APPENDIX A: PRE-SUBMISSION WEST OXFORDSHIRE LOCAL PLAN 2031 CORE OBJECTIVES

1. Strong market towns and villages

| CO1: | Provide new development, services and facilities of an appropriate scale and type in locations which will help improve the quality of life of local communities and where the need to travel, particularly by car, can be minimised. |
| CO2: | Ensure that new developments are suitably located and well designed to protect and enhance the individual form, character and identity of our towns and villages as well as contributing to the quality of life in West Oxfordshire. |
| CO3: | Promote safe, vibrant and prosperous town and village centres and resist proposals that would damage their vitality and viability or adversely affect measures to improve the centres. |

2. Meeting the specific housing needs of our communities

| CO4: | Locate new residential development where it will best help to meet local housing needs and reduce the need to travel. |
| CO5: | Ensure the timely delivery of new housing to meet forecast needs and support sustainable economic growth. |
| CO6: | Plan for an appropriate mix of new residential accommodation which provides a variety of sizes, types and affordability with special emphasis on the provision of homes for local people in housing need who cannot afford to buy or rent at market prices including those wishing to self-build, as well as homes to meet the needs of older people, younger people, black and minority ethnic communities, people with disabilities, families and travelling communities. |

3. Sustainable economic growth

| CO7: | To deliver sustainable economic growth which adds value to the local economy, improves the balance between housing and local jobs, provides a diversity of local employment opportunities, capitalises on economic growth in adjoining areas, improves local skills and word readiness, removes potential barriers to investment and provides flexibility to adapt to changing economic needs. |
| CO8: | To achieve a prosperous and sustainable tourism economy. |
4. Sustainable communities with access to services and facilities

**CO9:** Promote inclusive, healthy, safe and crime free communities.

**CO10:** Ensure that land is not released for new development until the supporting infrastructure and facilities are secured.

**CO11:** Maximise the opportunity for walking, cycling and use of public transport.

**CO12:** Maintain or improve where possible the health and wellbeing of the District’s residents through increased choice and quality of shopping, leisure, recreation, arts, cultural and community facilities.

**CO13:** Improve access to services and facilities without unacceptably impacting upon the character and resources of West Oxfordshire.

5. Protecting and enhancing our environment and reducing the impact from climate change

**CO14:** Conserve and enhance the high environmental quality of West Oxfordshire with protection and promotion of its diverse landscape, biodiversity and geological conservation interests, and its local cultural, heritage and environmental assets.

**CO15:** Reduce the causes and adverse impacts of climate change, especially flood risk.

**CO16:** Achieve improvements in water and air quality.

**CO17:** Minimise use of non-renewable natural resources and promote more widespread use of renewable energy solutions.

**CO18:** Improve the sustainable design and construction of new development, including improving energy, water efficiency and water management.
APPENDIX B: PUBLIC RIGHTS OF WAY ASSESSMENT

Introduction
During a review of transport objectives it was recommended by WODC that a survey be carried out of existing public rights of way and possible desire lines relating to recent and proposed developments. A list of public rights of way has been notated onto a map of the town.

A number of ginnels are also described. The ginnels are of regular use and lie mainly within the built-up parts of town. New routes that could be achieved as part of development are proposed.

Assessment
A number of these rights of way may be very short in themselves but join up to make a route. The routes and their components are listed in the table below with an assessment of their use and character. Only one public footpath (number 166/28) crosses possible development sites (WODC strategic housing land availability assessment (SHLAA) sites 204 and 212 – Tank Farm). A few others run alongside SHLAA sites, as noted in the table below. A map of SHLAA sites can be found in Figure B.3 on page 70.

