

Appendix 1 Consultation Boards

TRAMWAY GATE

We are delighted to present our Vision for Tramway Gate and its capacity for delivering new homes, vibrant mixed-use spaces and fantastic connectivity to Banbury and the wider area.



BSG ecology



ACCON UK
ENVIRONMENTAL CONSULTANTS



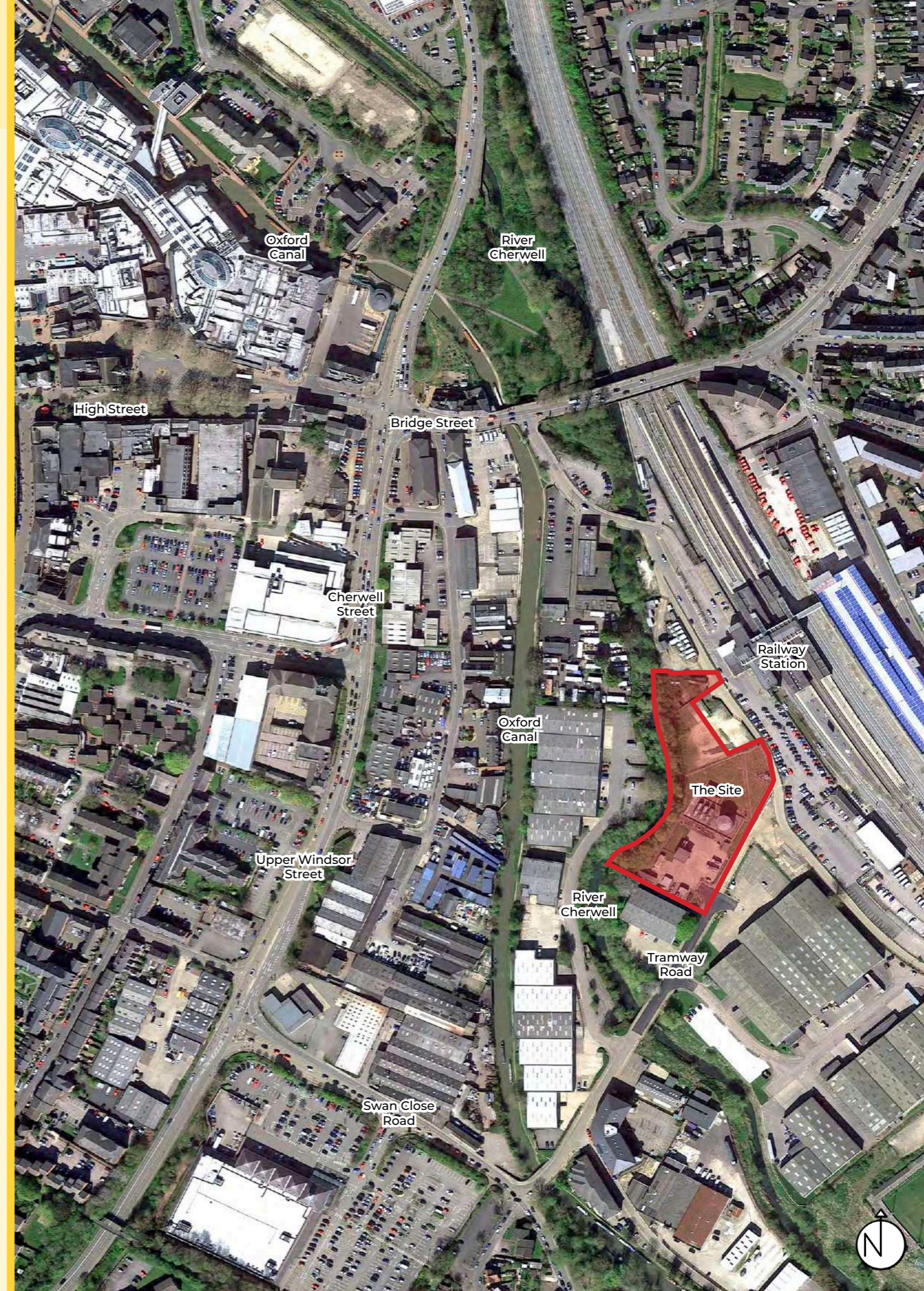
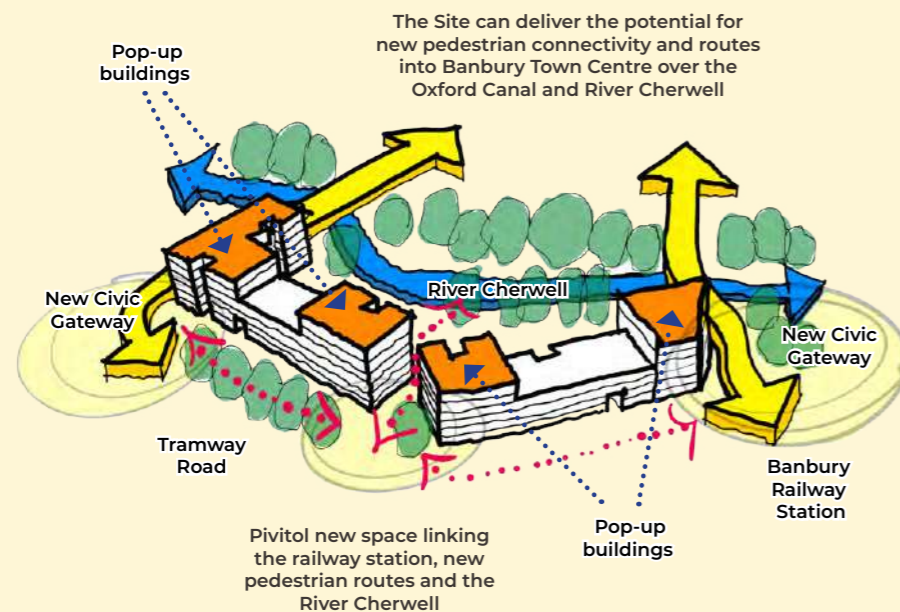
A GREAT LOCATION FOR DEVELOPMENT

