

of the town centre lies within the Banbury conservation area with the historic core concentrated on the Market Place, High Street and Parson's Street. The Castle indoor shopping centre opened in 1974 and was extended to form Castle Quay shopping centre in 2000. Local Plan Part 1 policies include proposals for redevelopment of land at Bolton Road, to include retail and leisure use in addition to some limited housing as part of a mixed use scheme, and the Spiceball development area, to include new retail and leisure uses associated with strengthening the night economy in the centre of the town.

**5.42** Local Plan Part 1 Policy Banbury 7 seeks to strengthen Banbury town centre and sets out the approach to development proposals within the town centre area. The policy indicates that within the town centre, shopping, leisure and other town centre uses will be supported. Residential development will be supported at appropriate locations where it will not lead to a loss of retail or other main town centre uses. A1 uses will not be permitted within the existing Town Centre Commercial Area. Within the primary shopping frontage uses on the ground floor are restricted to A1 (retail) and A3 (food and drink) uses, with residential use encouraged above ground floor level.

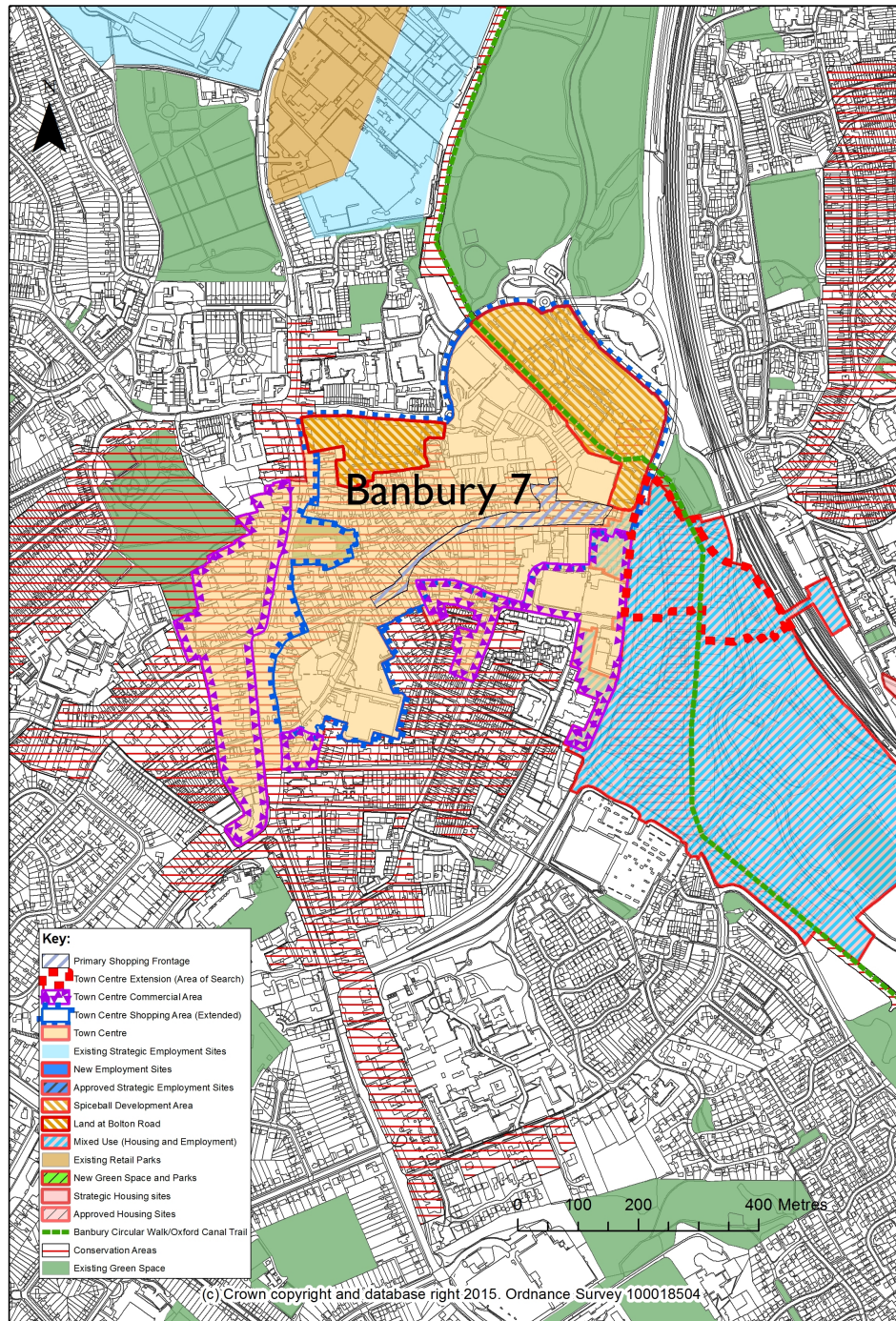
**5.43** The primary shopping frontage, the town centre shopping area and the town centre commercial area in Local Plan Part 1 are those from the Non-Statutory Cherwell

