

Canalside regeneration

Banbury's Canalside Development – CDC Consultation Launched

Cherwell District Council launched its 'Banbury Canalside Draft Supplementary Planning Document (SPD)' for public consultation on Monday 2nd November. The document sets out the Council's aspirations and vision for this large regeneration area and will be open for public comment until Monday 14th December. The Council's plans are available on CDC website (www.cherwell.gov.uk/localdevelopmentframework) and on view at Bodicote House, Banbury Library and Neithrop Library throughout the consultation period. CDC will be holding an exhibition in Castle Quay on Saturday 14th November, where officers will be available to answer questions.

The area concerned, which includes the River Cherwell, the Oxford Canal, Swan Foundry, the Tramway industrial estate and the Banbury United football ground, is bounded by Banbury Bridge to the north, the railway to the east, Cherwell Street to the west and Swan Close Road to the south. Whilst much of the area is covered by large modern sheds, significant parts are historic, fragile and neglected. Both the Civic Society and CDC are well aware how important this corridor is to the town's future well-being and how critical it is that this important and central part of the town is developed in such a way as to create a coherent, high quality, sustainable public environment for the benefit of Banburians and visitors alike.



Two illustrations from the Banbury Canalside Draft Supplementary Planning Document. The whole document can be downloaded from www.cherwell.gov.uk/localdevelopmentframework

Whilst there are a number of positive ideas contained within the SPD, we have identified several features within it that members may wish to consider:

- The present barrier of Cherwell Street / Windsor Street is proposed to be developed as a wide boulevard, lined with 4-storey buildings on both sides. Buildings will be set back to allow for the road to be developed as a dual-

carriageway if required.

- The hoped for linear park between the Cherwell and the canal has been replaced with a green coloured area called 'Cherwell Park'. Close study shows this to be an area proposed for 'high-density 4-storey apartments'.
- The requirement is for all new development to be 'overtly modern' in

appearance, much of it 'up to four storeys' in height. There is no guidance on an appropriate palette of materials nor any requirement for development to be locally distinctive.

- There is no guidance on the area's history nor on creating a sense of place.
- Not all historic buildings are retained, casualties of particular note being the buildings on the bridge, the former Barrows & Stewart traction engine works (latterly Burgess) and the historic Samuelsons Britannia Foundry (currently Swan Foundry).
- There seems to be little offer of local good quality employment, with the present (often skilled) employment being replaced with limited office and retail opportunities.
- There is little detail regarding pedestrian access routes between the town centre and the canalside.
- The hoped-for station drop-off route between Bridge Street and Tramway is proposed for buses only.

It needs to be remembered that the SPD forms supplementary planning guidance for all development proposals on the site. If something is not explicitly in the SPD, it is unlikely to happen. If development proposals do conform to wording within the SPD, they will prove very difficult to resist.

Our own Canalside Events

To provide a background to this consultation and to stir up public interest, the Civic Society held a series of well-attended public events during August and September. These started with an evening of talks and a small exhibition at the Town Hall on the history, architecture and landscape of the canal in Banbury. This was followed ten days later by a fact-finding coach trip to Worcester, Stourport-on-Severn, Droitwich and Stratford-on-Avon: similar towns to Banbury with canals and rivers at their centres, who are regenerating them in different ways. The third event was an evening workshop at the Town



Above: Looking at the canalside at Worcester.

Below: Old and new buildings at Stourport



Hall to collate the ideas and opinions that the participants had formed during the previous two events. Following these events, the Society organised a Sunday afternoon guided walk to look at the area to be developed, its historic buildings, views and architectural character, and to consider the development opportunities and limitations.

