should be developed as a leisure, entertainment and cultural quarter with improved links into the town centre. This site could accommodate a number of different options dependent on public sector funding for new cultural/arts and leisure buildings. With reference to the recent planning permission for the site, proposals should also provide for a new foodstore.

A range of town centre uses should be provided on the site along with public open spaces. The existing multi-level car park and nearby land should be redeveloped for mixed town centres uses including leisure and A3 and A5 uses. A significant new public place should be provided alongside the canal with A3 uses, public art and attractive landscaping.



The Mill

Options to extend the museum should also be considered if funding becomes available to expand this facility. General Foods Social Club and Chamberlain Court will remain on the site.

An outline planning permission has now been granted which includes proposals for a cinema, hotel, A3 uses, a food store and car parking. The Council is working with a development partner to deliver proposals.

The key urban design principles that will guide the redevelopment of the area are set out in Appendix I.



View towards Castle Quay from Spiceball Park Road



Oxford Canal



Bus Station

Cherwell Street and the town centre

The retail area could be extended southwards from Bridge Street to George Street to include a new three/four storey mixed use retail development and multi-storey car park with residential on upper floors.

The existing surface car park outside Matalan could become a new bus terminus, which would enable the existing bus station to become part of an expanded Castle Quay development and improved access to the canal.

Calthorpe Street Area

This area could be redeveloped for town centre uses and car parking.



St Mary's Church area

St Mary's Church is a significant building in Banbury and plays an important role in the life of the town. It has a number of large mature trees alongside Church Walk which continues into White Lion Walk and Church Lane. An improvement strategy could include:

- Preserve and enhance the historic environment in this area;
- Improving the setting of the church by management of the tree canopy to provide more sunlight.
- Bring vacant building along White Lion Walk and adjacent areas back into use.
- Work with businesses to reduce car parking in the area and identify areas for redevelopment.

George Street/Broad Street Area

This area contains a number of different uses including residential, retail and takeaway restaurants. There is a mixture of older Victorian buildings and more modern development of varying quality. There is an opportunity to improve the appearance of the area and address social problems which could involve forming planning policy which influences the land uses in this area.

Swan Industrial Estate area

Currently and in the future the part of Banbury surrounding the Swan Estate is a predominately residential area. There is the opportunity for improvements to the frontage along the western side of Upper Windsor Street with the potential relocation of industrial development to out of centre employment areas. The relocation of commercial uses and redevelopment for residential development will be explored in Local Plan part 2.

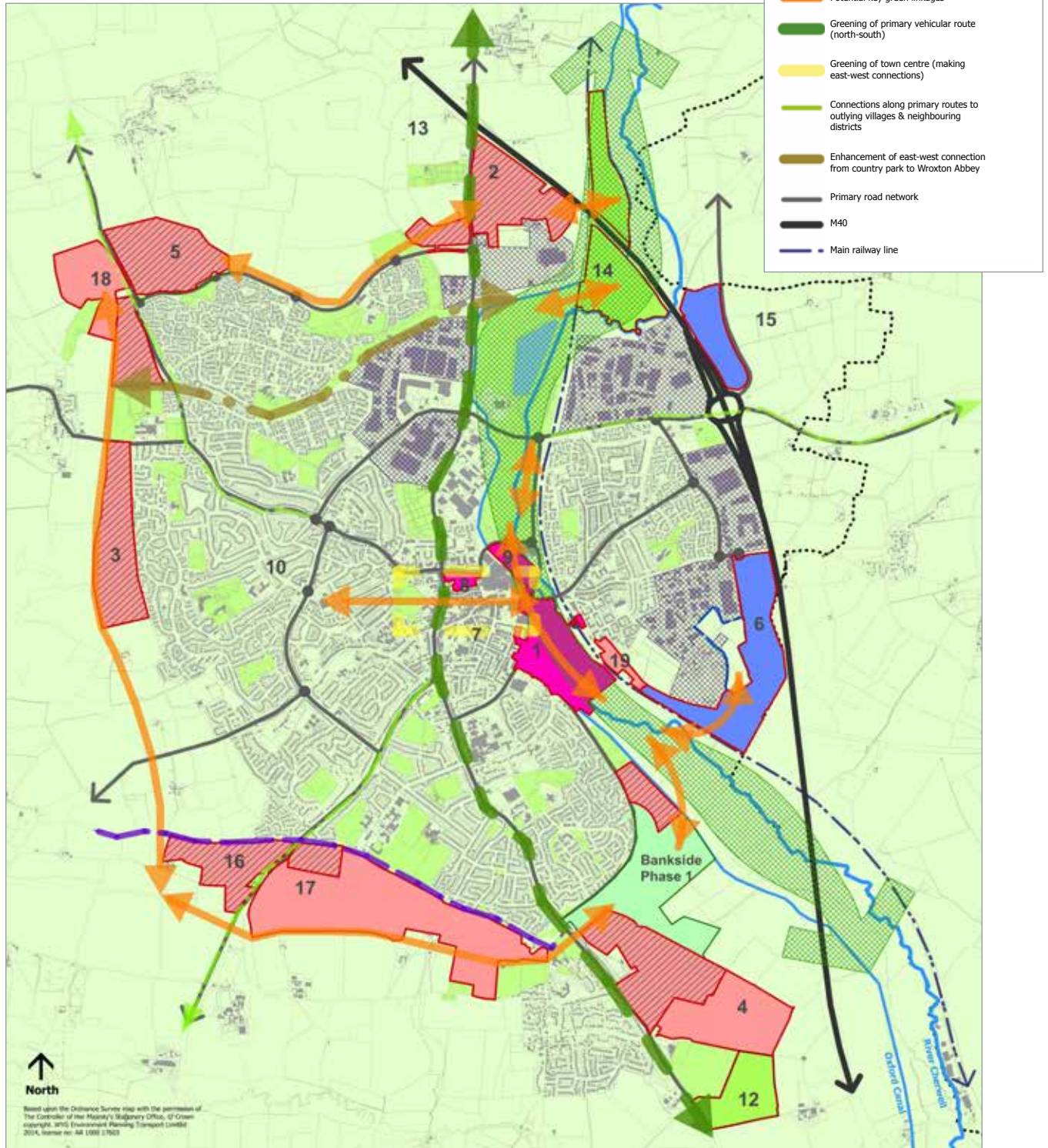




7. THE ENVIRONMENT

BANBURY VISION & MASTERPLAN

Environmental masterplan



The quality and character of the environment is a part of what creates that sense of place that unifies towns and sometimes makes them memorable. It provides the setting for daily life and enables a healthier lifestyle with better links to open space and sports facilities.

The quality of the environment needs to be improved by providing:

- A north-south green lung that improves access to the town centre and opens up the canal and river (it is recognised that not all uses along the canal and riverfront area will be 'green', but opportunities to promote the concept of the green lung should be pursued wherever possible);
- New public spaces and green links connecting the neighbourhoods together;
- Attractive gateways into the town;
- A richer more diverse bio-environment; and,
- New open space and amenity areas to serve the needs of residents.

There is a deficiency of open space within the town, but the quantum of the deficiency is unknown. Local Plan part 2 will provide further information and policies for open space.

To deliver a unified multifunctional resource a series of strategic environmental enhancements should be made, which include integrated cycle and pedestrian networks:

- An improved interface between Spiceball Park and the canal/river green lung linking with the town centre. This should be delivered as part of the town centre enhancements and form a fundamental part of any development proposals. Initiatives within Spiceball Park have already been commenced by The Wildlife Trust and should be used as a catalyst to push forward further development.
- The continued development of the country park extending the green lung to the north of the town connecting the urban area with the rural hinterland beyond. Management of the country park should be carried out in association with the surrounding environmental resources, including the river, rather than in isolation in order to achieve the full potential of the park. Nature reserves, planting and wetlands should be provided in appropriate locations.
- Greening of the town centre retail area improving east – west connectivity from People's Park to an enhanced green lung along the river/canal corridor.
- Greening of the primary north – south vehicular route along the South Bar Street/ Horsefair corridor in conjunction with improved traffic solutions to ease congestion in these areas.
- Development of a new green linkage along the south edge of Banbury 17 connecting new development and associated open space at Banbury 16 and Bankside Phase 1. Development of open space within these areas must be underpinned by successful connectivity for the collective benefit to be realised.
- Connection of Salt Way to the improved north – south green lung along the canal/ river corridor.

- Improved cycling and walking routes should be provided radiating from the town centre to satellite settlements encouraging the adoption of alternative transport methods and easing the existing pressure on the road infrastructure.
- Greening of areas immediately adjacent to the canal and river.
- Development and management of the existing east west connection along the dismantled railway line to assist in the integration of the country park into the existing green network.
- Developing the town's green infrastructure network, including developing and re-establishing current routes, such as the Banbury circular walk, and public rights of way and using green spaces within new and proposed development sites. The exact location of key green linkages will be determined by existing rights of way, existing planning permissions and negotiation with landowners.

It is important to improve and enhance Banbury's existing parks and leisure/recreational facilities, and alongside the above strategic enhancements there are a number of specific facilities identified for improvement within the town, including:

- Facilities at Wood Green Leisure Centre;
- Facilities at Moorfield Park, Grimsbury; and
- The development of People's Park from a transitional spaces to a target destination, encouraging a higher level of use.

There are also opportunities for specific initiatives to be implemented, such as the planning of community orchards. A community orchard, comprising heritage fruit trees, has been successfully established in Browning Road Park. Community orchards are an excellent way of bringing people together and can act as the focal point for community activities, such as picnics, story-telling events or apple picking days.

In summary, the green space network within and around Banbury should be maintained, managed and enhanced as a unified multifunctional resource to deliver the true environmental, social and economic benefits required by the residents of Banbury.

Air Quality

Air quality throughout the district is generally good, but there are areas of poor air quality in the district where national air quality objectives are being exceeded. Areas of poor air quality are largely related to vehicles on and around busy roads. Cherwell District Council has designated two air quality management areas (AQMAs) within Banbury, one along Hennef Way and one between Southam Road and Oxford Road. Air quality action plans will be developed which will aim to reduce the level of air pollution to below the air quality objective.

SUPPLEMENTARY PLANNING DOCUMENT





8. PEOPLE

BANBURY VISION & MASTERPLAN

The public sector can provide the vision; the private sector the investment and entrepreneurship; and, the people of Banbury the energy to deliver the planned economic growth. But the people need to be supported with improved skills, facilities and local services to enable them to play a full role. Areas of deprivation need to be continually addressed and life chances improved.

There are clearly organisations and individuals that have an interest in shaping the future of Banbury as demonstrated by the consultation on the Banbury Vision & Masterplan.

Education & training

Improved skills are vital to deliver the economic vision. Banbury needs enhanced education and training services; and, access to a larger number of apprenticeships. This will enable the workforce to compete for the targeted increase in higher paid jobs outlined in the Economy chapter.



Housing

The increase in housing supply identified in the Cherwell Local Plan will provide a range of private and affordable housing sites throughout Banbury. This will improve housing choice and should contribute to a more affordable housing market, as housing availability increases to match market demand.

Environment

A good quality and safe environment will provide the right setting for an improved lifestyle. It will provide more attractive places and amenity spaces in the town and add long term value to the character of Banbury.



Brighter Futures Partnership

Brighter Futures in Banbury is a targeted, long term programme of work to increase life chances and address health inequalities within Banbury. The aim is to break the cycle of deprivation, which will be different for each individual. This programme is an important part of the wider Banbury vision and recognises that individuals have diverse needs covering issues around health, skills, access to services, housing and financial stability. The Local Plan aims, including at Policy Banbury 10, to help create opportunities for all and positively renew and regenerate areas with challenging social conditions in parts of Banbury.

Community facilities and services

The future Banbury is a place of opportunity with a full range of, social, amenity and community facilities and services available for local people.







9. DELIVERING THE VISION

The vision for Banbury requires the support of many public sector organisations and active engagement with the private sector. Cherwell District Council is prepared to lead the work necessary in partnership with other bodies. Cherwell District Council will bring the full range of planning powers and other responsibilities to drive the delivery of this masterplan. The Council recognises that the best means to secure the vision of the Banbury Vision & Masterplan is to ensure it is delivered by a one team approach with strong leadership to drive through the actions and achieve the planned growth.

The vision is about 'promoting opportunities' as well as creating a 'place for opportunities' to be realised. The public sector can do much to address constraints, set new policies and prepare the ground for investment, but it should also be setting the conditions to create private sector investment confidence while addressing the needs of local people.

Delivering the vision is about:

- Providing the leadership and governance;
- Funding the action plan;
- Managing who does what and when; and,
- Reviewing and refining the process to address funding and market factors.

Initiatives and actions

The six strategic objectives that combine to form the vision are delivered through a set of initiatives, which in turn are formed from a set of public sector actions. The actions range from: promotional activities; commissioning studies; improving the public realm, road network and junctions; using CPO powers to acquire land for development; engaging in a proactive way with land owners and developers; and, working with others to deliver

the long term vision. For example, CDC will work with bus operators to identify opportunities for enhancing the public transport network and assist where it can due to restrictions in subsidies.

The table of initiatives and actions in Appendix II identifies: short; medium and long timescales for delivering the actions. The actions are diverse, ranging from: policy initiatives; infrastructure provision; promotional activities; the delivery of services; and, investing in people. Together they form a coordinated set of actions that work together to deliver change.

Leadership

Strong leadership is required to deliver the changes in Banbury and a multi-disciplinary team will be needed to deliver the Banbury Vision & Masterplan.

Funding

The public sector will take the lead using targeted funding to secure maximum benefit and lay the foundations for economic growth delivered through private sector investment. Developer contributions and/or money from the Community Infrastructure Levy (CIL) may be sought towards achieving the six strategic objectives. The broad cost of the public sector investment over a five year period is £30 to £40m.

The target is to lever in the maximum level of private sector investment for every £1 invested by the public sector.

One of the first actions will be to secure a portfolio of funding from the Department for Communities and Local Government, the Homes & Community Agency; local enterprise partnerships, OCC and CDC for a five year period.

Infrastructure Delivery Plan

The Infrastructure Delivery Plan (IDP) contains the infrastructure required to support the Cherwell Local Plan Part 1 and it is set out in Appendix 8 of the Plan. The IDP is a live document and is updated to reflect changes in circumstance and strategies. The IDP Update January 2016 lists schemes for Banbury by infrastructure providers. It covers the following areas:

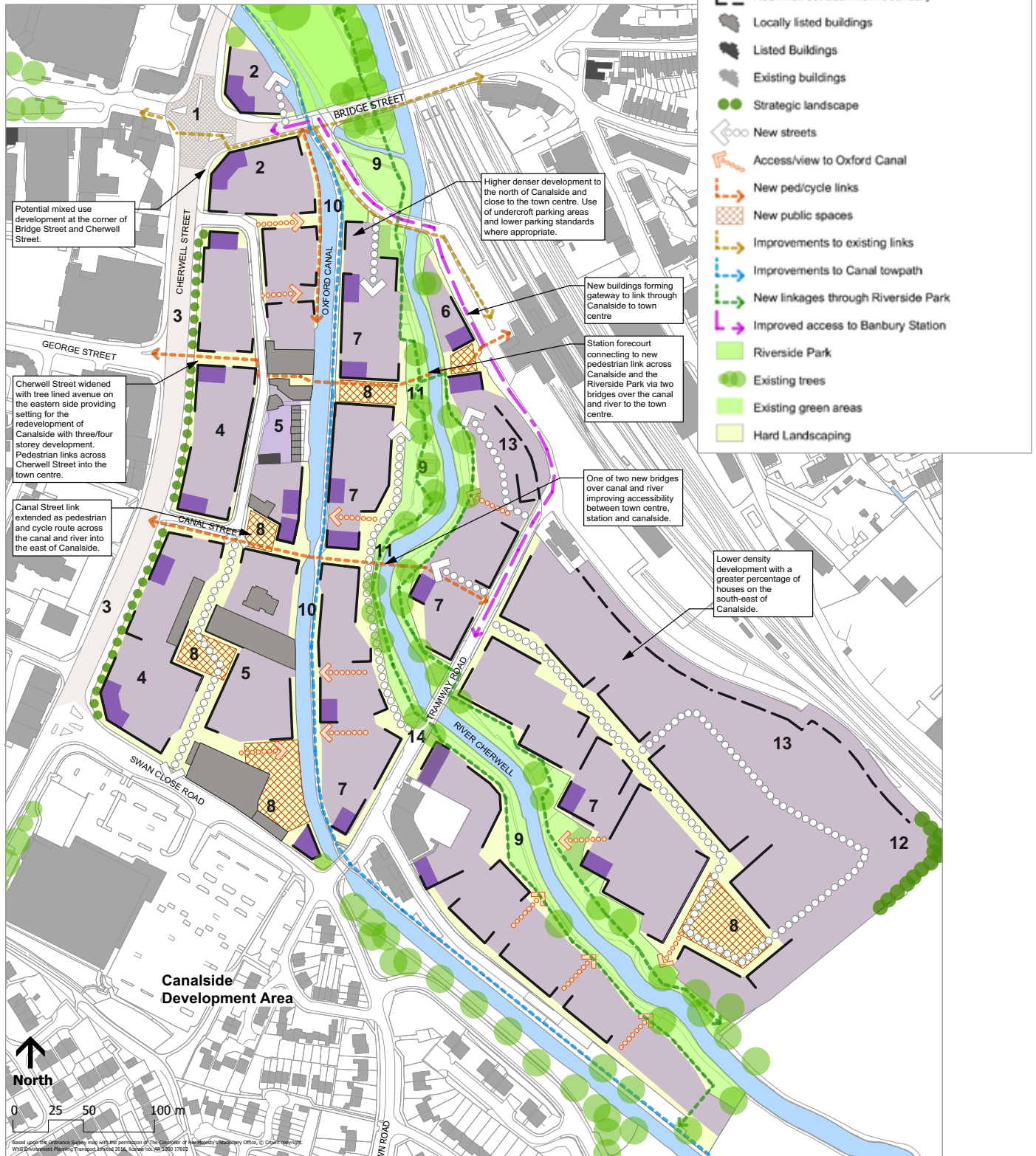
- Transport and movement
- Education
- Utilities
- Flood risk
- Emergency and rescue services
- Health
- Community infrastructure
- Open space, recreation and biodiversity

The successful delivery of the projects set out in the IDP will be important in delivering the Banbury Vision & Masterplan.





Canalside - urban framework plan



Canalside development area (Banbury 1)

Development proposals should be consistent with the design principles below, which build on the Local Plan Policy.

Key urban design/development principles

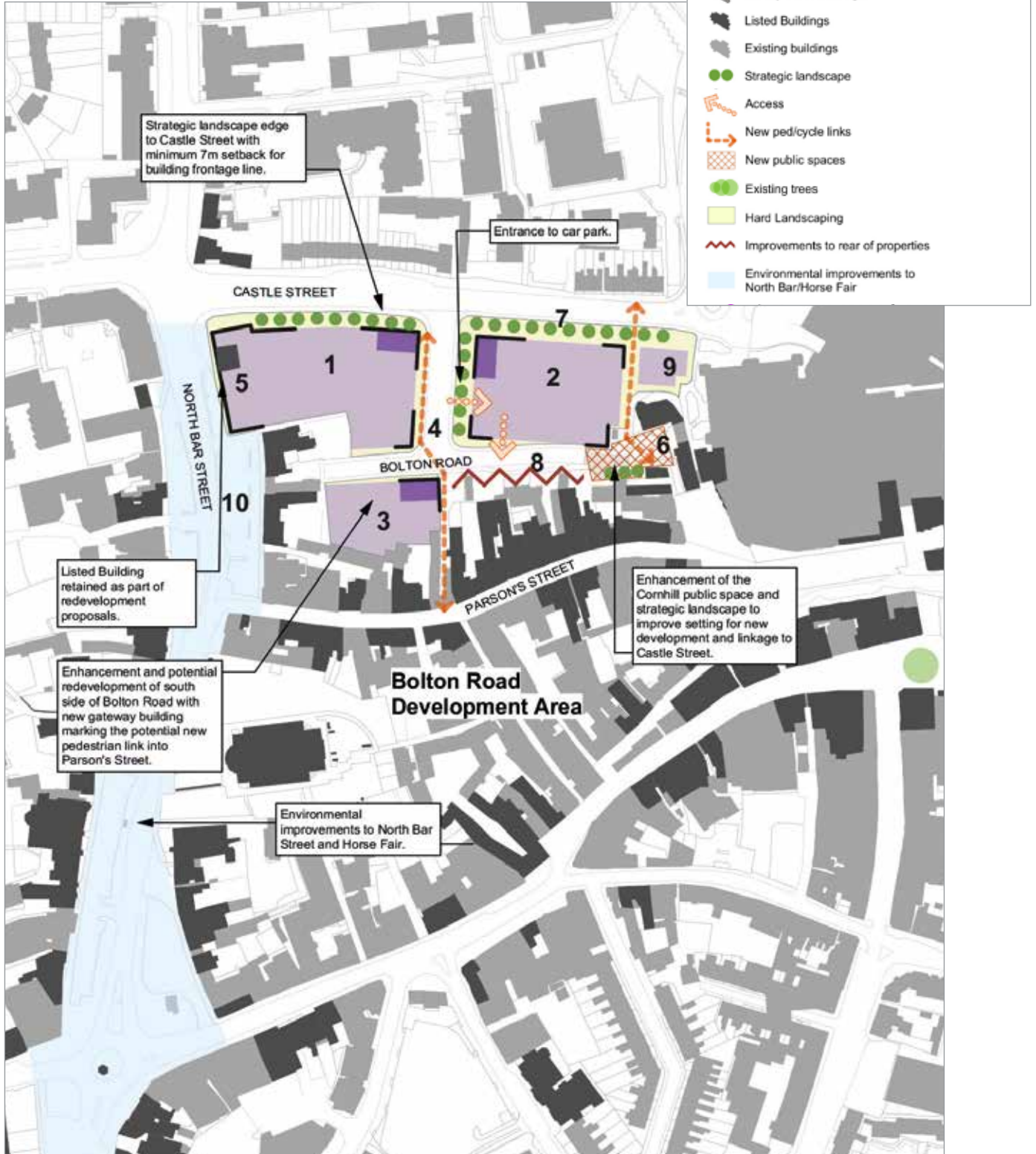
1. Widening of the Cherwell Street and Bridge Street junction to deal with increased traffic and improvements to the pedestrian crossings to make easier access between the town centre and the railway station.
2. Redevelopment of 67-75 Bridge Street as part of the gateway between the town centre and railway station; including improved frontage onto the Oxford Canal and the riverfront park. Mixed-use development on the corners of Bridge Street, with potential retail/commercial uses on the ground floor and residential above.
3. The widening of Cherwell Street on the eastern side to manage increased traffic flows and a pavement and tree-lined boulevard to provide an attractive setting to the new Canalside development.
4. New homes, including apartments along Cherwell Street; set back from the pavement with landscaped areas to create a strong and attractive street edge. The buildings should generally be at three/four storeys with higher storey feature buildings at the corners as part of the overall design solution.
5. Existing street pattern maintained between Cherwell Street and the Oxford Canal with listed and locally listed buildings retained wherever possible and other more recent modern buildings to be retained and refurbished, either for residential or mixed-uses. Development proposals should have regard to the Oxford Canal Conservation Area.
6. New four storey residential development with ground floor retail providing a gateway from the Railway Station into the town centre along a new George Street link.
7. At key locations along the building frontages, higher elements should be provided as part of the overall design solution, either at corners, on key routes or next to public spaces.
8. New public squares throughout the development providing amenity and landscaped areas for quiet enjoyment. Comprehensive landscaping schemes to

The Urban Framework Plan opposite illustrates a development solution following the urban design principles:

- be implemented in conjunction with any development proposals.
9. Riverside Park along both sides of the River Cherwell providing land for flood alleviation and an attractive setting and amenity area for the new developments. New footpaths to provide access through and into the park. New development to front onto the park where appropriate and provide access routes into the park. Improve the appearance of the river and its water quality.
10. New development to front onto the canal with a new canal towpath on the western side. Access routes provided through the development to open up the canal to the wider area and to avoid the creation of a 'perimeter wall'. General enhancement to the canal and towpath as a main northern link through the development with active frontages and mixed use where appropriate. Improve the connection between the canal towpath and the station approach. There is the potential for a new canal basin adjacent to a new mixed use area within Canalside.
11. Two new pedestrian and cycle routes from George Street and Canal Street to connect Canalside into the town centre. Each route will require two new bridges across the Oxford Canal and River Cherwell; the George Street link will connect to the Railway Station and the Canal Street link will connect to the eastern side of Tramway.
12. An area of strategic landscape to separate the residential use from the adjacent railway service area.
13. New rear elevations of buildings to be set back 10m from the boundary adjacent to the railway surface car park areas. The gable wall of end of terrace units can be closer to the boundary.
14. Tramway to be retained as the primary access into the eastern side of Canalside, with appropriate new frontage development.