Pedestrian routes around Chipping Norton

<table>
<thead>
<tr>
<th>Route</th>
<th>Path numbers</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walterbush Road SW to Old London Road creating link to Churchill</td>
<td>166/1 (PFP)</td>
<td>Across fields and, once clear of Hailey Road estate, provides open views of countryside to the north and west with glimpses of Bliss Mill. Touches one corner of SHLAA site 284. If developed, the latter would destroy the open aspects from this footpath.</td>
</tr>
<tr>
<td>From junction of A361 (Burford Road) and B4026 (to Charlbury) SE towards Chadlington</td>
<td>166/2 (PFP)</td>
<td>Runs to NE side of Greystones and the Rugby Club. Open countryside. No development proposed nearby or with potential impact.</td>
</tr>
<tr>
<td>‘Glyme’ route: east from CN School to Glyme Farm, past ruins of old farm, then N alongside Golf Club via New Chalford Farm to A44 London Road</td>
<td>166/3 (PFP) 166/4 (RB)</td>
<td>Runs along north side of allotments. Open countryside interspersed with just two sets of farm buildings. Wooded alongside Golf Club with significant wildlife interest en route. Opposite allotments, runs along southern edge of SHLAA site 204 (Tank Farm). View towards this is uphill and could be mitigated by tall landscaping as major view attractions are to S/SE.</td>
</tr>
<tr>
<td>‘Swing Swang’</td>
<td>166/5 (RB)</td>
<td>From end of CRF 4, N to A3400. Through countryside but trees/brush on both sides so only intermittent views. Ancient route.</td>
</tr>
<tr>
<td>A3400 towards Heythrop</td>
<td>166/7 (PFP) 166/8 (PFP)</td>
<td>Two separate parallel routes NE dropping down to stream through woods. No development sites nearby.</td>
</tr>
<tr>
<td>Portland Place</td>
<td>166/27 (PFP)</td>
<td>Urban sealed route down from Albion Street via Portland Place and former White House surgery west side entrance down to Horsefair. Important through cross route but may be affected by development of the old surgery site.</td>
</tr>
<tr>
<td>Route</td>
<td>Path numbers</td>
<td>Assessment</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>--------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Over Norton and ‘The Cleeves’</td>
<td>166/30 (PFP)</td>
<td>Runs SW from Over Norton through Over Norton Park open countryside to Over Norton Road, then across down to the stream, SW, to St Mary’s Church. The latter section is generally wooded but is bounded above and to the south by houses on Over Norton Road and the Wilcox Road estate. Attractive and quiet alternative route to Over Norton Road, although can be very wet in winter. Before reaching the church it is bounded on the E by SHLAA site 228 and by Castle Mound to the west. It would be difficult to mitigate the impact of the former by landscaping.</td>
</tr>
<tr>
<td>Church Lane to ‘Salt Way’ across Over Norton boundary</td>
<td>166/10 (PBW)</td>
<td>Runs W between Church and the Castle ruins. Generally wooded within Chipping Norton. Principle attraction is access, through open fields, up to the Salt Way between Over Norton and Salford. No developments proposed.</td>
</tr>
<tr>
<td>St Mary’s Church to playground, Worcester Road and access to Salford</td>
<td>166/11 (PFP)</td>
<td>Runs through churchyard and is then bounded on S and E by Penhurst (ex-children’s home). One route runs diagonally across the playground, the other continues direct to A44. From the playground there are two routes, climbing up through fields, although bounded to NE by housing, across the access road to Elmsfield Industrial Estate and across more fields to connect with the Salt Way to Salford. Principle views are to the S/SE over the Town. No developments proposed.</td>
</tr>
<tr>
<td>St Mary’s Church to Diston’s Lane</td>
<td>166/12 (PFP)</td>
<td>A short length along the southern side of the churchyard to Diston’s Lane, providing a route through to New Street.</td>
</tr>
<tr>
<td>A44 Worcester Road via Commons or Bliss Mill to Churchill Road</td>
<td>166/21 (PFP)</td>
<td>Various routes across open spaces near to Bliss Mill including Chipping Norton Common. Continues to W and then S through fields, crossing old railway line. Vital route with glimpses of Bliss Mill and open countryside in all directions. Development of SHLAA sites 270 and 284 would have damaging impact. Vital to be protected.</td>
</tr>
<tr>
<td>‘Tank Farm’</td>
<td>166/28 (PFP)</td>
<td>Runs between hedges to E from Wards Road up to Tank Farm and then N to A44 London Road adjacent to Holy Trinity primary school. Open aspect to E. Route near to Parkers Circus estate and school is poor – hedges need cutting back on one side and barbed wire is on the other side. Much unofficial use in adjoining fields because of these obstructions. Runs through SHLAA sites 212 and 204 and adjacent to site 299. Careful design of pedestrian routes through such developments would be needed to maintain and enhance the feeling of a green route.</td>
</tr>
</tbody>
</table>
**Route** | **Path numbers** | **Assessment**
---|---|---
‘Stretch Pool’ | 166/26 (PBW) | Urban sealed route between West Street and Withers Way via ‘Stretch Pool’. No adjacent developments planned.
A44 to A3400 | 166/6 (PFP) | Across open fields.