We are delighted to welcome you to this virtual exhibition to show the proposed redevelopment of Banbury Oil Depot located on the edge of Banbury Town Centre and adjacent to the Banbury Railway Station. The oil storage and distribution use are anticipated to cease in 2022, when the land will become available for other uses.

The Site forms part of the **Canalside Regeneration Area**, as designated within Planning Policy Banbury 1 Canalside Regeneration (BAN1) of the Cherwell Local Plan (Adopted July 2015). The Canalside regeneration area extends to include the land between Banbury Town Centre and Banbury Railway Station. Overall, Planning Policy Ban 1 seeks:

- Delivery of approximately **700 homes**, with approximately **70% houses** and **30% flats**, with flats and smaller homes located to the north and west and larger family homes located to south and east;
- Delivery of **affordable homes** – **30%** of the total delivered;
- Provision of **extra care homes** and opportunities for community **self-build**;
- **Employment** land – **15,000m²** commercial use limited B1a (offices); and
- Other Town Centre uses such as **retail and leisure**.

We welcome your feedback on our proposals. Please download our feedback form and either post or email it back to us – or please submit your comments using the **red button direct link on the consultation page.**



A GREAT LOCATION FOR DEVELOPMENT

Banbury Oil Depot stores and distributes oil and is located on the edge of **Banbury Town Centre** and adjacent to the **Banbury Railway Station**. The oil storage and distribution uses are anticipated to cease in **2022**, when the land will become available for other uses.

Canalside is considered an important development site in delivering a vibrant attractive town centre. The regeneration of Canalside creates the opportunity to play a vital role in **enhancing activity in the town centre** by the relocation traditional employment uses to more appropriate sites and developing the land for **residential, mixed use and town centre related uses**.

Central to the delivery of Canalside are improvements to strengthen the connection between the **town centre** and **railway station** by opening up Tramway Road as an access for cars into the station car park, and the construction of **pedestrian bridges** across the Oxford Canal and the River Cherwell.

The regeneration of Canalside represents a major **opportunity** to redevelop a substantial area close to the town centre. **Banbury Oil Depot** is fundamental to opening up Canalside and is an important **brownfield site** that will play a significant role in the regeneration of Canalside and assist in achieving the Council's vision for Banbury Town Centre.



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RESPECTING THE PLACE TODAY

A number of technical studies were undertaken to assess the **constraints** and **opportunities** of the proposed development.



ACCESS: The site can be safely accessed from Tramway Road, successfully connecting to the existing transport network as outlined in the Canalside Masterplan.



DRAINAGE: Tramway Gate will integrate Sustainable Urban Drainage (SuDs) to manage surface water run-off which will assist in maintaining the areas water quality, and ensure that development will not increase the risk of flooding on the Site or within the local area.



VEGETATION: All existing high quality trees and hedgerow planting will be retained and enhanced where possible to maintain habitats and promote biodiversity.