BANBURY VISION & MASTERPLAN

Bolton Road - urban framework plan



Bolton Road development area (Banbury 8)

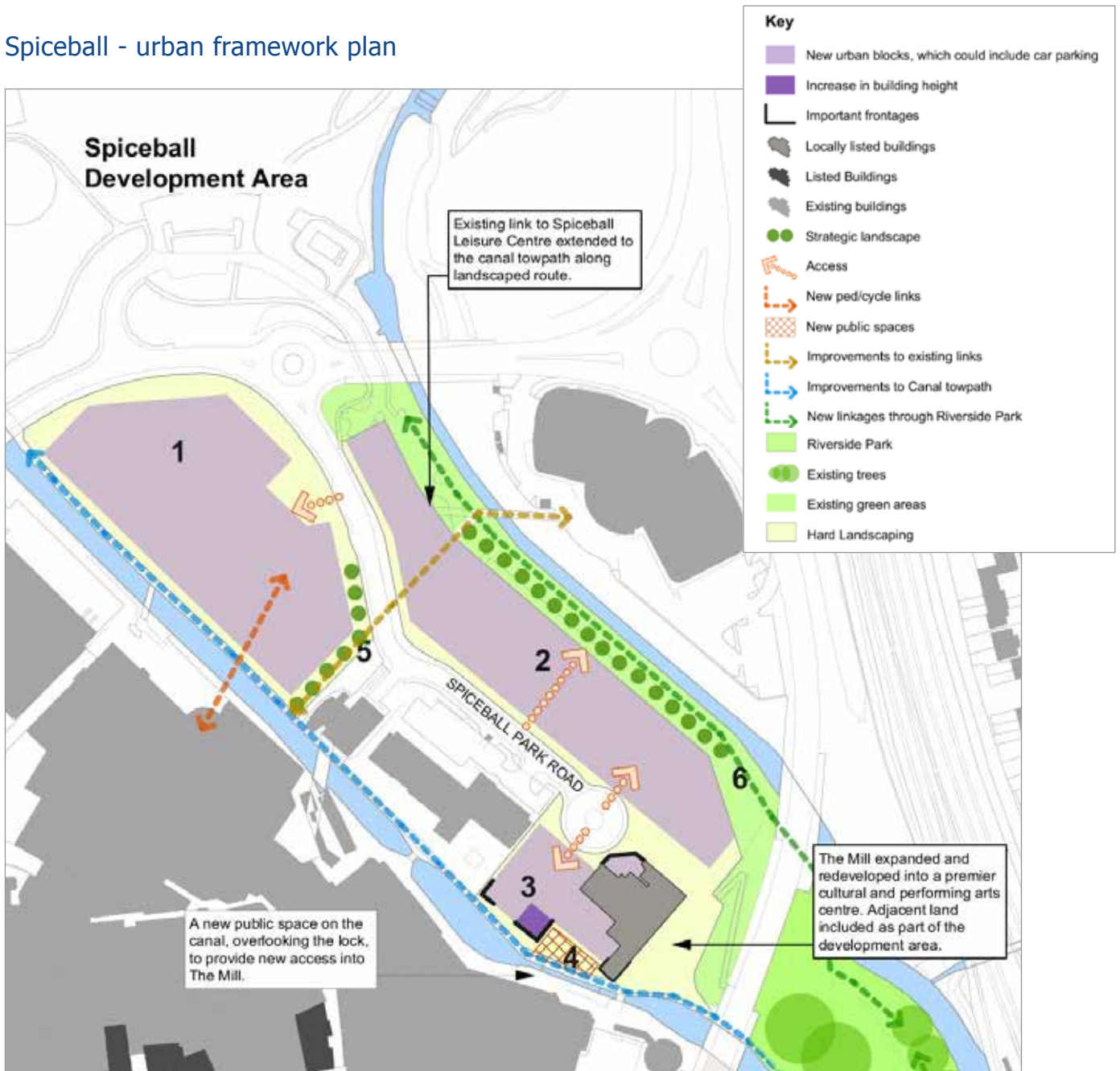
Development proposals should be consistent with the design principles below, which build on the Local Plan Policy.

The Urban Framework Plan opposite illustrates a development solution following the urban design principles:

Key urban design/development principles

1. Bolton Street development area split into three development areas (1, 2 and 3) by the existing road network, with area 1 on the west to provide three/four storey mixed use development for residential and town centre uses. Existing modern buildings will need to be removed if Area 1 comes forward for redevelopment. Uses and occupiers could remain on the site.
2. Area 2 on the east to be redeveloped for car parking and perimeter mixed use along Bolton Street close to Cornhill and the public space next to The Beer Tree public house.
3. Area 3 includes the surface car park behind Parson's Street to be developed for mixed use with a gateway building forming a frontage and access to Parson's Street through a new pedestrian link. The special historic architectural character of the listed buildings and their settings to be considered as part of any redevelopment proposals.
4. New pedestrian and cycle link through the rear of Parson's Street properties to connect the Bolton Road Development and car park to retail activity on Parson's Street.
5. Existing Listed Buildings fronting onto Parson's Street and North Bar Street to be retained as part of the comprehensive regeneration of the site. All development proposals within the Bolton Road development area should seek to preserve and enhance listed buildings and the conservation area.
6. Cornhill public space improved and extended with strategic landscaping at the eastern end of Bolton Road and a new pedestrian/cycle link onto Castle Street to improve town centre accessibility.
7. Improved frontage onto Castle Street with strategic landscaping.
8. Bolton Road retained for service access to rear of Parson's Street properties. Consideration to be given to the inclusion of the rear of Parson's Street as part of the development area after consultation with owners/operators.
9. Existing single storey building to be redeveloped.
10. Environmental improvements to North Bar Street and Horse Fair to include new public realm, landscape and car parking improvements.

Spiceball - urban framework plan



Spiceball development area (Banbury 9)

Development proposals should be consistent with the design principles below, which build on the Local Plan Policy. The Urban Framework Plan opposite illustrates a development solution following the urban design principles:

Key urban design/development principles

1. Area 1 to be developed for mixed town centre uses and car parking. New linkages will be provided across the canal to the existing Castle Quay Shopping Centre and new town centre uses to the south of the Canal. Proposals will need to consider where important frontages are located.
2. Area 2 to provide for a foodstore and car parking. Proposals will need to consider where important frontages are located.
3. Area 3 is formed from the existing short term car park next to the canal and The Mill. This area to be developed to enable the expansion of The Mill with new performance spaces and additional community facilities.
4. A new public space to be created next to the canal as the main entrance into the expanded Mill with A3 uses.
5. Retention of the bridge link over the river to provide pedestrian and cycle access onto the canal towpath next to the new hotel/retail development area and Banbury Museum.
6. Expansion of Riverside Park alongside the River Cherwell with a minimum 8m wide landscaped area and footpath network. This should be part of a comprehensive landscape scheme that extends throughout the Spiceball area.





BANBURY VISION & MASTERPLAN

Promote Banbury as the regional service centre of choice for the wider region

| Actions | Key tasks | Timescale | Provider |
|---|--|-----------|--|
| Establish Banbury Task Force | Work with partner agencies to prepare an action plan with timetable for delivery. | Short | CDC, OCC |
| Ensure the town centre can accommodate a full range of uses including: retail, leisure, cultural, sporting and social activities. | Promote Banbury as a growth area with opportunities for a wide range of investments. | Short | CDC |
| | Work with the private sector to establish a Business Improvement District (BIM) to support the marketing of the town centre. | Short | CDC/Banbury Chamber of Commerce |
| Provide an accessible public transport network from the surrounding villages. | Work with bus operators and adjacent authorities to improve services into Banbury | Short | Bus operators local authorities community groups |
| Provide suitable town centre car parks and with attractive pricing. | Promote Banbury as an accessible town centre, close to the motorway with good car parking facilities. Options such as smart parking (ticketless) and periods of free parking should be explored as part of a wider town centre parking strategy. | Short | CDC |
| Encourage a wide range of professional and advisory services. | Adopt a 'Banbury means Business' or similar strap line to explain what CDC, OCC and the LEPs are doing to encourage the expansion of the professional and service sector. | Short | CDC |
| Expand higher education opportunities. | Work with higher education providers to identify the potential for establishing degree level courses in specialist subjects. | Long | LEPs Banbury College |
| Provide good road and rail connections to London and adjacent cities | Work with the Highway Agency, Network Rail, Chiltern Railways and other service suppliers to improve strategic regional services. | Long | LEPs OCC Highways England |

Establish a strong economy

| Actions | Key tasks | Timescale | Provider |
|--|---|-----------|----------|
| Build upon the special skill strengths of the town. | Appoint a consultant to work with local employers to identify skill, property and funding constraints to business growth. | Short | CDC |
| Invest in skills, training and education. | Target training and education resources to improve skills in the workforce. | Medium | LEPs |
| Expand the programme of Apprenticeships | Invest more money in apprenticeships in the target skills areas. | Short | LEPs |
| Deliver quality sites for advanced manufacturing and performance engineering. | Identify and promote suitable employment sites in the Local Plan. | Short | CDC |
| Increase the availability and choice of employment sites and buildings. | Undertake an audit of existing employment sites and identify areas for renewal and redevelopment. | Short | CDC |
| | Publish information of available sites and buildings. | Short | CDC |
| Facilitate alternative sites and buildings for businesses that need to relocate from Canalside | Work with tenants and land owners to facilitate relocation where necessary for the comprehensive development of the Canalside. Appoint agent to provide advice. | Medium | CDC |

Reduce congestion and improve accessibility

| Actions | Key tasks | Timescale | Provider |
|--|--|--------------|--|
| Improve the transport and movement networks into and through the town. | Implement Hennef Way and M40 junction 11 improvements. | Medium | OCC |
| | Identify preferred route for link road to the east of M40 junction 11 to connect onto Overthorpe Road. | Short | OCC |
| | Work with developers to deliver the spine road through new residential development from the A361 to A4260. | Short | OCC, CDC |
| | Implement route improvements to the north-south route through the town centre from the junction of Hennef Way and Concord Avenue along Cherwell Street, Windsor Street and Bankside to the junction with the A4260 on Oxford Road. | Medium | OCC |
| | Implement improvements at Cherwell Street and Bridge Street junction that will improve capacity, improve bus access to the town centre and improve pedestrian links to the railway station. | Short/Medium | OCC |
| | Implement traffic management and environmental improvements along South Bar Street/Horsefair corridor. | Medium | OCC |
| Identify a new strategic route between the east and west of the town. | Consider the options for a new viable and fundable crossing of the railway, canal, and river to improve east-west access to the motorway. | Medium | LEPs OCC |
| | Prepare cost/benefit analysis and identify funding options | Medium | OCC |
| The railway station and connections to the town centre. | Work with Chiltern Railways to agree a development strategy for the station and the connections into the road and pedestrian network of the Canalside development area. | Short | CDC, OCC, Chiltern Railways |
| | Open up Tramway as the access for cars in to the station car parks with the existing access road off Bridge Street retained for buses, taxis and potentially cars (on a limited basis). | Medium | OCC, CDC Chiltern Railways Network Rail |
| Increase public transport patronage. | Identify suitable bus routes into and through the town centre and bus priority measures to ensure reliable bus journey times. | Short | OCC Bus operators |
| | Improve bus service between residential and employment areas. | Short | OCC Bus operators |
| | Identify site for new bus station or location for new bus stops and waiting areas. | Medium | OCC Bus operators |
| | Create new bus station and implement improvements to bus routes into town centre | Medium | OCC Bus operators |
| Increase pedestrian and cyclist activity | Audit existing routes and prepare improvement strategy as part of Local Plan part 2. | Short | CDC OCC |
| Establish a car parking strategy. | Undertake an audit of town centre car parks and prepare Parking Strategy identifying preferred location and number of car spaces and pricing policy. Set pricing policy to encourage car during non-peak periods. | Medium | CDC |

BANBURY VISION & MASTERPLAN

Create a vibrant and attractive town centre

| Actions | Key tasks | Timescale | Provider |
|---|--|-----------------|-----------------------|
| Strengthen the town centre offer with new leisure, cultural, retail and social opportunities. | Prepare Supplementary Planning Guidance (SPG) for key development sites. Promote sites to the private sector. | Medium | CDC |
| Enable the development of the two strategic town centre sites of Bolton Road and Spiceball. | Engage with owners and promote sites for development. | Short | CDC |
| | Use CPO powers, where necessary, to acquire land for comprehensive development. | Medium | CDC |
| | Invest part of CDC land value in sites to improve development viability. | Medium | CDC |
| Develop underutilised sites and areas such as Canalside | Prepare review of each site and work with owners to bring about development. Commission advice from agents. | Short | CDC Private Sector |
| | Produce a Local Development Document to assist in the delivery of Canalside. | Short | CDC |
| | Commission planning, design and viability studies and make bids to central government for funding. | Short | CDC |
| | Use CPO powers to acquire land for comprehensive development. | Medium | CDC |
| | Invest part of CDC land value in sites to improve development viability. | Medium | CDC |
| Open up vacant shops with temporary uses. | Work with owners to bring vacant shops into use with 'pop-up' activities. | Short | CDC |
| Promote and establish a calendar of activities and events. | Work with local business to identify calendar of town centre events and venues covering: markets; music festivals; art shows; canal days; literary festivals; antiques; and, local foods. | Medium | CDC |
| | Provide management support and grant funding for five years. | Medium | CDC |
| Open up the Oxford Canal to the town centre | Prepare a strategy for the Oxford Canal. | Short | CDC |
| | Work with landowners to promote the development potential of land adjacent to the canal. | Medium | CDC |
| Connect the railway station into the town centre. | Identify the preferred route and include in Canalside SPG. Work with land owners and developers to facilitate connection. | Short | CDC, OCC |
| Improve bus services and access into the town centre. | Identify network constraints and work with bus operators to improve services. Identify suitable bus routes into and through the town centre, and between residential and employment areas. | Short Medium | OCC |
| Encourage high quality housing development on appropriate sites within the town centre. | Through the review of town centre boundaries identify sites that would be suitable for residential development. | Short | CDC Bus operators |

SUPPLEMENTARY PLANNING DOCUMENT

Create high quality environments and a distinctive place to live and work

| Actions | Key tasks | Timescale | Provider |
|---|--|-----------|----------------|
| Create an attractive interconnected network of green spaces and public squares. | Develop a green infrastructure study that includes improvements to the pedestrian and cycle network through Banbury. | Medium | CDC |
| | Improve interface between Spiceball Park and the canal/river | Medium | CDC |
| | Develop the Country Park northwards | Medium | CDC |
| | Green South Bar Street/Horsefair corridor | Medium | CDC/OCC |
| | Develop new green linkage along the southern edge of Banbury 17 and connect Salt Way to canal/river green lung. | Short | CDC/developers |
| Open up the canal corridor into the town centre. | Work with stakeholders to identify improvements to the canal and opportunities to open up the canal and towpath for greater use and integration with the town centre. | Medium | CDC |
| Celebrate the people, places and history of Banbury. | Through a 'percentage for art' scheme include art works into all new development and where appropriate celebrate the people, places and history of Banbury. | Medium | CDC |
| Promote quality design and attractive new buildings that respond to the character and context of Banbury. | Raise the standards of design through guidance, competitions and design panels. | Medium | CDC |
| Enhance the strategic routes into and through the town. | Identify how the town could be improved through environmental improvements and landscape on the strategic places and routes through the town. Work with OCC, land owners and developers to improve the quality of the environment. | Medium | CDC, OCC |

BANBURY VISION & MASTERPLAN

Promote opportunities for local people

| Actions | Key tasks | Timescale | Provider |
|--|--|-----------------|------------------------|
| Increase housing choice and tenure | Work with landowners and developers to deliver the allocated housing sites. | Short | CDC |
| Improve access to, apprenticeships, skills training and further education | Work with the educational establishments to strengthen the opportunities for vocational training and education, and the availability of apprenticeships. | Medium | LEPs OCC |
| Increase local employment opportunities | Work with stakeholders to understand the local employment market and identify actions that need to be taken to address shortfalls in jobs, skills and opportunities. | Short | CDC, OCC |
| Reduce poverty, health inequalities and support the vulnerable | Work with partner organisations to deliver the improvements set out by the 'Brighter Futures' Partnership | Short | CDC, TVP, OCC, OCCG |
| Access to health, social and community services | Work with the providers to understand the demands being made on upon the services and identify ways that CDC can facilitate improvements. | Medium Long | CDC, OCC |
| Provide a full range of sports, leisure and recreational facilities | Undertake open space audit to identify shortfall in facilities and plan for new sports, leisure and recreational facilities. | Medium Long | CDC |
| Invest in a network of attractive green spaces and parks for daily enjoyment | Prepare a green infrastructure study that includes improvements to the pedestrian and cycle network through Banbury. | Short Medium | CDC |

SUPPLEMENTARY PLANNING DOCUMENT





BANBURY VISION & MASTERPLAN

The Main Evidence for the Banbury Vision & Masterplan

Cherwell Local Plan Part 1 (2015)

Cherwell Local Plan Part 2 – Issues Paper (January 2016)

Cherwell Employment Land Review (February 2012)

Cherwell Economic Analysis Study (August 2012)

Oxfordshire Strategic Economic Plan (March 2014)

South East Midlands Strategic Economic Plan (March 2014)

Tourism Development Study (August 2008)

Cherwell Retail Study (October 2012)

Cherwell and West Oxon Strategic Flood Risk Assessment Level 1 (April 2009)

Banbury Conservation Area Appraisal (October 2004)

Oxford Canal Conservation Area (October 2012)

Local Transport Plan 4 (2015)

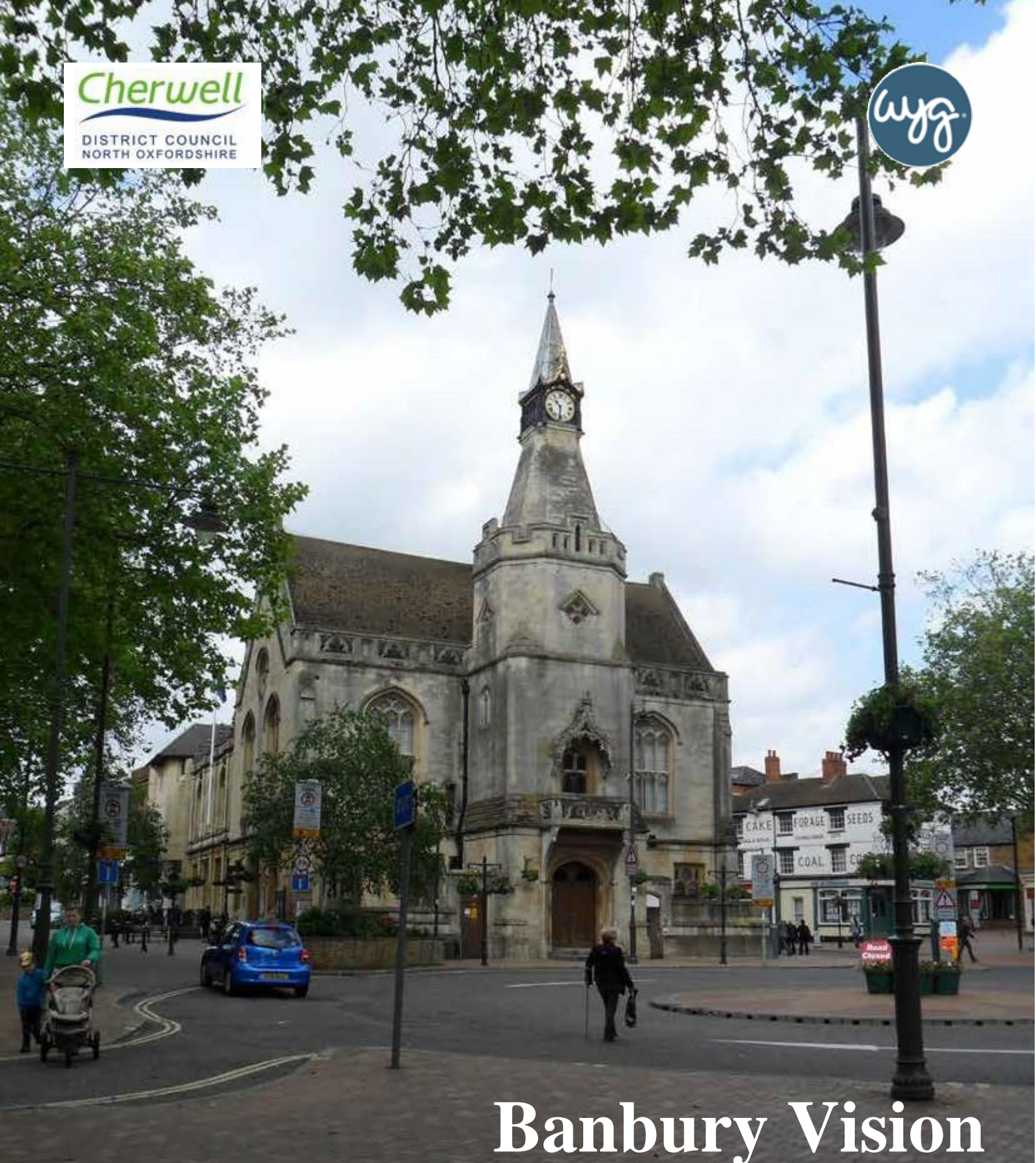
Banbury Movement Study (Feb 2013)

Banbury Canalside Viability Study (September 2013)

Draft Banbury Canalside Supplementary Planning Document (November 2009)

Draft Bolton Road Supplementary Planning Document (October 2011)

GIS Constraints information (CDC)



Banbury Vision & Masterplan

**Consultation Statement
December 2016**

CONSULTATION STATEMENT

BANBURY MASTERPLAN & VISION SUPPLEMENTARY PLANNING DOCUMENT

Prepared under Regulation 12(a) of the Town and Country Planning (Local Planning) (England) Regulations 2012

1. Purpose and background

- 1.1 This Consultation Statement has been prepared in line with Regulation 12(a) of the Town and Country Planning (Local Planning) (England) Regulations 2012, which states that, before a council adopts a Supplementary Planning Document (SPD), it must produce a statement setting out:
- i. The persons the local planning authority consulted when preparing the supplementary planning document;
 - ii. A summary of the main issues raised by those persons; and
 - iii. How those issues have been addressed in the supplementary planning document.
- 1.2 The Banbury Vision & Masterplan was prepared in accordance with the Council's Statement of Community Involvement (2006), which was updated in July 2016. This can be viewed on the Council's website at: <http://www.cherwell.gov.uk/index.cfm?articleid=9648>.
- 1.3 Legislation and guidance sets out the requirements for preparing SPDs as part of the planning system. This enables SPDs to be prepared to expand upon existing planning policy. The adopted Cherwell Local Plan 2011-2031 together with the Banbury Vision & Masterplan establishes the long-term vision for the town and identifies the projects and initiatives to support growth. The SPD will contribute towards the delivery of the Cherwell Local Plan.
- 1.4 The Banbury Vision & Masterplan SPD is formed from six inter-connecting strategic objectives that will:
- i. Promote Banbury as the regional service centre of choice for the wider region;
 - ii. Establish a strong economy;
 - iii. Reduce congestion and improve accessibility;
 - iv. Create a vibrant and attractive town centre;
 - v. Create a high quality environment and distinctive place to live and work; and,
 - vi. Promote opportunities for local people.
- 1.5 The SPD does not create new policy. The Local Plan sets the planning framework up to 2031 with the Banbury Vision & Masterplan providing a further level of detail to guide development proposals and help inform the preparation of Local Plan Part 2 and the implementation of the Local Transport Plan 4 (LTP4) published by Oxfordshire County Council.

1.6 The SPD will be a material consideration in the determination of planning applications alongside the Local Plan and other planning policies.

2. Consultation undertaken during early preparation of the draft SPD

2.1 Details of key consultations undertaken during the early development of the draft Banbury Vision & Masterplan are provided in the table below. A list of stakeholders that were consulted through meetings and workshops is included in Appendix 1.