**Key:**
- PFP = public footpath
- PBW = public bridleway
- RB: restricted byway

**Ginnels and unofficial paths**
There are a number of pedestrian routes that are important but not officially listed on the Definitive Map. All but one are sealed in urban areas. Only two of the routes run near or through potential development sites, as identified by the SHLAA. All of these routes should be maintained/enhanced if any developments were to be planned in the longer term:
- Along rear of houses in Webb Crescent and Lewis Road
- To rear of houses on Leys Approach
- To rear of houses on Hailey Avenue and with spur access down to Churchill Road
- Two access routes from Cornish Road to recreation ground to rear (north).
- From Burford Road through to Cotswold Crescent (near to SHLAA site 289 – enhanced additional green path planned as part of this development).
- From West Street, past Bannor Electrical Services’ shop, down via Hill Lawn Court to access road to New Street car park (only open on weekdays when shop is open, due to a planning dispute relating to housing development on Hill Lawn Court)
- From A361 Banbury Road (opposite Police Station) to Marlborough Road
- The old rope walk from High Street to Albion Street (past Gill’s hardware shop – private route closed at night)

- From Albion Street to Shepard Way
- Rear of Fox Close and Hitchman’s Mews
- From top of Rock Hill to Coopers Square (not fully sealed – can flood in wet weather)
- Two links from Rowell Way up to and along banking to rear of houses and linking through to Wards Road (runs adjacent to SHLAA site 212 – would need careful consideration of landscaping to maintain green route but could provide link to Tank Farm site and London Road – see below)

The one non-urban, non-sealed route runs through woods parallel to A361 Banbury Road opposite Cromwell Park Industrial Estate and adjacent to allotments. The route could be impacted by SHLAA site 291 and terminates opposite the corner of site 290 (on opposite side of Banbury Road). It provides a quiet route alongside the A361 and a useful link at the easterly end to permissive paths to Over Norton. It is important to maintain the wooded nature of this route.
Figure B.1: Map of public rights of way, ginnels and proposed/desire routes (see pg 69)
Figure B.2: Map of public rights of way in Chipping Norton and surrounding area
**Proposed/desire routes**

With development of the Health Park on London Road it would be appropriate to achieve pedestrian access that avoids the main roads.

- A link from A361 Banbury Road adjacent to Cromwell Park to the rear of the new hospital has been requested and in principle approved by OCC, though it is subject to funding. It could be further progressed as a result of the Aldi development.

- There is evidence of unofficial use from the east (garage) end of Coopers Square and from the path to the rear of Rowell Way up on to Tank Farm to provide access to London Road and Holy Trinity School. Links could be enabled, subject to negotiation with residents of Coopers Square and any developers of SHLAA site 212.

- It has been suggested that there could be a link from Fox Close to the Glyme route (116/3) but this would have to be across the Chipping Norton School playing fields. There is a gate off Fox Close which is opened for access by school pupils only. However, it is unlikely that OCC and the school authorities would grant approval to an unregulated public footpath. A cross town route from London Road and from houses in Fox Close, Foxfield, Wards Road, Rowell Way areas would depend upon any Tank Farm development (SHLAA sites 204, 212, 299).

- Links from Insall Road and Park Road to Banbury Road are rather tortuous. There is a private driveway alongside the property on Over Norton Road opposite Park Road leading through to a gateway on Insall Road. If this property were ever proposed for development (e.g. back land), it could be appropriate to request the driveway be made into a through footway.

- Similarly if SHLAA site 291 were to be approved, then a footway could be made as part of the plan from the site of the sub-station along the rear of properties on Park Road or through site 291 up to the Banbury Road. This would also require negotiation with the new veterinary surgery.

If all these developments were to be approved then a cross-town pedestrian bypass route would be achieved, as indicated in Figure B.1, linking Insall Road/Wilcox Road, Over Norton Road, Banbury Road, the hospital and Health Park, Holy Trinity School, housing on east side of town, Burford Road, Walterbush Road and Hailey Road. Even if this were achieved in stages it would be beneficial, although an overall strategy should be followed.
APPENDIX C: LETTER FROM STAGECOACH STRATEGIC DEVELOPMENT MANAGER

27th January 2015

Benedict Vanheems
Neighbourhood Plan Project Manager
Chipping Norton Town Council
The Guildhall
Chipping Norton
Oxfordshire
OX7 5NJ

Dear Ben,

I write in response to your query regarding further clarification on the operational requirements and benefits that securing long-term bus parking arrangements would offer the town and its residents, as part of Neighbourhood Plan Policy.