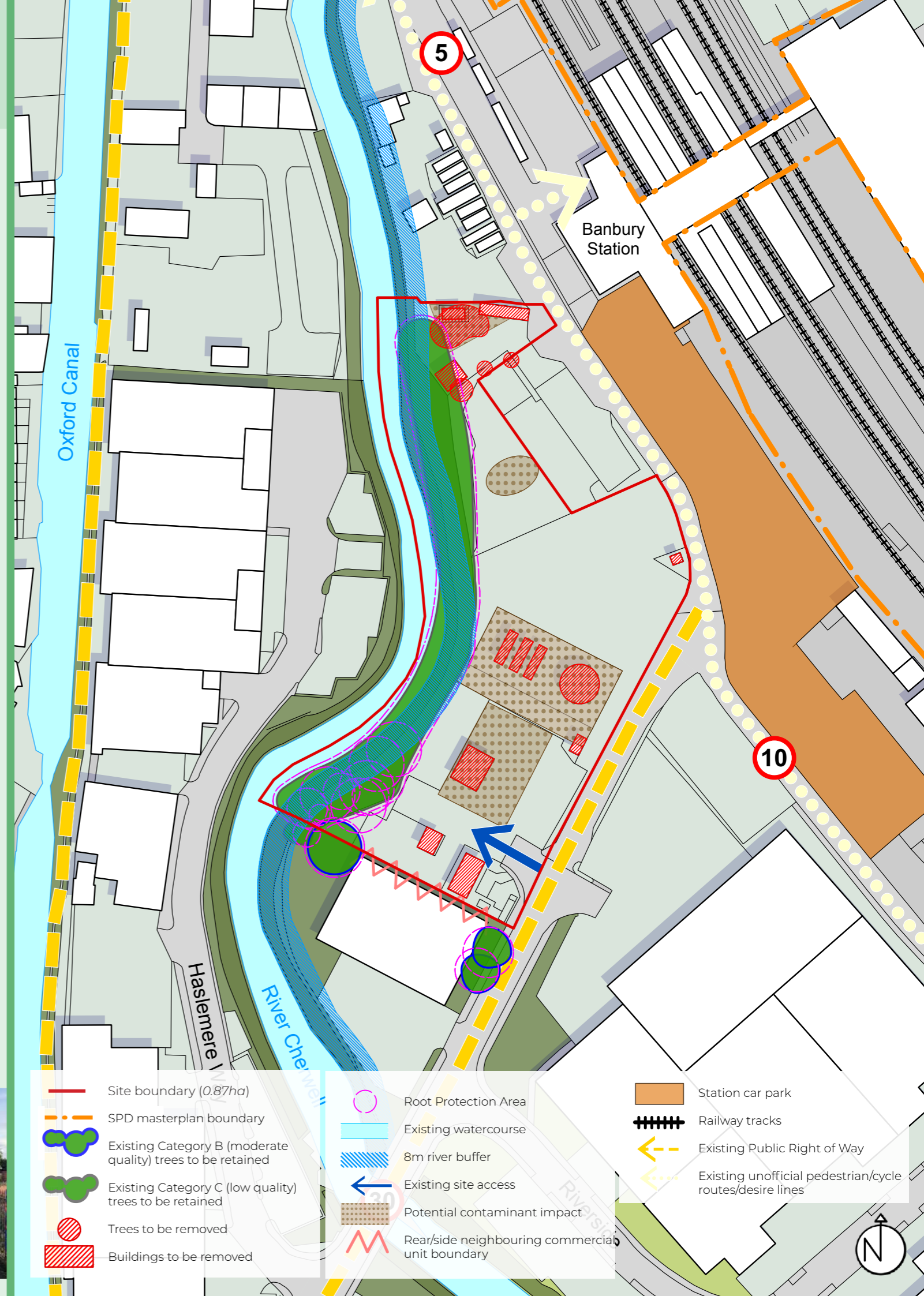
TOPOGRAPHY: The masterplan and orientation of streets and spaces will reflect the gentle slope of the Site.



HERITAGE: There are few heritage assets in close proximity to the site and the proposals will not impact upon any surrounding heritage, assets or conservation areas.



LANDSCAPE: The river frontage is a fantastic asset and the eastern boundary will benefit from additional planting and maintenance, to create a better natural screen and new habitats.



3

CREATING NEW OPPORTUNITIES

The overarching Vision for the Site at **Tramway Road** is to create a landscape led place that integrates seamlessly with the **existing surroundings** and creates a place which is more of what makes **Banbury great**.

The proposals will deliver a **high quality, locally distinguishable** and **sustainable** addition to the town. This development will not only provide places in which **people wish to live** but the Site provides the opportunity to create **unrivalled connectivity** with **Banbury town centre** as well as **Banbury Railway Station**.

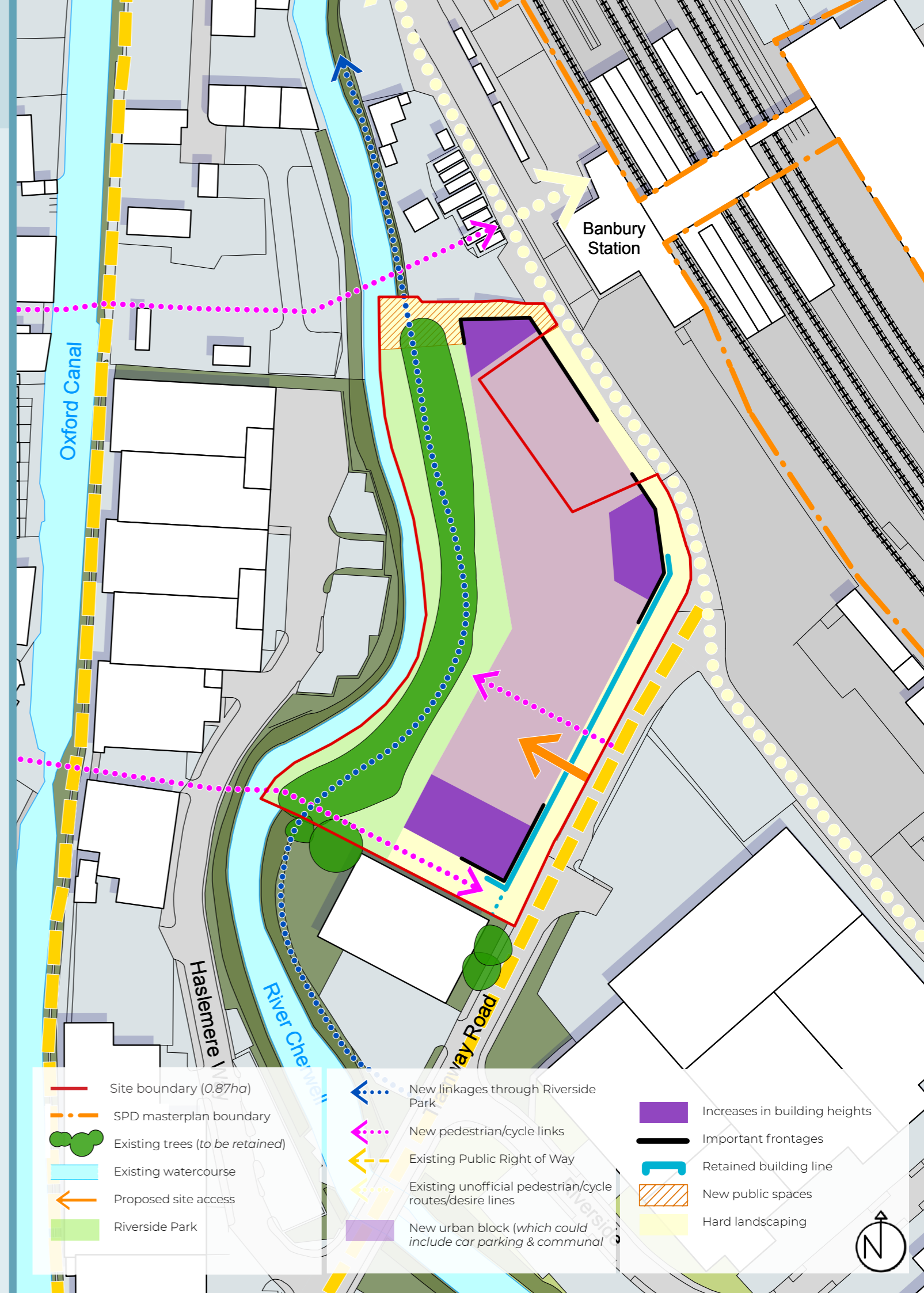
There are very few **available** and **deliverable** sites in Oxfordshire that are so strategically well placed with fantastic transport connections to **Birmingham, Oxford, London** and the wider transport network beyond.