Table 1: Summary of consultations during development of the draft Banbury Vision & Masterplan SPD.

| Persons consulted | Method | When | Main issued raised | How addressed in SPD |
|--|----------|------------|---|---|
| Various stakeholders, including developers and their agents, government agencies and business associations | Workshop | 02.2013 | Workshop to test the emerging vision, discuss potential development sites and regeneration strategy for the town centre | Suggestions and comments by stakeholders used to refine initial ideas |
| Various stakeholders, including developers and their agents, government agencies and business associations (eg. Banbury Old Town Association) and transport operators (eg. Stagecoach) | Workshop | 22.07.2014 | Workshop to test the emerging vision, discuss potential development sites and regeneration strategy for the town centre | Suggestions and comments by stakeholders used to refine initial ideas and develop the vision and masterplan strategy |
| Banbury Working Group | Meeting | 20.10.2014 | Meeting to inform members of the emerging vision and masterplan strategy | The Group confirmed that they were happy with the emerging vision and masterplan strategy |
| Cherwell District Council (CDC) Officers | Workshop | 03.11.2014 | Workshop to ensure the emerging vision and masterplan strategy complied with the Local Plan and to incorporate the views of officers into the emerging document | SPD was drafted to ensure compliance with the Local Plan. Suggestions from officers were incorporated into the document |
| Oxfordshire County Council (OCC) Officers | Workshop | 17.08.2015 | Workshop to discuss transport and education issues and ensure the masterplan strategy aligned with OCC's LTP4 | SPD incorporated ideas and suggestions from OCC Officers and drafted to ensure it aligned with the LTP4 |
| South East Midlands Local Enterprise Partnership | Meeting | 09.09.2015 | Meeting to ensure the SPD aligned with the emerging economic strategy of the LEP | SPD was drafted to ensure it responded to the emerging economic strategy of the LEP |
| Oxfordshire Local Enterprise Partnership | Meeting | 09.09.2015 | Meeting to ensure the SPD aligned with the emerging economic strategy of the LEP | SPD was drafted to ensure it responded to the emerging economic strategy of the LEP |
| Town Centre Manager | Meeting | 25.09.2015 | Meeting to understand current town centre issues and potential solutions | SPD reflected suggestions of the town centre manager |
| Oxfordshire County Council Members | Meeting | 09.11.2015 | Meeting to inform members of the emerging vision and masterplan strategy | Members confirmed that they were happy with the emerging vision and masterplan strategy |

| | | | | |
|-----------------------------|---------|------------|---|--|
| Banbury Chamber of Commerce | Meeting | 06.04.2016 | Meeting to present the draft Masterplan | Comments reflected in final Masterplan |
| Banbury Town Council | Meeting | 06.04.2016 | Meeting to present the draft Masterplan | Comments reflected in final Masterplan |

2.2 Key stakeholders were directly and informally briefed about the purpose of the SPD, its coverage, and were invited to make representations. They include:

- Oxfordshire County Council
- Banbury Chamber of Commerce
- Banbury Town Council
- South East Midlands Local Enterprise Partnership (SEMLEP)
- Oxfordshire Local Enterprise Partnership (OxLEP)

2.3 A range of Cherwell District Council Officers and Members were consulted, and their comments have informed the preparation of the SPD.

3. Formal consultation on the draft SPD

3.1 Formal public consultation on the draft SPD was undertaken from Monday 14th March 2016 to Wednesday 13th April 2016. A number of methods were used to seek responses as follows:

- **Mail out:** information was sent to all persons registered on the Council's consultation database including specific, general and prescribed bodies. This was undertaken via e-mail or letter.
- **Website:** the SPD was published on the Council's website
- **Hard copies:** the SPD was available in hard copy at the locations in Appendix II
- **Public Notices:** notices were placed in the Banbury Guardian, Oxford Mail and Bicester Advertiser newspapers
- **Social Media:** public notifications were issued
- **Public exhibition:** a one-day exhibition was held in the Castle Quay Shopping Centre on Saturday 2nd April 2016 from 10am to 4pm
- **Meetings:** meetings were held with the Banbury Chamber of Commerce and Banbury Town Council on Wednesday 6th April 2016, at which the draft SPD was presented.

4. Responses

4.1 The public exhibition was well attended with over 250 people estimated to have visited the event. Attendees included the general public, town centre business owners and local councillors. Comments/themes arising from discussions with attendees of the exhibition included matters relating to traffic and congestion, Canalside, a new motorway junction, improving bus services, the threat to Banbury town centre, improving the environment and concerns over delivery of the masterplan. All matters have been addressed in the revised masterplan and/or in the following responses.

4.2 All representations received on the draft Banbury Vision & Masterplan were recorded, analysed and recommendations made, including how the issues are addressed in the Masterplan. This is presented in Table 1 and in the following Chapter. Changes included changes to the maps and diagrams in the Masterplan. All representations are available on the Council's website.

<http://www.cherwell.gov.uk/index.cfm?articleid=11547>

The final SPD will be presented to the Council's Executive, and if approved, presented to Council for formal adoption.

5. Conclusion

5.1 The production of the Banbury Vision & Masterplan SPD has involved wide ranging stakeholder consultation. This has directly influenced both early development and later refinement of the document. Public consultation has taken place in accordance with statutory regulations.

PART 1

SUMMARY BY QUESTION

Question 1

Do you support the principle of preparing a vision and masterplan to guide the long term growth of Banbury?

There is general support for the principle of preparing a vision and masterplan document. However, some respondents said that they supported the principle, but with reservations.

| Issue/comments | How the issue/comments have been addressed in the revised masterplan document |
|---|--|
| <p>There is no timing, realisation strategy or resources identified in the document that could properly be called a 'plan' – except some specifics which are 'dropped in' without apparent justification or careful thought. It is felt that the document should be re-titled to more accurately reflect the 'visionary' aspect eg. 'The Vision for Banbury: Potential Developments in Banbury to 2031 and Beyond', 'The Vision for Banbury: A contextual outline for potential development', 'The Vision for Banbury: an holistic framework for development'</p> | <p>The document covers a wide range of matters and the title is considered appropriate. The Masterplan contains a Chapter titled Delivering the Masterplan and an Action Plan at Appendix II which have been updated.</p> |
| <p>Where very specific proposals are made these should be removed eg. 'The potential for the Mill to be included as part of the mixed use development'. Alternatively, such specifics should be explained and justified in significant extra detail. As it stands, the document could be open to abuse by unscrupulous developers</p> | <p>The Masterplan has been changed to provide more flexibility in terms of where retail and other uses should be provided including at Spiceball. Design principles for sites have been expanded to determine priorities and guide development.</p> |
| <p>Much of the supplementary detail within the draft document is not in accordance with local plan policy. The value the document has in relation to the masterplanning of strategic sites, such as Banbury 17, is questioned</p> | <p>The document is in line with the Local Plan Part 1 and does not apply supplementary design guidance for the strategic housing sites.</p> |
| <p>The document does not provide further advice or guidance to the policies contained in the Cherwell Local Plan Part 1 or the Oxfordshire Local Transport Plan 4 and the need for the document is questionable</p> | <p>The Masterplan adds a further level of detail, especially in terms of proposals for the town centre and the key redevelopment / regeneration areas. Design principles for sites have been expanded to determine priorities and guide development. The Masterplan also outlines how the vision can be delivered.</p> |
| <p>The masterplan, as drafted, does not respond to the commercial realities of development nor reflect market conditions. The overall vision to create an entertainment, cultural and leisure quarter at Spiceball will not be delivered without other retail developments, including uses with A3 and A1 as proposed in the outline scheme</p> | <p>The Masterplan has been changed to provide more flexibility in terms of where retail and other uses should be provided including at Spiceball. The Masterplan allows for the development of a supermarket on the Spiceball site.</p> |

| | |
|--|---|
| <p>In respect of Banbury’s heritage – it is essential that the document carries a general ‘health warning’ at the outset, such as: ‘Developments suggested in this document are illustrative and provide a general framework in which future development can take place. For the avoidance of doubt, this document, even where it is not explicitly stated, places great emphasis on all developments being in keeping with Banbury’s architectural heritage and the local vernacular’ or similar</p> | <p>Further reference has been made in the Masterplan to conserving and enhancing Banbury’s heritage</p> |
| <p>As a masterplan it raises expectations it cannot deliver as there are no specific resources identified and the timetable is very indeterminate</p> | <p>Appendix II of the Masterplan identifies key actions required to deliver the six strategic objectives, the broad timescales for delivery and the provider</p> |
| <p>In a time of budget constraints the masterplan should prioritise what should be achieved first</p> | <p>Appendix II of the document sets out timescales for projects and initiatives to be delivered</p> |
| <p>The plan alone is not sufficient. Public investment is also required</p> | <p>The Masterplan states that the public sector will take the lead using targeted funding to secure maximum benefit and lay the foundations for economic growth delivered through private sector investment</p> |

Question 2

Do you support the six strategic objectives?

- Promote Banbury as the regional service centre of choice for the wider region
- Establish a strong economy
- Reduce traffic congestion and improve accessibility
- Create a vibrant and attractive town centre
- Create a high quality environment and distinctive character to live and work
- Promote opportunities for local people

There is general support for the six strategic objectives.

| Issue/comments | How the issue/comments have been addressed in the revised masterplan document |
|---|--|
| Reference is made to 'Premier regional centre', 'regional service centre of choice' and 'the powerhouse of the region' – the region needs to be defined | Minor changes have been made to the text of the Masterplan. |
| It is noted from the Council's own evidence base that Banbury is already identified as fulfilling the role of a regional centre | The aim is for Banbury to be a centre of choice, with people choosing to visit Banbury rather than other competing centres e.g. Milton Keynes |
| Need an additional objective covering Banbury's cultural, entertainment and sporting life | Strategic objective one 'promote Banbury as the regional service centre of choice for the wider region' refers to the need for a full range of retail, leisure, cultural, sporting and social activities |
| There is too much emphasis on retail | The masterplan states that Banbury needs a full range of retail, leisure, cultural, sporting and social activities |
| There should not be over emphasis on one sector. A broad economy is more resilient | The masterplan states the need for a range of employment opportunities |
| Emphasis on a fast growing economy won't necessarily make Banbury a more pleasant place in which to live | The vision comprises six strategic objectives, of which establishing a strong economy is just one. Other objectives focus on quality of life / quality of place |
| An additional objective to 'conserve and enhance Banbury's Heritage Assets and Historic Environment' should be added | Reference is made to conserving and enhancing Banbury's heritage within the strategic objectives. Listed and locally listed buildings are protected wherever possible. |
| There should be more emphasis on the town's cultural and historical heritage, allied with leisure and non-commercial opportunities | Greater emphasis has been placed on conserving and enhancing Banbury's cultural and heritage assets in the revised Masterplan |
| There is an underlying suggestion of a completely redeveloped town centre at Objective 4. The objective should be reworded to provide a more accurate impression to readers | It is not the intention of the document to suggest a completely redeveloped town centre. Actions are needed for Banbury town centre and Objective 4 reflects this. |

| | |
|--|---|
| <p>A seventh objective – retention of a ‘Banbury’ image to ensure that the ‘feel’ of the historic core is maintained – should be added. The word ‘comprehensive’ in connection with any development proposals should be deleted as this is incompatible with the retention of heritage and streetscape</p> | <p>Reference is made to conserving and enhancing Banbury’s heritage within the strategic objectives and for sites in the Masterplan. Use of the word ‘comprehensive’ has been reviewed and deleted as appropriate</p> |
| <p>The strategic environmental objective should be changed to reflect a desire to reverse the decline of the natural and semi-natural habitat in and around Banbury, ‘Create a high quality environment, establish a coherent ecological network, and achieve a net gain in biodiversity’</p> | <p>The strategic environment objective is about the built and natural environment. The wording of this objective has been reviewed to clarify this. In terms of the natural and semi-natural environment, the need for a coherent ecological network and a net gain in biodiversity has been emphasised</p> |
| <p>There should be an objective that explicitly signals that the private sector is responsible for contributing to a high-quality environment within Banbury and there should be greater reference in the document to ‘high-quality investment’ being sought for Banbury</p> | <p>The objectives are intended to be strategic in nature and the Masterplan should allow for private sector investment in all areas.</p> |
| <p>Education standards need to rise</p> | <p>The masterplan emphasises the need for investment in apprenticeships, training and education</p> |

Question 3

Do you support the initiatives that support the concept masterplan?

- Locations for housing to deliver Cherwell Local Plan housing requirements to 2031
- A range of employment opportunities that will reinforce the role of Banbury in the regional economy
- A transport and movement strategy that addresses congestion and assists in delivering sustainable growth
- A Town Centre Action Area to manage a co-ordinated and comprehensive redevelopment and improvement of Banbury town centre
- A 'green lung' to the town created from the enhancement of the canal and riverfront area together with a network of open spaces to improve the setting of the town and to address the shortfall of public open space, amenity and sports facilities

There is general support for the five key initiatives that underpin the masterplan.

| Issue / comments | How the issue/comments have been addressed in the revised masterplan document |
|--|--|
| The rate of house buildings needs to be matched by road/infrastructure improvements and additional services | The Masterplan makes recommendations for improving road infrastructure |
| Too much emphasis on retail | The Masterplan states that Banbury needs a full range of retail, leisure, cultural, sporting and social activities |
| With suitable and deliverable employment land in short supply a review needs to be undertaken before making land use choices. The outcomes of this work may influence the areas identified for canal and river enhancement on the Masterplan | Land use allocations are set out in the adopted Cherwell Local Plan. The Masterplan is in line with the Local Plan |
| Further work needs to be undertaken to understand the quantum of the stated open space deficiency and examine the potential or otherwise for public access to such space | This will be carried out as part of the preparation of the Local Plan Part 2 |
| There is an underlying suggestion of a completely redeveloped town centre at Objective 4. The objective should be reworded to provide a more accurate impression to readers | The phrase 'comprehensive development' has been changed to 'comprehensive regeneration' |
| The masterplan document should make clear that the link road through Banbury 17 will be delivered as part of the phased implementation of the development sites that comprise BAN 17 allocation. The text should be amended to read <i>'working with developers to deliver the spine road from the A361 to A4260 alongside the phased implementation of development of Banbury 17'</i> . | Changed wording to reflect process for implementation of the relief road. |

| | |
|--|---|
| <p>Reduce and improve transport links so that goods and people can move freely – these are the life blood of the town and there will be no successful future unless the current situation is rectified</p> | <p>The Masterplan shows the main proposals for the town. Oxfordshire County Council is the highways authority and the transport strategy for Banbury is contained in the Local Transport Plan 4 (LTP4).</p> |
| <p>Our cultural and social lives are missing from these initiatives.</p> | <p>Strategic objective 6 ‘Promote opportunities for local people’ refers to social and community facilities. Changed Objective 6 to refer to cultural facilities.</p> |

Question 4

Are there any other employment or housing issues that need to be addressed?

| Issue/comments | How the issue/comments have been addressed in the revised masterplan document |
|---|--|
| Less greenfield development. More 'in town' and brownfield needs to be considered | The masterplan is in line with the Local Plan, which allocates sites for housing and employment in the town. |
| Recreation is lagging behind housing at current levels. Work and homes are important, but recreation gives quality to where you live | The Environmental Masterplan identifies core principles for the enhanced connectivity of the existing green infrastructure of the town alongside the development of new assets. Further work on open space provision will be undertaken as part of Local Plan Part 2 |
| Need for a proportion of houses which will serve the needs of local people as opposed to commuters | It is beyond the scope of the Masterplan to stipulate that a certain proportion of housing should be for local people |
| Although a very creative and imaginative plan the proposal to redevelop the Bolton Road site should be changed. There is no need for any more shops especially in or near the town centre | It will be important for new buildings to have 'active' ground floor uses. This doesn't necessarily need to be retail. The design principles allow for mixed use proposals |
| There is no mention of tourism. Banbury museum has considerable plans for new exhibition space and Banbury could benefit from some other tourist initiatives | Many of the proposals in the Masterplan will lead to increased tourism but a reference has been added to emphasis its importance. |
| There is a need to get the health sector involved in planning to make sure we have the right infrastructure for Banbury. Housing needs to be affordable so local people can purchase their own home. Prices should reflect our local wages | Cherwell District Council has specific planning policies on health and affordable homes within the Cherwell Local Plan. |
| Have reservations about using Banbury 15 for employment as it is the 'wrong' side of the M40 | Banbury 15 is allocated in the Local Plan. The Masterplan is in line with the Local Plan |
| The presumption of growth in the retail sector is wrong. The town centre retail provision is likely to shrink, not grow, as per national trends. A smaller, more vibrant town centre is required | The town centre boundary will be reviewed as part of the Local Plan Part 2 |
| The masterplan and employment/housing diagrams should include the implemented industrial development at the former Spital Farm Allotment site | The Masterplan shows the strategic employment allocations |
| The masterplan and employment and housing plan should be updated to show Banbury 16 as a committed housing allocation following the granting of outline planning permission. The committed site is also larger than the local plan allocation | The boundary of Banbury 16 has been revised |

| | |
|--|---|
| <p>If the SE Relief Road is a serious proposition and is ever to be realised this would be more likely to be achieved (in the longer term) if the 36 hectares of land to the east of the A361 and north east of junction 11 (i.e. the original Banbury 15) is referred to as an ambition of the Masterplan document and allocated in an early and future review of the Local Plan. Contributions could then be sought from this and other relevant developments served by the Relief Road, which in addition to public funding through the Local Transport Plan, could help deliver this strategic transport route</p> | <p>The masterplan needs to be in line with the adopted Local Plan and reflect the current land-use allocations</p> |
| <p>It is unfortunate that Banbury 15 is situated to the west of the M40, but we are aware of a prior industrial consent on this site. Nevertheless, we would not wish to see any further expansion here</p> | <p>Banbury 15 is allocated in the Local Plan</p> |
| <p>In creating housing consider where those people have to go and make the routes safe and pleasant – cycle tracks and public transport. Employment in the town is not likely for many so make routes to other places fast and safe. M40 links and the station need much consideration</p> | <p>An action listed in Appendix II is to audit existing routes and prepare an improvement strategy as part of Local Plan Part 2</p> |
| <p>Wish to see a specific commitment to 40% of affordable housing. Most current house building is taking place on the edge of Banbury and we would encourage town centre housing as a strong contribution to sustainable and attractive communities. Businesses should be required to be environmentally sustainable and businesses focusing on green technology should be actively encouraged. Increased business and a growing population will require management of greater quantities of waste and we would like to see tangible steps in the plan to deal with this, as we would with water management</p> | <p>Affordable housing is addressed in the Local Plan, as is sustainability</p> |
| <p>Whilst it is noted that this is a Masterplan and Vision for Banbury, it is important to note that the affordability of housing is not just endemic to Banbury; it is a district wide problem. With anticipated additional need arising out of Oxford City, it is important that housing is distributed not just within Banbury but also the wider rural area to improve affordability and provide vital economic and social benefits to existing rural communities</p> | <p>Housing sites within the rural areas of the district will be identified as part of the Local Plan making process</p> |

| | |
|--|---|
| <p>If the town is made sufficiently attractive as a destination for leisure and residential purposes these will help to ensure a vibrant town with high employment</p> | <p>This is covered in the strategic objectives</p> |
| <p>The employment sites are large parcels of land. If one of these is held up for any reason it would have a significant impact. Therefore, efforts should be made to also identify smaller new employment sites of 1-3 hectares still capable of forming useful additional employment creating development for small businesses</p> | <p>The quantum of employment land required was reviewed as part of the Local Plan preparation. Smaller employment sites are likely to come forward as part of the redevelopment of existing vacant sites eg. former Hella site and/or in Local Plan Part 2.</p> |
| <p>B8 uses can result in large building footprints with very few full-time employees. Employment figures in the Local Plan Part I will only be achieved if more employment intensive use types are expressly sought by development plans</p> | <p>Land use allocations are set out in the Local Plan. The Masterplan must be in line with the Local Plan</p> |
| <p>There is too much emphasis on motorsport – better to concentrate on high tech, light engineering</p> | <p>Motor sport is mentioned as just one area that could be targeted for growth</p> |

Question 5

Are there any other strategic transport issues that need to be considered?

| Issue / comments | How the issue/comments have been addressed in the revised masterplan document |
|---|--|
| Better cycle routes from Hanwell Fields all the way into the town centre. More cycle maps available for all cycling routes available in Banbury town | An action listed in Appendix II is to audit existing pedestrian and cycle routes and prepare an improvement strategy as part of Local Plan Part 2 |
| Easier and better ways to get from M40 to all sides of town to reduce congestion in town | Improvements to the road network are set out in Chapter 5 of the document |
| Fully integrated cycle paths throughout the town, extend bus services and a lot of free parking. | An action listed in Appendix II is to audit existing pedestrian and cycle routes and prepare an improvement strategy as part of Local Plan Part 2. Periods of free parking have been suggested in the Masterplan |
| The road from Banbury Rugby Club to Tesco needs to become a dual carriageway as soon as practicable. If impossible a by-pass should be considered. The proposal to improve the junction at Bridge Street is very welcome and should be tabled soon | Making the A4260 a dual carriageway is not physically viable. South East Relief Road options are set out in the Masterplan |
| As pensioners we need transport now (non drivers) not having our bus withdrawn. Without public transport now the town centre will be dead. We were supposed to have less cars on the roads re: carbon emissions. Banbury is already congested enough. | Oxfordshire County Council is the highways authority responsible for the provision of bus services in partnership with bus operators |
| Do not agree with the proposal to put a bridge across the canal as part of canalside. There is a need for a footbridge between Spiceball Park and Grimsbury for residents of roads such as Fowler Road and West Street | A new bridge across the canal as part of Canalside is to improve access to Canalside and the town centre from the railway station. The physical separation of the Grimsbury community from the town centre is acknowledged. However, the railway line poses a significant physical barrier |
| The new developments need to have public transport and money from new developments should go towards paying for bus services. We should be encouraging more people to use public transport and avoid having more cars on the road | Contributions from new developments can be sought for public transport. These decisions are made at the planning application stage |
| Concerned that every ring road and link road would skirt Bankside and come down the proposed link road across the A361. This would bring a considerable amount of traffic into Bodicote, very close to the extremely busy primary school, which in turn would bring pollution and safety problems for the children. P.15 talks about increasing public transport patronage - at the same time as the County Council is withdrawing bus subsidies with the | The route options for a new strategic route between the east and west of the town were consulted upon as part of LTP4. The Masterplan needs to be in line with LPT4. The Masterplan sets out a strategy for dealing with traffic congestion |

| | |
|---|--|
| <p>result that many of the existing village buses will no longer run.</p> <p>As far as the southern part of Banbury and Bodicote itself are concerned, we do not think this document provides a clear vision. It has not addressed what will happen south of Bankside when all the traffic is brought along this route.</p> | |
| <p>The building of a south-east relief road is essential to relieve congestion in the Cherwell Street/Bridge Street area and the Oxford Road. Providing a direct traffic-free pedestrian route between the town centre and the station is also essential</p> | Both issues are addressed in the Masterplan |
| <p>We would consider the East/West crossing of the railway, river and canal to be helpful , but routes B and C would be preferable to route A to avoid the visual intrusion of this elevated road in the Cherwell Valley</p> | Further testing of the route options will be carried out prior to any implementation of this route |
| <p>Increase public transport patronage. When was this plan conceived? For 18 months we have been told subsidised buses are being stopped</p> | The Masterplan is a long term document. The cuts in services has been recognised |
| <p>Access to Grimsbury is deeply compromised. Further pedestrian and vehicular access across the river, canal and railway, whatever the cost, is essential in linking this suburb to the town centre</p> | The physical separation of Grimsbury from the town centre is acknowledged. Improvements to Bridge Street and the junction with Cherwell Street will help improve access |
| <p>The biggest weakness of this report is the scant attention given to cyclists and pedestrians – the most that cyclists and pedestrians are promised is an ‘audit’ at a later date</p> | The Masterplan deals with detailed routes as part of key redevelopment areas. It is beyond the scope of the Masterplan to deal with pedestrian and cycle routes in detail across the entire town. This will be developed as part of Local Plan Part 2. |
| <p>If/when the bus station is relocated, an important consideration should be a transport hub where people can move quickly and easily from train to bus</p> | The Masterplan aims to provide integration between different modes of movement and allows for bus services to serve the railway station. |
| <p>Much residential development is taking place in south Banbury and villages such as Bloxham, Adderbury and Deddington which lie to the south of the town. Yet, out-of-town retail is to the north of Banbury. It is important to ensure good road links between these</p> | Strategic road improvements are set out in the Masterplan |
| <p>More houses will cause these congested roads to be impassable, build better links across the town – stop forcing everyone down the same road</p> | Strategic road improvements are set out in the Masterplan |
| <p>A strategic route between east and west of the town would be better achieved in the provision of a Banbury South junction to the M40. Action should be to engage with the Department of Transport (DfT) to promote a Banbury South</p> | Comments noted. This is beyond the scope of the Masterplan |