Local Plan. Part 1 of the Plan indicates that a boundary review would be explored through Local Plan Part 2. In addition, Policy Banbury 7 identified an "area of search" for an extension of the town centre into the northern section of the Canalside redevelopment area, for further consideration in Local Plan Part 2 supported by work on the Banbury Masterplan and Canalside SPD.

**5.44** In undertaking a review of the boundaries consideration will need to be given to the following:

- The potential changing role of the town centre in view of national trends with more on-line shopping
- Concentrating retail growth in the right location
- Addressing the number vacant shop units
- Ensuring the town centre retains its vitality and viability, providing sufficient services and facilities for a growing population and maintaining and enhancing its attractiveness to visitors
- The impact of the out of town shopping areas on the town centre
- The opportunity to help secure regeneration of the Canalside area, and improve the attractiveness of the eastern edge of the town centre, taking advantage of the river and canal corridor

Figure 9 Local Plan Part I Map Banbury 7



## Question 81

### **Banbury: Review of the Town Centre Boundary and the Primary Shopping Frontage**

Within the parameters of the “area of search” for the extension of the town centre boundary, where should the town centre boundary be defined?

Do you have any views on the review of the town centre shopping area and commercial area?

How should the primary shopping frontage be defined?

Do you consider that further policy is required in Local Plan Part 2 to provide guidance on determining planning applications in the defined town centre and the primary shopping frontage?

Are there other specific sites within the Area of Search that you would like us to consider?

Please provide reasons for your comments.

town has an excellent rail service with London Marylebone, Birmingham, Bicester and Oxford, with travel times having been reduced by recent investment in rail infrastructure. Emerging proposals at national level for strategic electrification upgrades on the Banbury to Oxford line could have an impact on the town’s railway station and provide the opportunity for improvements.

**5.46** Oxfordshire County Council’s Local Transport Strategy LTP4 contains an area strategy for Banbury. The strategy aims are to:

- *“Deliver infrastructure improvements to increase the overall capacity of the local transport networks whilst also supporting sustainable travel.*
- *Facilitate and promote sustainable travel for trips to, in and around Banbury, including use of the bus, walking and cycling. A step-change in the increased use of sustainable transport modes is essential to support growth in Banbury. The Sustainable Transport element of the Strategy will play a key role in reducing the volume of traffic associated with the town’s significant growth and mitigating the traffic on local roads serving Banbury.”*

**5.47** LTP4 sets out a number of measures to achieve these aims and also indicates the County Council’s intention to undertake a study to assess the opportunities, costs and benefits of a south east link road over the railway. Some of these issues will be relevant to the preparation of Local Plan Part 2.

### **Banbury: Transport Infrastructure**

**5.45** Banbury benefits from excellent road connections, with access to the M40 via junction11 to the east of the town, and several strategic A roads connecting it to Warwick, Stratford, Oxford and the Cotswolds. Within the town the road network is influenced by physical and environmental constraints, with the town being dissected north-south by the Birmingham to London/ Oxford railway line, the River Cherwell and Oxford Canal. The

**Question 82****Banbury: Transport Infrastructure**

Do you have any views on transport issues in Banbury that you think should be addressed in Local Plan Part 2?