The Society has been very fortunate to have as guides for the events, four respected experts in their fields: Michael Clews, (director and founder of conservation architects, Acanthus Clews), Brian Goodey (Professor

Emeritus in Landscape Design, Oxford Brookes University), Rob Kinchin-Smith (Senior Consultant at RPS Planning & Development) and Brian Little (Banbury's best-known local historian). Our heartfelt thanks go to our guides and speakers, who gave their time freely to the Society. Our thanks also go to Sainsbury's for providing refreshments, and to Cheney Coaches and Banbury Town Council for their support.

All the events were well attended and highly successful, if the level of interest and involvement is anything to go by. The weather was very kind during the two outdoor events, which made them all the more enjoyable. The ideas and opinions expressed by participants are currently being collated and will be fully incorporated into the Society's response to CDC's consultation. Whilst these will give our consultation response additional weight and authority, all attendees and Society members are strongly encouraged also to submit their own views to CDC direct.

There may be another canalside event before the end of the consultation process, so watch out for notices in the Library and on the Town Hall notice board. If you have email, do keep Chris Seddon informed of your current email address and he will send you notices of all events. Forthcoming events will also be posted on the BCS website: www.banburycivicsociety.org



Banbury Canalside walkabout with Brian Goodey, Rob Kinchin-Smith and Brian Little as guides.

Banbury's Medieval Bridge

The final canalside feature visited on the Banbury Canalside walk was the surviving portion of Banbury's medieval bridge. Dating to the 13th Century, the river arches were destroyed in the mid 19th Century during the construction of the railway. Two further arches crossing the mill leat of Banbury mill were retained beneath the widened bridge, just adjacent to the canal arch. Due largely to



destruction during the Civil War and the rebuilding of the medieval Parish church in the late 18th Century, these two arches are the oldest built structures in Banbury and the only known vestige of the medieval town. The arches are largely hidden by undergrowth, but we were dismayed to see young trees growing out of the bridge and concerned about the damage that these trees will cause. The BCS is considering what action to take, **so watch this space.**

Transport

Traffic and Transport Update

The Civic Society Management Committee members were as surprised as everyone else by the short notice given of the drastic re-routing of traffic caused by the Bridge Street roadworks at the end of July. The closure of the eastern section of Bridge Street to eastbound traffic meant that drivers and taxi passengers wishing to get to the railway station were sent on a lengthy diversion via Hennef Way, Ermont Way and Middleton Road. One temporary

benefit was that traffic leaving the railway station flowed much more freely, but we are now back to the delays caused by people turning right from Station Approach against traffic from both directions, thus holding up all the vehicles exiting behind them! The authorities are going to try to address this problem, perhaps by some traffic control at peak times.

Both Stagecoach and Heyfordian bus operators did their best to minimise inconvenience to passengers during the works. Passengers from Grimsbury on the Brackley route were allowed to use Banbury-bound buses free of charge to the bus station, boarding the diverted Brackley service there. Passengers joining the tortuous Grimsbury local service in the town centre were given a grand tour around the outskirts of the town before the bus followed its normal route from West Street.

Oxfordshire County Council is conferring on a new Oxfordshire Local Transport Plan. The Banbury Civic Society will be represented on the North Oxfordshire group. More details on the Transport Plan, and on how people living in and around Banbury can contribute ideas, will be made known in due course. The Civic Society Newsletter will keep you up to date.

Planning

The End of the Line for 'the Ally'

August and September witnessed the sad and unnecessary loss of Banbury's aluminium factory, built in 1930-31 and extended in 1938 by Wallis Gilbert & Partners, architects of the famous Hoover and Firestone factories and the less famous Spencer corset factory. 'The Ally' was easily the most important employer in the town from the '30s to the '70s and it was a matter of enormous local pride that the factory had produced over 60% of the country's rolled and extruded aluminium through the period of pre-war re-armament and through the Battle of Britain and the Blitz. Whilst CDC had

decided it would be inappropriate to use its planning powers to enforce the retention of the factory buildings, it had committed to 'seek their retention through negotiation', following pressure from this Society and its own elected members. In the event, once demolition commenced, CDC declined an invitation from this Society to negotiate the retention of the frontmost rolling mills, to include the possible offer of a rebate of empty-building business rates to the site owner on the grounds that this source of income would be lost anyway once the buildings had been demolished.

Anyone hoping that the demolition marked the beginning of the site's return to employment use will be sadly disappointed, as no new use for the site has come forward. The town has thus been robbed of a major historic and



Lost – The entire manufacturing plant was demolished in August and September

Saved – The former offices



material resource and a large part of its collective psyche for no real gain. The loss is made all the more painful as it was well known that the Swan Foundry were very keen to take over some of the existing buildings so as to allow them to relocate from Swan Close in advance of the Canalside redevelopment. Now the site is so clearly a derelict brownfield site with no end use in prospect, we are greatly concerned for the continued security and well-being of the remaining listed gates, war-memorial and offices. This year's workers' Remembrance event on the 11th November was attended by the Chairman of the Civic Society. It was a solemn and poignant occasion.

Current Planning matters

The credit crunch continues to mean that weekly planning notices continue to be very thin. The following applications have been worthy of note:

1 Calthorpe Road

The application to demolish the last 19th century stable block / coach house on Lucky Lane has been withdrawn and replaced with a new application that still seeks to demolish this unlisted building but proposes its replacement with an exact replica, built with materials salvaged from the original building. Given the state of the existing building, this is probably the best we could hope for.

8 Calthorpe Road

A fresh application has been lodged for the conversion of this Grade II listed building to four flats. The conversion is much less damaging to the historic fabric of the building than the previous applications, which had been withdrawn or refused and unsuccessfully appealed. We have signalled that we have no objection, subject to suitable conditions and to CDC's specialist conservation officer being content.

34 Springfield Avenue

New signs stating 'For Sale for Possible Refurbishment' had raised hopes for a reprieve of this former

corner shop within the Easington 'homes for heroes' garden suburb. Unfortunately security fencing has now gone up around the building and a discussion with the owner indicates that demolition is '99% certain', even though no finance is yet available for a replacement development.

Crown House, Bridge Street

The Society has again been consulted on proposed changes to this scheme to redevelop the former Crest Hotels office building and the 'Tudorbethan' former Crown Hotel on Bridge Street. The main changes included some welcome breaking up of the roof line and a revised treatment of the Bridge Street elevation, now with shop windows on two storeys. Unfortunately the changes have not altered our previous negative position on the proposals.

Warehouse adjacent to 12 Marlborough Road

An application has been lodged for the conversion of the former S&H Jones wine warehouse on Marlborough Road to a hairdressing salon. Whilst not averse to the reuse of the building, we have questioned the need for a new shop unit in this location, given the current state of High Street retailing. We also questioned the proposed elevational treatment, which gave the building a Hornton stone facing, with an over-scale pediment at roof level, complete with large, centrally-mounted clock. Whilst clearly well-intentioned, we felt that the design was inappropriate for its location and something of a pastiche with 'wild west' overtones.

Important changes to planning guidance Draft Planning Policy Statement (PPS) 15: Planning for the Historic Environment

The publication of this Newsletter has been delayed in order to carry news on the progress of the Government's

proposed replacement of its existing Planning Policy Guidance notes on built heritage and archaeology (PPG 15 and PPG 16, introduced in 1990 and 1994). The Draft PPS 15 appeared without warning during the summer holidays and consultation on it closed on 30th October. If adopted, it will become national policy which all local councils must follow when making decisions on individual planning applications.

The new policy says that local authorities should allow the demolition or alteration of historic buildings where the 'material harm' caused to an area's heritage 'is outweighed by the wider social, economic and environmental benefits of the proposed development'. The policy says that this 'is likely to benefit developers... for example, it should reduce the number of applications for planning permission, listed building consent and conservation area consent being rejected on heritage-related grounds'. The proposed policy says that 'material loss of grade 1 and 2-star listed buildings' should be 'wholly exceptional', but it makes no mention of what degree of social, economic and environmental benefit would be required to justify the loss of grade 2 listed buildings (which make up 92 per cent of England's listed buildings), buildings in conservation areas or locally listed buildings.

The emergence of the PPS had done severe damage to the credibility of English Heritage, who have been obliged to back the Government's approach or risk further cuts to their funding. EH have thus welcomed its launch, seeing it as 'a very positive development in the management of the historic environment'. They 'strongly support the principles contained in the PPS' and argue that it represents 'a modernisation that brings heritage planning guidance in line with wider changes to planning legislation and English Heritage's own best-practice. We are confident that there is no loss of protection for the heritage.'

Despite such assurances, the Draft PPS has been roundly condemned by those in the heritage lobby with whom this Society has been in touch during the consultation process, including the archaeological charity RESCUE, The Council for British Archaeology, The Historic Towns Forum, the Civic Society Initiative, the London Civic Forum and the Institute of Historic Building Conservation (the professional body of Conservation Officers).

The vitriol has not been limited to 'the usual suspects' in the heritage lobby either. The PPS has been subject to an unprecedented attack by the professional institute of town planners, the RTPI, which normally responds in cautious and technical terms to government consultations. It has launched a scathing attack on PPS 15, saying it has 'serious concerns' and demanding 'significant and substantial changes'. They have condemned it as 'fundamentally flawed' and 'unfit for purpose'. Martin Willey, the RTPI's President, said: 'This could prove to be a charter for people who want to knock buildings down. This new guidance assumes that heritage stands in the way of development and economic recovery, which is patently untrue. Historic buildings and places are an asset, not a burden.' The President of the Royal Institute of British Architects (RIBA), Ruth Reed, said the new policy would 'cause more problems than it solves', estimating that 'tens of thousands of listed and heritage properties could be lost if the PPS is adopted (as it stands)'. We have asked Tony Baldry MP to take the matter up with the Shadow Ministers for planning and culture.

The Government will publish the consultation responses at the end of January. This Society's own detailed response to the Draft PPS can be found on our website www.banburycivicsociety.org

English Heritage study finds that traditional sash windows are 'green'

Research for English Heritage by Glasgow Caledonian University has found that simple improvements to traditional sash windows can bring most up to modern standards. The research has shown that original sash windows can be as energy efficient as modern double-glazed windows. Chris Wood of EH said 'There is a lot of



misunderstanding about the potential for historic buildings to be brought up to date. We hope this research will herald serious rethinking, and help homeowners and local authorities refurbish historic buildings with the confidence that modern standards can be met without compromising historic character.'

The key findings of the research include:

Air infiltration through a sash window in good condition can be reduced by as much as 86% by adding draught proofing.

Heat loss through contact with the glass and frames can be significantly reduced by thick curtains and plain roller blinds. In the test, heat loss was reduced by 41% and 38%, respectively.

More elaborate measures reduce heat loss even more and can improve

windows to meet modern building regulations, which target a U-value for windows of 2W/m_K or below. In a test with good quality secondary glazing, this value was brought down to 1.7W/m_K. Well-fitted internal shutters also produce similarly good results. Using the methods in combination resulted in a 62% reduction in heat loss and a U-value of 1.6W/m_K, well in excess of even the most stringent regulations for new-build and conversions.

Calculations on the carbon footprint of manufacturing new double-glazed plastic windows have shown that it would take 100 years for new plastic windows to repay the 'carbon debt' of their manufacture. As such windows only have a maximum life of 30 years and cannot be recycled, they clearly consume more energy than they save and will ultimately only add to the country's problems with the disposal of toxic waste. Add to this the fact that estate agents value houses with original sash windows more highly than ones with plastic replacements and one realises just how big a turkey we have been sold by the double-glazing industry.

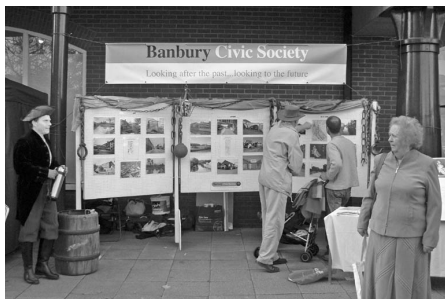
Canal Day

Canal Day 2009

The sun shone, the people came and no-one fell into the canal. Success! The theme of this year's Canal Day was Ghosts and Ghouls, and the canal being watery, pirate ghosts were the order of the day. In view of CDC's forthcoming consultation on the Canalside regeneration, our displays (on panels generously loaned by John and Margot Bell and suitably draped with rusty chains and cobwebs) were themed as 'the Ghost of Canalside Past', 'the Ghost of Canalside Present' and 'the Ghost of Canalside Yet to Come'. Our Chairman's dress followed the ghostly pirate theme. Other BCS members on the stand looked far too healthy for the



Civic Society Chairman, Rob Kinchin Smith in jauntily mood on Canal Day. The display of Canal side pictures (below) proved to be a popular attraction to Canal Day visitors.



occasion, but a healthy constitution was needed, as the day was long and we were kept constantly busy by the very strong public interest in our exhibition of historic, contemporary and future images and maps of the Canalside regeneration area. Our banner proved itself worthwhile again, being highly visible from quite a distance along the canal. Let us hope that those who spoke so passionately about wanting to be involved in Banbury's future will join in CDC's Canalside consultation which, as mentioned above, runs from 2nd November to 14th December and includes CDC's exhibition on Saturday 14th November in Castle Quay shopping centre. If you care about this major development in the heart of Banbury, go to the exhibition and get involved: put forward your comments and ideas.

The Civic Society Initiative

Last May, the Civic Trust (the national voice of civic societies across the

country, to which our society was affiliated) went into liquidation. The Trust, which represented a network of over 1,000 local societies with over 250,000 members, had become financially reliant on administering a number of schemes for the Government and, when these were awarded to other organisations, the Trust collapsed.

The Civic Society Initiative was formed by a small group of activists to fill the void. This group, which includes Tony Burton, Ian Harvey of the Civic Trust and Laura Sandys (daughter of Civic Trust founder Duncan Sandys) have been working with civic societies across the country to discover what sort of national voice/co-ordinating body they need, what form it should take and what functions it should fulfil. This interim steering group, called the Civic Society Initiative, has been supported by a number of sponsors and supporters, including the North of England Civic Trust, the National Trust, the Campaign to Protect Rural England, the Royal Institute of British Architects, the Esmee Fairbairn Foundation, English Heritage, Griff Rhys-Jones and the Prince of Wales, who all believe passionately in the presence of civic societies and their need for a grassroots orientated co-ordinating body.

In October, the Blackpool Civic Trust hosted a national convention to discuss the future of the movement. A copy of the report 'Own the Future' was presented to the convention and is available to read on the CSI website. This report presents the results of the intense period of discussion and debate which has occurred over the last few months, including the on-line survey and the series of Open Forums across the country. Our society was represented at regional meetings at High Wycombe and at Guildford and was also represented at Blackpool.

'Own the Future' includes a number of

proposals for the way forward on the basis of the discussion and the information that has been gathered. These include proposals for how civic societies might work most effectively together, the role of a new national body and, of course, funding arrangements. The proposals need further debate, especially as they could result in our having to pay a £3.00 levy for each of our members if CSI is to be free of external funding. Reactions to any part of the report would be welcomed by Friday 20th November to admin@civicsocietyinitiative.org.uk or to Ian Harvey at the CSI, Unit 101, 82 Wood Street, The Tea Factory, Liverpool L1 4DQ. If anyone would like to find out more about the CSI they can go onto the website: www.civicsocietyinitiative.org.uk

Thanks go to the Blackpool Civic Trust for a well organised event and for being the perfect hosts. They have an excellent relationship with Blackpool Town Council that is a model for all to aspire to and which clearly works well for the town.

Pedestrianisation

Parson's Street Pedestrianisation

Readers of our last Newsletter may recall the concerns of this Society with regard to the final realisation of the Parson's Street pedestrianisation, not least with regard to the loss of the historic granite kerbs and the laying of wall-to-wall brick pavements; features which contravene all recognised guidance about pedestrianisation schemes in historic areas, not least the current guidance contained within the government's Planning Policy Guidance note, PPG 15. We had hoped that CDC would be able to respond in time for our last Newsletter to carry both our letter and CDC's response. Unfortunately this was not possible, but we are pleased to publish CDC's response in this issue:



Parsons Street : before and after pedestrianisation

24 August 2009

Dear Rob

Parsons Street Pedestrianisation

I refer to your email to Mary Harpley dated 6 July and also to the letter from Rev'd Fryer 27 July also addressed to the Chief Executive. I apologise for the delay in replying.

I understand that you feel there has been a lack of consultation on the design approach and the choice of materials for the pedestrianisation scheme currently on site.

You may recall that several years ago we consulted widely upon the proposals to pedestrianise not only Parsons Street, but the whole of Market Place as well. The Chief Executive and Linda Rand gave numerous presentations to local groups. There was much publicity and a public exhibition was held in Castle Quay Shopping Centre, which was well attended. The consultants, LDA Design also gave presentations. The Civic Society was fully engaged in this process. The proposals were deliberately contemporary in character, with the use of innovative new paving techniques, albeit that the manufacturers of the materials were not specified. The scheme involved paving across Parsons Street and Market Place to create a single surface for ease of pedestrian movement and to signal clearly to drivers out of Core Time that this was a pedestrian environment. The design was generally enthusiastically received, albeit the loss of parking was rather more controversial.

The proposals were put on hold for a

number of years. When they were looked at again more recently, Members took the decision to retain the same amount of parking in Market Place, so this was redesigned to free up Market Hill as public space. It was also decided that the final scheme design and contract specification should be an in-house project. The principle of the design had already been established several years prior and so the proposals for the Road Traffic Order were all that was left to be consulted upon in terms of fundamental decision. We did however set out to publicise, exhibit and take comments on the proposed scheme layout details and the public art installation.

I feel our approach to consultation has been thorough and we have adopted a stage by stage approach starting with principles, then design parameters. Once stage decisions are made it has not been our intention to reverse earlier decisions.

The scheme layout was subject to stakeholder consultation and consideration by Project Board including the Chamber in mid 2008. In October 2008 the scheme layout was displayed in the Town Hall (clearly showing block paving). I think we can fairly say there was general support for the approach at that stage. We did not define the precise colour and detail of the materials choices as this was set by the need to match the rest of town centre and then became part of the work with County Council about available acceptable materials for maintenance and design/drainage detail. Within the parameter that we were to block pave -

specific choice is something we would always wish to deal with through our normal internal implementation arrangements, as this is the only practical way of proceeding.

There is no question of a need for planning permission or conservation area consent. A street works project of this kind is undertaken under the "permitted development" regime for works on the highway. There are routine highways act controls from the Highway Authority (County Council), but CDC has an agency and related agreements allowing it to act for the Highways Authority on this scheme.

CDC is very conscious of design sensitivities and the debate around appropriate street scene improvements in historic areas. This was considered from the outset and balanced with all considerations, particularly the need to ensure clear differentiation of the pedestrianised street from vehicular routes and to do a match with the rest of the town centre pedestrian areas.

I am sorry that the scheme currently being implemented does not have your support. However, the conceptual design decisions were made early in the design process and we clearly cannot reverse the decisions at this late stage.

I trust the Civic Society will continue to engage with the decision making process of other important projects at the appropriate stages in the future.