| | |
|---|--|
| M40 junction within the DfT Road Investment Strategy | |
| All road improvements should incorporate first class provision for cyclists; there are few good facilities for cyclists in Banbury . | This is encourages in the document. The County Council will determine where these should be provided. |
| An improved route from east to west would be of great value to business , but also because it could enable residents in Grimsbury to access the west side of town more easily, and also will help those who live on the west side of Banbury and work to the east of the town. | Options are set out in the Masterplan. |
| With regard to the alternative routes A, B and C it is unclear whether the alternative routes have been considered in terms of the varying potential impact on the Oxford Canal Conservation Area or what mitigation for any negative impact would be required. | The impact of all reasonable options for a route will be assessed in detail by the County Council. |
| p. 14. The Banbury 16 'existing development area' shown in white should be extended westwards to reflect the committed development | The plan has been amended accordingly |
| Page 3 para 3 – the Great Central Railway opened a branch line from Culworth Junction to Banbury | Text amended to: 'In 1900 the Great Central Railway opened a branch line to Banbury from Culworth Junction on their main line' |
| Page 3 para 6 – the train operators should be listed with Chiltern Railways followed by Cross Country and First Great Western as Banbury is a Chiltern Railways managed station. The station also connects Banbury with Oxford, Reading and Didcot. There are also longer journeys to the north and south | Text amended |
| The station is not visible from the town centre and we would welcome improvements in the relationship between the town centre and the railway station. We are particularly supportive of the proposal to open up access through Tramway to the station | Comments noted. The proposals for Canalside aim to achieve this. |
| Relocation of the bus station. The bus station should have a clear link to the railway station. Passengers will be reluctant to transfer from one of public transport to another if we don't make it easy for them. One option could be to have a bus departure at the railway station and train departure board at the bus station. The distance between the two should be reduced to a short walk with clear signage and safe walking/cycling route | The Masterplan aims to provide integration between different modes of transport and allows for buses to serve the railway station. |

| | |
|---|--|
| p. 36 Appendix 1. There may be an opportunity to work with Network Rail to replace the Bridge Street bridge but only if it is too low to accommodate the electrified lines | Comments noted |
| The shared surface model depicted on page 15 would not be suitable to Banbury given the width and topography of many town centre streets, but we are pleased to see the plan address one of Banbury's air quality management areas, between Southam Road and Oxford Road | The illustration of the shared surface has been removed from the Masterplan |
| Certain through routes the plan has identified would not be deliverable owing to land ownership constraints and rights of way issues eg. the fields to the west of Warwick Road identified in the Environmental Masterplan as a possible 'enhancement of east-west connection from country park to Wroxton Abbey' have no public right of way | The arrows show conceptual routes only. However, the arrows have been amended to more accurately reflect ownership constraints |
| It is disappointing in a document purporting to be a masterplan and vision, no possible 'Western Bypass' for the town was identified | The document must be in line with LTP4, which does not identify a 'western' bypass for the town |
| Schemes listed within the Masterplan align with those mentioned within Oxfordshire County Council's LTP4. However, the capacity improvement schemes below have not been listed and consideration should be taken of the following: <ul style="list-style-type: none"> • Bloxham Road (A361) and South Bar Street junction • Warwick Road (B4100) roundabout junctions with the A422 Ruscombe Avenue and Orchard Way • Bloxham Road (A361) junction with Queensway and Springfield Avenue • A361 Southam Road junction with Castle Street and Warwick Road | Capacity improvement schemes have been added into the Masterplan |
| Whilst still aspirational in that funding is yet to be secured, improvements to Hennef Way are a strategic priority for OCC | The Masterplan highlights Hennef Way as receiving 'road network improvements' |
| p. 15 & p. 23 – a pedestrian and cycling improvement strategy is unlikely to be completed by the Local Plan Part 2 review. However, when the time comes to start such work, OCC welcomes the opportunity to collaborate with CDC | Comments noted |
| p. 15, para 1 – 'Identify a new strategic route between the east and west of the town' – consider adding that whilst identification of the route will be in this Local Plan period up to 2031, delivery is unlikely to be, due to the sequential | Noted. No change as timings may change. |

| | |
|--|---|
| provision of improvements on Hennef Way, and East of M40 Link Road | |
| p. 14 map/image – consider changing the title from ‘Transport Solutions’ to ‘Road Solutions’ as it does not show any other solutions for cycling, walking etc... | Title amended |
| With major house building and big projects like HS2, a new link road from Bankside is needed or at least a new junction off the M40 linking to Banbury, roads like Queensway to Bloxham Road need a roundabout or a reconfiguration of traffic lights or Banbury will face congestion gridlock | A new motorway junction would be implemented by the Highways Agency. |
| The potential development of town centre sites identified in the plan could result in a net loss of car parking for the town centre. This would undermine the efforts at re-vitalisation proposed. The parking strategy needs to go further than proposed to also identify additional parking spaces | The Masterplan identifies the preparation of a car parking strategy as a key action and the design principles for the sites identify the opportunity for car parking to be provided. It is beyond the scope of the Masterplan to establish a detailed parking strategy. |
| The importance of the South East Link road means that it should be specifically mentioned in Strategic Objective 3 on Page 7 | The implementation of a SE link road is one of many potential priorities. |
| Page 15 Column 1 bullet 2 (at bottom of page): add ‘through’ Tramway | The Masterplan provides the option for a through route from Bridge Street to Tramway for buses. |
| p. 13 more detail is required on improvements to Hennef Way, junction of Cherwell Street and Bridge Street, South Bar and Horsefair (and others) | Further information is provided in the Local Transport Plan and will be as part of any detailed proposals/planning applications by the County Council. |
| There is no mention of HS2 movements. The plan should describe the interim measures which will be taken to alleviate the traffic issues caused by HS2 | The Masterplan now makes reference to HS2 |
| Greater use of the Cherwell Street route for traffic is not compatible with the objective of improving linkages between the western sector of the town, the retail and commercial core with Grimsbury and the railway station | As part of the scheme to widen Cherwell Street, improvements to the junction with Bridge Street will be made to make it more pedestrian friendly |
| With regard to the footbridges which appear to be proposed to create linkages, it is suggested that there should be more detail to indicate how and where access for these will be provided | More detail will be outlined in the Canalside SPD |
| The document refers in a number of instances to new uses being located on the sites of existing car parks but no alternative locations or policies are identified for car parking. There is reference to ‘develop a parking strategy’ but no indication of a route to this end | The Masterplan identifies the preparation of a car parking strategy as a key action and the design principles for the sites identify the opportunity for car parking to be provided. It is beyond the scope of the Masterplan to establish a detailed parking strategy. |

| | |
|---|--|
| <p>The utilisation of Tramway as a through route has not been recognised</p> | <p>The Masterplan refers to the opening up of Tramway. The Masterplan provides the option for a through route from Bridge Street to Tramway for buses.</p> |
| <p>There is an opportunity to link the town centre to the railway station by providing a new road between Cherwell Street and a new plaza in front of the railway station</p> | <p>Tramway Road will provide the main access to the site. The masterplan identifies pedestrian and cycle routes and public spaces in this area</p> |

Question 6

Do you support the key town centre initiatives?

| Issue / comments | How the issue/comments have been addressed in the revised masterplan document |
|--|--|
| Worried about the diversity of independent traders with the current business rate levels | Comments noted |
| Maybe necessary to switch from retail to residential emphasis in some parts of the centre eg. High Street/Bolton Road – must be links to High Street | The town centre boundaries will be reviewed for Local Plan Part 2. The Masterplan encourages residential development in the town centre. |
| The town would benefit from a ‘modern cinema’ which could also be used to stage shows. Many families go elsewhere for the cinema and/or the theatre | The Masterplan allows for leisure facilities in a number of locations. |
| Do not agree that canalside should be opened up for retail and housing – I do not expect any shops there to be successful and this would make the town centre even more | The aim is to create mixed use areas containing residential, office, commercial and retail uses. Retail is unlikely to be a significant element of the overall mix. |
| There is too much emphasis on retail and its expansion. Hasn’t retail peaked? I think the footprint for retail should become less disjointed and spread out. The retail footprint should be reduced | The town centre boundaries will be reviewed for Local Plan Part 2. The Masterplan encourages a range of uses in the town centre. |
| As a business operator in the Bolton Road area, I am astonished that no mention is made as to how businesses currently operating in that area (and thriving) are to be relocated and compensated | The aim is not to displace existing businesses |
| Do not want to see an extension of the town centre shopping area because I believe that an enlarged shopping area would not be sustainable in the face of out-of-town retail, internet shopping and other towns | The town centre boundaries will be reviewed for Local Plan Part 2. The Masterplan encourages a range of uses in the town centre. |
| The cost of parking for the town centre is a significant disincentive to go there. Most needs can be fulfilled out of town while greater scope for shopping is met by other centres such as Milton Keynes | A key action identified in the Masterplan is to establish a car parking strategy. A number of car parks are privately owned and CDC cannot influence the pricing policy of these car parks |
| The Banbury Masterplan appears to have no provision for culture, other than a poorly defined ‘cultural quarter’ in Spiceball that may (or may not) include the Mill – but that does allow for a multiplex cinema plus cafes and bars. This looks like leisure, not culture | Greater emphasis has been given to the provision of cultural uses within the town centre in the revised Masterplan |
| Creating great places within the centre is critical. Currently it is a poor experience. There are pedestrian zones with no clear purpose | The document indicates where key public realm improvements need to take place |

| | |
|--|---|
| Support improved connectivity between the town centre and other facilities such as the train station. Whilst there is no objection to the principle of new bridge crossings they should be discussed with the Trust who own and maintain the canal to ensure that the Council fully understand our position with regard to location, consent, design and on-going ownership and maintenance. | Comments noted. The Canalside SPD will consider this. |
| It is very difficult to support the demolition of existing structures that are physically sound and well used e.g. the demolition of the existing multi-storey car park in Bolton Road and the moving of the bus station | The multi-storey car park was constructed from concrete and had a limited life-span. It has been demolished. |
| For a town whose population is set to grow by 25,000 over the next 15 years, cultural provision is nil. There's a promise of a cultural quarter on the old Spiceball site, which ignores the fact that the site already has a live planning permission of a supermarket | The revised Masterplan gives greater emphasis to the provision of arts and culture (the provision of cultural facilities is referenced in the strategic objectives) |
| The first initiative proposes the town centre experience will be improved by 'removing congestion', a realistic approach may need to be taken, as free flow traffic conditions at all times are unlikely to be achieved. Consider changing to 'reduce congestion' | Text amended to 'reduce congestion' for this Initiative. |
| Please could clarification be given on whether it is called 'Market Square' or 'Market Place' | It is Market <i>Place</i> – text and plans have been amended accordingly |
| Emphasis on non-commercial/retail attractions will boost visitors and spin-off to retail benefit | The Masterplan refers to the need for a range of uses within the town centre |
| Public funding is required to facilitate many of the proposals. Research from other town centres tells us that an active local authority can be a positive catalyst to enable these types of proposals, but they will not take place on their own without this proactive work | Comments noted. This is set out in the Delivery Chapter and Action Plan |
| Page 17 – text suggests an over whelming scale of redevelopment. There is no mention of Banbury's heritage, and whilst it is understood that the developments are specifically described in page 27-29, at this junction it should be made clear that defined areas are subject to redevelopment and there will not be wholesale demolition and regeneration | The revised Masterplan emphasises the importance of the historic environment and the need to preserve and enhance it. |
| Some bullets should be rephrased to be more precise e.g. 'regenerating under-utilised sites and areas such as canalside' p.17. 'A leisure and cultural quarter on the Spiceball site' (p.19) | Design principles have been revised. |

| | |
|--|---|
| There is much ambivalence regarding the statistics concerning 'empty shops' in the existing retail area | Changes have been made to the Masterplan. |
| Spiceball – there appears to be 'woolly thinking' concerning the 'Arts and Cultural' area. What is meant by Cultural Quarter? Is the Mill to be part of this? What is to become of the General Foods SSC? | The proposals for Spiceball have been reviewed and revised design principles included in Appendix II. |
| Canalside – text refers loosely to 'significant buildings'. What is a significant building? Could the document be more specific? | 'Significant' replaced with 'high-quality' and other terms where appropriate. |
| Continued reservations about the attempt to create linkage between railway station and town centre, all the time fighting with the divisive effect of a wider, busier Cherwell Street line with 'significant buildings'. We believe this is a self-defeating, contradictory strategy | The widening of Cherwell Street will also involve the remodelling of the junction with Bridge Street to make it more pedestrian friendly |
| Redevelopment of 67-75 Bridge Street – every effort should be made to retain these buildings and incorporate them into any new developments that may be proposed | The buildings currently contribute to the creation of a poor quality image at a key gateway into Banbury town centre. There could be several development options for this area. |
| Relocating the bus station to the Matalan car park would be a wasted opportunity | The Masterplan suggests here as one possible location |
| Bolton Road area – the second bullet point needs clarification, 'located next to the Cornhill' – suggests development will extend northward. How would this happen without demolition of three listed buildings which currently occupy that area? | Development next to the Cornhill will be on the site of the current multi-storey. An improved pedestrian link alongside the Cornhill is proposed. No demolition of the listed buildings is proposed |
| St. Mary's Church area – it is not clear what is proposed here 'redevelopment of White Lion Walk' is ambiguous. We seek reassurance that the character at the heart of the old town is retained. The row of Alms Houses at St. Mary's close need to be thoughtfully incorporated in any proposed development | Reference to preserving and enhancing the historic environment has been added in this section. |
| Develop housing above shops | Support for town centre living has been added into the document |

Question 7

Do you support the proposals set out on the town centre plans?

| Issue / comments | How the issue/comments have been addressed in the revised masterplan document |
|--|---|
| The viability of town centre shopping is questionable. I cannot see any future for city centres for retail. Leisure and entertainment perhaps | The town centre boundaries will be reviewed for Local Plan Part 2. The Masterplan encourages a range of uses in the town centre. |
| Church Lane has the potential to become Banbury's 'foodie street'. Please would the Council encourage this | Reference to the area potentially specialising in food related uses has been added. |
| The old town area should be improved and independent shops encouraged | The Masterplan aims to regenerate the old town centre. |
| Proposals to move the buses further into town will make traffic worse | Buses are likely to be along key routes only to promote east-west connectivity |
| Particularly concerned that the map on p.26 appears to place another building on the footprint of the Mill and we would fight any plan which threatened important historical buildings such as these. We do not want or recognise a cultural quarter which has no culture other than an multiplex cinema and American-style food chain outlets | The Mill is proposed to be retained and potentially expanded. |
| On the plans (notably that on p.26), the Mill is shown as a dotted line only. General Foods Social Club is not shown at all | The design principles for Spiceball have been revised. |
| With the Mill uncertain and GF gone, the only culture in the 'Cultural Quarter' is the museum and a 6-screen multiplex | The Mill is proposed to be retained and potentially expanded. General Foods Social Club is retained. |
| At page 29 and 41 – with regard to guidance within the SPD requiring the attention of listed buildings within the Bolton Road area, this should also require development to protect the contribution made by the settings of these buildings to their significance | The Masterplan has been revised to give greater emphasis to the protection and enhancement of the historic environment. |
| p. 26 – it is disappointing that the Council has not used the results of their programme of conservation area appraisals to identify those buildings, landmarks and spaces identified as making a positive contribution to the conservation areas | Listed buildings are identified and retained. The Masterplan emphasises that development proposals should protect and enhance the buildings and their settings. |
| p. 21 – improve the transport networks into and through the town centre 'Reduce congestion through a coordinated network strategy...' Is this LTP4? If so, please amend the text to specify this as it insinuates that there will be another document | The Masterplan sets out the main initiatives to reduce congestion many of which are informed by LTP 4. |

| | |
|--|---|
| <p>The existing town centre and thus the focus of the masterplan’s regeneration activities, in spatial terms, is closer to the SE of the town, and many of the Committed and Local Plan housing allocations range across the north to west peripheries of the town. We would like to have seen a greater focus on sites immediately to the north of the existing town centre.</p> | <p>The housing and employment sites are allocated as part of the Local Plan. The Masterplan is in line with the Local Plan.</p> |
| <p>Town Centre Transport Solutions Plan (p. 20): Why is there Traffic Management shown for Merton Street? This is not part of LTP4, is it a CDC scheme? A4260 Oxford Road/Upper Windsor Street junction is identified under ‘Junction Improvements’ LTP4 does not propose improvements here. It may be worth showing Bridge Street (west) as a black line arm from the Bridge Street junction towards the Town Hall as this junction looks like a T junction</p> | <p>Removed dotted line for Merton Street and junction improvements at A4260 Oxford Road/Upper Windsor Street junction</p> |
| <p>The plans could go further. The purchase or leasing of retail property in the town centre by the local authority should be considered in order to better control and manage parts of the area. This would then facilitate more pop-up shops and/or ensure A1 retail use in key locations</p> | <p>Reference added.</p> |
| <p>Town centre vitality (p. 18/19) – the town centre retail area as shown on the plan on p.18 is inconsistent with the Town Centre Shopping Area as set out in the adopted Cherwell Local Plan (5.3 key policies map) and should include the Spiceball site as a suitable location for retail, as well as other cultural/arts/leisure uses. The Town Centre Vitality Plan might usefully be amended to show ‘retail foodstore’ within the Spiceball area to reflect the Local Plan allocations and the outline scheme, which is subject to a resolution to grant planning permission</p> | <p>Town centre plans have been amended and those remaining are indicative. The Spiceball plan has been amended to indicate the potential for a supermarket.</p> |
| <p>Town Centre Buildings and Place p. 26/27 – the building blocks, and the key frontages shown within the Spiceball site do not reflect the development parameters for our client’s outline scheme. These items were the subject of extensive debate with officers and reflect a scheme that has a longstanding resolution to grant outline planning permission and therefore, the masterplan should reflect these principles as a robust and justified set of considered responses to these design-based matters</p> | <p>Proposals for Spiceball have been amended.</p> |

| | |
|--|---|
| <p>Town Centre Linkage and Spaces Plan (p.24) over emphasises (even if intended only conceptually) the potential for River Cherwell enhancements as noted in the key (and variously referred to as 'Green Lung' elsewhere). The Spiceball site is subject to a detailed parameter plan as part of the outline planning application, which has been thoroughly tested and confirms the extent of the green space adjacent to the canal. The concept envisaged by the Masterplan is supported in this context but it must take account of the parameters set by the scheme coming forward. The new pedestrian linkages shown on the plan are supported</p> | <p>The arrow is conceptual only and it is acknowledged that the treatment of the river corridor will vary along its length in response to adjacent development. The arrow/green lung will be reduced in width at Spiceball.</p> |
| <p>Image on p. 6 shows none of the locally listed buildings, which conflicts with the plan on p. 35</p> | <p>The artist's impression is conceptual. The text of the Masterplan will be revised to ensure retention of the listed building wherever possible.</p> |

Question 8

Do you agree that the action areas identified should be the focus of regeneration activities?

- Canalside Development Area
- Spiceball Development Area
- Bolton Road Development Area

| Issue / comments | How the issue/comments have been addressed in the revised masterplan document |
|---|---|
| The second part of Broad Street (opposite to Crofts) and George Street should be reviewed too | The Masterplan has been amended to refer to this area. |
| Include High Street | The Masterplan proposes that High Street receive public realm improvements |
| Regeneration must take account of former industrial buildings and structures | Buildings of architectural and/or historic significance will be retained and enhanced where ever possible. |
| Tree planting in Market Place, Cherwell Street, along the canal for example, all help to improve the townscape. The towpath throughout the centre (especially between the Mill and the Station) should be improved for use as a through pedestrian route to the railway station and other places | These proposals are set out on the Town Centre Linkages and Spaces Plan |
| The action areas seem appropriate, but care must be taken, especially relating to Canalside. We note the statement relating to the historical significance of existing buildings on p. 26 and 37, and would commend the 'Vision for the Regeneration of Canalside' statement published by the Banbury Civic Society | Comments noted |
| The task of developing these areas – Canalside in particular – may generate false expectations, given the enormous task of purchasing land from myriad owners in that area. Perhaps it would be better to channel energies into getting presently empty buildings back into use? | Both the Local Plan and Masterplan allow for the regeneration of Canalside as a long term project, including the re-use of buildings. |
| The action areas are poorly identified. They are reasonable for focus but what are the priorities? | The Masterplan sets out in the priorities for Canalside, Spiceball and Bolton Road. |
| Disagree with proposals for Swan Industrial Estate to be residential. We could clearly use it for parking for the station and for entertainment. Horsefair and St. Mary's Church area needs to be a focus for improvement and developed for more cultural events | A new multi-storey car park has recently been built to serve the station and there are further opportunities near to the railway station. Local Plan Part 2 will explore the potential of this site for redevelopment |

| | |
|--|--|
| Support the regeneration of the Canalside and Spiceball areas. We note that there is a desire to create a mooring basin within the town centre. We would suggest that the council discuss this further with the Canal & River Trust to properly understand the required processes, possible costs and land take implications before allocating land for a use which may not prove feasible | Comments noted |
| The initiatives and town centre plans are supported. Part of the success of any redevelopment and regeneration of sites such as Canalside will be in the effective relocation of existing businesses to suitable alternative sites, together with the retention of those people currently employed. This relies on a feasible scheme that is financially viable with all relevant landowners | CDC is working with existing businesses to relocate them to alternative locations |
| There should be greater exploration of sites to the north and west of the existing town centre, as currently there is a skewing of amenities in the (south and) east of the town with existing and future residential areas concentrated in the (north and) west. As such BTC would have liked the Masterplan to address retail opportunities as well as other regeneration opportunities in Banbury 10: Bretch Hill Regeneration Area for example | A reference to proposals for Banbury 10 has been added into the Masterplan |
| Key priority must be Canalside and improving access between the rail station and centre, currently unattractive and cut-off by road and physical (canal, river) barriers. Need to improve walking and cycling routes | Improving access between the station and the town centre is a key priority. New linkages are indicated on the Town Centre Linkages and Spaces Plan |
| Bolton Road (Area 8) – this site has the potential to be a key influence for the revitalisation of the town. It's an important link to the 'old town'. The proposals shown are not imaginative enough. There is the opportunity to enhance and re-use some of the key historic buildings at the back of Parsons Street – this aspect is lost in the proposals as stated | The Masterplan allows for the re-use of buildings to the rear of Parsons Street. Text has been amended to clearly state that the historic environment will be retained and enhanced. |

Question 9

Do you support the proposals set out in the Environmental Masterplan?