Operationally, the current timetable offered on service S3, the main inter-urban direct link to Oxford, depends entirely on the ability the company has to station buses overnight at Chipping Norton. This arises from the fact that the key peak flow at the starts and ends of the operating day, originates in the town, and returns there. It would add a great deal of unproductive operating time to have to run these buses out and back from an alternative depot, which would probably be either Witney or Banbury in this case. In addition there is insufficient room at alternate depots to accommodate growth, and, given the development planned for the town, and increase in the level of service provided could only be expected to make matters even more difficult. Broadly speaking, maintaining the current arrangement, and offering the scope to expand, allows us to cost-effectively maintain services, and thus both operate key peak journeys and keep fares overall as low as possible.

The current services offered (S3 to Woodstock/Oxford and 488 to Banbury) have both seen very considerable patronage growth over the last 10 years. In fact service S3 has seen a three-fold rise in usage since 2000. We are keen to maintain and develop the services further, and we are hoping that the level of growth planned for the town could justify increases in service, including service frequency, especially on the Oxford route. This links towards key destinations, not least hospitals. It will also provide a direct and attractive link to new employment at Oxford Northern Gateway, and expanded employment very near the line of route at Begbroke/OU Science Park.

Ten years ago we stationed just 3 buses at Chipping Norton; today there is a requirement for 9. This directly supports 12 full-time local jobs. We see the need for growth to provide parking for 12 full-size buses. This suggests a regularly-sized (i.e. broadly rectangular) site of about 0.22 Ha. Ideally it would have two accesses to the highway, one each at/near two corners. This should either have direct access onto London Road, via a safe and direct route, or be within 250m of the current line of the S3 route, within the town. It should be fenced and secureable, and ideally surveilled in some way. We would also find it very helpful if there were space, or scope, to introduce fuelling facilities in due course, and a small cabin.
for supervision and driver breaks/facilities. Maintenance would be undertaken at Oxford depot, or elsewhere.

Our current yard is on a short-term lease pending redevelopment, with 3 months notice servable by the freeholder. Thus we need to secure longer-term facilities. The assistance of the Town Council, through planning policy, and potentially in other ways, is therefore greatly appreciated.

We would hope that a suitable premises could be secured on the Tank Farm site. It is also worth saying that it may prove possible to look at other locations. The town centre car park on Albion Street, managed by WODC, was mentioned in my previous e-mail, as possible solution in extremis. I have since visited the site again, and it is clear that as buses could not turn within the site, they would have to reverse in from the street. It is also unclear if the site could be managed to ensure parked cars were clear by the time it were needed. There also would be some potential issues with residential neighbours, owing to the hours at which buses would be likely to leave and arrive. I therefore conclude that this very unlikely to prove practical. This underlines the need to secure a site through the Neighbourhood Plan process.

I trust that the foregoing is sufficient to allow appropriate policy to be framed within the Neighbourhood Plan.

By all means, feel free to discuss this further with me.

Kind regards

Nick Small

Strategic Development Manager (Midlands, Oxfordshire and West)
APPENDIX D: SUMMARY OF POLICIES

Masterplanning policies

M1: Employment land
The provision of new employment land located with due regard to other policies within this Plan is supported. The total area of existing and allocated employment land within Chipping Norton must not drop below the current figure of 15.17 hectares (as of September 2014).

The provision of new employment land will be encouraged in principle in appropriate, sustainable locations, particularly where this will facilitate the reuse of previously developed (brownfield) land.

Proposed developments should be consistent with the following criteria:
• Be well-related to Chipping Norton in terms of location and relationship to the existing settlement pattern, or elsewhere relate to a diversification proposal which is fully integrated with an existing farm business or where it would meet a specific need which could not otherwise be met;
• With the potential exception of diversification schemes, which may sometimes be in isolated, rural locations, the provision of new employment land should be well-served by a choice of means of transport, including public transport, walking and cycling;
• Avoid any harmful landscape impact;
• Not adversely affect the amenity of any current or prospective neighbouring properties;
• Achieve high standards of sustainable construction;
• Make the most efficient use of the site in terms of minimising the required land-take and maximising the number of job opportunities;
• Re-use existing buildings where feasible.

In accordance with the NPPF, any proposal within the AONB will be expected to conserve landscape and scenic beauty.

Existing employment sites will be safeguarded from redevelopment to non-employment uses unless it can be demonstrated that the site is no longer needed, or is unsuitable for employment use and/or that the replacement use would offer a significant social, economic or environmental benefit. Proposals that would lead to a significant reduction in provision will be resisted. The total area of existing and allocated employment land within Chipping Norton should be retained no lower than the current figure of 15.17 hectares (as of September 2014) and should increase as a minimum in line with the growth of the town’s population.

M2: Industrial and office units
Proposals that create flexible industrial and office units will be supported, particularly where they are of a high quality design and in a sustainable, accessible location.

M3: Play space
Proposals for residential development will be required to contribute towards the provision of high-quality play and activity spaces for children and young people, designed in consultation with the local community, with sufficient funding to ensure that the town’s play spaces can be maintained to an appropriate standard.

Larger residential schemes of 50 or more dwellings will be expected to provide play space on-site as an integral part of the development. Smaller residential schemes of less than 50 dwellings will be required to contribute through payment of the Community Infrastructure Levy (CIL).
Masterplanning policies continued...

**M4: Green space**
Any proposal for residential development will be required to contribute towards the provision of accessible green spaces designed and maintained to enhance the lives of local residents, wildlife and the landscape.

Larger residential schemes of 50 or more dwellings will be expected to provide natural greenspace on-site as an integral part of the development. Smaller residential schemes of less than 50 dwellings will be required to contribute towards improved provision through payment of the Community Infrastructure Levy (CIL).

Natural England standards for Accessible Natural Greenspace (ANGSt) are to provide a benchmark against which proposals are judged.

**M5: New park**
A new park including playing pitches, children’s play space and youth provision, space for informal recreation and natural greenspace will be sought on the eastern side of town. It is envisaged that this will be delivered as an integral part of the proposed Strategic Development Area (SDA), but other opportunities will be explored.

**M6: Brownfield land**
Proposals for development that reuse brownfield land where it is not of high environmental value will be strongly supported.

**M7: Landscape setting**
Developments should protect and where possible enhance the high quality landscape setting of the town.

**M8: Natural environment**
Developments should ensure a net gain for biodiversity. Measures to provide new habitat and maintain the existing network of habitats and species are encouraged. Measures to improve landscape quality, scenic beauty and tranquility and to reduce light pollution are encouraged. Development within and affecting the Cotswold AONB must be in accordance with the Cotswold AONB Management Plan and associated guidance.

**M9: Green infrastructure**
Development should include measures to retain existing trees, hedgerows and habitats in accordance with current guidance including BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations or its future equivalent and should maintain or enhance boundary treatments between the new development area and adjacent existing urban areas. Strong support is given to the inclusion of new areas of natural planting and habitat between existing and new areas of development to provide wildlife corridors and natural screening.

**M10: Trees**
The inclusion and retention within developments of large, significant and locally important trees or groups of trees in sufficient space to allow them to reach their mature size and with due regard to underground and overhead services will be supported in order to maintain the special character of the town.

**M11: Urban fringe development**
The design of new development on the urban fringe should protect and where possible enhance the character of adjacent rural areas and green spaces.
Transport and movement policies

T1: Traffic and HGVs
Design and highways proposals that mitigate the impact of through traffic within Chipping Norton, particularly from heavy goods vehicles, are strongly encouraged. Proposals could include:
- Traffic calming measures;
- Weight restrictions, particularly on London Road;
- Declassification of roads and/or signage to divert heavy goods vehicles away from and around Chipping Norton (while allowing for access).

T2: Highways network
Proposals for development should take into full account the capacity of the existing highway network, protecting the town’s historic character of narrow roads and pavements and taking note of its hilly nature. If an acceptable level of impact cannot be achieved additional infrastructure should be provided that is compatible with other policies within this Plan.

Where new developments require access through an existing residential road, appropriate traffic calming measures should be implemented on the existing approach road/s.

T3: Electric car charging points
The installation of public electric car charging points is supported.

T4: Bus access
As a general principle, the layout of all new development should take into account the needs of buses and allow for efficient, unimpeded bus access.

T5: Public transport
Any residential development and major non-residential development more than 1000m² will be required to make provision for enhanced public transport through a planning obligation or a payment of the Community Infrastructure Levy (CIL). Particular emphasis will be placed on increased frequencies to Oxford and express, evening and Sunday services to Banbury and, where possible, new tourist-focussed routes to Stow-on-the-Wold, Moreton-in-Marsh and Burford.

T6: Bus parking
The provision of a secure parking area for up to 12 service buses will be sought as part of any major development along or off London Road, either on-site or through the provision of an alternative site in a suitable, accessible location. The area reserved should be broadly rectangular, at least 0.3 hectares, fenced and securable.

T7: Public rights of way network
Any residential development and major non-residential development more than 1000m² will be required to contribute to the improvement and enhancement of the public rights of way network throughout the town and surrounding areas through a planning obligation or a payment of the Community Infrastructure Levy (CIL).

All new development will be expected to safeguard the existing public rights of way network within and around the town.

T8: Walking and cycling routes
Development should be well connected to other parts of the town. Attractive and safe walking and cycling routes towards the town centre and other community facilities should be provided to serve new development.

T9: Easy access for all
Developments should take account of the movement needs of people of all abilities on pavements, pathways and road crossing points. Access to new developments should flow seamlessly from the existing pedestrian network and prove easy for all to navigate.
Town centre policies

**TC1: Community facilities provision**
Proposals within the town centre that provide space for community facilities will be strongly supported.

**TC2: Street furniture**
Proposals that improve signage, interpretation and street furniture within the town centre will be supported to encourage tourism and longer stays. Proposals should seek to minimise street clutter and a proliferation of signage.

**TC3: Reorganisation of High St/Market Place**
Improvements to the town centre will be supported to provide a better environment for pedestrians and a public transport interchange.

**TC4: Town centre car parking**
Proposals that increase the level of provision and/or improve the functionality of off-street parking to serve the town centre will be strongly supported. Developer contributions through the payment of the Community Infrastructure Levy (CIL) or a planning obligation may be used to facilitate the provision of additional off-street parking spaces and improvements to its management. Proposals that reduce the number of off-street parking spaces to serve the town centre will be resisted.

**TC5: High Street character**
Proposals that retain and enhance the existing character and amenities of the High Street will be supported in principle.

**TC6: Retail activity**
To ensure the vitality of the town centre this Plan will support the provision of new Town Centre uses within the defined Town Centre Boundary as outlined in Figure 8.2. Particular support will be given to provision of active frontages including ground-level shops and restaurants.

The loss of retail uses within the primary shopping frontages will be resisted and the loss of other town centre uses within the secondary shopping frontages will also be resisted.

Throughout the defined Town Centre Boundary, the provision of office space and residential accommodation at first floor level above commercial uses will be supported in principle.
Building design and use policies

B1: Historic built environment
The parish’s designated historic heritage assets and their settings, both above and below ground, including listed buildings, scheduled monuments and Conservation Area will be conserved and enhanced for their historic significance and their important contribution to local distinctiveness, character and sense of place.

Proposals for development that affect non-designated historic assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the National Planning Policy Framework (NPPF 2012).

B2: Conservation Area
The special character of Chipping Norton’s Conservation Area should be preserved or enhanced. New development or proposals involving the alteration or extension of a building in or within the setting of the town’s Conservation Area will be supported subject to the following criteria:

• The form, design, scale, methods of construction and materials used should respect the characteristics of historic buildings and other assets in the area, the townscape and its landscape setting.
• The siting of proposals should respect existing open spaces, significant trees and the townscape.
• It does not reduce the total area of open space which makes an important contribution to the character of the Conservation Area.
• Features of historic value such as stone boundary and significant walls are preserved or enhanced.
• Major, minor and landscape views within, into and out of the area are preserved or enhanced.

B3: Affordable housing
Residential development should meet a range of households’ needs for affordable housing to either rent or buy. In accordance with national guidance, small residential developments of 1-5 units will not be required to contribute towards the provision of affordable housing. Medium-sized developments of between six and ten units where located within the Area of Outstanding Natural Beauty will be expected to make a financial contribution towards off-site provision of affordable housing. Schemes of 6-10 units outside the AONB will not be required to contribute towards the provision of affordable housing. All larger developments of 11 or more units or a combined gross floor space greater than 1000m² will be expected to deliver 40% affordable housing on site. Proposals exceeding these levels will be strongly supported.