**Banbury: Green Infrastructure**

**5.48** Local Plan Part 1 policy Banbury 11 retains the long term objective to establish a series of open spaces based on the Oxford Canal and River Cherwell corridors linked by public footpaths/cycleways, to create a linear park and thoroughfare from the north of the town and Grimsbury reservoir to the new park to be provided as part of the committed development south of Bankside (Longford Park) currently under construction. The existing Spiceball Country Park forms the central section of the park, the new community park at Longford Park will provide a focus at the southern end, and the proposed Cherwell Country Park (policy Banbury 14) will provide a major component at the northern end of the town. Grimsbury reservoir and the Banbury Ornithological Society nature reserve also form part of this central corridor of open space. The strategic development proposals contained in Local Plan Part 1 for Spiceball development area and Canalside include the requirement for open space to be centred on the canal /river corridor linking with existing open space to improve connectivity.

**5.49** The wider green infrastructure network in the town is focussed on existing areas of open space and connecting footpaths including People's Park, Princess Diana Park, Moorfield Park, Easington Park and St Louis Meadow. The Banbury Fringe Circular Walk promotes access and views of the

countryside to the west of the town and passes through Giant's Cave (the Bretch) Local Wildlife Site, the old mineral railway SSSI and the Oxford canal corridor through the centre of the town.

**5.50** Cemeteries also form part of the green infrastructure network. Banbury has two cemeteries, one at Southam Road, and the second at Hardwick Hill adjacent to the crematorium. Local Plan Part 1 acknowledges the need for additional burial provision to be provided to serve the needs of the town during the Plan period. The Town Council has been granted planning permission for an extension to the existing cemetery on Hardwick Hill. This land is not currently in the ownership of the Town Council.

**5.51** The strategic site allocations contained in Local Plan Part 1 will result in new areas of open space and connecting footpath/cycleway links, which will contribute to the town's green infrastructure network. This includes provision for a linear park as part of new development to the west of Bretch Hill, and a new footpath/bridleway along the southern boundary of new development to the south of Salt Way to form a circular route around the development linking back to Salt Way. Some of the measures identified in the County Council's Area Transport Strategy for Banbury could also result in improvements to the green infrastructure network, such as enhancement of pedestrian routes/cycleways.

**5.52** In preparing Local Plan Part 2 we need to consider what additional measures need to be included to protect and enhance Banbury's green infrastructure network, and in particular to enhance the Oxford Canal and River Cherwell corridor. There are particular opportunities for biodiversity enhancement in this area and some action is already being taken by various bodies to

secure benefits in Spiceball Park. As indicated earlier, we are updating our assessment of open space, sport and recreation facilities to inform the preparation of Local Plan Part 2, and policies and proposals may need to be included in Local Plan Part 2 to address any identified deficiencies in provision.

### Question 83

#### **Banbury: Green Infrastructure**

How do you think the existing green infrastructure network in the town could be enhanced?

#### **Banbury: Other Development Management Issues**

**5.53** The adopted Cherwell Local Plan 1996 and the Non Statutory Cherwell Local Plan contained policies and proposals relevant to Banbury, not all of which have been superseded by Local Plan Part 1. These include:

- Control of development in Grimsbury Local Centre (NSCLP Policy S8)
- Formation of new accesses to the inner relief road and Hennef Way, Banbury (1996 Adopted Policy TR14)
- Access improvements in the vicinity of Banbury Railway Station (1996 Adopted Policy TR16)
- Protection of important views of St Mary's Church Banbury (1996 Adopted Policy C34)

**5.54** In preparing Local Plan Part 2 we need to consider whether replacement policies are needed for the above local policies, or if national planning policy and the strategic policies in Local Plan Part 1 are sufficient in considering development

proposals. It is important that policies in the Plan do not merely replicate national guidance.

### Question 84

#### **Banbury: Other Development Management Issues**

Do you consider that local development management policies are needed for any of the issues identified above?

Are there new issues that you consider require policy guidance as part of Local Plan Part 2?