| Issue / comments | How the issue/comments have been addressed in the revised masterplan document |
|---|---|
| Concept of central green swathe is good but there must be effective links to the town which tends towards concealment | The Masterplan sets out new linkages to and through the town centre |
| There is not enough emphasis on Banbury becoming a 'cycling town' | Additional work on pedestrian and cycle routes will be carried out as part of the Local Plan Part 2. |
| Green spaces are great, but it's a real disappointment that there is no mention of renewable energy, and only a nod towards biodiversity. Air quality is not mentioned either – any plan which risks making it worse should not be considered | Reference has been made to the Air Quality Management Areas and biodiversity. |
| Yes but what is the priority? Which would be most desirable and have the greatest impact at a reasonable cost? Is there enough room between Bodicote and Banbury for both a key green linkage and a new strategic link road? | The priorities are set out in Appendix II in terms of actions, timescale and providers |
| Greening of the environment is important for a rural market town. More needs to be done to have people walk or cycle. Salt Way is just being ruined by houses | Additional work on pedestrian and cycle routes will be carried out as part of the Local Plan Part 2. |
| The canal and river corridor green lung as shown on the various proposals maps does not actually include the canal. We suggest that the area is widened to include both the canal and river. The canal is a perfect example of multi-functional green infrastructure and such an allocation may help support requests for CIL or S106 payments to improve accessibility or environmental improvements | It may not be appropriate to 'green' the canal in many locations and, therefore, the maps should remain unchanged. However, the text in the Masteplan been revised to allow for this. |
| The 'green lung' could be directly linked to the ironstone railway walk and the Banbury Fringe Walk, as well as to the Salt Way. These are not very well publicised at present but they are good open spaces in the town with environmental benefits. Their signage and promotion could be achieved quickly at relatively little cost | Noted. The Environment masterplan shows how areas can link together. |
| There are several parks in Banbury. Changing the grounds maintenance contracts to turn away from simply maintaining what is there to modernising the planting would make an immediate improvement at very little cost | Changing maintenance contracts is beyond the scope of the Masterplan. Reference has been made to recognise the importance of enhancing Banbury's existing parks. |

| | |
|---|---|
| Put a much greater emphasis on increasing biodiversity. We would like to see an insistence on the use of British native trees and shrubs, where appropriate, in any new planting schemes together with the use of bird boxes and the use of species that can withstand drought. Fruit trees should be planted in public areas as much as possible | The Masterplan has been revised to emphasise the objective of improving biodiversity and require effective planting schemes for site proposals. |
| There should be the creation of at least one 'standout', stylish and modern planting scheme | The Masterplan has been revised to emphasise the objective of improving biodiversity and require effective planting schemes for site proposals. |
| There is no mention of the Community Orchard in Browning Road Park. CAG and local residents successfully planted over 60 fruit trees in 2014. This approach could be adopted at several other sites in Banbury. Similarly the Community Gardens at Bridge Street and BYHP have the potential to be copied across the town. | Reference has been made in the Masterplan to the importance of community gardens/orchards and locally sourced food, and the potential for new spaces to be created |
| Parks, such as Peoples Park, are not necessarily used as destinations in themselves but provide pleasant walking routes into the town centre. We think there is no need to create new hard landscaping or buildings in these parks | There is the potential for parks, such as Peoples Park, to become destinations as well as spaces to simply walk through |
| There are many parks in Banbury and, contrary to the observations in the report, these are well used and very much appreciated by the people of the town. We would ask that this point be noted in particular. However, there is a need to persuade people to become more active, and the parks are the ideal place for doing this | The Masterplan has been amended to emphasise the important role parks and green spaces already play |
| The 'Green Lung' mentioned appears on some maps as merely the River Cherwell with trees on the banks – we would support something more ambitious than this. Air quality should feature in the Masterplan. Micro-generation such as solar panels and heat pumps would make a substantial contribution to sustainability and should be promoted as part of the Masterplan. We would also like to see a specific commitment to protecting and increasing bio-diversity | The green lung will inevitably change in character along its length depending on adjacent uses. It can be wider and more substantial in some place than others. Reference has been made to the Air Quality Management Areas and biodiversity. |
| The masterplan should be more ambitious in identifying green spaces beyond those that already exist or are associated with development | Additional work will be carried out as part of Local Plan Part 2 to assess the current deficiencies in open space provision. |
| The corridor to the south of Banbury would be an ideal location for creation of accessible natural greenspace. We would like to see the Masterplan indicating the potential creation of wetland habitats in this location by extending the strategic green space marked on the plan below the number 19, down to the M40 | The revised Masterplan states that wetlands and nature reserves should be provided in appropriate locations. |

| | |
|--|--|
| Some of the areas already mapped as existing green spaces are not accessible (in private ownership) | Noted. Ownership and use can change. Some arrows indicating public access have been removed. |
| Support the establishment of the key green linkages shown in orange. What is needed in addition are areas of wildlife habitat so the linkages link together eg. land to the north of the Hanwell Fields housing development. We would like to see this area allocated as strategic green space with the Masterplan | Local Plan part 2 will examine the potential for green space elsewhere in the town. |
| Banbury has no local nature reserve provision. Establishment of the country park north of town is an ideal opportunity for the first LNR in the Banbury area and for CDC to signal their commitment to biodiversity conservation in our local area | The revised Masterplan states that nature reserves should be provided in appropriate locations. |
| BOS work closely with CDC on a very successful swift conservation initiative. We would like to see the Masterplan promote opportunities to create nesting sites for birds and roosting sites for bats | Comments noted. |
| Object to the proposal to designate land off Waterworks Lane, north of Hennef Way as a 'potential key green linkage' as shown on the Environmental Masterplan at page 30 | Plan amended to reflect there is no public access through this site. The text has been revised to explain that not all areas along the Green lung will be green |
| The locations identified for strategic green spaces and potential key green linkages should be amended to reflect the consent scheme 14/01188/OUT – identified, in part, as Local Plan allocation Banbury 16 | The green spaces shown for Banbury 16 and other sites will be revised where necessary. |
| Gladman have proposed a car park and drop off zone and a MUGA within the strategic green space to the east of the Banbury 17 allocation, and this should be reflected on the Environment Masterplan | The Masterplan already identifies the green space here. Details for strategic housing sites are for the planning application process. |
| The SPD should not be used in decision making as a restrictive document and it should not predetermine what may be provided on the allocated sites | The Masterplan will not predetermine the uses on allocated sites but will be a material consideration in the determination of planning applications. |
| There should be more consideration given to the role of green space in providing for biodiversity and ecological connectivity. There are a number of habitats that could be restored, enhanced or created to improve ecological linkage through the town and to tie in with current initiatives. A particular opportunity in the town centre to provide ecological linkage would be wildlife enhancements at 'The Triangle', the green space between Bridge Street and the A4260 | The Masterplan will be revised to emphasise the objective of improving biodiversity and require effective planting schemes for site proposals. 'The Triangle' has been identified for improvements in the Masterplan |

| | |
|---|--|
| <p>It is felt that the District Council's publication of a CIL Regulation 123 list would aid the joined up approach to greenspace the Environmental Masterplan .</p> | <p>Comments noted</p> |
| <p>Acknowledgement should be made within the Environmental Masterplan of the Air Quality Management Areas declared on Hennef Way and North Bar/Horsefair/South Bar</p> | <p>These Air Quality Management areas are referenced in the revised Masterplan</p> |
| <p>Gallagher Estates strongly contend that the BAN 17 Strategic Green Open Space designation should be removed to ensure consistency with the Local Plan. P. 31 – reference is made to a new green linkage along the southern edge of Banbury 17. This masterplan aspiration does not conform with development plan policy Banbury 17 and should be deleted to allow such design responses to be determined at the detailed design stage and not through a town-wide strategy</p> | <p>The linkages are indicative. The Local Plan refers to the new connection along the southern boundary of the site, 'A new footpath bridleway to be provided running from east to west along the southern boundary of the development area, incorporating links with existing footpaths to form a circular route around the development linking back to Salt Way'</p> |
| <p>Need to consider greener transport options and potentially iconic and attractive canal based and Canalside transport bringing visitors and others from off the motorway without the need to drive into town</p> | <p>The Masterplan fully supports increased use of the canal</p> |
| <p>Green lung – this is generally welcomed but the reality will test the intention. There is disparity between the stated aim and the artist's impressions used as illustrations in the document</p> | <p>The character of the green lung will vary along its length depending on adjacent uses</p> |

Question 10

Do you have any other comments on the Draft Banbury Vision & Masterplan?

| Issue / comments | How the issue/comments have been addressed in the revised masterplan document |
|---|---|
| What will be visitor perceptions? At present owner neglect is leading to down at heel appearances – this damages the historic market town image of Banbury | The Masterplan proposes a series of public realm Improvements and the potential for a Business Improvement District. Added a reference to the initiatives to bring vacant units back into use and shop front improvements. The Council can, as a last resort, use CPO powers. |
| Timescales need to be set. Who will drive this? Less consultancy, more action please | Timescales are set out in Appendix II |
| Recreational provision is a concern. I run Banbury Boxing Club and would love to be able to work with the Council to find us a permanent home | Comments noted |
| Please renew and replace the public exercise equipment in Spiceball Park | Parks and improvement programs in Banbury are the responsibility of the Town and District. |
| Please, no new ‘canal basin’ – very expensive and this is out of kilter with the history of this part of the canal | CDC will assess the feasibility of a new canal basin and consult upon proposals as part of the Canalside SPD |
| I do not agree with the appointment of executive positions to deliver a masterplan. This work should be done as part of Banbury Town Council, Cherwell District Council and Oxfordshire County Councils normal roles. New appointments just add to the cost of delivery and create yet another layer of bureaucracy | The Council will determine the most effective approach, including consideration of costs, in determining how the Mastepplan initiatives will be delivered. Partners will remain involved. |
| The current plans contain no commitment to safeguard and develop the town’s only professional performance space, at The Mill Arts Centre. This is a very serious oversight. We urge the Council to look again at proposals for the Cultural Quarter, and seize the chance to make positive commitments both to the Mill and to performing arts in general | The Mill is currently too small as a venue for some activities/performances. The Mill is proposed to be retained and potentially expanded. |
| There is no indication that the new Banbury Task Force and its Chief Executive are to be politically accountable. This point should be clarified | The text is amended to explain that the Banbury Task force accountable to the Council and the public. |
| The masterplan must respect the history of Banbury and its unique character. This includes the narrow lanes near St. Mary’s Church, the Mill Arts Centre and Tooleys Boatyard | The need to protect and enhance Banbury’s historic character and heritage assets hasbeen emphasised |
| Appendix II identifies actions and categorises them as short, medium or long term. What are those timescales? | Timescales can change frequently on complex projects and more specific timescales may not be helpful. |

| | |
|---|---|
| It is vital to highlight that although The Mill is a characterful and well-loved building, the highly skilled management and staff team along with our robust operational management systems would ensure that the business could continue to thrive and develop in an alternative location should that be the most beneficial option for the people of Banbury and surrounding community | Comments noted. The Masterplan allows for expansion of the Mill on the current site but does not preclude a location elsewhere. |
| Banbury can have no convincing future as an expanding local centre without a thriving venue for live entertainment of all kinds | The revised Masterplan emphasises the need for arts and cultural/performance venues |
| Improve the town by developing empty and unloved buildings. The Grand Theatre, the huge building opposite Debenhams, Crouch Street etc. Celebrate our history, the horsefair, cattle market, the lovely old buildings – don't make flats from a theatre | The Masterplan with the Local Plans provides the Framework for determining the future of premises. |
| There is no big economic idea in the Vision – we believe that the time is ripe for another major employer to come to Banbury | The Local Plan allocates considerable land for employment to cater for this. |
| There is no mention at all of tourism. A Vision, properly wrought, should be one that advocates the use of the imagery, the legend and the facts about the Fine Lady upon a White Horse | Noted. Many of the proposals in the Masterplan will lead to increased tourism but a reference has been added to emphasise its importance. |
| It is not a vision of Banbury as such; it could be any town. The Masterplan appears to us to simply continue existing trends without putting its stamp upon where development should be and what shape it should take | The Masteplan is informed by Banbury's unique assets including the canal, river, Mill theatre, and St Mary's Church. |
| It is essential that, ultimately, decisions and the signing off of the document has to be under democratically elected Councillor control. We hope to see this view come forth strongly in the final document, following this consultation | The document will be 'signed off' for adoption by The Council. |
| The focus on 'people' could be strengthened by having an explicit commitment in the Masterplan to involving local people in plans going forward, so that their ideas and concerns can be recognised and acted upon. Strong leadership is mentioned in the document and is clearly important; strong community involvement would be a very beneficial addition | CDC is committed to involving local people in the projects and initiatives required to deliver the Masterplan |
| Further attention should be paid to who will be living in Banbury – both the very elderly and the very young may be represented in the future population of Banbury, and we would like to see the Masterplan explicitly | The Masterplan is aimed at improving skills, facilities and local services for people of all ages |

| | |
|---|---|
| anticipate and plan for the needs of such groups of people | |
| As a mother I would like to see more open green space and more cycle routes. I welcome more pedestrian areas and would prefer more cycle docks and cycle hire places rather than car parking spaces | The Masterplan provides for new open spaces. The preparation of a pedestrian and cycle strategy will be carried out as part of the Local Plan Part 2. |
| Given the possible scale of development in Banbury, Thames Water consider that there should be a section on 'Infrastructure and Utilities' in the Banbury Vision and Masterplan | The masterplan is a visionary, spatial strategy and a technical section on utilities would not be appropriate. |
| The plan is entirely silent on the matter of archaeological remains that would be expected to be found in a settlement of Banbury's age and despite the fact that the castle's location north of the town centre is identified in the conservation area appraisal and, indeed in local street names. We would recommend that the SPD give consideration to the protection of archaeological remains likely to be required for the archaeological features affected by proposals within the SPD area | Archaeology is covered in the Local Plan |
| Requests for infrastructure should be CIL compliant in line with the tests set out at Section 122 and 123 of the Community Infrastructure Levy. Local Planning Authorities should only seek contributions directly related to the developments coming forward and should not use them as vehicles for delivering infrastructure that would not be required as a result of granting planning permission | Comments noted |
| The option for Spiceball included on p.39-40 should be amended to reflect the parameters established and the uses proposed. The outline scheme provides for the foodstore on the part of the site comprising the existing surface level car park and it is nonsensical for the masterplan to advocate an alternative location when this has already been tested and deemed acceptable | The proposals for Spiceball have been reviewed and the design principles amended/expanded to help determine priorities and guide development. |
| BTC would have liked greater consideration of Banbury's role as a sub-regional economic hub and further examination of transport solutions that could consolidate and expand this role. BTC also more generally have some concerns about the viability of the Masterplan moving forward, in the likely absence of sufficient funding to realise many of its proposals | Transport solutions set out in the Masterplan are in line with LPT4. The Masterplan can be used to secure funding from various sources eg. LEPS. It is important to identify projects and initiatives as a first step |

| | |
|---|--|
| Section 1. Introduction – map on page two doesn't have a heading or key | Title and key added |
| Section 2. Banbury today – paragraph 5 consider referring to the 'Banbury Area Strategy' as the <u>Banbury Area Transport Strategy</u> | Text amended |
| Section 3. Banbury Vision – the south-east relief road options are listed A-C on the masterplan map (p.8) but not discussed in the Masterplan text. These are mentioned on p.15 (Transport & Movement) | The key has been amended to refer to what the number 1-19 refer to and what the letters A-C refer to |
| Section 5. Transport & Movement – map/image (p. 14) consider changing the title from 'Transport Solutions' to 'Road Solutions' as it does not show any other solutions for cycling, walking etc | Text amended |
| Chapter 11. Appendix 2. The following Actions are joint responsibility with OCC and bus operators, particularly in light of removal of bus subsidies: <ul style="list-style-type: none"> • Provide an accessible public transport network from surrounding villages • Increase public transport patronage • Improve bus services and access into the town centre | Text amended |
| It is necessary to reconsider both the structure of the document and the presentation of the content, which is at times over descriptive and repetitive. It is unclear also that some of the proposals need to be readdressed and reconsidered. In doing so, the document should use more precise descriptions but at the same time be more considerate of Banbury's existing heritage | The structure has been reviewed and some sections revised eg. Buildings and Spaces and Appendix I. Greater emphasis has been given to the protection and enhancement of the historic environment |
| Spiceball/Cultural and Arts Centre – the document is very unclear regarding the intentions and disposition of the land uses. Existing establishments do not appear to have been taken into account and extant permissions are at variance with the illustrated intentions. More work is needed to clarify the proposals for this area but this should avoid being too prescriptive as requirements could change during the life of the 'Plan' | Reviewed what the masterplan proposes for Spiceball and expanded design principles to determine priorities and guide development. |
| The document makes some references to arts facilities and public art projects but could say more given the 'new' public art policy and strategy and what was included within Part 1 of the Local Plan and the NW Bicester SPD | The Masterplan emphasises the importance of arts and culture to Banbury |

| | |
|---|---|
| <p>Can we be assured that the Task Force, as envisaged, will have the muscle to bring the various stakeholders – especially OCC and Network Rail – into line. The improve to-date is that the County’s pre-occupation is elsewhere other than Banbury and more certainty is required regarding the resources to be allocated and the commitment of the non-LA stakeholders</p> | <p>The Council and partners will implement the proposals in the Masterplan and the Local Plans as soon as practicable. This will depend on landowner cooperation and funding.</p> |
| <p>Further work is required to ensure that the SPD properly complies with the Local Plan and the policy and strategy</p> | <p>The Masterplan has been reviewed to ensure it is consistent with the Local Plan</p> |
| <p>The tone contained in the document signals to developers that Banbury is desperate for any private sector investment at any cost and this is not the case</p> | <p>It is not the intention of the document to give this impression and all development will need to be consistent with Local Plan policies.</p> |
| <p>The masterplan should consider the following:</p> <ul style="list-style-type: none"> • Programming and outreach to increase the use of outdoor areas and green space including the ‘left over’ green space that has been suggested might be available for communities to design and manage • Inclusion of dementia friendly outdoor spaces • Retail provision – exploring the possibility of restricting A5 usage/proximity to schools/parks etc and creating dementia friendly retail areas • Developing active travel plans for commuters • Exploring the feasibility of using the redeveloped buildings/sites that have been mentioned, for community use or co-located services • Exploring the feasibility of working with businesses to prioritise pedestrians and cyclists in their travel plans and encouraging their staff to travel actively | <p>The Masterplan establishes a visionary strategy to guide future development of the town. These projects and initiatives are beyond the scope of the document, however the Masterplan does not preclude them being implemented.</p> |
| <p>It would be helpful if the main masterplan map on p. 8 could show existing secondary schools and the location of the potential new secondary school at Banbury 12. On p. 2, why does Banbury 12 have a redline around it?</p> | <p>Added secondary schools to the Masterplan map and removed the red line at Banbury 12.</p> |
| <p>It is vital for the town’s economic, cultural and social future that Banbury preserves, renovates and reopens the Grand Theatre as a matter of priority. Demolishing it in favour of 3 retail units and flats that seem to have no provision for parking or rubbish services would be a disastrous mistake</p> | <p>The Masterplan seeks to preserve the historic environment</p> |

PART 2

SUMMARY BY RESPONDENT

List of respondents:

1. Marie Alfven – **BAN-A-001**
2. John Bolano – **BAN-A-002**
3. Mark Cooper – **BAN-A-003**
4. Natalie Boland – **BAN-A-004**
5. Tim Lambuscagne – **BAN-A-005**
6. Jonathan Lewis – **BAN-A-006**
7. Brian Little – **BAN-A-007**
8. V. N. Smith – **BAN-A-008**
9. Mr. & Mrs. D. Billyard – **BAN-A-009**
10. Jane Kilsby – **BAN-A-010**
11. Cllr. Surinder Dhese – **BAN-A-011**
12. Bodicote Parish Council – **BAN-A-012**
13. Mr. & Mrs. McCallum **BAN-A-013**–
14. Cherwell North District CPRE (C. Hone) –**BAN-A-014**
15. Mrs. Margaret Christer – **BAN-A-015**
16. Banbury Operatic Society – **BAN-A-016**
17. Cllr. Steve Kilsby – **BAN-A-017**
18. Christopher Manley – **BAN-A-018**
19. Robin Furneaux – **BAN-A-019**
20. Matthew Teller – **BAN-A-020**
21. The Mill Arts Centre Trust – **BAN-A-021**
22. Grondon Waste Management – **BAN-A-022**
23. Bruce Walton – **BAN-A-023**
24. Ms. Clare Haupt – **BAN-A-024**
25. The Canal & Rivers Trust – **BAN-A-025**
26. Framptons – Hallam Land – **BAN-A-026**
27. Banbury Community Action Group – **BAN-A-027**
28. Banbury Town Council Labour Party – **BAN-A-028**
29. North Oxfordshire Green Party – **BAN-A-029**
30. Neville, Redvers –Higgins – **BAN-A-030**
31. Sarah Wallis – **BAN-A-031**
32. Banbury Ornithological Society – **BAN-A-32**
33. Jonathan Rubery – **BAN-A-033**
34. Pierangela Manzetti – **BAN-A-034**
35. Thames Water – **BAN-A-035**
36. Historic England – **BAN-A-036**
37. Robinson & Hall – Swan Group – **BAN-A-037**
38. David Lock Associates (Mark Stroud) – **BAN-A-038**
39. Bidwells – Redrow Homes South Midlands – **BAN-A-039**
40. Chiltern Railways – **BAN-A-040**
41. Gladman – **BAN-A-041**
42. Turley – Aberdeen Asset Management – **BAN-A-042**
43. Berks, Bucks & Oxon Wildlife Trust –**BAN-A-043**
44. Banbury Town Council – **BAN-A-044**
45. David Lock Associates – **BAN-A-045**
46. Oxfordshire County Council – **BAN-A-046**
47. David Local Associates – Gallagher –**BAN-A-047**
48. Chris Farr – **BAN-A-048**
49. Neil Wild – **BAN-A-049**
50. Banbury Civic Society – **BAN-A-050**
51. Peter Monk – **BAN-A-051**
52. Natural England - **BAN-A-052**
53. Savills – Trinity College – **BAN-A-053**
54. Neil Wallis – **BAN-A-054**
55. The Environment Agency, Jack Moeran - **BAN-A-055**

Marie Alfven – **BAN-A-001**

- Better cycle routes from Hanwell Fields to the town centre and more cycle maps

John Bolano – **BAN-A-002**

- Less greenfield development, more brownfield development
- Easier and better ways to access the town centre from the M40
- Timescales for delivery

Mark Cooper – **BAN-A-003**

- More diverse recreational provision
- Delivery of infrastructure before additional housing
- Improve cycleways
- Regenerate the second part of Broad Street and George Street

Natalie Boland – **BAN-A-004**

- Supportive of masterplan proposals – no comments

Tim Lambuscagne – **BAN-A-005**

- Broadly supportive
- More cycle routes – Hanwell Fields to town centre

Jonathan Lewis – **BAN-A-006**

- More cycle routes
- 1 hour free parking in the town centre
- Extend bus services
- Regenerate High Street
- Timescales for delivery

Brian Little – **BAN-A-007**

- Improve access across the town
- Create a vibrant town centre
- Need for proportion of homes to serve local people as opposed to commuters
- May be necessary to switch from retail to residential emphasis in some parts of the centre
- Regeneration must take account of former industrial buildings and structures
- Must be effective links to the town which tends towards concealment
- Need to improve visitor perceptions

V. N. Smith – **BAN-A-008**

- Address congestion
- Bring empty properties back into use
- House building needs to be matched by improvements to infrastructure and services
- The Bolton Road site should not be redeveloped for new shops
- The road from the Banbury Rugby Club to Tesco needs to become a dual carriageway
- Needs to be a cinema that can also be used to stage shows
- Reduce the cost of town centre parking
- The viability of town centre shopping is questionable

Mr. & Mrs. D. Billyard – **BAN-A-009**

- More public transport is required
- Church Lane has more closed units than open ones

Jane Kilsby – **BAN-A-010**

- The wider region is not defined
- Too much emphasis on retail
- There is no mention of tourism
- There is a need for a footbridge between Spiceball Park and Grimsbury, rather than across the canal as part of Canalside
- Canalside should not be opened up for retail and housing
- Not enough emphasis on Banbury becoming a 'cycling town'
- Existing parks could be improved instantly and cheaply by changing the Council's grounds maintenance specification
- Peoples Park is not a destination in its own right
- Renew and place the public exercise equipment in Spiceball Park
- Native species should be used for new planting schemes
- Plant more fruit trees
- Demolition of the Bolton Road multi-storey car park is wasteful
- There is little mention in the Masterplan of Castle Quay 2
- Construct some proper steps and a safety rail along the canal bank at Station Approach
- No new canal basin – it is out of kilter with the history of this part of the canal
- Join the 'green lung' up with the ironstone railway path and Salt Way
- There is too much emphasis on motor sport – better to concentrate on high-tech, light engineering
- Church Lane has the potential to become Banbury's 'foodie street'
- Develop housing above shops
- Delivery of the masterplan should be through BTC, CDC and OCC

Cllr. Surinder Dhesi – **BAN-A-011**

- Education standards need to rise
- Need to tackle traffic congestion
- Need 2 hours free parking
- Need affordable housing that reflects local wages
- Encourage more people to use public transport and get contributions from new developments to pay for bus services
- Need a theatre
- Make more of the market
- Need to attract different types of shops and have lower rates of rent
- There are too many traffic lights on Oxford Road – we need to reduce them
- Where is the money going to come from for delivery?