Yours sincerely

(John Hoad for) Mary Harpley (Chief Executive)

Now that the first phase of the pedestrianisation scheme has been completed (ahead of schedule), it is apparent that its appearance is not nearly as poor as had been feared, due largely to the brick gullies going some way to reproducing the linear visual effect of traditional kerb lines. We nevertheless still deeply regret that the 180-year-old granite kerbs could not be incorporated into the scheme as flush-laid features, in line with established conservation principles. Fortunately these valuable materials have been retained by CDC. We have requested they be reused in the town, rather than in the surrounding villages as has happened with Banbury's granite setts.

We should note that this Society has always been supportive of the pedestrianisation in principle, as the former status-quo clearly wasn't working. Nevertheless, the scheme as realised shows that there is much more to effective place-making than paving. Come the new year we will be seeking partners to promote and market 'the Banbury Lanes' as an entity, with appropriate seating and signage, shop-front improvements and, where appropriate, localised strategic planting.

Working with the Town

Invitation to join the Partnership

A spin-off of the pedestrianisation 'spat' is that the Civic Society has been invited to join the Banbury Town Centre Partnership. Originally set up by Cherwell District Council and now administered by the Town Council, the Partnership's focus is on trade rather than built heritage, comprising representatives from CDC, the Town Council, Chamber of Commerce, Castle Quay, Hughmark International, Thames Valley Police and, now, the Civic Society. Being represented on the Partnership will hopefully mean that we are more fully kept in the loop on important schemes such as pedestrianisation. Greater co-operation

between all organisations in Banbury can only be to the benefit of all, and the BCS is pleased to join the Partnership.

Banbury Cross

150th Anniversary



This year marks the 150th anniversary of our Victorian Banbury Cross. The event could easily have passed unnoticed and unmarked, had it not been for Roger Verrall, Lay Minister at St Mary's, Banbury. Events are being planned over the

next year by a number of local organisations to celebrate the occasion. Celebrations were kicked off on Sunday 25th October with a civic procession and service of blessing at St Mary's, at which the Society was represented by Rob Kinchin-Smith.

Education

Calling all teachers

The Institute of Historic Building Conservation is offering six CABE education grants of up to £1,500 to support imaginative teaching and learning about architecture and the design and use of buildings and public spaces. Successful applicants will create opportunities to involve pupils in exemplary learning experiences. The pupils' learning and participation in the process is crucial. All teachers in England that work in the 5-19 age range can apply for a CABE education grant.

CABE education grants can be used to:

- fully fund a project
- part-fund a project that has additional guaranteed funding (you must make clear where this is from in your application)
- fund projects that are being run in

partnership with other schools or organisations (only if you are the lead partner).

The grant can be used to pay for project resources and materials, the costs of other providers such as architects or artists, travel, supply cover or other equipment specifically to aid the delivery of the project. You will need to submit a budget that explains in as much detail as possible how you intend to spend the money.

CABE education grants promote educational projects that explore architecture and the design and use of buildings and public spaces in an imaginative way. These could be linked to any curriculum subject(s) where you can demonstrate relevance. Out-of-school-hours projects that are not specifically curriculum related may also be funded, as long as they relate to broader educational and participatory aims. If you are interested or know a teacher who is interested, contact Mo Mant (momant@onetel.com) 01295 721630) for more details.

Please send your letters via e-mail to design@h-and-p.demon.co.uk

Banbury Civic Society Membership

The committee is seeking your help. Do you have friends, family or colleagues who share your interest in Banbury's well-being? Help us recruit new members with the recently updated membership form, a copy of which can be obtained from the Membership Secretary

More members = more action.
More members = a louder voice.
Help us help Banbury.

Please write to:

Chris Seddon,
 BCS Membership Secretary
 34 Wodhams Drive, Brackley
 Northamptonshire, NN13 6NB
 m. 07747 884770 t.01280 706240
 mailto:BCS@chris.seddon.name