



Active
Travel
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Your Ref: 23/01633/F
Our Ref: ATE/23/00302/FULL
Date: 07 August 2023

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Cherwell District Council

Application Ref: 23/01633/F

Site Address: Site at Calthorpe Street and Marlborough Road Banbury,
Cherwell

Description of development: Demolition of existing retail units and public car park and redevelopment for residential dwellings (C3 Use), provision of private car parking, hard and soft landscaping and photovoltaic (PV) panels on roof, and associated works

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

ATE welcomes the opportunity to comment on this application for full planning permission regarding a proposed residential redevelopment of 'The Calthorpe Centre', comprising

land between Calthorpe Street and Marlborough Road, Banbury. The development would include 230 dwellings comprising 154 1-bed flats, 59 2-bed flats, 8 3-bed flats, 1 3-bed townhouse and 8 4-bed townhouses.

2.0 Summary

The environment between Marlborough Road and Calthorpe Street presents a poor-quality urban design, comprising a large privately owned car park and a former Sainsbury's supermarket store, now occupied by TK Maxx and Farmfoods. Due to the town centre location, the proposed development would be close to numerous local facilities, as there are bars, restaurants, a cinema, a library and schools within 400 metres of the application site. Concerning public transport, the site has good access to two bus stops within approximately 100 metres, providing services to Leamington Spa, Strafford-upon-Avon, Chipping Norton and Oxford. Banbury Railway Station is located around 800 metres east of the site and offers frequent services to London and Birmingham.

The development is connected to the surrounding area via footways along both the eastern and western boundaries of the application site and within 100 metres north of High Street is a pedestrianised area which runs into the town centre retail area. There are on-road cycleways along the A361 South Bar Street, near the development site immediately on the east. However, these appear narrow and at high risk of conflict with motorists, which the proposals for Route 1 in the Local Walking and Cycle Infrastructure Plan (LCWIP) 2022 aims to improve.

Other nearby roads that run to the east of the development towards the Railway Station, such as the High Street and Broad Street, are considered narrow and provide no cycleway. Further improvements along these routes are considered in the proposed enhancements to Route 10 in the LCWIP.

3.0 National Policy and Guidance

The National Planning Policy Framework (NPPF) states:

104. Transport issues should be considered from the earliest stages of development proposals, so that:

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

110. In assessing... specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; [and]

b) safe and suitable access to the site can be achieved for all users

112. ...applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas...;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; [and]

c) create places that... minimise the scope for conflicts between pedestrians, cyclists and vehicles...;

Local Transport Note 1/20 (LTN 1/20) provides guidance to local authorities on delivering high quality cycle infrastructure.

Gear change: a bold vision for cycling and walking is the Government's cycling and walking plan for England. This sets the Government's vision for cycling and walking to be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. Active Travel England's responsibilities for walking also extend to "wheeling", such as the use of wheelchairs (self-propelled or powered) and mobility scooters.

Inclusive mobility: making transport accessible for passengers and pedestrians provides guidance on designing and improving the accessibility and inclusivity of public transport and pedestrian infrastructure.

4.0 Opportunities

The permeability of the existing site for pedestrians is constrained so this is an excellent opportunity to open up the site and improve access for pedestrians and the design of the urban environment. The site benefits from the town centre location and good access to transport links which would encourage active travel and public transport usage.

5.0 Areas of Concern

Banbury LCWIP

ATE notes from the Banbury LCWIP (2022) that there are various proposed routes and improvements to the town centre's current walking and cycling infrastructure. Routes relevant to the proposed development are Route 1 and 10.

- Route 1 – Castle Street to Bloxham (via South Bar Street) runs directly to the west of the application site. Along this route, amendments to pedestrian and cycle crossings are proposed, together with redesigned junctions to promote pedestrian and cyclist priority and safety.
- Route 10 - Prospect Road/Broad Street to Lombard Way (Via Overthorpe Road) runs to the east of the proposed development in the direction of Banbury Railway Station. An amended junction is proposed at Broad Street and George Street, and a new pedestrian/cycle crossing is provided at Windsor Street and George Street junction.
- ATE would recommend that the proposed development provides a financial contribution towards enhancing and delivering the amendments and enhancements to Route 1, considering the proximity to the application site and future usage by residents.

Cycle Parking

- The Cherwell Local Planning (2011 – 2031) notes that a Transport Assessment/Travel Plan needs to demonstrate adequate cycle parking. ATE welcomes that the Transport Assessment conveys that the development would provide 288 cycling parking spaces for the apartments (1 space per bed unit and 2 spaces for larger units), following pre-

application advice and Oxfordshire Cycling Design Standards. However, ATE would welcome further detail on the type of cycle parking to be provided.

- Further detail would be welcomed on whether the proposed cycle parking on site is sufficient for larger bikes and e-bikes, including provision for charging (see LTN 1/20, figure 11.2). It is recommended that at least 5 per cent of all spaces accommodate non-standard bicycles.

Banbury Rail Station Cycle Infrastructure

- There are currently 63 cycle spaces at Banbury Station, and considering this is likely to be cycled to by residents of the proposed development, a financial contribution towards infrastructure should be considered, such as increasing size and improving the infrastructure available at the station.

6.0 Next Steps

This advice should be provided to the LPA case officer and forwarded to the agent and applicant. ATE would be content to review further submitted information to help address the above identified deficits; and with a view to providing a further response and recommended wording for planning conditions and obligations.