Affordable housing schemes that meet the housing needs of households who have connections with Chipping Norton and its local community will be favoured. Households may have connections with the town because of current or previous residence, family associations, employment reasons or because of other social, health and wellbeing considerations. Someone has a local connection to Chipping Norton if they:

• Live here in permanent accommodation
• Have lived here for three years out of the last five years before applying for affordable housing, or ten years in total
• Are employed here or have the offer of a job here
• Have close family who have lived here for at least five years
• Are threatened with homelessness and WODC has a duty to secure accommodation.
Building design and use policies continued...

**B4: Housing for the elderly and disabled**
Housing developments that increase the choice of different types of housing available to older and disabled people in the town will be supported including:
- Specialised housing provision that meets both the housing and care needs of people (taking due consideration of recent developments of this type in Chipping Norton)
- Accessible housing that meets the needs of people with disabilities
- Housing that offers people the opportunity to move into more manageable accommodation that better meets their needs as they grow older.

**B5: Housing for young people and families**
Housing developments that will enable younger people and families that have connections to Chipping Norton (as defined in policy B3) to set up a new home in the town will be supported.

**B6: Provision of self-build plots**
Developments over 50 units in size should allocate at least 5% of dwelling plots for self- and custom-builders. The allocation of plots should also take into account the need as identified by West Oxfordshire District Council. Developers should undertake activities to sub-divide the site into plots and provide supporting infrastructure such as roads and services. In addition to the proportional allocation of larger developments, the provision of new sites specifically for self-build is strongly supported.

**B7: Allocation of self-build plots**
Dwellings may only be built on self/custom-build-allocated sites by individuals, or builders or developers acting on behalf of individuals or a community group of individuals. Those wishing to purchase a self/custom-build plot should demonstrate that they intend to live in the property once it is completed. Dwellings should be constructed within three years of purchase and should be built with due regard to the West Oxfordshire Design Guide or its future equivalent.

Where plots have been made available and marketed appropriately for at least 12 months and remain unsold, the plot(s) may be offered to West Oxfordshire District Council or a Housing Association before being built out by the developer.

**B8: Bicycle and bin storage**
Any proposals for development should provide adequate storage for bicycles as laid out in the Code for Sustainable Homes Technical Guide November 2010 or its future equivalent. There should also be adequate closed storage for wheelie bins and recycling boxes in order to reduce impact on the street scene.
Building design and use policies continued...

**B9: Energy use and efficiency**
New development and extensions and alterations to existing buildings should strive for the highest possible energy efficiency standards suitable for the project in question. This could include, for example, the incorporation of renewable energy technologies and other low energy systems, community scale renewable and/or low carbon energy schemes, exemplary standards of insulation, and passive measures such as intelligent development layout and building orientation and design.

Proposals seeking to comply with the Government’s zero carbon standard are encouraged. Where developers cannot achieve a zero carbon standard they will need to provide a robust assessment to the local planning authority as to why this isn’t possible. The use of construction materials with low embodied energy is also encouraged.

**B10: Sustainable drainage systems**
New development should incorporate sustainable drainage systems (SuDS) and provision for their ongoing maintenance in order to buffer rainwater runoff and alleviate flood risk.

**B11: Water use and efficiency**
All new houses with a garden should include water butts to reduce treated water consumption within the garden. Where feasible new development should also incorporate rainwater harvesting and/or grey water recycling techniques in order to reduce household water consumption further.

**B12: Water supply and sewerage**
As much of Chipping Norton is underlain by a Principal Aquifer, foul water from all development should connect to the foul sewer so as to avoid groundwater pollution. Developers should demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off sites to serve developments being proposed and that any development would not lead to problems for existing users.

Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water company (Thames Water) to agree what improvements are required and how they will be funded prior to commencement of the development.
## APPENDIX E: ASPIRATIONAL PROJECTS

### Introduction

During the public consultation exercises a number of specific projects were suggested. The table below lists some of these suggestions. These projects are aspirational and have not been assessed for viability. However, they give an indication as to how some of the more general guideline policies contained within this Neighbourhood Plan could eventually come to fruition.

<table>
<thead>
<tr>
<th>Aspirational project</th>
<th>Possible funding source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Double deck New Street car park to increase parking capacity.</td>
<td>CIL, OCC, WODC, developers</td>
</tr>
<tr>
<td>Weight limits and improved signage to reduce HGV impacts such as pollution on town centre. We will work with OCC to investigate options to reduce traffic through the town.</td>
<td>CIL, OCC Highways and Transport Department</td>
</tr>
<tr>
<td>Develop and maintain a shuttle bus or similar public transport link within the town to connect outlying residential areas with the town centre and healthcare facilities on London Road.</td>
<td>Town Council, OCC, WODC, private funding</td>
</tr>
<tr>
<td>Provide further car parking in addition to the New Street car park site.</td>
<td>CIL, OCC, WODC, Town Council, developers</td>
</tr>
<tr>
<td>A traffic route avoiding the centre of Chipping Norton using existing and possible new roads and that links with existing A roads.</td>
<td>OCC Highways and Transport Department, Warks. County Council, Glos. County Council</td>
</tr>
<tr>
<td>Household waste recycling centre in or close to Chipping Norton.</td>
<td>WODC, OCC</td>
</tr>
<tr>
<td>Bus terminal to improve frequency and viability of bus services to and from Chipping Norton.</td>
<td>Public transport providers, OCC</td>
</tr>
<tr>
<td>Increased frequency bus services to Oxford and Banbury, including early morning and evening services.</td>
<td>CIL from Tank Farm development, public transport providers</td>
</tr>
<tr>
<td>Create eastern arc of footpaths linking Over Norton Rd to Burford Rd to Hailey Rd.</td>
<td>CIL from sites 212 &amp; 204 (Tank Farm) and 289 (Chadlington Downs)</td>
</tr>
<tr>
<td>Undertake a programme to improve the footpaths around town.</td>
<td>OCC, WODC, Town Council</td>
</tr>
<tr>
<td>Improve the provision and quality of play areas for children and young people, including the provision of a skate park.</td>
<td>Town Council, CIL</td>
</tr>
<tr>
<td>Install outdoor exercise/gym equipment for adults.</td>
<td>Town Council, CIL</td>
</tr>
<tr>
<td>Improvements to visitor accommodation and attractions.</td>
<td>Private funding, grants</td>
</tr>
<tr>
<td>Create green spaces/pocket parks within the town centre that are free from traffic fumes and noise.</td>
<td>WODC, Town Council, grants</td>
</tr>
<tr>
<td>Information and research hub housing IT services, library, info. centre, public education, local history and wellbeing centre.</td>
<td>CIL, grants and voluntary fundraising</td>
</tr>
<tr>
<td>Use the roofs of commercial and larger public buildings as a host for photovoltaic and solar hot water panels.</td>
<td>Private funding</td>
</tr>
<tr>
<td>Conduct a traffic flow study to investigate ways of improving traffic within the town including, for example, a one-way system.</td>
<td>OCC highways, WODC, Town Council</td>
</tr>
<tr>
<td>Improve the continuity of the design of signage within the town.</td>
<td>WODC, OCC</td>
</tr>
<tr>
<td>Provide additional car parking within or adjacent to the London Road healthcare complex to meet the future needs of people accessing these facilities.</td>
<td>CIL, private funding</td>
</tr>
</tbody>
</table>

**Key:**
- CIL = Community Infrastructure Levy
- OCC = Oxfordshire County Council
- WODC = West Oxfordshire District Council
APPENDIX F: STEERING GROUP MEMBERS

The members of the Chipping Norton Neighbourhood Plan Steering Group at the time of submitting the Neighbourhood Plan were as follows:

- **Chris Butterworth**, Steering Group Chairman. Chipping Norton town councillor and past mayor.
- **Don Davidson**, Steering Group deputy chairman, Chipping Norton town councillor and past mayor.
- **John Grantham**, Honorary Citizen, former Chipping Norton town councillor, former WODC councillor and past mayor. Former director of Parker Knoll.
- **Martin Jarrett**, Chipping Norton town councillor and past mayor. Former forest manager of the Bruern Estate, west Oxfordshire.
- **James Kitcher**, Director of Cotswold Lettings, Chipping Norton.
- **Nigel Rose**, Chartered Mechanical Engineer, past member of Southeast Regional Transport Board with involvement in other planning and transport bodies. