

2.0 Context

2.2 Social



2.2.2 Amenities

2.2.3 Connectivity

The site's location within the town centre means that it has access to a wide range of shops and services, including leisure activities - many of which are within walking distance. Recreation facilities and public open space is also available, in the form of People's Park for example. Local businesses can also offer employment opportunities and it is therefore a sustainable site location for establishing a new community, which in turn can also offer support to the local businesses.

The accompanying Transport Assessment sets out further detail regarding the benefits of the location in terms of access to sustainable transport, including a number of nearby bus services and bus stops, with one to Calthorpe Street immediately outside of the site, as well as the site being in walking distance to the local train station.



2.0 Context

2.2 Social

2.2.4 Socio-Economic Demographic

The site falls under the Banbury Cross and Neithrop Ward, comprising of roughly 10,000 people and nearly 5000 households according to 2021 census data.

Perhaps due to its central location within the town and the large number of traditional terraces and villas that have been divided into apartments, it has nearly double the percentage of flat, maisonette or apartments compared to the national average, at 44%. Accordingly, it also has fewer whole houses, with dwellings in the town centre taking on a more urban and less suburban grain and character.

The proposed apartment-led scheme is therefore appropriate to the area, with the proposed townhouses also contributing the more continuous street frontage nature of the area.

Compared to the national average, there are also about 10% higher proportion of single occupant households as well as a higher proportion of 1 bed dwellings. Despite the smaller sizes, it has a decreased proportion of over-occupied rooms compared to the national average and a larger than average number of empty rooms, suggesting that the smaller dwellings are appropriate for the needs of the area and therefore that the proposed mix of mainly smaller dwellings is also therefore well suited to the area.

A higher proportion of ward residents have a shorter commute to work of less than 10km, with a lower than average number of people driving a car or van to work, and a larger number of people travelling on foot to work (22.4% against 7.6%). This also suggests that the proposed reduced car provision is appropriate for the area as well as local planning policy.



Context: Planning



2.3

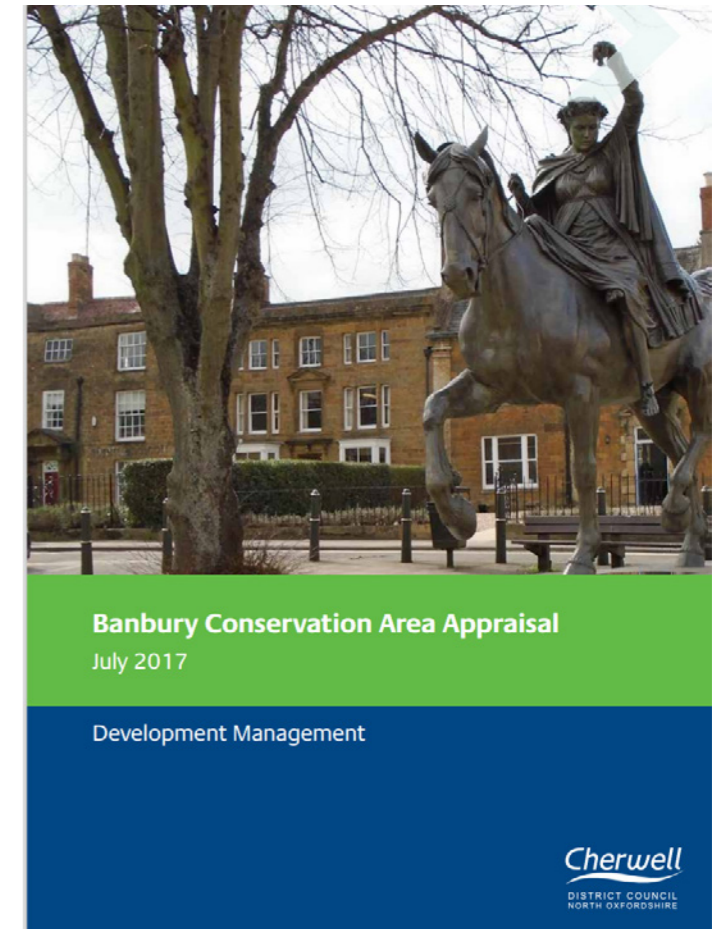
2.0 Context

2.3 Planning

2.3.1 Planning Statement

The accompanying Planning Statement by Framptons Planning, sets out the relevant planning policies that the proposed development accords with at a National, Regional and Local Scale including Supplementary Planning Guidance.

It also addresses the site's location within the Conservation Area and in relation to the setting of local listed buildings - with further detail on these aspects covered by Bidwells accompanying reports.



2.0 Context

2.3 Planning

2.3.2 Pre-Application

The proposed scheme has benefitted from 2 pre-application reviews with the Local Authority, including feedback from relevant consultees.

At each stage the feedback has been reviewed and incorporated into the subsequent design development.

An overview of the main design changes and responses to the feedback given is summarised here:

Principle of Development

The principle of residential development is welcomed and accords with relevant policies for the provision of housing.

Whilst the site also falls within the designated shopping area, our accompanying Retail Impact Assessment confirms that the site should be residential-led and exclude any commercial accommodation which might detract from the Banbury Town Centre retail offer.

This aligns with the recent Cherwell Retail Study (2021) which identifies the site for entirely residential use. There was previous concern too stated within our pre-application no. 2 response, that the previously proposed commercial elements may not be viable long-term.

We have therefore redesigned the scheme since the last pre-application meeting, to exclude the commercial development originally proposed to the northern ends of Marlborough Road and Calthorpe Street within Blocks F/G.

Also refer to Section 4.1.

Quantum of Development and Uses

The last pre-application scheme had a total of **260** units and approximately **783 sqm** of commercial space. Conversion of the commercial space into an even split of one and two bed apartments would equate to approximately 13 units – so for a fully residential scheme would equate to approximately **273 units**.

This was considered to be an over-development of the site and an inappropriately high density for the nature of the town.

The subsequent re-design of the scheme has reduced the proposed number of dwellings to **230** apartments – a reduction of **30** units or approx. 12% (or equivalent to a reduction of **43** units or approx. 15% if including the previously proposed commercial space).

The proposed density is consequently reduced from **170 to 139** units per hectare.

This revised proposals therefore offer a significant reduction in overall density, which is reflected in the scale and massing of the scheme.

Also refer to Section 4.2.

Historic Environment

The second pre-application response recommended that a proportionate Archaeological Desk Based Assessment should be carried out.

We have therefore provided an accompanying Archaeological Report completed by Oxford Archaeology, which sets out that the requirement and scope of all future archaeological work will be agreed with the Oxfordshire County Council.

Please refer to the accompanying report.

Detailed advice provided by Conservation Officer Joyce Christie is considered separately (See Conservation.)

General advice regards the Historic Environment included that *the proposed layout should aim to fill the gaps that have been created by modern development along Marlborough Road and Calthorpe Street and considered that the last scheme lacked sufficient frontage to Calthorpe Street.*

Our revised proposals now include the area of land between the modern Calthorpe House apartment block and The Calthorpe Manor Gatehouses, providing a continuation of appropriate frontage. We are also now proposing to upgrade the retained short-stay car park in the south-west corner that is on a long-lease to the council. This will include re-surfacing and enhanced planting, but also a new boundary wall, that will improve the edge to Calthorpe Street.

The central library building on Marlborough Road was also highlighted in the last pre-application advice as an important historic building that should remain a key public building in terms of hierarchy.

Consequently, our amended proposals have reduced the proposed Marlborough Road frontage of Blocks F/G from 3-4 storeys to 2-3 storeys.

Also refer to Section 4.4.

The view across the site to the library was also highlighted as important.

Our amended proposals have used the library as a key focal point to frame views through the site in conjunction with the increased permeability of the proposed scheme.

Also refer to Section 4.3.1.



2.0 Context

2.3 Planning

2.3.2 Pre-Application



Previously Proposed Site Layout

Permeability

At the stage of the last pre-application meeting, there were concerns that the level of public and private permeability and legibility of the site were insufficient.

In response, the overall site layout has been redesigned to achieve the following;

- Much stronger, clearer pedestrian / cycle link through the northern part of the site to the south of Blocks F and G between Calthorpe Street and Marlborough Road. This new route through frames an attractive landscaped view through to the central bay of the library
- Additional pedestrian / cycle link through the site to the south of the modern apartment block on Calthorpe Street and adjacent to our new Gatehouse, which frames a view to the gable ends of the Marlborough Road Methodist Church
- Improved accessibility of the route through the centre of site, accessed off the southern end of Calthorpe Street, with public platform lift and cycle ramp to help navigate the change in level at the podium steps between Blocks A-D in the southern Upper Ground Floor of the site and Blocks E-G in the northern Lower Ground Floor of the site
- New route around the south-east of Block C / D
- New gated access from public realm, landscaped play plaza adjacent to the church and the church grounds – proposed after liaison with the Methodist Church
- New access through from the site to the southern side of the Church – proposed after liaison with the Methodist Church
- Re-orientation of blocks to provide clear separation between public realm / amenity space and private communal residential amenity space for improved legibility
- Developed landscaping scheme that clearly defines defensible private space and a welcoming public realm.

Also refer to Section 4.3.1 and Section 7.

Public Open Space and Private Amenity Space

The second pre-application meeting raised concerns that the majority of residential blocks abutted the site boundaries to Calthorpe Street and Marlborough Road with little amenity space.

In response, Blocks F and G have been set back to accommodate some defensible space between their frontage and the back of pavement. Additionally, the lower floors have been designed as duplex units with private bedrooms on the upper level for additional privacy.

Blocks F and G have also been reconfigured to provide a central, fully secured private communal amenity space for residents.

Similarly, Blocks A – D have been reconfigured to provide protected courtyard elements of shared residential amenity space, including roof terraces, with a clearly defined public realm between. Units fronting the main public realm through, including past Block E, are also designed as duplex units with private bedrooms protected on the upper floor.

The developed landscaping scheme has provided defensible space to all edges and uses planting and differentiation of paving etc. to define key routes and spaces.

The changes to the scheme layout have also resulted in increased areas of public open space.

Scale and Massing

Whilst this topic is addressed in detail within the Conservation Officer comments, general concern was expressed with the last pre-application scheme that the overall scale and height of the development was too tall, with the majority being 4/5 storeys, with 6 storeys to Blocks A-D when including the lower ground floor car park.

The reduction of units discussed earlier (loss of 30 from the previous scheme), is largely due to the reduction in height across the scheme – with the scheme being reduced to largely 3/4 storeys. There are also some 2 storey elements to site edges.

The maximum height in the scheme is located within the centre of the site so that existing views and surrounding street context is respected. Where there is a lower ground floor storey, whilst there is a maximum technically 5 storeys, the remodelling of the ground levels and the proposed set-backs to the upper storeys, means that the total 5 storeys are not readily apparent from outside of the site.

This still also represents a reduction in height from previous maximum of 5 storeys plus lower ground floor car park, to 4 storeys plus lower ground floor.

The previous design of the entrance to the lower ground floor car park from Calthorpe Street was also raised as a concern, with encouragement for improving the streetscape to this location and to introduce a layering effect to the site.

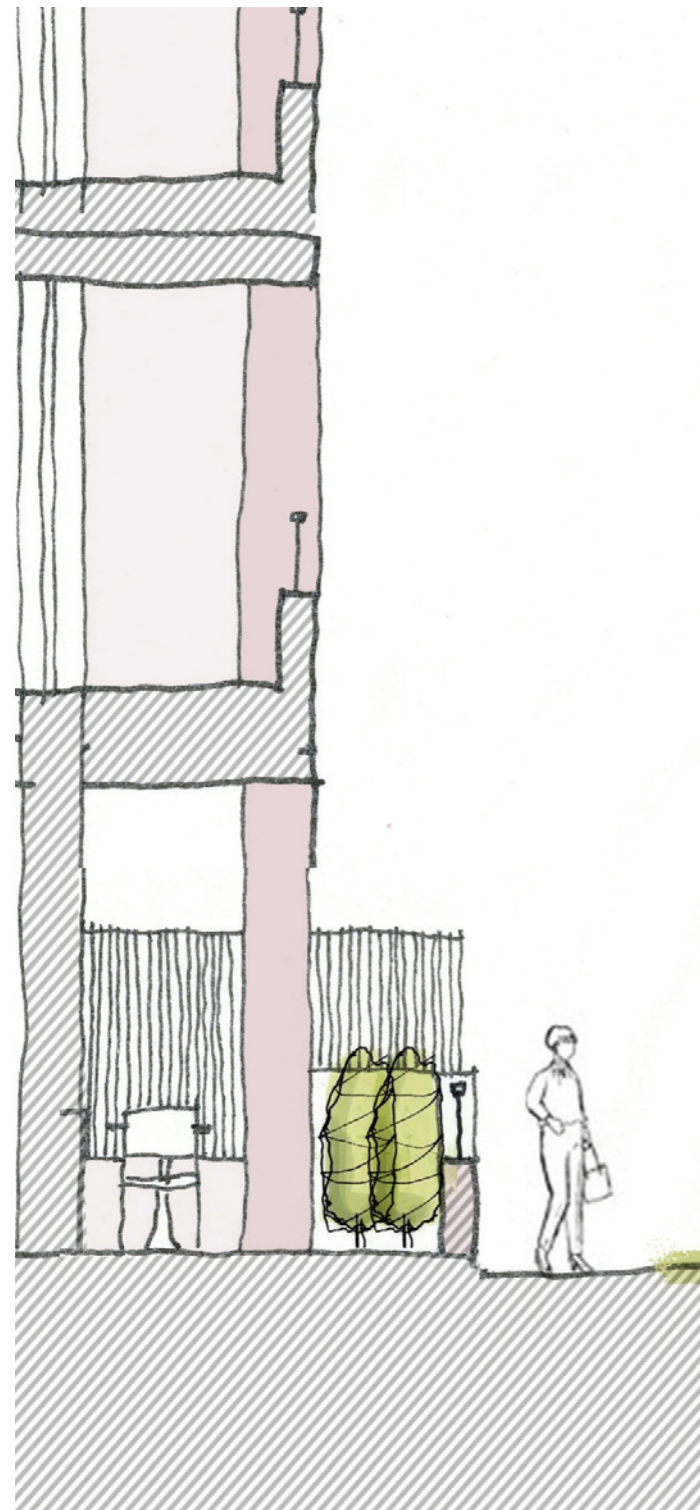
Our revised proposals have responded by creating our Gatehouse Building – a 2-3 storey transition along Calthorpe Street between the 4 storey existing Calthorpe House Apartments to the north and the 2 storey Calthorpe Manor Gatehouses to the south. Our proposed new Gatehouse references the gatehouse principle of the adjacent buildings, and also provides some enclosure to the car park entrance, making it feel more domestic in scale. The new building also provides the requested sense of layering, and helps to soften the taller, more contemporary blocks within the centre of the scheme (A-D). The edges of blocks A to D have also been designed to step down to the site edges, to further create this sense of layering.

See Section 4.4 for more information.

2.0 Context

2.3 Planning

2.3.2 Pre-Application



Previously Proposed Set-backs at Ground Floor to provide Defensible Space
Now removed from scheme

Landscaping

The last pre-application meeting included feedback from the Arboricultural Officer, advising that there were opportunities for tree planting and that a Tree Survey, Protection Plan and Method Statement should be provided.

Our application is accompanied by a tree survey and tree impact assessment report.

Our scheme has also been developed with a full landscaping scheme which details proposed planting.

The Landscape Officer also advised that children's play space would be required in the form of a combined LAP and LEAP with a minimum equipped 500sqm activity zone.

Our developed landscape design now includes a play plaza as part of the landscaping adjacent to the church. In consultation with the church, we have proposed that our site levels be lowered to adjoin with those of the churches, with a small dwarf boundary wall rather than full retaining wall between them, and gated access – allowing Church Play and Childrens' groups to access the space.

See Section 4.6 and Accompanying Landscape Design for more information.

Highways

Feedback from the last pre-application scheme, included a concern as to how the proposals would tie into the surrounding network, with the existing site being a lot higher than some of the surrounding roads.

Our refined proposals have lowered the site at the northern end to tie in with adjacent street levels, and have raised the site at the southern end, again to tie in with adjacent levels.

As also previously advised, the carriageway widths within 15m of the junctions, have been designed as 6m shared surfaces. The proposed layout has now also been tracked by the transport consultant.

There was also concern over the proposed level of parking. This was previously assessed at **208 car spaces**, which was considered to be too high with the advice that a car-free development would be supported. There was also concern that the level of parking would put pressure on the surrounding networks at key times of the day.

In response, the level of parking proposed is now at **75 spaces**. Whilst not car-free, this represents a significant reduction in spaces and a move towards a less car-reliant scheme, with spaces reduced by almost two-thirds, with parking provision across the site at a level of **33%**. The greatest concern expressed during the public consultation for the scheme, was over parking and we believe that a car-free development would be much less well-received by local residents and business owners.

The proposals have also been modelled with regards their effect on the existing road networks and key junctions as provided in the accompanying Transport Assessment. This also assesses the loss of the existing NCP car park as requested.

We were also advised that 25% of car spaces should have access to electric vehicle charging, which has been incorporated into the proposals and designated on the accompanying parking layout.

Cycle parking should be in accordance with the Oxfordshire Design Standards 2017, and we have accordingly increased our provision to **288** (from **273** previously for more units), to give 1 space for every 1 bed unit and 2 spaces for every 2+ bed unit.

We have also provided visitor cycle parking in line with the requested 1 stand per 2 units.

See Section 7 and accompanying Transport Assessment and Travel Plan for more information.

Drainage

The Lead Local Flood Authority provided comments in respect of our second pre-application, and in accordance with advice, a site specific Flood Risk Assessment has been completed and accompanies this application.

A Drainage Strategy has also been prepared for the site, which has been designed in accordance with the Sustainable Drainage System Policy.

2.0 Context

2.3 Planning

2.3.2 Pre-Application



Affordable Housing

The Affordable Housing Requirements will be based on the new number of units proposed at **230**. We have applied the previous pre-application feedback with regards to percentage of affordable units, types and tenures to the current scheme as detailed in Section 4.2.3.

This is based on a proposed allocation within Blocks F and G and a proportion of the Townhouses. However, should the Local Authority requirements have changed, we can review the proposed tenure splits etc.

We have also amended our unit mix generally, so we have a greater proportion of 1 bed 2 person units (rather than 1 bed 1 person), and our 2 bed provision includes 4 person units.

We have also included provisions for both M4(2) and M4(3) units.

Relocation / Loss of Retail

Whilst the pre-application advice states that the loss of the two large existing retail units from the site would not be acceptable, the current leases are due to expire within 12 months and we understand that TK Maxx and Farmfoods are keen to stay in Banbury and would therefore not be lost from Banbury's retail offer and economy.

The conclusion from our Retail Impact Assessment is also that the site should be entirely residential in its redevelopment.

Sustainability

Sustainable principles have informed the development of our design proposals and are outlined in Section 11.



Health & Wellbeing

The Wellness Assessment Toolkit has been completed and accompanies this application.

Planning Obligations

Please refer to accompanying Planning Statement

Noise

An accompanying Noise Report demonstrates that all habitable rooms within dwellings and amenity spaces will achieve the required noise levels, and mechanical ventilation is provided to all units, enabling units fronting busier roads to be sufficiently ventilated whilst protected from noise.



Contaminated Land

A Desk-top Site Investigation Survey has been completed and accompanies this application.

Thames Water

Thames Water advised on direct contact regarding the scheme, which we understand has been undertaken by Shear Design in respect of their Drainage Strategy.

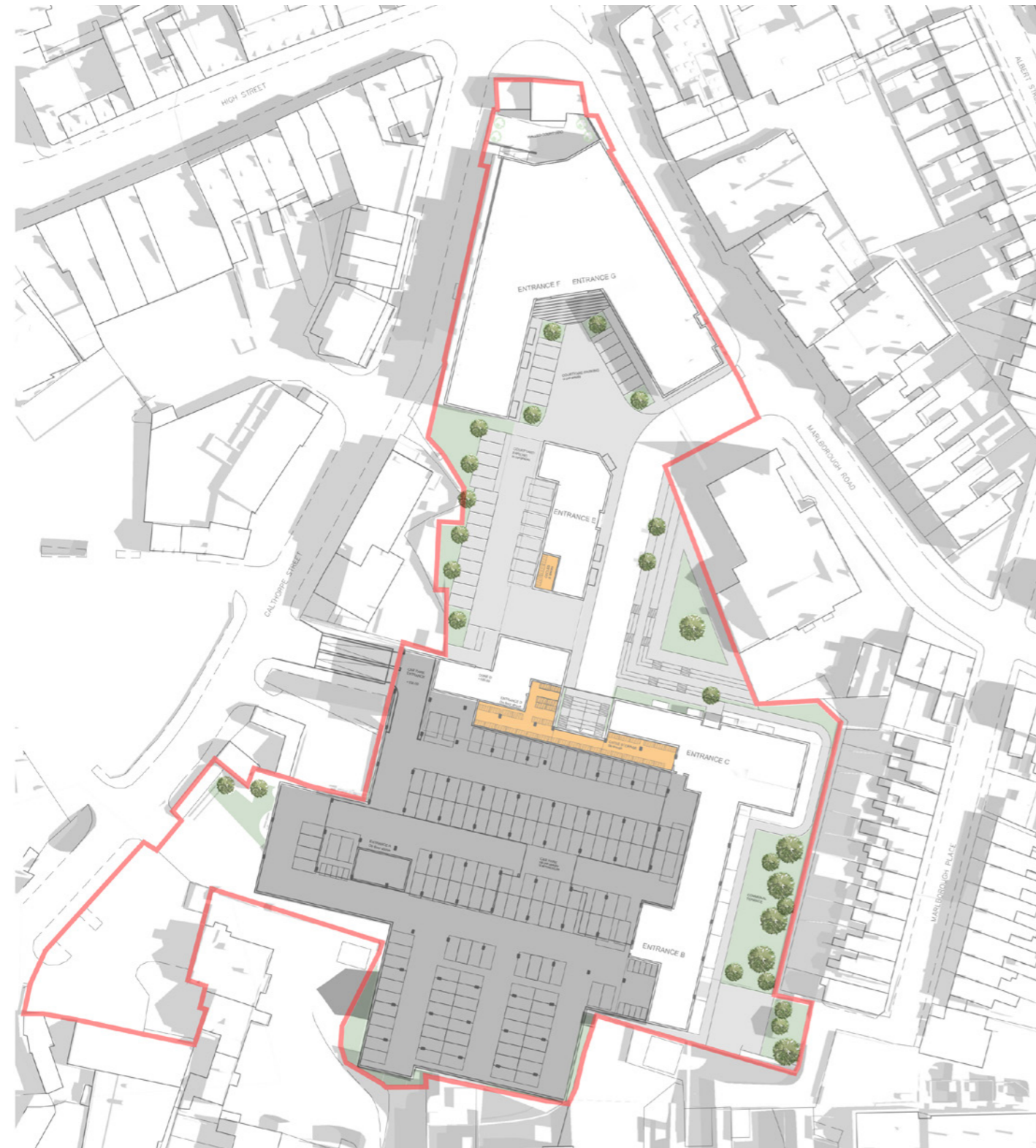
Air Quality

An Air Quality Assessment has been completed and accompanies this application.

2.0 Context

2.3 Planning

2.3.2 Pre-Application



Thames Valley Crime Prevention Team

The comments received at pre-application stage were used to inform design changes and whilst the security of the proposed scheme is discussed in detail in Section 8, responses to the pre-application advice can be summarised as below;

- **Lower ground car park being excessively permeable via multiple cores and has poor sight lines**

Convenient access from the combined parking area to each apartment block core A-D and ease of access out to blocks E – G is required. However, these will be secure cores with access control and as car parking will be allocated, access can be restricted to those residents with spaces or those using the relevant cycle storage.

The car park area has been reduced, and it is now more compact which improves sightlines. It will be well-lit and covered by CCTV. The main vehicle entrance will feature a secure, access controlled gate.

- **Parking areas for residential and commercial uses should be distinctly separated**

There are no longer any commercial uses within the site and all parking is to be for residential use, other than the retained south west short stay car public park, which is separately accessed and contained.

- **Entrance to Block E is not acceptable**

Block E has been completely redesigned and the rear surface car parking court removed. The entrance to Block E is now from the main area of public realm.

- **Details of proposed External Lighting Scheme**

A detailed lighting scheme will be developed and submitted for approval by condition discharge.

- **Roof Garden**

The location of the proposed roof gardens has changed and are accessible only to residents of the blocks they relate to -i.e. A/B and C/D. Access for residents is generally restricted to the core serving the terrace and not to any other apartments or corridors on that floor and there are no residential units overlooking the terrace that would require the provision of defensible space.

- **Excessive Site Permeability**

The site layout has been redesigned to provide more enclosed areas of private communal amenity space for residents, and welcoming areas of public realm. The developed landscaping scheme helps to define areas of public / private / semi-private space.

- **Rear Access to Townhouse**

The rear access points to the townhouses will be gated at the front line of the houses.

- **Covered Walkways**

The scheme has been redesigned and no longer includes any overhanging areas to private / defensible space. Defensible space is clearly defined through the landscaping proposals.

Previously Proposed Car and Cycle Parking - now reconfigured

2.0 Context

2.3 Planning

2.3.2 Pre-Application



'Sawtooth' roof forms of A-D have been translated into facade treatment



Blocks A-D have been reduced in scale - from 5 +1 to 4 + 1 storeys

Conservation

Section 2.4 provides detail in terms of the Historic Context of the site, which the design responds to in all aspects, e.g. layout, scale, appearance etc. There is also an accompanying Heritage Report and Townscape Visual Impact Assessment, with a number of verified views completed at the request of the Conservation Officer, with views requested through the pre-application stage.

The Conservation Officer comments received also requested the following additional information in support of the application, which is now all provided:

- Archaeological Desk Top Assessment
- Ground Contamination Report
- SUDs / Drainage Information
- Daylight and Sunlight Study
- Arboricultural Report
- Existing and Proposed Site Context Sections

The following advice was also provided on the basis of our last pre-application scheme:

- ***The setting of Calthorpe Manor could be softened with planting***

Our developed landscaping scheme create an area of Public Realm in front of Calthorpe Manor, which will include high quality surfacing materials as well as planting.

- ***Smaller-scale development fronting Calthorpe Street would provide a layering effect for buildings deeper within the site and will help to restore street frontage to Calthorpe Street***

Our revised proposals now include a 2-3 storey Gatehouse, defining the entrance to the lower ground floor car park, providing street frontage and reducing scale to the site edges in accordance with a layering effect. The ends of Blocks A and B have also been stepped down to further enhance the layering effect.

- ***The layout of the blocks is aligned with Calthorpe Manor and not the northern part of the site and Marlborough Road***

Our revised proposals have amended the layout of the blocks to create more of a transition between the two different alignments, including angling of the blocks to create views through the site, and framing views through the site with key historic features.

- ***There is no visual connection east-west which uses the way marker of the methodist church or gable of the library***

Two new east-west routes have been created, the northernmost route behind Blocks F&G starts with a view of the Methodist Church, including Spire and leads through to a framing view of the central gable of the library, and the one to the south of Calthorpe House, opens out with a view framed on the twin gables of the Methodist Church.

- ***No reference to historic features in the design of the appearance of the new blocks***

Section 4.5 sets out the references that have inspired the proposed designs. Whilst some of the designs are clearly contemporary in nature, they can still reference historic details, proportions, rhythms and materials whilst avoiding pastiche.

- ***Could the lower ground floor car park be accessed off Marlborough Road, which is already at the lower level, and would enable the access off Calthorpe Street to be redesigned for street frontage?***

The car park access has been retained off Calthorpe Street, to reduce the need for vehicular movements through the whole northern half of the site. The redesign of the scheme has minimised surface parking, freeing up the site for public realm and landscaping, with only servicing and emergency access provided at grade, and no through-route for vehicles through the site.

To address the lack of frontage to Calthorpe Street, a new Gatehouse has been proposed, below which the vehicle ramp to the car park is accessed.

- ***Shallow fronted development adjacent to the existing Manor Gatehouses. Could enhance street frontage and allow glimpses to the proposed public realm area behind***

We provided additional frontage to the north side of the existing Manor Gatehouses instead, which helps to define the car park entrance, but also allows for continued views of Calthorpe Manor from along Calthorpe Street, and positive views highlighted in the Conservation Area Appraisal along Lucky Lane, St. Mary's Church.

- ***Key public buildings should retain their hierarchy within streetscenes and views***

The proposed scale of development along Marlborough Road has subsequently been reduced from 3-4, to 2-3 storeys to retain the prominence of the Library and the Methodist Church. The removal of the commercial element also removes the previously proposed shop frontages, that were considered too grand.

The gable end of Block A also steps down to remain respectful of Calthorpe Manor and the twin gables references the form of the Manor. Our proposed new Gatehouse fronting Calthorpe Street, steps down from 3 to 2 storeys, transitioning between the 4 storey existing apartments to the north and the existing Manor Gatehouses to the south.

- ***The 'sawtooth' roof seen in the aerial views for Blocks A and D have not been translated into the elevations and would help to break up the skyline***

Our revised proposals reflect this 'castellated' expression of the apartment modules with the proposed parapet line to the elevations. Although the roof is flat, this element will not be seen, but the parapet line will be picked up from street views etc.

2.0 Context

2.3 Planning

2.3.2 Pre-Application



Block E has been redesigned and now has a smaller footprint, reduced height (from 4-5 to 3-4 storeys), no undercroft and rear amenity in place of parking



Blocks A-D no longer have the overhanging upper floors



Buildings to Marlborough Road have been reduced in scale from 3-4 to 2-3 storeys

Conservation

- *Some aspects such as the large opening within Block E gives a campus like feel not relating to the conservation area*

This comment referred to the previous design of Block E, which has been redesigned to remove the opening. This comment has also informed the detailed development for the appearance of all blocks, where we have made references to local context and expressed apartment modules to reference a more townhouse / terraced street feel.

- *The link between the retained High Street buildings no.s 29 and 30, and the development could be more integrated*

The transition of scale has been improved with the reduction of a storey across Blocks F and G. The blocks have also been broken along the lengths of Marlborough Road and Calthorpe Street respond to the street better and express a more domestic scale.

- *Blocks A-D were considered as being 6 storeys including the lower ground floor car park*

The storey height of Blocks A-D has been reduced, to a maximum of 4 storeys + lower ground floor. The lower ground floor is visible within the centre of the site only and the blocks have been further articulated to reduce scale at the site edges and to break up the reading of the blocks as a large mass.

- *Scope for some modelling of the brickwork, but not as 'brutal' as the previous example shown*

Subtle brick detailing has been incorporated into the design of blocks to provide relief, texture and to help define a vertical rhythm to the blocks to help articulate elevations and break up overall mass.

- *Contributions to public art should be targeted towards the historical and cultural interpretation of the Calthorpe Manor area*

The generous public realm area that provides an improved frontage to Calthorpe Manor provides scope for integration of public art features, and the location adjacent to the Manor would be appropriate for the proposed subject, to be agreed through condition.

- *Defined small gardens behind railings could be included as an alternative to doors straight on to pavement*

Our developed proposals include small frontages to the majority of street-fronting units, with a mix of low walling and railings

- *Covered walkways and ramps are not traditional to Banbury*

The redesign of the blocks has removed the overhanging elements to the upper storeys, which also responds to security comments.

2.0 Context

2.3 Planning

2.3.3 Public Consultation

A Public Consultation was held on Thursday 30th March in Banbury Town Hall, between the hours of 3.00 and 7.00 p.m.

The event was advertised in the local press and with flyers on site. Additionally, certain members such as the Civic Society, Town Councillors and representatives of the Marlborough Road Methodist Church were specifically invited to the event.

A series of presentation boards were laid out to provide an overview of all important aspects of the scheme and members of the design team were on hand to talk to visitors. We had a comments box on site as well as self-addressed, pre-paid for envelopes to enable visitors to post comments back.

There was also a publicised web-site address where the boards could be viewed on-line for those not able to attend in person or wishing to have a further look, and an email address for comments.

The event was well-attended by both local residents and business owners and the comments have been collated and reviewed.

Summary of Main Comments

The majority of concerns raised regarding the development of the site was the loss of the NCP car park, both in written comments and comments received verbally during the consultation event, and how this would affect local businesses and residents who rely on the car park.

The parking surveys conducted by transport consultant Calibro demonstrated that during peak demand times, there would still be a surplus of more than 200 car parking spaces within Banbury Town Centre even without the NCP's 254 spaces.

Whilst there is therefore a perception of potentially insufficient parking availability due to the loss of the NCP car park, the supporting evidence demonstrates that this is not the case and that there should not be an adverse effect on local businesses due to lack of visitor / potential customer parking.

The fear of not being able to cut through the car park was also raised, especially in conjunction with having to park potentially a few minutes further away. However, the pedestrian permeability of the site has been a key design principle and the proposals will increase accessibility and permeability through the site for all, not just new residents. The route will also be through a much more attractive, landscaped public realm with a high degree of natural surveillance and largely free from traffic.

See Sections 2.2.1 and 7.5 for more information and refer to accompanying Transport Assessment.

Some nearby residents expressed concerns regarding overlooking and loss of privacy, which is naturally to be expected when there is change to people's immediate environment. However, the offset distances and landscape buffers to site edges have been incorporated to ensure overlooking distances comply with those typically used by Local Authorities as an objective means of assessing impact. The scale of the development has also been purposefully reduced at the site edges to respect adjacent context.

See Section 4.4 for more information.



Development View of Proposals to Marlborough Road

2.0 Context

2.3 Planning

2.3.3 Public Consultation

Land between Calthorpe Street and Marlborough Road, Banbury 1

Welcome

Thank you for taking the time to visit our proposals for the regeneration of a town centre site in the heart of Banbury.

The scheme seeks to provide 250 high-quality new homes in a prominent and accessible location within an attractive, landscaped setting.

The redevelopment of the existing retail units (27,000 sq ft) and public car park will provide enhanced street frontage and new public realm opportunities as well as increased permeability through the town centre site.

The development will respond sensitively to local context in terms of proposed scale and materials, delivering improved streetscapes, which promote key areas and local heritage assets.

Your feedback on the proposals is welcome. Please take the time to speak with a representative of the design team and complete one of our comment forms.

We welcome your thoughts on our scheme and if there are any local issues or circumstances that you feel the development should reflect



Land between Calthorpe Street and Marlborough Road, Banbury 2

The Site

Location



Site Edges



1. Calthorpe Street (from Marlborough Road to Marlborough Road) 2. Marlborough Road (from Calthorpe Street to Marlborough Road) 3. Marlborough Road (from Marlborough Road to Marlborough Road) 4. Marlborough Road (from Marlborough Road to Marlborough Road) 5. Marlborough Road (from Marlborough Road to Marlborough Road) 6. Marlborough Road (from Marlborough Road to Marlborough Road) 7. Marlborough Road (from Marlborough Road to Marlborough Road) 8. Marlborough Road (from Marlborough Road to Marlborough Road) 9. Marlborough Road (from Marlborough Road to Marlborough Road) 10. Marlborough Road (from Marlborough Road to Marlborough Road)

Land between Calthorpe Street and Marlborough Road, Banbury 3

Site Constraints and Opportunities

Constraints




Opportunities




Land between Calthorpe Street and Marlborough Road, Banbury 4

Proposed Masterplan

Lower Ground Floor Plan



Upper Ground Floor Plan




Public Consultation Board Display in Banbury Town Hall prior to opening


Land between Calthorpe Street and Marlborough Road, Banbury 5

Access and Transport Facilities

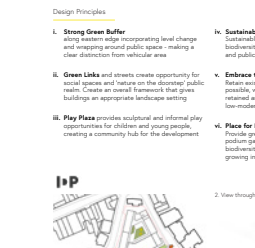
Vehicle Access




Pedestrian & Cycle Access



Services



Calibro



Land between Calthorpe Street and Marlborough Road, Banbury 6

Flood Risk, Drainage and Ecology

Ecology



Flood Risk



Hydrock

Public Consultation Boards

Land between Calthorpe Street and Marlborough Road, Banbury 8

Landscape and Amenity

Design Principles

- Strong Green Buffer
- Green Links
- Play Places
- Sustainable Streets
- Enhance Ecology
- Plan for Pedestrians



Land between Calthorpe Street and Marlborough Road, Banbury 9

Key Features and Benefits of the Proposed Development

Sustainability



Community



Hydrock

Land between Calthorpe Street and Marlborough Road, Banbury 7

Townscape and Heritage

The proposed masterplan to build form and scale with building heights respecting the surrounding townscape. There will be no adverse effects on the Banbury skyline. The tallest elements of the proposal, located within the street scene, are set back from the street and do not obstruct views of local landmarks, namely the Banbury Cross, Saint Mary Church, The East Gate to the Banbury Church, Marlborough Road Methodist Church.



Land between Calthorpe Street and Marlborough Road, Banbury 10

What Happens Next?

- We welcome your views on the proposals and would ask you to fill in the Comments Form and place it in the collection box provided.
- If you take a form away with you and wish to post it to us, please send it to: **Completed Form to: Frampton in the envelope provided.**
- The exhibition material is available at www.frampton-planning.com. You may make your comments online using this website.
- Your comments will be considered in finalising the proposals of our planning application when it is submitted to **Cherwell District Council**.
- Once the application is submitted the Council will undertake its own consultation when you will have the opportunity to **submit further comments** if you so wish.
- We plan on submitting the application at the **End of April 2023**.

Thank you for attending this exhibition, we hope it has been of interest to you.

For further information, please contact:
01295 472310
will.whitlock@frampton-planning.com



Context: Historic

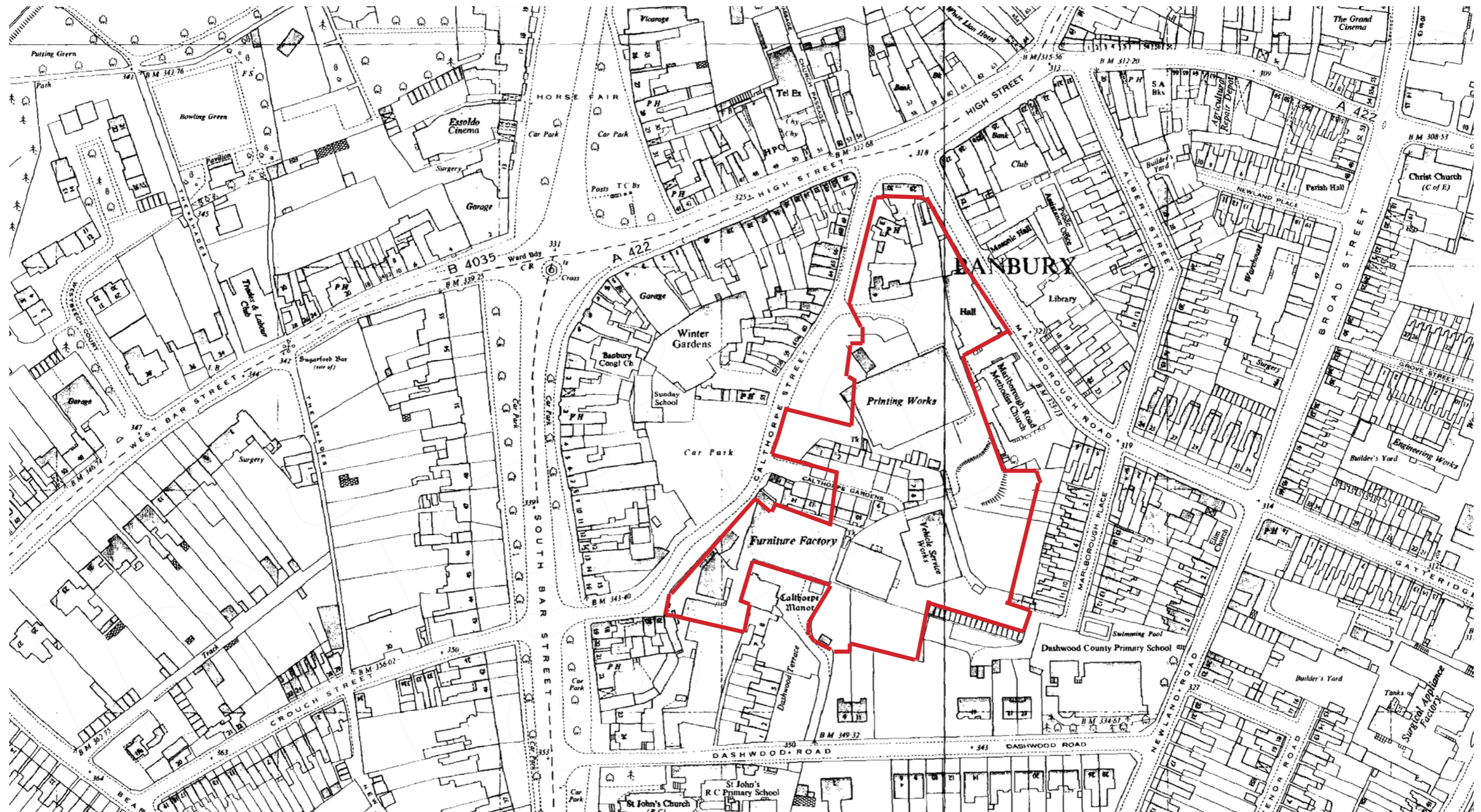


2.4

2.0 Context

2.4 Historic

2.4.1 Historic Context



1960s