The Site will create a **new community** for Banbury and its surrounding settlements. **Enhancement** and **regeneration** of the site brings a **boost to Banbury Town Centre and its economy** through the provision of **housing and facilities**.

The development will increase the **sustainability** of Banbury by promoting the **regeneration of brownfield land**, providing **access to nature** through the opening up of the **riverside**, encouraging **walking, jogging and cycling**. This new route along the River Cherwell will bring much **improved connectivity**.

There is no other Site in either the **Canalside Masterplan SPD** or the **Banbury Vision SPD** that can unlock the potential of two new potential **river crossings**.

There is the potential to create a **new square** outside of **Banbury Railway Station** which can breathe life back into the **town centre**. A strong townscape response will create **structure, framed views, vistas, glimpses and excitement** in both short- and long-range **views**, whilst being sensitive to the visual context within the wider setting.



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CONNECTING COMMUNITIES

Tramway Road is an unmarked single carriageway road which safely accommodates two-way traffic of all vehicles. A continuous **footway network** runs alongside Tramway Road and connects into **Banbury Town Centre**. The footway also gives access to the canal towpath. At present Tramway Road to the east of the site provides a **pedestrianised access** to **Banbury Railway Station**.

Cyclists currently travel on carriageway, whilst additionally the **National Cycle Route (NCR) 5** runs along the south of Banbury. This can be accessed from the site via a link route which runs from the station along **Tramway Road**

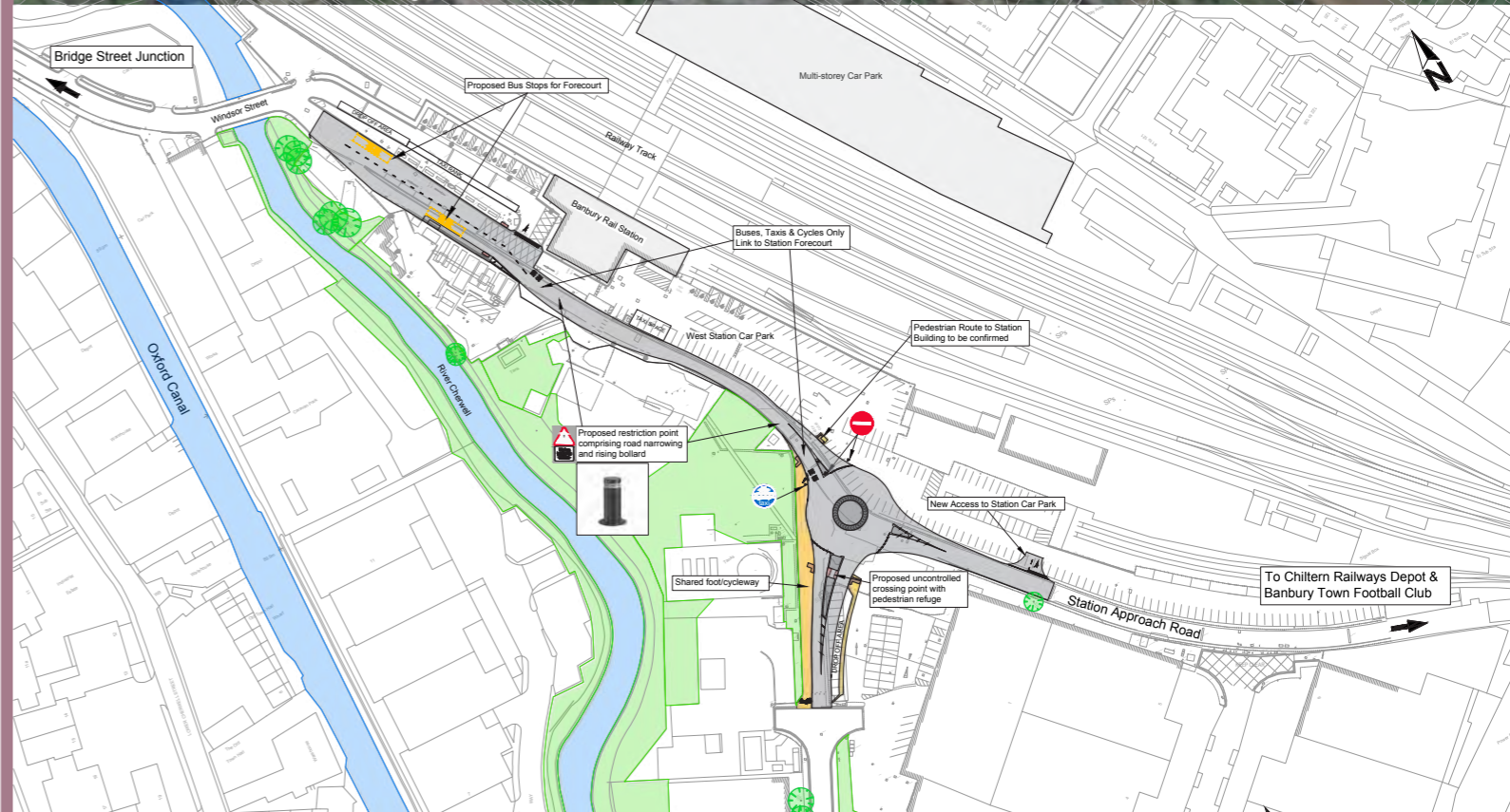
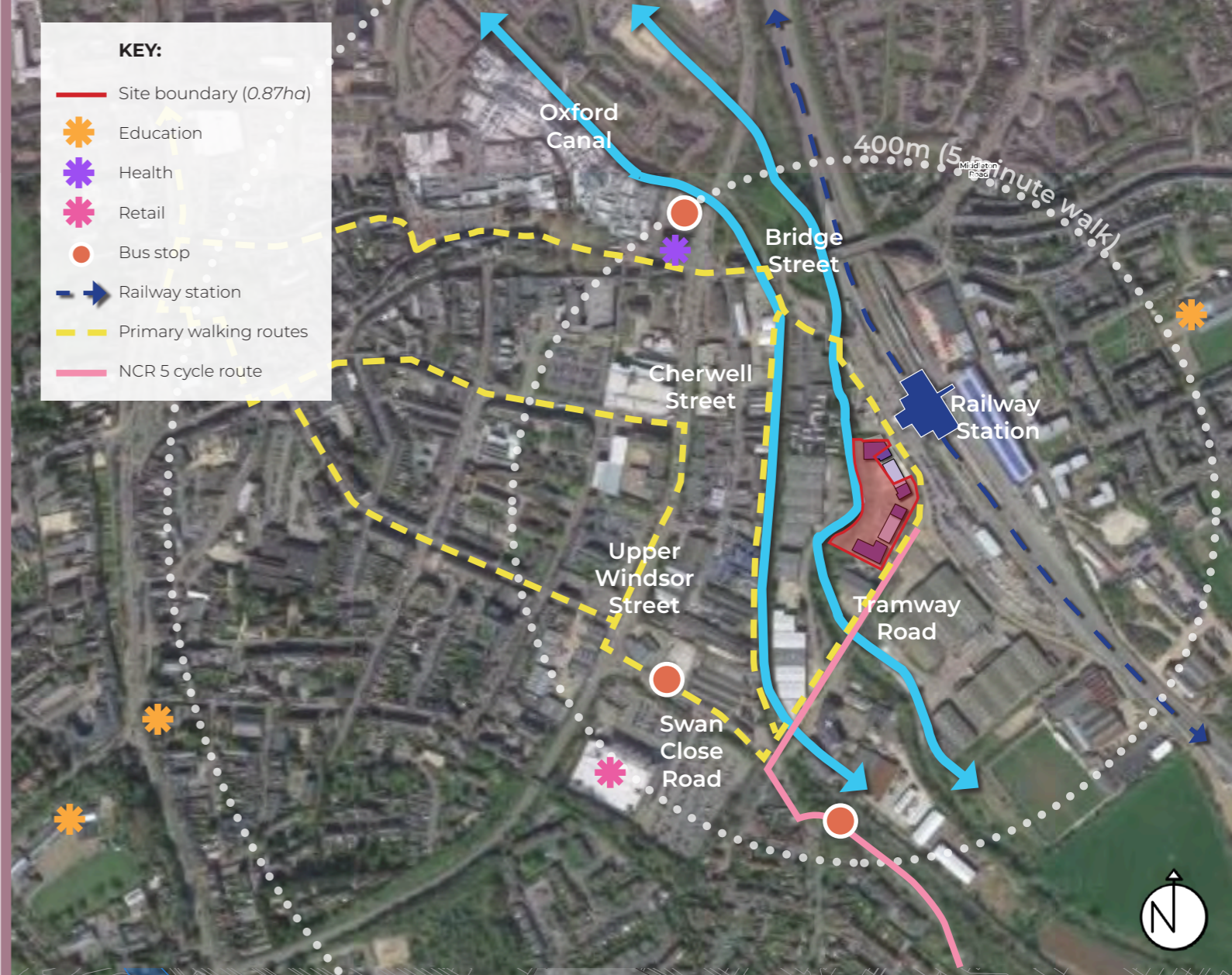
The site will also benefit from the **Tramway Road Accessibility Improvement Works** to be delivered by Oxfordshire County Council including the provision of a **new footway/ cycleway** along the site's eastern boundary. Furthermore, the development will provide links through the site to the wider **regeneration area, town centre and railway station**.

Both the **bus interchange** and **Banbury Railway Station** are within walking distance at **600m** and **250m** from the site access, respectively. There are also a number of local **facilities** within **walking distance**, allowing future residents of the scheme to walk and cycle to their destinations. This will lead to a **reduced demand on the private car**

The Canalside SPD states that: 'Development on the site should enable better ways for people to move around by providing **safe, convenient walking and cycling routes** that link **residential areas** with the **town centre, railway station and amenities**. New **pedestrian and cycle routes** that bridge the canal river and railway should be provided.

High quality **public transport facilities** with real time information and signal priority should be provided to ensure that public transport is **accessible** and a **desirable** way to travel. A managed **carpool club, car sharing scheme, reduced car parking standards** and **cycle hire** should also be introduced to **reduce car dependency**.

The Canalside Development will change the character of the area in the future to **encourage non-car use** further.



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DESIGNING WITH THE ENVIRONMENT



ECOLOGY: The Site is dominantly made up of **low ecological value** habitats, buildings, hard standing, amenity grassland and scattered scrub.

The dense/continuous scrub running along the western boundary between the site and River Cherwell has **some ecological value**, but it is **not** a Habitat of Principal Importance (HPI). Additionally, all buildings on the site were assessed to have **negligible** potential to support roosting bats.

Ecological impacts will be easily **mitigated** and indeed **enhanced** in the form of elements such as green roofs and the opening up of the River Cherwell to allow light for emergent/marginal plants to colonise, benefiting a range of **protected and notable species**.

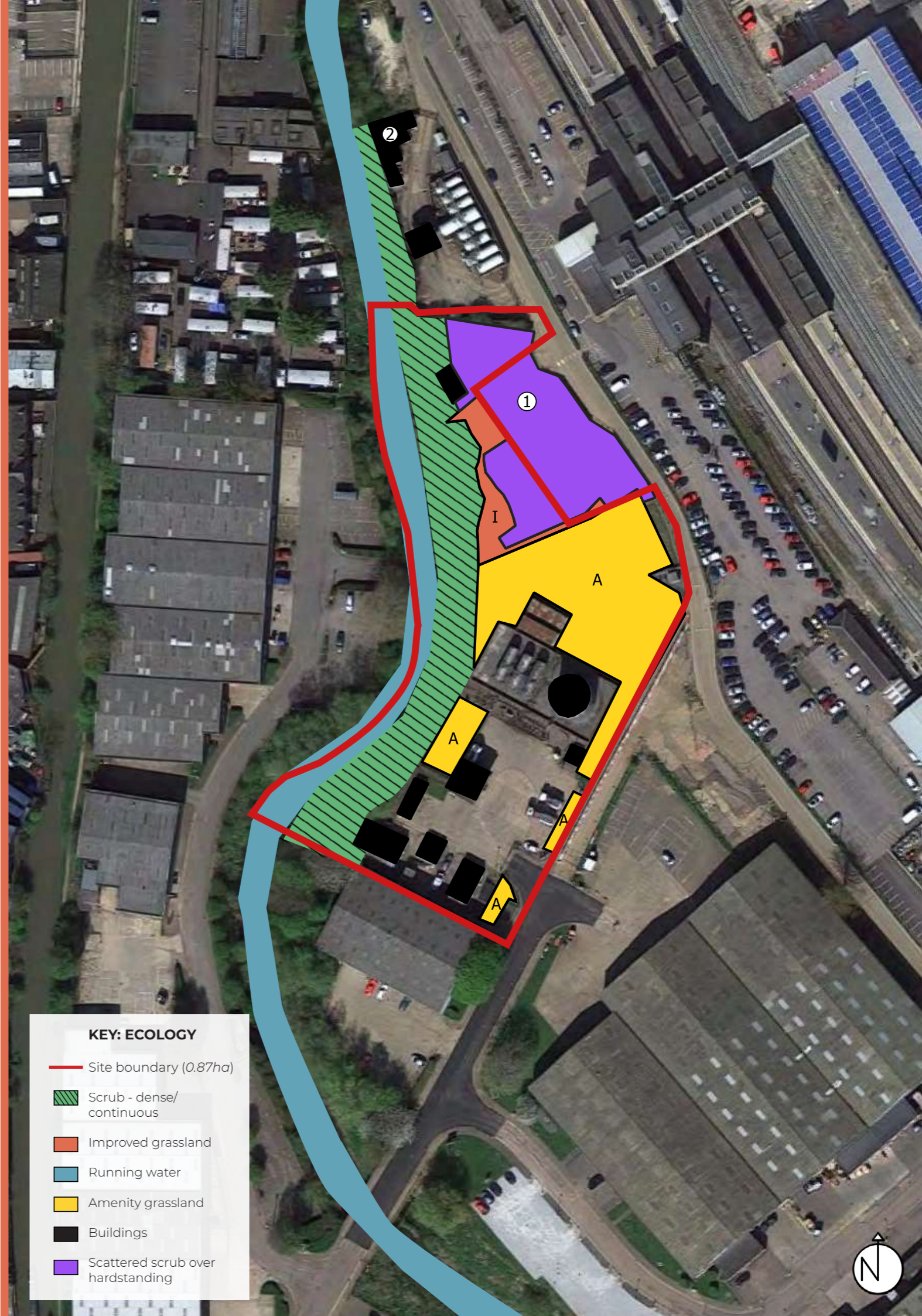


ENERGY CONSERVATION: The scheme will comply with **local planning policies** which ensure good energy conservation. This will involve the application of energy efficient fabric standard construction practices that meet and exceed the current Building Regulations Part L1A.

For example, applying **passive design** measures for **heating and ventilation** where possible, and specifying **highly efficient heating & hot water appliances**.

Under energy conservation and in the interest of **limiting climate impact** and **lowering carbon emission** impacts, the scheme will ensure an **overall reduction in energy** related emissions.

The design process will review and identify those **renewable technologies** that are **appropriate** for the Site.



KEY: ECOLOGY

- Site boundary (0.87ha)
- ▨ Scrub - dense/continuous
- ▨ Improved grassland
- ▨ Running water
- ▨ Amenity grassland
- ▨ Buildings
- ▨ Scattered scrub over hardstanding

DESIGNING WITH THE ENVIRONMENT



FLOODING: The **River Cherwell** and the **Oxford Canal** run through the **Canalside regeneration area**. The Site is bound by the **River Cherwell**. There are **no tributaries** of the River Cherwell located within the site boundaries. The majority of the Site lies entirely within **Flood Zone 2**, land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding. The wider allocated **Canalside regeneration area** has undergone **flood alleviation measures** that means the area (and Site) has the benefits of flood defence status, as such, the principle of development of the Site for the land uses proposed would be **wholly appropriate**.

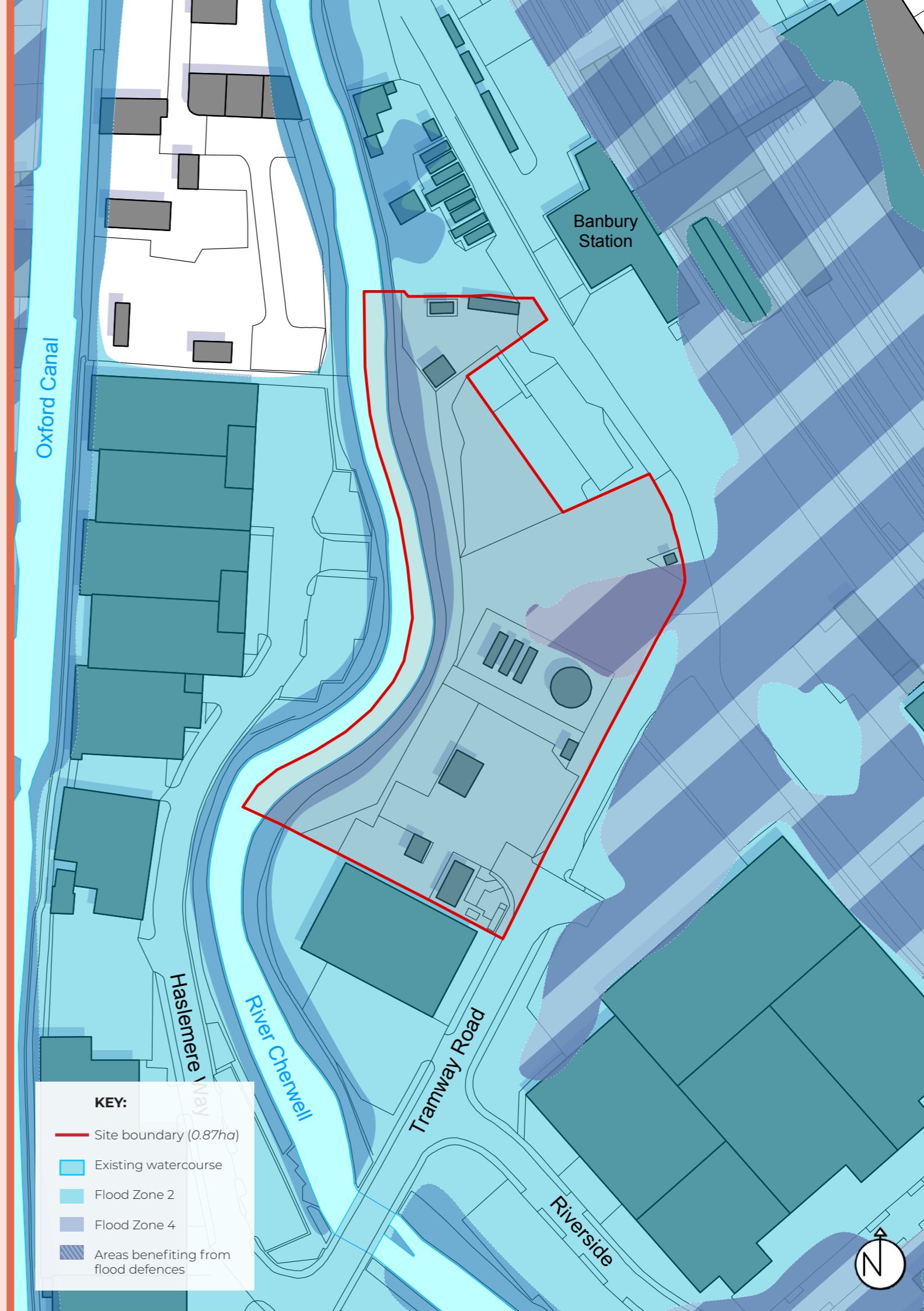
We have completed a **sequential test**, to locate the built form in the lowest flood area – as a result the proposed residential development has been placed along the eastern boundary with a **green space buffer** and being the furthest distance from the River Cherwell.



AIR QUALITY: Construction and operational traffic associated with the proposed development site has the potential to affect air quality, however based on the scale of the scheme, the impact is anticipated to be of **negligible significance**.

With regards to the potential exposure of **future occupants** of the proposed development, to air quality, a review of data from the nearest monitoring sites indicate that existing NO² concentrations at the proposed development are likely to be **well below the long and short-term air quality objectives**.

The close proximity of the railway is **unlikely to significantly affect pollutant** concentrations and air quality is **unlikely to pose a constraint to the development** of the site, as proposed. A detailed air quality assessment will be prepared, in accordance with all relevant local and national guidance.





NOISE: The main noise and vibration constraints to the proposed development are the **Chiltern Main Line Railway** and road traffic on **Station Road**. A detailed **baseline noise** and **vibration measurement survey** has been carried out at the site. The **Initial Site Noise Risk Assessment** identifies that daytime noise levels are generally **low**, whilst night-time noise will be **marginally higher** due to activities at the **train station**.

During the detailed design stage, **building envelope** and **ventilation strategy** will be designed to ensure that reasonable **internal** noise conditions in line with **national policy** and **guidance** are achieved **at all times**.

Daytime noise levels on balconies, terraces and other external amenity areas are expected to be **within national** and **local guidelines** without the need for specific **acoustic mitigation**.

Vibration levels at the site boundary closest to the railway line were primarily caused by road traffic movements over the speed bumps on Station Approach and train movements. **Vibration levels** will be **low** and will **not** impact the future **enjoyment of residents** of the development.



HERITAGE: A **Heritage Assessment** has been prepared to support the sites planning application. This work considered the potential for the proposed development to change the setting of heritage assets, but it concluded that the existing site **does not form part of their settings** other than the **Grimsbury Conservation Area**, whereby the site is no more than a **limited** part of the asset's experience.

Any changes to the setting of assets will be a **marginal change** through introducing distant and obscured views of the uppermost levels of the proposals, and therefore such changes would **not result in any adverse harm** to their heritage significance. There are **no** designated or non-designated heritage assets on site.



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CREATING AN EXCITING NEW PLACE



The **concept masterplan** respects the existing **green infrastructure** and mature **tree planting** and seeks to create a **strong and positive legacy for the town**, with **enhanced planting** in key areas on the periphery of the Site and in particular where **new routes** will need to be taken through the existing tree belt.



The masterplan will create **outward looking streets** and **spaces** which are enhanced through the incorporation of **green edges** integrated into the **streets and the public spaces**. This creates **activity** and **overlooking** within the development.



A clear **movement hierarchy** will help to create **character and identity** as well as serving to slow traffic speeds, giving **pedestrians and cyclists priority**. The **orientation** of development massing, streets and spaces are very important to create **great places**.



To create a **sense of place**, the proposal integrates **landmark buildings** to provide **opportunities** for streets and spaces to be framed. Landmarks create **identity and interest** - they might be taller than those surrounding it or use special architectural materials, windows or design details.



The architectural examples pictured here show types of contemporary housing all set within a context of existing settlements, some of which are historic places. These typologies in some cases explore the use of more **traditional materials** with a **contemporary design language**.



The **Illustrative Masterplan** confirms that the Site could accommodate up to **150 dwellings**; **30%** of these dwellings would be **affordable**. It is the intention that the affordable units would be **integrated throughout** the development and be tenure blind to create an **integrated community**. The development creates a **fantastic addition** to **Banbury** whilst respecting the **character** of the town and **enhancing it for future generations**.



How you can help?

We welcome **your thoughts** on our scheme, how it could be improved and if there are any local issues or circumstances that you feel the development should reflect.

All your comments received, will be compiled and submitted to **Cherwell District Council** in a **Statement of Community Involvement** document.

Please click on the **red** button on our consultation website page to leave a comment or download the feedback form and complete and send to:

Enquiries@framptons-planning.com

***Framptons Town Planning Ltd,
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42 North Bar,
Banbury
OX16 0TH***

What Happens Next?

It is anticipated that an **outline planning application** will be submitted to **Cherwell District Council** in the New Year. The application will be accompanied by a full suite of supporting documents and technical reports.

When submitted, details of the application will be available to be viewed on the **Council's website**. Following submission to the Council there will be a determination period. During this period comments regarding the application can be made formally to the local planning authority.

Thank you for visiting this virtual exhibition and for any feedback you wish to leave.