Bodicote Parish Council – **BAN-A-012**

- The document does not provide a clear vision for the southern part of Banbury and Bodicote itself. It has not addressed what will happen south of Bankside when all the traffic is brought along this route
- P. 31 refers to a new green linkage along the southern edge of Banbury 17 – there is no mention that much of this is in Bodicote
- The town needs a theatre
- The masterplan talks about increasing public transport patronage – at the same time the County Council is withdrawing bus subsidies

Mr. & Mrs. McCallum – **BAN-A-013**

- Overall very supportive of the Masterplan
- Banbury 15 is on the 'wrong side' of the M40 which forms a logical eastern boundary for the town
- Building of a south-east relief road is essential to relieve congestion
- Providing a direct traffic-free pedestrian route between the town centre and the station is essential

Cherwell North District CPRE (C. Hone) – **BAN-A-014**

- Banbury 15 is situated to the east of the M40, we would not wish to see any further expansion here
- Relief road is helpful, but routes B and C would be preferable to route A to avoid the visual intrusion of this elevated road in the Cherwell valley
- The action areas seem appropriate, but care must be taken, especially relating to Canalside in terms of the historical significance of existing buildings

Mrs. Margaret Christer – **BAN-A-015**

- Increasing public transport patronage at odds with cuts to bus subsidies

Banbury Operatic Society – **BAN-A-016**

- There's inadequate provision for performing arts
- There's no commitment to safeguard and develop the town's only professional performance space at The Mill Arts Centre
- We urge the Council to look again at proposals for the Cultural Quarter, and seize the chance to make positive commitments to The Mill and to performing arts in general

Cllr. Steve Kilsby – **BAN-A-017**

- Disappointed there is no Neighbourhood Plan in Banbury to inform the Masterplan
- The presumption of growth in the retail sector is wrong. A smaller, more vibrant town centre is required
- Links to Grimsbury are required, whatever the cost
- There no mention as to how businesses currently operating in the Bolton Street area are to be relocated and compensated
- The task of developing areas, Canalside in particular, may generate false expectations
- Where is the political process that should guide the Vision? There is no indication that the new Banbury Task Force and its Chief Executive are to be politically accountable

Christopher Manley – **BAN-A-018**

- The biggest weakness of the report is the scant attention given to cyclists and pedestrians
- Green spaces are great, but it's a real disappointment that there is no mention of renewable energy, and only a nod towards biodiversity. Air quality if not mentioned either
- The Masterplan must respect the history of Banbury and its unique character

Robin Furneaux – **BAN-A-019**

- 'Premier regional centre', 'Regional service centre of choice', 'The powerhouse of the region' – Banbury's catchment region has not been adequately defined
- Much residential development is taking place in the south, yet out-of-town retail is to the north. It is important to ensure good road links between these
- When the bus station is relocated, an important consideration should be a transport hub where people can move quickly and easily from train to bus
- In general, the Banbury area lacks a diverse range of good restaurants
- The cost of parking in the town centre is a significant disincentive to go there
- Any retail on Cherwell Street and Canalside should be to serve the local needs only

- Is there enough room between Bodicote and Banbury for both a key green linkage and a new strategic link road?
- Green linkages should extend into the adjacent countryside to provide corridors for wildlife into and out of the town
- More detailed required on priorities and timescales

Matthew Teller – **BAN-A-020**

- The Banbury Masterplan appears to have no provision for culture, other than a poorly defined 'cultural quarter' in Spiceball that may (or may not) include The Mill – but that does allow for a multiplex cinema plus cafes and bars. This looks like leisure, not culture

The Mill Arts Centre Trust – **BAN-A-021**

- The Mill Arts Centre Trust hopes that the development of The Mill is something that will be given full and proper consideration and the Trust can work with CDC to make an active contribution to a thriving Banbury
- In terms of how we develop and grow the organisation we are close to operating at capacity and are actively reviewing how we increase this
- Although The Mill is a characterful and well-loved building, the highly skilled management and staff team along with our robust operational management systems would ensure that the business could continue to thrive and develop in an alternative location should that be the most beneficial option for the people of Banbury and surrounding community

Grundon Waste Management – **BAN-A-022**

- The Masterplan and Employment/Housing diagrams should include the implemented industrial development at the former Spital Farm Allotment site

Bruce Walton – **BAN-A-023**

- Development of better performing arts facilities is needed to match the thriving and growing local arts scene

Ms. Clare Haupt – **BAN-A-024**

- A further objective should be added. Banbury's cultural, entertainment and sporting life must also be reflected
- Improve access and movement, including cycle tracks, better public transport, M40 links, more access points to the station, better links across town
- Creating great places within the centre is critical
- Improve the old town and encourage independent shops
- Swan Industrial Estate could be used for parking or entertainment, not residential
- Protect green spaces and make parks better
- Improve the town by developing empty and unloved buildings eg. the Grand Theatre

The Canal & Rivers Trust – **BAN-A-025**

- New bridge crossings should be discussed with the Trust who own and maintain the canal to ensure that the council fully understand our position with regard to location, consent, design and on-going ownership and maintenance
- The desire to create a mooring basis should be discussed with the Trust to properly understand the required processes, possible costs and land take implications before allocating land for a use which may not prove feasible
- The canal and river corridor green lung as shown on the various proposals maps does not actually include the canal. The area should be widened to include both the canal and river

- The canal is a perfect example of multi-functional green infrastructure and such an allocation may help support requests for CIL or S106 payments to improve accessibility or environmental improvements

Framptons – Hallam Land – **BAN-A-026**

- A strategic route between east and west of the town would be better achieved with the provision of a Banbury South junction to the M40
- Action should be to engage with the Department of Transport (DfT) to promote a Banbury South M40 junction within the DfT Road Investment Strategy

Banbury Community Action Group – **BAN-A-027**

- Growth of Banbury and retail – it is possible for Banbury to be a strong service and economic centre without the need for a larger town centre footprint. Retail provision in the town centre is sufficient but disjointed and already too spread out. A smaller town centre could be busier but easier to manage
- Transport – we need to work on twenty first century solutions and sustainable, less polluting transport systems. A 'cycling culture' in Banbury should be strongly promoted
- Buildings – proposals to demolish existing buildings (eg. multi-storey car park and moving the bus station) would appear to be enormously wasteful of materials
- Environment – the 'green lung' could be directly linked to the ironstone railway walk and the Banbury Fringe Walk, as well as to the Salt Way. There needs to be greater emphasis on increasing biodiversity
- Parks – turn away from simply maintaining what is there to modernising. Create at least one 'standout', stylish and modern planting scheme. Promote community orchards/gardens. Parks such as Peoples Park are not necessarily used as destinations in themselves – there is no need to create new hard landscaping or buildings in these parks
- Bridges – we do not support a redevelopment of Canalside and, therefore, would not support a new bridge there. Improve access to north Grimsbury – pedestrian/cycling bridges
- Parking – new car parks are not required to serve new retail areas – place a greater emphasis on public transport and retention of the town's existing multi-storey car park

Banbury Town Council Labour Party – **BAN-A-028**

- The document appears not to recognise any kind of unique selling point that Banbury has and appears to portray it as a typical market town
- Growth of Banbury and retail – it is possible for Banbury to be a strong service and economic centre without the need for a larger town centre footprint. Canalside and Bolton Road developments should not necessarily become retail shopping areas. A smaller town centre could be busier but easier to manage
- Buildings – should be re-used wherever possible and housing and businesses should be on brownfield sites
- Parks – there are many parks in Banbury and, contrary to the observations in the report, these are well used and very much appreciated by the people of the town. This point should be noted
- Bridges – any pedestrian/cycling bridges for residents of Grimsbury would be of great benefit to the environment and would reduce car journey to work
- It is not a vision of Banbury as such, it could be any town
- Infrastructure must anticipate or at least run alongside new residential developments, and not follow them, or be neglected completely
- There is no big economic idea in the vision
- There is no mention of tourism. A Vision, property wrought, should be one that advocates the use of the imagery, the legend and the facts about the Fine Lady upon a White Horse
- There is no mention of a political process that would guide the vision

North Oxfordshire Green Party – **BAN-A-029**

- Emphasis on a fast growing economy will not necessarily make Banbury a more pleasant place to live
- Should be a specific commitment to 40% affordable housing
- All new buildings should be required to meet the most rigorous environmental standards
- Increased businesses and a growing population will require management of greater quantities of waste
- Cycling and walking routes must be an essential component of any future planning
- The document pays scant attention to Banbury's architectural heritage
- Buildings should be renovated and reused rather than demolished and replaced, whenever feasible
- NOGP do not want or recognise a cultural quarter which has no culture other than a multiplex cinema and American-style food chain outlets
- NOGP is particularly concerned that the map on p. 26 appears to place another building on the footprint of The Mill
- The 'green lung' needs to be more ambitious than that shown in the Masterplan
- Air quality should feature in the Masterplan
- Micro-generation such as solar panels and heat pumps would make a substantial contribution to sustainability and should be promoted as part of the Masterplan
- NOGP would like a specific commitment to protecting and increasing biodiversity

Neville Redvers –Higgins – **BAN-A-030**

- With The Mill uncertain and Grand Theatre replaced with retail, the only culture in the 'Cultural Quarter' is the Museum and a 6-screen multiplex. If Banbury is to be the growing 'sub-regional centre' the masterplan aspires to more thought is needed to cultural well-being

Sarah Wallis – **BAN-A-031**

- Creative alternatives to car use need to be actively pursued
- There should be more open green spaces and more cycle routes

Banbury Ornithological Society – **BAN-A-32**

- BOS would like to see a commitment to creating a better Banbury for wildlife contained within the strategic objective covering the environment
- BOS strongly advocate a change to the strategic environmental objective to reflect a desire to reverse the long-term decline in nature: Create a high quality environment, establish a coherent ecological network, and achieve a net gain in biodiversity
- The Masterplan should be more ambitious in identifying areas beyond those that already exist or are associated with development
- Some of the areas already mapped as existing green spaces are not accessible (in private ownership)
- The corridor to the south of Banbury would be an ideal location for creation of accessible natural greenspace
- The area north of the Hanwell Fields housing development should be allocated as strategic green space within the Masterplan
- The establishment of the country park north of town is an ideal opportunity for the first local nature reserve in the Banbury area and for CDC to signal their commitment to biodiversity conservation in our local area
- BOS would like to see the Masterplan promote opportunities to create nesting sites for birds

Jonathan Rubery – **BAN-A-033**

- The promise of a Cultural Quarter on the old Spiceball site seems madly optimistic, given that the site already has planning permission for a supermarket. With The Mill uncertain and General Foods Social Club gone, the only culture in the 'Cultural Quarter' is the Museum and a six-screen multiplex
- The proposal to route even more traffic onto Cherwell Street is worrying

Pierangela Manzetti – **BAN-A-034**

- The promise of a Cultural Quarter on the old Spiceball site seems madly optimistic, given the site already has planning permission for a supermarket. If Banbury is to be growing 'sub-regional centre' the masterplan aspires to, the planners need to give more thought to cultural well-being than just a mainstream cinema

Thames Water – **BAN-A-035**

- Thames Water consider that there should be a section on 'Infrastructure and Utilities' in the Banbury Vision and Masterplan

Historic England – **BAN-A-036**

- The plan is relatively unambitious for the historic features of the town and EH would suggest that in places it falls short of the 'positive strategy' for the conservation and enjoyment of the historic environment that government policy suggests should be promoted through the Local Plan. E.g. the Banbury Conservation Area appraisal gives considerable attention to the town's medieval street pattern as a defining positive feature of the town's character, this is not mentioned in the SPD
- EH recommends an additional objective to 'Conserve and enhance Banbury's Heritage Assets and Historic Environment'
- General guidance for Canalside fails to identify how new development should respond to the character or appearance of the Oxford Canal Conservation Area
- South-east relief road – it is unclear whether the alternative routes (A, B and C) have been considered in terms of the varying potential impact on the Oxford Canal Conservation Area or what mitigation for any negative impacts would be required
- It is disappointing that the results of the conservation area appraisals have not been used to identify those buildings, landmarks and spaces identified as making a positive contribution to the conservation areas
- Bolton Road and Canalside – in addition to the retention of listed buildings, development should be required to protect the contribution made by the settings of listed buildings to their significance
- The plan is entirely silent on the matter of archaeological remains
- State that a sustainability appraisal (strategic environmental assessment) is not required for the SPD

Robinson & Hall – Swan Group – **BAN-A-037**

- The Swan Group site is located between Canal Street and Swan Close Road comprising a total area of 2.3 ha within five separate ownerships. Swan Group would be willing to work with other landowners in this parcel of land to help deliver the vision of the Masterplan

David Lock Associates (Mark Stroud) – **BAN-A-038**

- Mr Mark Stroud, the owner of land at Waterworks Lane, Banbury, objects to the proposal to designate land off Waterworks Lane, north of Hennef Way as a 'potential key green linkage', as show on the Environmental Masterplan at p. 30. The land should more appropriately be promoted and used for industrial/commercial development falling within Use Classes B1/B2/B8
- On p.31 it is stated that the quantum of the green space deficiency is 'unknown' and, therefore, it is considered that there is no sound evidence base or planning justification for the location or quantum of the new open space assets that are proposed as part of the Masterplan

Bidwells – Redrow Homes South Midlands – **BAN-A-039**

- P. 8 Masterplan and p. 10 Employment & Housing Plan – should be amended to show Banbury 16 as a committed housing allocation on the plan following the granting of outline planning permission ref: 14/01188/OUT. The committed site is also larger than the Local Plan allocation and thus what is shown on the plan

- P.14 Transport & Movement – the Banbury 16 ‘existing development area’ shown in white should be extended westwards to reflect the committed development
- P.30 Environmental Masterplan – the locations identified for strategic green spaces and potential key green linkages should be amended to reflect the consented scheme

Chiltern Railways – **BAN-A-040**

- P. 3 para 3 – the Great Central Railway opened a branch line from Culworth Junction to Banbury
- P. 3 para 6 – the train operators should be listed with Chiltern Railways followed by Cross Country and First Great Western as Banbury is a Chiltern Railways managed station. The station also connects Banbury with Oxford, Reading and Didcot. There are also longer journeys to the north and the south
- P. 15 – the station is not visible from the town centre and we would welcome improvements in the relationship between the town centre and the railway station.
- P. 23 – relocation of the bus station. The bus station should have a clear link to the railway station
- We would welcome safe and improved walking and cycle routes to the railway station

Gladman – **BAN-A-041**

- Gladman Developments support the principle of preparing a vision and Masterplan to guide the long term growth of Banbury, but the necessity of the document is questioned. Gladman consider that the document does not provide further advice or guidance to the policies contained within the Cherwell Local Plan Part 1 or the Oxfordshire Local Transport Plan 4
- The document must not be used as a restrictive policy document which is used in the determination of sites coming forward in Banbury which have not been identified with the Cherwell Local Plan Part 1
- It is noted from the Council's own evidence base that Banbury is already identified as fulfilling the role of a regional centre
- Whilst Gladman note that this is a Masterplan and Vision for Banbury, it is important to note that the affordability of housing is not just endemic to Banbury; it is a district wide problem
- It should be noted in the Environment Masterplan that Gladman have proposed a car park and a drop off zone and a MUGA within the strategic green space to the east of the Banbury 17 allocation, and this should be reflected on the Environment Masterplan
- Whilst Gladman note the significant infrastructure cost associated with delivering the Vision and Masterplan, they would take the opportunity to ensure that requests for infrastructure are CIL compliant in line with the tests set out at Sections 122 and 123 of the Community Infrastructure Levy

Turley – Aberdeen Asset Management – **BAN-A-042**

- The Vision and Masterplan must respond to the commercial realities of development and reflect market conditions. The plan as drafted does not reflect these important considerations
- Town Centre Vitality (p. 18/19) – the town centre retail area is inconsistent with the Town Centre Shopping Area as set out in the adopted Cherwell Local Plan and should include the Spiceball site as a suitable location for retail, as well as other cultural/arts/leisure uses. The Town Centre Vitality Plan might usefully be amended to show ‘retail foodstore’ within the Spiceball area to reflect the Local Plan allocations and the outline scheme, which is subject to a resolution to grant planning permission
- Town Centre Linkages and Spaces (p. 24/25) – over emphasises (even if intended only conceptually) the potential for River Cherwell enhancements as noted in the key (and variously referred to as ‘Green Lung’ elsewhere). The Spiceball site is subject to a detailed parameter plan as part of the outline planning application. The Masterplan must take account of the parameters set by the scheme coming forward
- Town Centre Buildings and Places (p. 26/27) – the building blocks, and the key frontages shown within the Spiceball site do not reflect the development parameters of the outline scheme. The masterplan must take account of the development parameters established by the outline scheme for Spiceball. The option for Spiceball included on p. 39-40 should be amended to reflect the parameters established and the uses proposed. Need to include the food retail element

- The Masterplan does not sufficiently reflect the current or future market. The overall vision to create 'an entertainment, cultural and leisure quarter at Spiceball' will not be delivered without other retail developments including uses within Class A3 and A1 as proposed in the outline scheme

Berks, Bucks & Oxon Wildlife Trust – **BAN-A-043**

- The Trust would like to see more consideration given to the role of green space in providing for biodiversity and ecological connectivity
- Much emphasis is given to the role of the canal, but the river also provides an important connecting habitat
- There are a number of habitats that could be restored, enhanced or created to improve ecological linkage through the town and to tie in with current initiatives
- A particular opportunity in the town centre to provide ecological linkage would be wildlife enhancements at 'The Triangle', the green space between Bridge Street and the A4260

Banbury Town Council – **BAN-A-044**

- BTC would like an objective that explicitly signals that the private sector is responsible for contributing to a high-quality environment. BTC would like to see greater reference in the document to 'high-quality investment' being sought for Banbury
- BTC is worried the tone contained in the document signals to developers that Banbury is desperate for any private sector investment at any cost and this is not the case
- B8 uses can result in large building footprints with very few full-time employees. Employment figures in the Local Plan Part 1 will only be achieved if more employment intensive use types are expressly sought by development plans
- BTC continue to have major concerns that the topography of Banbury and the inclination of residents to use cars as their principle mode of transport will hinder any potential modal, transport shift within the town
- Certain through-routes the plan has identified are not deliverable owing to land ownership constraints and rights of way issues, e.g. the fields to the west of Warwick Road identified in the Environmental Masterplan (p. 30) as a possible 'enhancement of East-West connection from country park to Wroxton Abbey' have no public right of way
- In a document purporting to be both a masterplan and a vision, it's disappointing that no possible 'Western Bypass' is identified for the town
- With regards the management of a 'Town Centre Action Area' by a 'Banbury Task Force', BTC would emphasise that it's 'Town Centre Partnership' formed 9 years ago, already draws from a wide range of stakeholders involved with the town centre – the issue for it remains how to be fully empowered
- BTC would like to see a greater exploration of strategies to achieve a strengthening of the town centre retail offer in a challenging retail environment
- BTC very much support the development of Banbury 8 at the northern edge of the town centre, but are conscious that in the longer term, the town risks becoming skewed with new residential areas concentrated in the north of the town – particularly if land between Banbury 5 and 2 is developed. BTC would like to have seen a greater focus on sites immediately to the north of the existing town centre
- BTC would have liked the Masterplan to address retail opportunities as well as other regeneration opportunities in Banbury 10: Bretch Hill Regeneration Area
- BTC would have liked greater consideration of Banbury's role as a sub-regional economic hub and further examination of transport solutions that could consolidate and expand this role
- BTC also more generally have some concerns about the viability of the Masterplan moving forward, in the likely absence of sufficient funding to realise many of its proposals

David Lock Associates – **BAN-A-045**

- If the SE Relief Road is a serious proposition and is ever to be realised this would be more likely to be achieved (in the longer term) if the 36 hectares of land to the east of the A361 and north east of junction 11 (i.e. the original Banbury 15) is referred to as an ambition of the Masterplan document and allocated in an early and future review of the Local Plan
- Contributions could then be sought from this and other relevant developments served by the Relief Road, which in addition to public funding through the Local Transport Plan, could help deliver this strategic transport route

Oxfordshire County Council – **BAN-A-046**

Comments from officers

- OCC supports the principle of preparing a vision and masterplan to guide the long term growth of Banbury
- OCC supports the strong statement on governance through the 'Banbury Task Force' and agree that committed joint working is crucial to the successful delivery of the Masterplan
- The transport infrastructure schemes listed within the Masterplan align with those in LTP4. However, the following capacity improvement schemes should also be included:
 - Bloxham Road (A361) and South Bar Street junction
 - Warwick Road (B4100) roundabout junctions with the A422 Ruscot Avenue and Orchard Way
 - Bloxham Road (A361) junction with Queensway and Springfield Avenue
 - A361 Southam Road junction with Castle Street and Warwick Road
- The Air Quality Management Areas on Hennef Way and North Bar/Horsefair/South Bar need acknowledgement in the Environment section
- A Pedestrian and Cycling Improvement Strategy is unlikely to be completed by the Local Plan Part 2 review. However, when the time comes to start such work, OCC welcomes the opportunity to collaborate with Cherwell District Council
- Whilst a new strategic route between east and west has been identified in this Local Plan period up to 2031, delivery is unlikely to be, due to the sequential provision of improvements on Hennef Way and East of M40 Link Road
- Public health – the Masterplan should consider a range of projects and initiatives to improve public health (programming and outreach to increase the use of outdoor areas, inclusion of dementia friendly outdoor spaces, dementia friendly retail areas, working with businesses to prioritise pedestrians and cyclists in their travel plans)
- Education – on the main masterplan consider showing existing secondary schools and the location of the potential new secondary school at Banbury 12. Why does Banbury 12 have a redline around it?

Cllr Mark Cherry (Banbury Calthorpe)

- Implementation of a relief road needs to take place as soon as possible
- Castle Quay 2 is required to bring people back into the town centre of Banbury
- The masterplan needs to start ASAP. Where is the money coming from with the budgetary pressures at OCC?
- Buses – how will they be funded going forward with the cut in subsidies?

David Local Associates – Gallagher – **BAN-A-047**

- Gallagher Estates questions the usefulness of such a broad document that appears to have a far larger remit than Banbury town centre development and regeneration aspirations, and seeks to retrospectively create new supplementary policy aspirations for strategic allocations at Banbury identified within the Local Plan

- Much of this supplementary detail within the draft document is not in accordance with Local Plan policy. To apply supplementary design guidance retrospectively, to schemes that are sufficiently progressed, would seem to undermine, and not support the planned delivery of growth at Banbury
- Reference to the link road through Banbury 17 should be amended to read 'working with developers to deliver the spine road from the A362 to A4260 alongside the phased implementation of development of Banbury 17'.
- The Environment Masterplan identifies a 'strategic green space' centrally within the Banbury 17 allocation. This is not identified within the Local Plan Policy Banbury 17
- Reference is made to a new green linkage along the southern edge of Banbury 17. Again, this masterplan aspiration does not conform with development plan policy Banbury 17

Chris Farr – **BAN-A-048**

- The arts, culture and entertainment needs of the town and its growing population are not well catered for in this plan
- Performance space in Banbury needs to increase to the norm for national touring theatre productions, national and international musicians and performers to see the town as a viable destination for them
- If The Mill were to expand and the Grand be restored and re-opened as a modern multi-functional venue then we would stand a chance of putting on the events Banbury deserves

Neil Wild – **BAN-A-049**

- It needs to be made more explicit that the implementation of the plan relies on the public sector to act as enabler or catalyst to encourage private sector investment
- The word 'redevelopment' should be replaced with an alternative one that does not imply a demolition of key heritage buildings
- Efforts should be made to identify smaller new employment sites of 1-3 ha
- A parking strategy is need – the potential development of town centre sites identified in the plan could result in a net loss of car parking for the town centre
- Public sector funding is required to facilitate many of the proposals
- The purchase or leasing of retail property in the town centre by the local authority should be considered in order to better control and manage parts of the town
- The proposals for Bolton Road are not imaginative enough – there is the opportunity to enhance and re-use some of the key historic buildings at the back of Parsons Street – this aspect is lost in the proposals as stated
- In the context of reduced County Council funding and possible local government restructuring, measures need to be adopted to ensure these changes will not delay the public sector role required

Banbury Civic Society – **BAN-A-050**

- The Civic Society supports the overall sentiment expressed in the document. The six objectives and many of the proposals, in a general sense, are indeed very welcome
- However, it is felt that the document is poorly constructed such that, on the one hand it is not easy to unearth specific proposals and yet on the other, there are some surprisingly detailed proposals
- There is no timing, realisation strategy or resources identified in the document that could properly be called a 'plan'. It is felt that the document should be re-titled to more accurately reflect the 'visionary' aspect
- Very specific proposals should be removed or explained and justified in significant extra detail
- In respect of Banbury's heritage, it is essential that the document carries a general 'health warning' at the outset
- Heritage – the strategic objectives listed on p. 7 should be expanded to include a seventh objective to incorporate heritage as a positive objective in its own right
- Vision – there is an underlying suggestion of a completely redeveloped town centre at objective 4. The objective should be reworded to provide a more accurate impression to the reader

- Green lung – is overstated, the image on p. 35 unfortunately suggests a more likely end result, in which the canal is limited to some bankside trees
- Locally listed buildings – the image on p. 6 shows none of the locally listed buildings, which conflicts with the image on p. 35
- Economy – references are made to Employment site 'Ban 15' at M40 junction 11. This was deleted from the District Local Plan and thus the two documents are contradictory
- Transport and movement – the solution which utilises Tramway as a through route has not been recognised. The importance of the SE link road means it should be specifically mentioned in Strategic Objective 3
- There is no mention of HS2 movements
- Greater use of Cherwell Street for traffic is not compatible with the objective of improving linkages between the western sector of the town, the retail and commercial core with Grimsbury and the railway station
- A parking strategy is required
- Town centre – there is much ambivalence regarding the statistics concerning empty shops
- The proposal that Market Place becomes a public space and performance area might seem an attractive idea but it would remove a parking facility that is very convenient and much appreciated by the public and traders
- Spiceball - there appears to be 'woolly thinking' concerning the 'arts and cultural area'. There is a great deal of concern regarding the precision of the projected land uses shown and described
- Canalside – the text refers loosely to 'Significant buildings'. What is a significant building?
- Redevelopment of 67-75 Bridge Street – every effort should be made to retain these buildings and incorporate them into new development
- Bolton Road area – proposals suggest that development will extend northward. How would this happen without demolition of three listed buildings?
- St. Mary's Church area – it is not clear what is proposed here 'redevelopment of White Lion Walk' is ambiguous

Peter Monk – **BAN-A-051**

- As a 'Masterplan' it raises expectations it cannot deliver as there are no specific resources identified and the timetable is very indeterminate
- A seventh objective should be added – retention of a 'Banbury' image to ensure that the 'feel' of the historic core is maintained
- 'Comprehensive' in connection with any development proposals should be deleted as this is incompatible with the retention of heritage and streetscape
- Resolve and improve transport links so that goods and people can move freely – these are the life blood of the town and there will be no successful future unless the current situation is rectified
- The utilisation of Tramway as a through route has not been recognised
- Greater use of Cherwell Street for traffic is not compatible with the objective of improving the linkage between the town and the railway station
- There is the opportunity to link the town centre to the railway station with a new road between Cherwell Street (approx. opposite George Street) and a new 'plaza' in front of the railway station
- 'Green lung' – there is disparity between the stated aim and the artist's impressions used in the document
- Spiceball – existing establishments do not appear to have been taken into account and extant permissions are at variance with the illustrated intentions
- A 'strategic policy' for car parking is vital across the town

Natural England – **BAN-A-052**

Natural England do not provide specific comments and provide general advise on:
the provision of green infrastructure, biodiversity enhancement, landscape enhancement and design.

Natural England state that:

- SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance. Natural England would, having looked at the screening document, have no dispute with the conclusions as made within Appendix 1 of the SEA screening document that the Banbury SPD does not require an SEA.

Savills – Trinity College – **BAN-A-053**

- Overall, Trinity College supports the principle, the aims and objectives and general content of the Masterplan

Neil Wallis – **BAN-A-054**

- Broadly supportive
- More emphasis needed on the town's cultural and historical heritage allied with leisure and non-commercial opportunities
- Consider new modes of transport and ownership
- A key priority must be Canalside and improving access between the railway station and town centre

The Environment Agency, Jack Moeran - **BAN-A-055**

- State that a sustainability appraisal (strategic environmental assessment) is not required for the SPD

APPENDIX I

Appendix I

Stakeholder list

- Cherwell District Council
- Oxfordshire County Council
- Banbury Town Council
- Local Parish Councils
- Chamber of Commerce
- Oxfordshire Local Enterprise Partnership
- South East Midlands Local Enterprise Partnership
- Banbury Civic Society
- Old Town Association
- Banbury Town Partnership
- Town Centre Manager
- Canal and River Trust
- Thames Water
- Rapleys LLP
- David Lock Associates
- Chiltern Railways
- Historic England
- David J Stewart Associates
- CALA Group Limited
- Gleesons
- RPS Planning and Development
- Stagecoach
- White Commercial
- Boyer Planning
- Benfield Group Holdings Ltd.
- Pandora Trading Ltd.
- Hawkstone Properties
- AdaltaReal
- Turleys
- Savills
- Aberdeen Asset Management

APPENDIX II

Appendix II

Where and when documents were made available for inspection:

www.cherwell.gov.uk/policypublicconsultation

Hard copies at the locations below during opening hours:

Cherwell District Council Offices, Bodicote House, Bodicote, Banbury, OX15 4AA

8.45am - 5.15pm Monday –Friday

Banbury Town Council, the Town Hall, Bridge Street, Banbury, OX16 5QB

Monday to Thursday 9am- 4.45pm, Friday 9am- 4pm

Banbury Library, Marlborough Road, Banbury, OX16 5DB

Monday 9am – 1pm, Tuesday 9am-7pm, Wednesday 9am – 8pm, Thurs and Friday 9am – 7pm, Saturday 9am – 4.30pm, closed Sunday

Neithrop Library, Community Centre, Woodgreen Avenue, Banbury, OX16 0AT

Monday 10am – 7pm, Tuesday Closed, Wednesday 2pm – 5pm, Thursday 10am – 1pm, Friday 10am- 5pm, Saturday 9.30am – 1pm, closed Sunday

Bicester Town Council, The Garth, Launton Road, Bicester, OX26 6PS

Monday – Thursday 9am – 5pm, Friday 9am – 4pm

Kidlington Library, Ron Groves House, 23 Oxford Road, Kidlington, OX5 2BP

Monday 9.30am – 5pm, Tuesday 9.30am – 7pm, Wednesday 9.30am – 1pm, Thursday 9.30am – 5pm, Friday 9.30am – 7pm, Saturday 9.00am – 4.30pm, closed Sunday

Adderbury Library, Church House, High Street, Adderbury, OX17 3LS

Tuesday: 10 am –12 noon & 3 – 7pm, Thursday: 2pm – 5pm & 6 – 7pm, Friday: 10am – 12 noon & 2 pm – 5pm, Saturday: 9.30 am –1pm, closed Monday, Wednesday & Sunday

Deddington Library, The Old Court House, Horse Fair, Deddington, Oxon. OX15 0SH

Monday 2pm - 5pm, 5.30pm - 7pm, Tuesday Closed Wednesday 9.30am - 1pm, Thursday 2pm - 5pm, 5.30pm - 7pm Friday Closed Saturday 9.30am - 1pm, closed Sunday

Hook Norton Library, High Street, Hook Norton, Banbury, Oxon, OX15 5NH

Monday 2pm - 5pm, 6pm - 7pm, Tuesday Closed, Wednesday 2pm - 5pm, Thursday Closed, Friday 2pm - 5pm, 6pm - 7pm, Saturday 9.30am - 12.30pm, closed Sunday

Copies will be available on the North, Central and West Mobile Library Services.

For details of locations and times of the mobile library visit www.oxfordshire.gov.uk or phone 01865 810240

Banbury LinkPoint, 43 Castle Quay, Banbury, Oxfordshire, OX15 5UW

8.45am (10am Wednesday) to 5.15pm Monday to Friday

Bicester LinkPoint, 38 Market Square, Bicester, Oxfordshire, OX26 6AL 8.45am (10am Wednesday) to 5.15pm Monday to Friday

Kidlington LinkPoint, Exeter Hall, Oxford Road, Kidlington, Oxon, OX5 1AB 8.45am (10am Wednesday) to 5.15pm Monday to Friday

APPENDIX III

BANBURY VISION & MASTERPLAN

1 Introduction

Cherwell District Council has commissioned WYG to prepare a Banbury Vision & Masterplan. The Masterplan identifies projects and initiatives to help shape the future of the town and which build upon policies in the Cherwell Local Plan (2011-2031).

In summary the report:

- Articulates a future role for the town;
- Identifies areas for economic improvement;
- Provides investment confidence;
- Supports the delivery of the Cherwell Local Plan;
- Identifies a way to deliver the Canalside development;
- Promotes an attractive town centre with a full range of facilities; and,
- Identifies a series of measures to address traffic congestion and improve accessibility.

Document Status

The draft Vision & Masterplan builds upon the Cherwell Local Plan (2011-2031) adopted on 20th July 2015. The result is a flexible, realistic and deliverable strategy for the long-term growth of Banbury, which sets the framework for Part 2 of the Local Plan and the infrastructure initiatives set out in Oxfordshire County Council's Local Transport Plan 4 (LTP4). The Vision & Masterplan will be adopted as a Supplementary Planning Document.



This Exhibition

The draft Banbury Vision & Masterplan is available for public comments from **Monday 14th March 2016 to Wednesday 13th April 2016.**

We would like your views on the Masterplan and on how we should guide future development and the town's growth.

Question 1: Do you support the principle of preparing a vision and masterplan to guide the long-term growth of Banbury?



For further information:
www.cherwell-dc.gov.uk/policypublicconsultation
planning.policy@cherwell-dc.gov.uk
01295 227985



BANBURY VISION & MASTERPLAN

2 Vision and Strategic Objectives

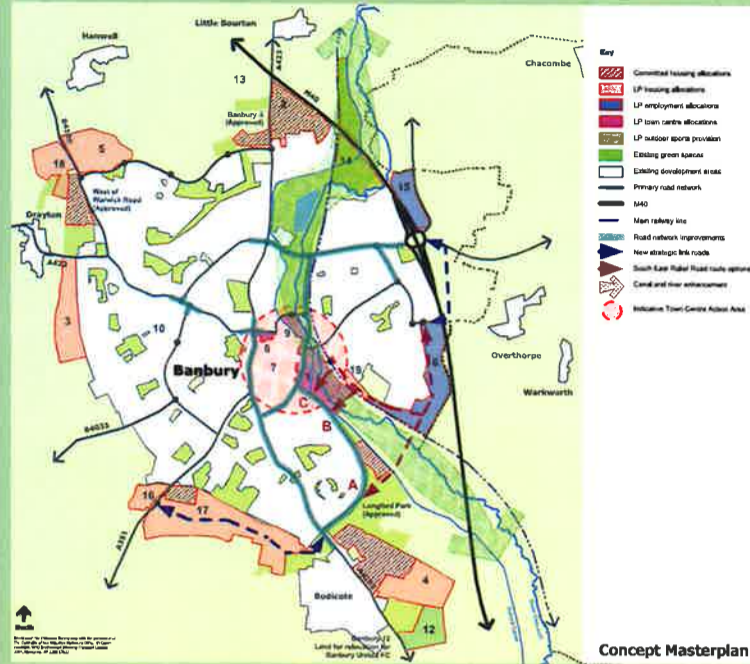
The Vision

The VISION for Banbury is a premier regional centre with a fast growing economy developed from the strengths of the area; and at its heart, a vibrant and attractive town centre, set in a high quality and distinctive environment with greater housing choice, improved accessibility and a reduction of traffic congestion.

Objectives

The vision is formed from six inter-connecting strategic objectives that will:

- Promote Banbury as the regional service centre of choice for the wider region;
- Establish a strong economy;
- Reduce congestion and improve accessibility;
- Create a vibrant and attractive town centre;
- Create a high quality environment and distinctive character to live and work; and
- Promote opportunities for local people.



Concept Masterplan

The concept masterplan identifies five key initiatives that underpin the Banbury Vision & Masterplan:

- Locations for housing to deliver Cherwell Local Plan housing requirements to 2031;
- A range of employment opportunities that will reinforce the role of Banbury in the regional economy;
- A transport and movement strategy that addresses congestion and assists in delivering sustainable growth;
- A Town Centre Action Area to manage a co-ordinated and comprehensive redevelopment and improvement of Banbury town centre; and
- A 'green lung' to the town created from the enhancement of the canal and the riverfront area together with a network of open spaces to improve the setting of the town.

Question 2: Do you support the six strategic objectives?



Question 3: Do you support the initiatives that underpin the Concept Masterplan?



For further information:
www.cherwell-dc.gov.uk/policypublicconsultation
planning.policy@cherwell-dc.gov.uk
 01295 227985



BANBURY VISION & MASTERPLAN

3 Economy

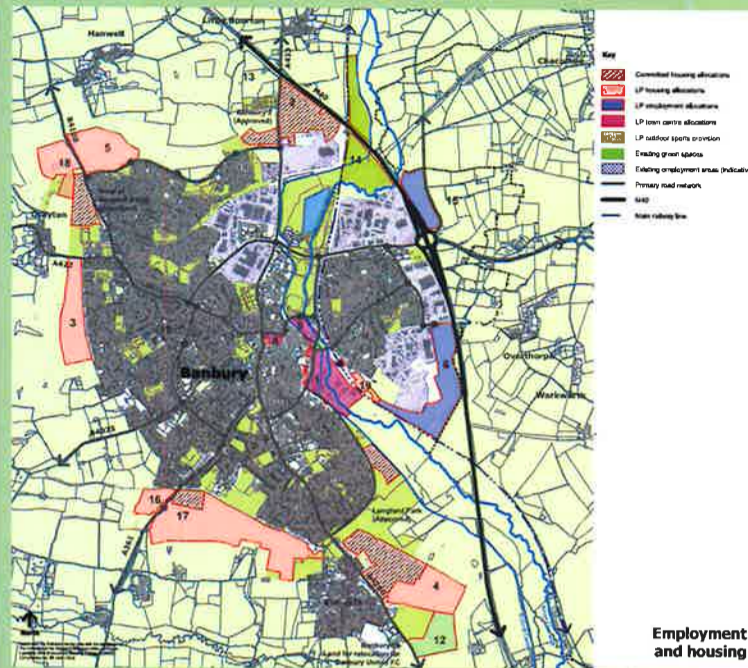
Employment

The creation of a strong economy is central to the Banbury Vision & Masterplan. An improvement in economic activity is key to the long term sustainable development of Banbury. Economic growth will be promoted by: maintaining a strong manufacturing sector; diversifying into higher skilled and knowledge based opportunities; support for skills acquisition; and, by driving the engineering economy through the flagship sectors of motor sport and advanced engineering. This will be delivered on: two new allocated employment sites; renewal of the existing employment areas; and revitalisation of the town centre.

Housing

The Cherwell Local Plan sets a requirement of 7,319 new dwellings for Banbury between 2011 and 2031. Increased housing supply will improve affordability and support economic growth. The delivery of the new housing is well underway with a number of the allocated sites being developed with others in the detailed planning process. The majority of allocated sites are around the periphery of the town with the remainder forming part of the town centre development sites.

Question 4: Are there any other employment/housing issues that need to be addressed?



Employment and housing

Employment sites

- **Banbury 1:** Banbury Canalside - the redevelopment of the mixed use 26 hectares Canalside area located close to the town centre and railway station.
- **Banbury 6:** Employment land east of the M40 - a mixed use employment site of 35 hectares adjacent to existing employment areas with good links to the motorway.
- **Banbury 7:** Banbury Town Centre - the strengthening of the town centre.
- **Banbury 8:** Land at Bolton Road - the development of the Bolton Road site on the northern edge of the town centre alongside Castle Street.
- **Banbury 9:** Spiceball Development Area - the development of the Spiceball area located between the Spiceball Leisure Centre and the Castle Quay Shopping Centre.
- **Banbury 15:** Employment land east of the M40 - a new strategic employment site of 13 hectares located next to junction 11 of the M40 to deliver the planned growth in advanced engineering and knowledge based industries.
- **Existing employment areas** - will be reviewed to identify the potential for improvement and renewal through the designation of Employment Improvement Areas.



Artist's impression showing the potential long term redevelopment of Canalside

For further information:
www.cherwell-dc.gov.uk/policypublicconsultation
planning.policy@cherwell-dc.gov.uk
 01295 227985

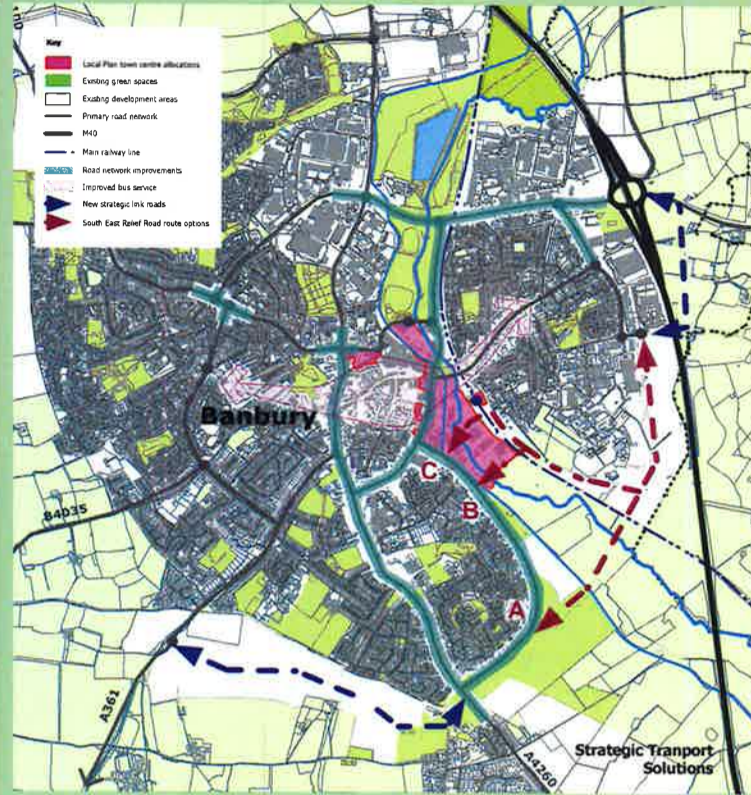
BANBURY VISION & MASTERPLAN

4 Transport and Movement

Consultation by Oxfordshire County Council during the preparation of the LTP4 identified traffic congestion as a major concern, which needs to be addressed together with transport solutions to manage the growth of the town.

The following strategic transport solutions are proposed:

- Improve the transport networks into and through the town - reduce congestion through a co-ordinated network strategy to improve junction capacity, signage and construct new roads in some locations;
- Identify a new strategic route between the east and west of the town - consider the options for a new viable and fundable crossing of the railway, canal and river to improve east-west access to the motorway;
- Strengthen the connection between the town centre and railway station;
- Increase public transport patronage;
- Increase pedestrian and cycle activity; and
- Establish a car parking strategy.



Artist's impression showing potential improvements to Cherwell Street and its junction with Bridge Street

Question 5: Are there any other strategic transport issues that need to be considered?



For further information:
www.cherwell-dc.gov.uk/policypublicconsultation
planning.policy@cherwell-dc.gov.uk
 01295 227985



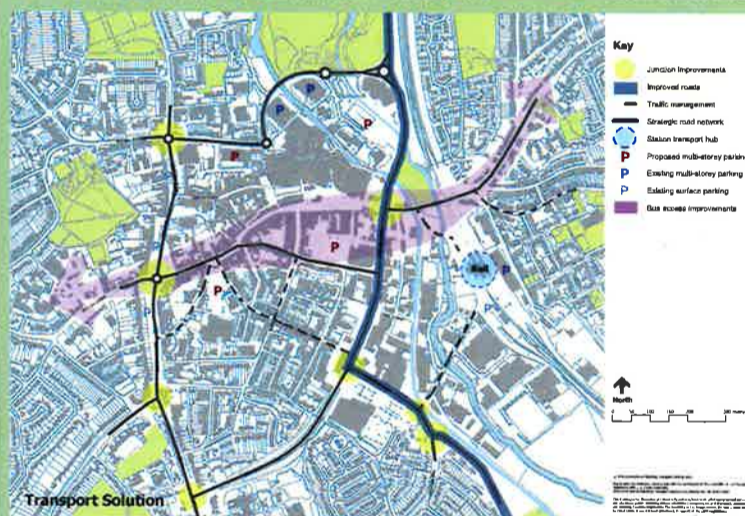
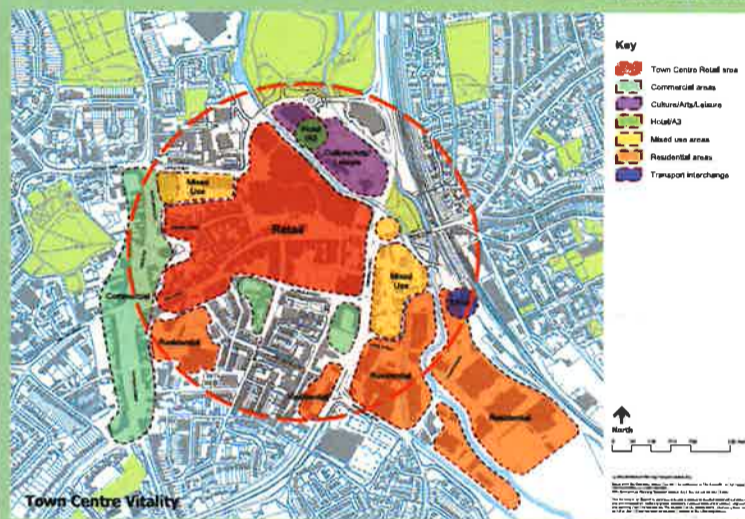
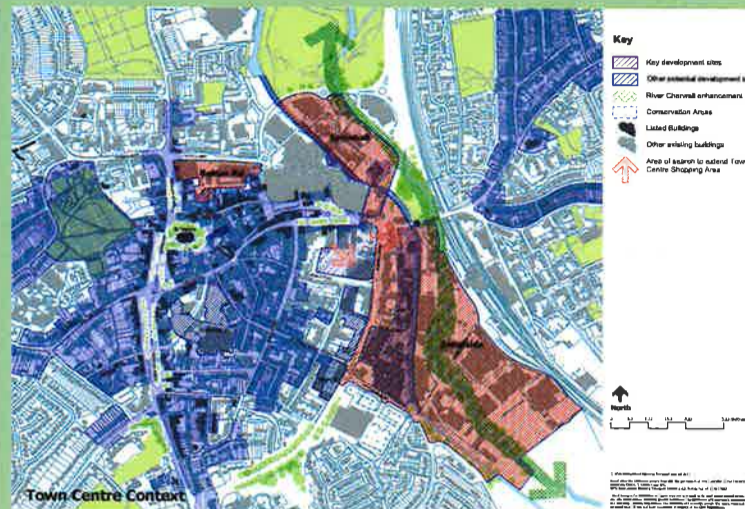
BANBURY VISION & MASTERPLAN

5 Town Centre Action Plan

Initiatives

The strategy plans identify the key initiatives that will deliver a vibrant and attractive town centre, which includes:

- Enhancing the town centre experience by: removing congestion; improving choice; increasing accessibility; creating great places; and entertaining visitors.
- Strengthening the town centre offer with new leisure, cultural, retail and social opportunities;
- Enabling the development of the two strategic town centre sites of Bolton Road and Spiceball;
- Regenerating underutilised sites and areas such as Canalside;
- Opening up vacant shops with temporary uses;
- Promoting a calendar of activities and events;
- Opening up the Oxford Canal to the town centre;
- Strengthening the connection between the railway station and the town centre;
- Improving bus services and access into and across the town centre; and
- Encouraging housing development on appropriate sites within the town centre.



Question 6: Do you support the key town centre initiatives?

Question 7: Do you support the proposals set out on the town centre plans?

For further information:
www.cherwell-dc.gov.uk/policypublicconsultation
planning.policy@cherwell-dc.gov.uk
 01295 227985



BANBURY VISION & MASTERPLAN

6 Town Centre Action Plan

Action Areas

The Banbury Vision & Masterplan identifies a number of areas within the town centre where regeneration and renewal will be focused and sets out key urban design principles to guide redevelopment. These areas are:

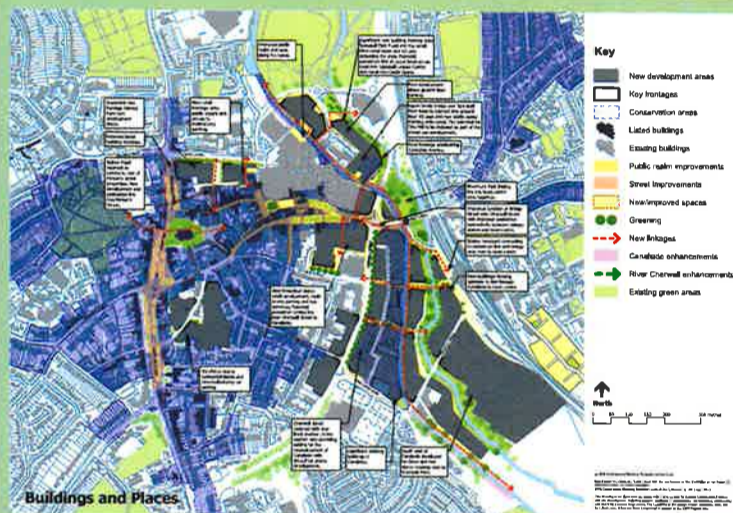
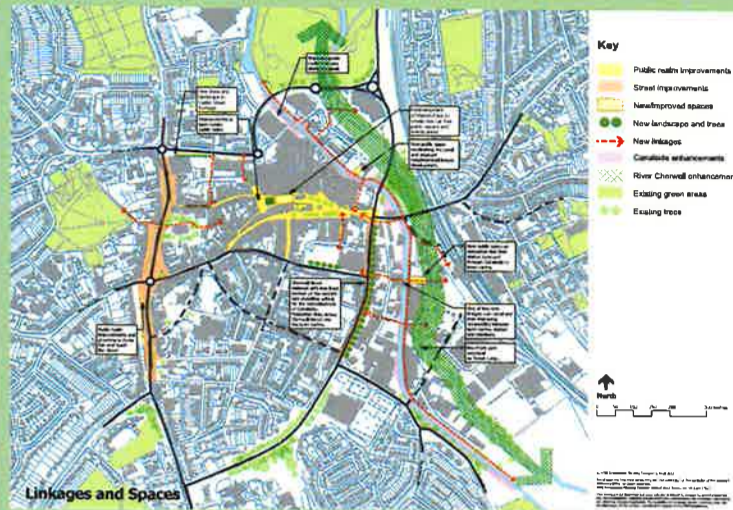
- Canalside development area;
- Spiceball development area;
- Cherwell Street corridor;
- Bolton Road development area;
- Swan Industrial Estate;
- Calthorpe Street area; and
- St. Mary's Church area.

Masterplan

The Town Centre Masterplan provides an illustration of the range of buildings, spaces, roads and parks that could be developed over time.

Implementation

The six town centre plans provide a framework to guide the implementation of the planning policies set out in the Cherwell Local Plan.



Artist's impression showing the potential redevelopment of the Calthorpe Street area

Question 8: Do you agree that the action areas identified should be the focus of regeneration activities?

For further information:
www.cherwell-dc.gov.uk/policypublicconsultation
planning.policy@cherwell-dc.gov.uk
 01295 227985



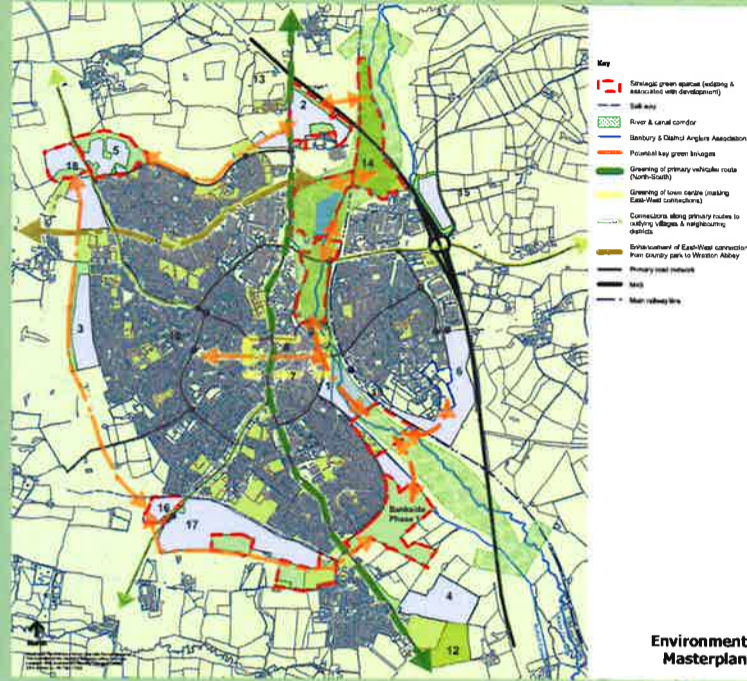
BANBURY VISION & MASTERPLAN

7 Environment

A good quality and attractive environment is essential to delivering the Banbury Vision and is the 'glue' that holds all the initiatives together. The quality of the environment needs to be improved by providing:

- A north-south green lung that improves access to the town centre and opens up the canal and river;
- New public spaces and green links connecting the neighbourhoods together;
- Attractive gateways into the town;
- A richer more diverse bio-environment; and
- New open space and amenity areas to serve the needs of residents.

The Environment Masterplan identifies core principles for the enhanced connectivity of the existing green infrastructure of the town alongside the development of new assets. A series of strategic environmental enhancements should be made, which could include integrated cycle and pedestrian networks.



Strategic Environmental Enhancements

- An improved interface between Spiceball Park and the canal/river green lung linking with the town centre.
- The continued development of the country park extending the green lung to the north of the town connecting the urban fringe with the urban hinterland beyond.
- Greening of the town centre improving east-west connectivity from People's Park to an enhanced green lung along the river/canal corridor.
- Greening of the primary north-south vehicular route along the South Bar Street/Horsefair corridor in conjunction with improved traffic solutions to ease traffic congestion in these areas.
- Development of a new green linkage along the south edge of Banbury 17 connecting new development and associated open space at Banbury 16 and Bankside Phase 1.
- Connection of Salt Way to the improved north-south green lung along the canal/river corridor.
- Improved cycling and walking routes should be provided radiating from the town centre to satellite settlements encouraging the adoption of alternative transport methods.
- Development and management of the existing east-west connection along the dismantled railway line to assist in the integration of the country park into the existing green network.



Question 9: Do you support the proposals set out in the Environment Masterplan?

For further information:
www.cherwell-dc.gov.uk/policypublicconsultation
planning.policy@cherwell-dc.gov.uk
 01295 227985



BANBURY VISION & MASTERPLAN

8 Delivering the Masterplan

People

The public sector can provide the vision; the private sector the investment and entrepreneurship; and, the people of Banbury the energy to deliver the planned economic growth. However, local people need to be supported with improved skills, facilities and local services to enable them to play a full role. Areas of deprivation need to be continually addressed and life chances improved.

The Vision & Masterplan sets out ways to promote opportunities for local people, including:

- Increase housing choice and tenure;
- Improve access to apprenticeships, skills training and further education;
- Increase local employment opportunities;
- Reduce poverty, health inequalities and support the vulnerable;
- Access to health, social and community services;
- Provide a full range of sports, leisure and recreational facilities; and
- Invest in a network of attractive green spaces and parks for daily enjoyment.



Delivery

The strategic objectives of the masterplan will be delivered through a range of initiatives and projects, which together will deliver an enhanced regional role for the town.



Next Steps

Cherwell District Council will review the questionnaires and comments, and will then make appropriate changes to the draft Vision & Masterplan. Once the changes have been made, the Vision & Masterplan will be adopted by Cherwell District Council as a Supplementary Planning Document (SPD).

The draft Masterplan report and questionnaire are available to download from the Council website. Hard copies are also available to view at all libraries within the District, at Linkpoints and at Council offices.

Question 10: Do you have any other comments?

Thank you for visiting this exhibition

For further information:
www.cherwell-dc.gov.uk/policypublicconsultation
planning.policy@cherwell-dc.gov.uk
01295 227985





This page is intentionally left blank

**Screening Statement on the determination of the need for a
Strategic Environmental Assessment (SEA) in accordance
with the Environmental Assessment of Plans and
Programmes Regulations 2004 and European Directive
2001/42/EC of the:**

**Banbury Vision & Masterplan Supplementary Planning
Document (SPD)**

December 2016

1.0 Introduction

- 1.1 The requirement for a Strategic Environment Assessment (SEA) is set out in Government Planning Practice Guidance and Environmental Protection legislation (the Environmental Assessment of Plans and Programmes Regulations 2004). If the local planning authority determines that a plan is unlikely to have significant environmental effects through a screening process then a SEA will not be required.
- 1.2 To assess whether an SEA is required the Local Authority must undertake a screening process based on a standard set of criteria. This must be subject to consultation with Historic England, the Environment Agency and Natural England. The results of the screening process must be detailed in a Screening Statement, which is required to be made available to the public.
- 1.3 This screening statement is designed to determine whether or not the contents of the Banbury Vision & Masterplan Supplementary Planning Document (SPD) require a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004.
- 1.4 Section 4 of this document provides an updated screening assessment of the likely significant environmental effects of the SPD and the need for a full SEA. This statement sets out Cherwell District Council's determination on the need for SEA for the SPD following changes to the SPD after public consultation. The screening statement for the draft SPD concluded that a Sustainability Appraisal to meet the requirements of the SEA Directive is not required for the Banbury Masterplan.

Purpose of the Masterplan

- 1.5 The adopted Cherwell Local Plan (2011-2031) – Part 1 contains a number of policies which are relevant to development at Banbury including those relating to housing employment, Banbury town centre and green infrastructure. As part of the Development Plan, the adopted Local Plan provides the strategic policy framework for development at Banbury and has been subject to SEA/SA.
- 1.6 Other documents identified in the Council's Local Development Scheme (LDS), including Local Plan Part 2 and a Partial Review of Local Plan Part 1, will also form part of the Development Plan and will be subject to SEA/SA where required.
- 1.7 The Banbury Vision & Masterplan supports the Local Plan Part 1 and provides a vision and initiatives that seek to improve the town. It identifies opportunities for development to inform other development plan documents but does not allocate sites for development or contain formal policies. It is also intended to be used as a guide for preparing site proposals and discusses matters which are not always land use based.

2.0 Legislative Background

- 2.1 The basis for Strategic Environmental Assessments and Sustainability Appraisal legislation is European Directive 2001/42/EC and was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004, or SEA Regulations. Detailed Guidance can be found in the Government publication 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM 2005).
- 2.2 The Planning and Compulsory Purchase Act 2004 required Local Authorities to produce Sustainability Appraisals (SA) for all local development documents to meet the requirement of the EU Directive on SEA. It is considered best practice to incorporate requirements of the SEA Directive into an SA.
- 2.3 However, the 2008 Planning Act removed the requirement to undertake a Sustainability Appraisal for a Supplementary Planning Document, but not a Strategic Environmental Assessment. This is because SPD's do not normally introduce new policies or proposals or modify planning documents which have already been subject to Sustainability Appraisal.
- 2.4 This report focuses on screening for SEA and the criteria for establishing whether a full assessment is needed.

SEA Screening criteria and procedure

- 2.5 The SEA Directive requires SEA for plans when:
 - a) They "determine the use of small areas at local level or
 - b) Are minor modifications to the above plans or programmes..." and states that "...they should be assessed only where Member States determine that they are likely to have significant effects on the environment."
- 2.6 The criteria for determining the significance of effects are listed in Schedule 1 (9 (2) (a) and 10 (4) (a) of the Environmental Assessment of Plans and Programmes Regulations 2004. They relate to:
 - the scope and influence of the document and
 - the type of impact and area likely to be affected
- 2.7 The Government's Planning Practice Guidance states:

'Supplementary planning documents do not require a sustainability appraisal but may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already been assessed during the preparation of the Local Plan.

A strategic environmental assessment is unlikely to be required where a supplementary planning document deals only with a small area at a local level (see regulation 5(6) of the Environmental Assessment of Plans and Programmes Regulations 2004), unless it is considered that there are likely to be significant environmental effects.

Before deciding whether significant environment effects are likely, the local planning authority should take into account the criteria specified in Schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004 and consult the consultation bodies'. (Paragraph 008 Reference ID: 11-008-20140306 Revised 06.03.2014)

Screening and Consultation

- 2.8 In accordance with Regulations 9 of the Environmental Assessment for Plans and Programmes Regulations 2004, Cherwell District Council, as the Responsible Authority is required to determine whether the Banbury Vision and Masterplan SPD is likely to have significant environmental effects taking into account Schedule 1 of the Regulations. It is also required to consult with the consultation bodies (Environment Agency, Historic England and Natural England). Where the Responsible Authority determines that the plan or programme is unlikely to have significant environmental effects, and therefore does not need to be subject to full Strategic Environmental Assessment, it must prepare a statement showing the reasons for this determination.
- 2.9 Regulation 11 of the EA for Plans and Programmes Regulations 2004 requires the Responsible Authority to send to each consultation body a copy of the determination and its reasons for the determination in those cases where it is determined that SEA is not required. The Responsible Authority is also required to take steps as it considers appropriate to bring the determination to the attention of the public. The Responsible Authority shall keep a copy of the determination and accompanying statement of reasons for public inspection.

3.0 Criteria for Assessing the Effects of Supplementary Planning Documents

- 3.1 Criteria for determining the likely significance of effects referred to in Article 3(5) of Directive 2001/42/EC are set out below:

1. The characteristics of plans and programmes, having regard, in particular, to
 - the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,
 - the degree to which the plan or programme influences other plans and programmes including those in a hierarchy,
 - the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,
 - environmental problems relevant to the plan or programme,
 - the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

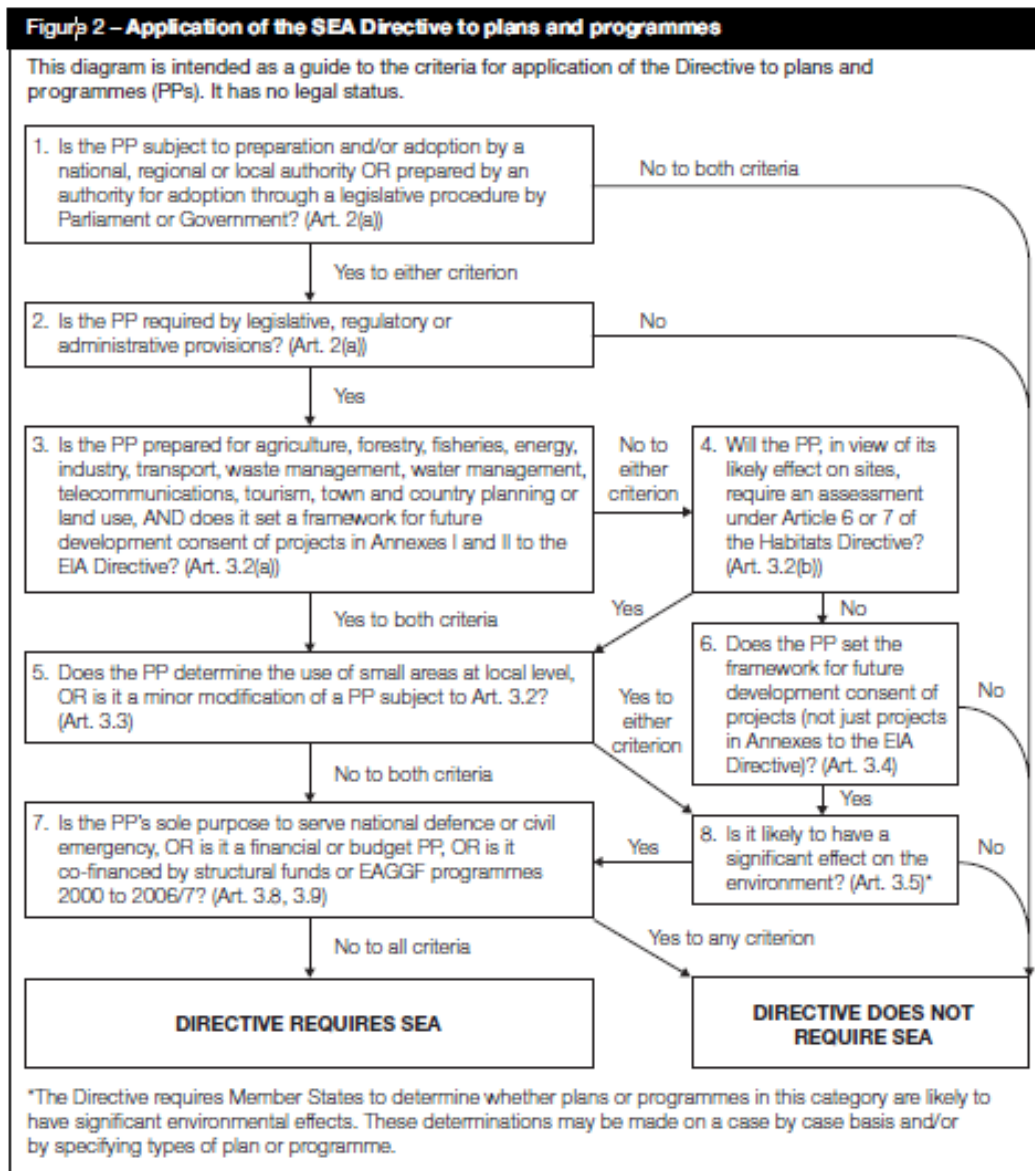
- the probability, duration, frequency and reversibility of the effects,
- the cumulative nature of the effects,
- the transboundary nature of the effects,
- the risks to human health or the environment (e.g. due to accidents),

- the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),
- the value and vulnerability of the area likely to be affected due to:
 - o special natural characteristics or cultural heritage,
 - o exceeded environmental quality standards or limit values,
 - o intensive land-use,
 - o the effects on areas or landscapes which have a recognised national, Community or international protection status.

(Source: Annex ii of SEA Directive)

4.0 Assessment

4.1 The diagram below illustrates the process for screening a planning document to ascertain whether a full SEA is required.



Source: A Practical Guide to Strategic Environmental Assessment Directive (ODPM, 2005)

- 4.2 The table below shows the assessment of whether the Banbury Vision and Masterplan requires a full SEA. The questions below are drawn from the diagram above which sets out how the SEA Directive should be applied.

| Table 1: Establishing the Need for SEA | | |
|--|------------|---|
| Stage | Y/N | Reason |
| 1. Is the PP (plan or programme) subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a)) | Y | The SPD is being prepared by/for Cherwell District Council to develop further detail on and support the Cherwell Local Plan - Part 1 and to inform future work on development opportunities. It also reflects the County Council's Local Transport Plan (LTP4) which has been subject to SEA. |
| 2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a)) | Y | The SPD is required by Cherwell District Council to develop more detail on and support the Cherwell Local Plan and to inform future work on development opportunities. |
| 3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a)) | Y | The SPD is prepared for town and country planning and land use and provides a Vision for the future of Banbury. It will form part of a framework for future development consents but does not allocate land for development. |
| 4. Will the PP, in view of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b)) | N | The SPD does not allocate land for development. The adopted Local Plan 2011-2031 and emerging Local Plan Part 2 have this role. The adopted Local Plan has been subject to the requirements of the Habitats Directive and so will be Local Plan Part 2. |
| 5. Does the PP Determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (Art. 3.3) | N | The SPD identifies opportunities for small development sites and will guide the characteristics of development but does not determine their use. Local Plan Part 2 (and potentially a Neighbourhood Plan) has this role. |
| 6. Does the PP set the framework for future development consent of projects (not just projects in annexes to the EIA Directive)? (Art 3.4) | N | The SPD does not set the framework for future development consent of projects. Strategic road options are described in the SPD, but reflect LTP4 transport strategy for Banbury which has been subject to SEA. Options are being assessed separately by the |

| | | |
|--|----------|---|
| | | County Council. The District Council as Local Planning Authority is required by the National Planning Policy Framework to 'identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice'. Any appropriate proposals will be shown in other Local Plan documents. |
| 7. Is the PP's sole purpose to serve the national defence or civil emergency, OR is it a financial or budget PP, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art 3.8, 3.9) | N | N/A |
| 8. Is it likely to have a significant effect on the environment? (Art. 3.5) | N | The SPD will not have a significant effect on the environment. The SPD does not allocate land for development. The concepts and opportunities in the SPD are mainly small scale and other documents in the Council's Local Plan 2011-2031 have/will contain formal policies for Banbury and have/will be subject to SEA where necessary. Strategic road options are described in the SPD, but reflect LTP4 transport strategy for Banbury which has been subject to SEA. Options are being assessed separately by the County Council. The District Council as Local Planning Authority is required by the National Planning Policy Framework to 'identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice'. Any appropriate proposals will be shown in other Local Plan documents. |

4.3 The likely effects of the Banbury Vision & Masterplan SPD on the environment have been assessed and are summarised in the table in Appendix 1.

5.0 Screening Outcome

5.1 An SEA Screening Statement was published at the same time as the public consultation on the draft Masterplan and sent to Historic England, the Environment Agency and Natural England. It concluded that a Sustainability Appraisal to meet the requirements of the SEA Directive is not required for the Banbury Masterplan. It considered that there will not be significant environmental effects arising from the Banbury Vision and Masterplan Supplementary Planning Document. These consultees have not identified a requirement to produce a sustainability appraisal to

meet the requirements of the SEA Directive. The responses are shown below. It is considered that the proposed changes to the Masterplan do not change these conclusions and sustainability appraisal is not required.

| Statutory Body | Date of Response | Summary of Response |
|--------------------|------------------|--|
| Historic England | 1 April 2016 | <ul style="list-style-type: none"> • Banbury has a sensitive historic environment, with many heritage assets. There is, therefore, potential for new development in either to have significant impacts on the historic environment. • Note that the Masterplan neither allocate sites for development nor contain formal policies. • Aware that the Local Plan Part 2, which will allocate sites for development and contain formal policies informed by the Masterplan will be a higher level plan and will itself be subject to Sustainability Appraisal incorporating Strategic Environmental Assessment. • Concur with the Council's opinion in respect of screening for Strategic Environmental Assessment that there are unlikely to be any significant (historic) environmental effects and therefore undertaking a full formal Strategic Environmental Assessment is not required. |
| Environment Agency | 4 April 2016 | <ul style="list-style-type: none"> • Note that SPD does not allocate sites for development. The concepts and opportunities in the draft SPD are mainly small scale and we appreciate that the SEA for Local Plan should cover these points sufficiently. • Agree with the screening statement that there will not be significant environmental effects arising from the Draft Banbury Vision and Masterplan Supplementary Planning Document. As such the SPD does not require a full SEA to be undertaken. |
| Natural England | 6 May 2016 | <ul style="list-style-type: none"> • Do not provide specific comments and provide general advise on: the provision of Green Infrastructure, biodiversity enhancement, landscape enhancement and design. <p>Natural England state that:</p> <ul style="list-style-type: none"> • SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance. • Natural England would, having looked at the screening document, have no dispute with the conclusions as made within Appendix 1 of the SEA screening document that the Banbury SPD does not require an SEA. |

- 5.2 The SPD has taken into consideration the HRA screening undertaken to support Cherwell Local Plan Part 1, 2011-2031 including the assessment of 28 policies in the Plan that may lead to development in the long term. The SPD covers the Banbury area which is located more than 20 km away from the Oxford Meadows SAC. The SPD does not allocate land for development or contain formal policies for development proposals. It is considered that an HRA is not required.

Appendix 1: Likely significant effects on the environment

| SEA Directive Criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004 | Summary of significant Effects Scope and influence of the document | Is the SPD likely to have a significant environmental effect? Y/N |
|--|---|--|
| 1. Characteristics of the SPD having particular regard to: | | |
| (a) The degree to which the SPD sets out a framework for projects and other activities, either with regard to the location, nature, size or operating conditions or by allocating resources. | As part of the Development Plan, the adopted Local Plan Part 1 provides the framework for development at Banbury and has been subject to SEA/SA. Local Plan Part 2 will also form part of the formal development plan and will be subject to SEA/SA. The Vision and Masterplan supports the Local Plan. It identifies opportunities for development, including small scale site opportunities, to inform other development plan documents but does not allocate sites for development or contain formal policies. It is intended to be used as a guide for preparing proposals and discusses matters which are not always land use based. | N |
| (b) The degree to which the SPD influences other plans and programmes including those in a hierarchy. | The Vision and Masterplan will inform future work on development options for development plan documents but does not allocate new sites or contain formal policies. It sits below Adopted Local Plan policy in the hierarchy of planning policy | N |
| (c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development. | The SPD promotes sustainable development in accordance with the NPPF and Local Plan policies discussing matters such as enhancement of the river corridor, landscape and green infrastructure and explores sustainable growth. | N |
| (d) Environmental problems relevant to the SPD. | The Local Plan Sustainability Appraisal highlights the main environmental problems relevant to Banbury and the SPD supplements this | N |

| | | |
|---|--|----------|
| | discussing matters such as enhancement of the river corridor, landscape and green infrastructure and explores sustainable growth. | |
| (e) The relevance of the SPD for the implementation of Community legislation on the environment (for example plans and programmes related to waste management or water protection). | The SPD is not directly relevant in the implementation of environmental plans such as the Oxfordshire Joint Municipal Waste Strategy and its effect will be limited. | N |
| 2. Characteristics of the effects and area likely to be affected having particular regard to: | | |
| (a)The probability, duration, frequency and reversibility of the effects. | The SPD does not allocate sites or contain formal policies for development proposals. The SPD follows Local Plan Part 1 and adds detail. | N |
| (b)The cumulative nature of the effects of the SPD. | The SPD does not allocate sites or contain formal policies for development proposals. The SPD aims to ensure the sustainability objectives of the Local Plan are met. The vision and initiatives in the Masterplan consider Banbury's environmental characteristics and set out an approach to protection and enhancement. | N |
| (c)The trans boundary nature of the effects of the SPD. | A Habitats Regulation Assessment was undertaken for the Local Plan Part 1 and concluded that growth in the Local Plan will not lead to likely significant effect on the Oxford Meadows Special Area of Conservation (SAC) alone or in combination with other projects. The SPD does not allocate sites or contain formal policies for development proposals. Trans-boundary effects will not be significant. | N |
| (d)The risks to human health or the environment (e.g. due to accident). | No significant risks to human health or the environment have been identified in the SPD preparation. | N |
| (e)The magnitude and spatial extent of the effects | Banbury and the Masterplan cover a fairly large area but the SPD does not | N |

| | | |
|---|--|----------|
| (geographic area and size of the population likely to be affected) by the SPD. | allocate sites or contain formal policies for development proposals. | |
| (f)The value and vulnerability of the area likely to be affected by the SPD due to: -Special natural characteristics or cultural heritage -Exceeded environmental quality standards or limit values -Intensive land use. | The SPD does not allocate sites or contain formal policies for development proposals. The strategy and opportunities in the Masterplan consider Banbury's environmental characteristics and set out an approach to protection and enhancement. | N |
| (g) The effects of the SPD on areas or landscapes which have recognised national Community or international protected status. | The SPD does not allocate sites or contain formal policies for development proposals. The vision and initiatives in the Masterplan consider Banbury's environmental characteristics and set out an approach to protection and enhancement. | N |