#### **Consideration of the Need to Allocate Non-Strategic Sites**

**5.55** In preparing Local Plan Part 2 we will need to consider whether non-strategic sites need to be allocated at Banbury, for employment, housing, open space or other land uses. Suggestions for non-strategic sites at Banbury that you consider to be suitable for development are requested elsewhere in this Issues Paper under the various topic headings. The Council will also need to consider whether any sites previously proposed for development in the 1996 Adopted Cherwell Local Plan and the Non-Statutory Cherwell Local Plan which have not been implemented should continue to be allocated as part of Local Plan Part 2. The Call for Sites and updating of the SHLAA will inform this process.

### 5.4 Kidlington

#### **Introduction**

**5.56** Kidlington is the District's third largest settlement, with a population of approximately 13,700 recorded in the 2011

census. Although benefitting from a range of services and facilities, and its close proximity to Oxford, Kidlington's population has remained static over the last few years. The village is surrounded by the Oxford Green Belt and this acts as a constraint on growth.

**5.57** The spatial strategy contained in Local Plan Part 1 indicates that Kidlington's centre will be strengthened and its important economic role will be widened. Economic development will be supported close to the airport and nearby at Begbroke Science Park. There will be no strategic housing growth at Kidlington but other housing opportunities will be provided.

**5.58** Local Plan Part 1 identified a number of challenges for the village, as summarised in Appendix 3 'Local Plan Part 1 Challenges and Issues'. Some of the above challenges remain relevant for consideration in preparing Local Plan Part 2. Local Plan Part 1 also indicated that some issues would need progressing through Local Plan Part 2, as discussed below.

**5.59** A Kidlington Masterplan is being prepared, and some elements of this work may be relevant to Local Plan Part 2, as it emerges.

### **National Policy Context**

**5.60** Kidlington is inset within, but tightly surrounded by the Oxford Green Belt. Government guidance indicates that once established, Green Belt boundaries should only be altered in exceptional circumstances, and within the Green Belt development is to be strictly controlled.

### **Kidlington- Key issues for Local Plan Part 2**

**5.61** Local Plan Part 1 identified the need for a small scale local review of the Green Belt to accommodate employment needs. This is discussed in section 4.3 on the Oxford Green Belt. Other key issues identified for Kidlington are highlighted below.

### ***Kidlington: Determining the Boundary of the Village Centre***

**5.62** The existing village centre services and facilities are concentrated to the east of the Oxford Road, centred on the High Street, Sterling Approach and the Oxford Road frontage. Kidlington is the third largest retail centre in the District and there have been improvements to the village centre in recent years, including pedestrianisation of part of the High Street forming the core retail area. A library and health centre front the eastern side of the A4260 Oxford Road. Exeter Hall, located to the west of the Oxford Road provides a central community facility and includes parish and District council offices.

**5.63** It is important that the village centre is supported and strengthened to ensure that everyday shopping needs are met to avoid the need for journeys to Oxford, Bicester and other nearby centres. The Council's 2012 retail study indicated that Kidlington did not need significant new retail development but indicated that the centre would benefit from further environmental improvements and encouragement of the evening economy. The village also has a relatively low provision of comparison retailers compared to convenience shopping.

**5.64** Local Plan Part 1 Policy Kidlington 2 indicates that within the village centre shopping, leisure and other main town centre uses will be supported. Residential development schemes which would contribute to regeneration of the village

centre and not lead to the loss of retail or other main town centre uses will be supported in appropriate locations. Policy Kidlington 2 proposed to expand Kidlington village centre to the west of the Oxford Road to:

- support the viability and vitality of the existing village centre
- encourage economic activity
- assist with the connectivity between the existing village centre and the civic,

community and green open space at the Exeter Hall area

- contribute to and maximise the benefits of improvements to the character and appearance of the village centre and public realm

**5.65** These aims reflect those identified by local organisations within Kidlington keen to ensure that the village achieves its full potential to reflect its size.

**5.66** Local Plan Part 1 defined an “area of search” but indicated that exact boundaries for the village centre would be defined through Local Plan Part 2: