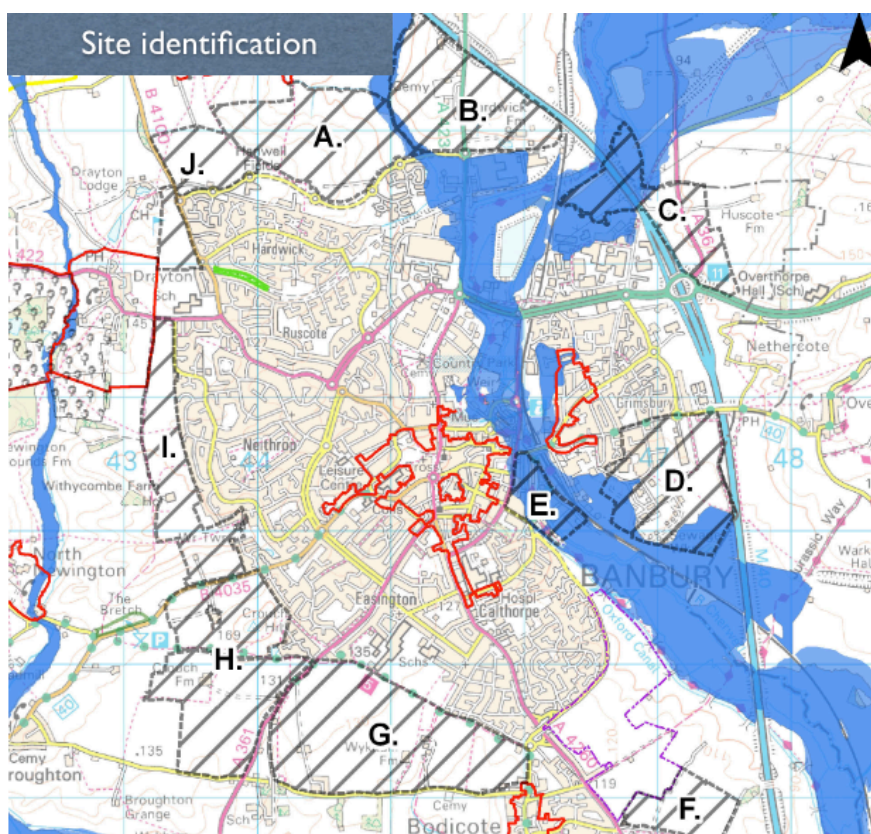




The total picture, the right plan

HFDAG Press Release 123 gave an analysis of the sites proposed in the Local Plan 2013 for development round Banbury, showing that the two north Banbury sites at North Hanwell and Southam Road were not needed.

The Banbury Landscape Sensitivity and Capacity Assessment report was published on 25 March 2013, and contained no map, but it refers to these site areas from older maps. Below shows the identification of the sites around Banbury.



These sites do not directly correspond to the named residential developments proposed as BAN 1 to BAN5 but these are within them as shown in the table below.

To make this table the data from the long 337 page report has been ranked by Landscape Sensitivity and Capacity, the sum of the resultant scores goes from 34 - meaning high suitability for development - to 17 - low and unacceptable development site.

Rank	Map Ref	Score	Ban	Name	Comments
1	C	34	-		Flood plain
1	D	33	-		Industrial
1	H	31	-		Very suitable
1	I	31	BAN3	W Bretch Hill	Includes W Bretch Hill
1	E	30	BAN1	Canalside	Town centre
1	F	30	BAN4	Bankside 2	Suitable
1	G	29	-		Salt Way
1	J	29	BAN5	North Hanwell	Includes Warwick Rd & North Hanwell
1	A	20	-		Green buffer
1	B	17	BAN2	Southam Rd	Lowest ranking

The first two sites, C & D, are not suitable for residential development as they have previous use as the flood plain protecting the town, and for industrial uses. The next highest scoring site H is to the west of Banbury and has previously been recommended for development. After this come the current sites BAN3, 1 and 4. The site I includes the smaller BAN3, the actual report data for BAN3 alone puts it below Canalside. Nevertheless it is clear that Banbury's development priority is:

Approved	Bankside 1 (1092)
Site H	To be introduced into the plan, there is developer interest
BAN1	Canalside (950) - with the advantage also of town centre regeneration
BAN3	West Bretch Hill, a very suitable site from the point of view of services and short access to the town
BAN4	Bankside 2 (400) - near to Bankside 1 and the nearby new site for

the football stadium

- BAN5 North Hanwell (500), but site J combines both Warwick Rd and North Hanwell. Previous proposals have listed these two sites as 1st and 2nd reserve. Implying that Warwick Rd has priority for development over North Hanwell, but the latest plan removed Warwick Rd (290) and increased the housing at North Hanwell to a massive 500 homes.
- BAN2 Southam Rd (600) is last with a very low score, and this shows clearly how unsuitable it is for any sort of development.

What is however very clear is that the site H should be added to the new Local Plan 2013, and Southam Road and North Hanwell removed as this many houses are not forecast to be needed in the next NPPF 15 year period.

Transport

One of the big issues that has been poorly addressed is that of transport round and across the town. Developments at North Hanwell and Southam Rd would put enormous strain on the Southam Road entry to Banbury, the infamous “Tesco” roundabout, the only access from this direction to employment areas. Development at North Hanwell would stream hundreds of cars down though the Hanwell Fields estate making it very dangerous and unacceptable to residents.

However building at site H and Bankside 1 & 2 makes a lot more sense as a circular road from the southwest of the town up to to the employment areas and M40 in the east is planned. This would give a clear route down from the M40 and east employments areas round the town to housing, and on down to Adderbury and further south. Relieving the town centre of through traffic.

It is the strong opinion of Hanwell Fields Development Action Group that these facts must be accepted and the Local PPlan 2013 updated.

The reports can be found at [www.cherwell.gov.uk/LocalPlan 2013](http://www.cherwell.gov.uk/LocalPlan%202013)
and on the HFDAG web site.

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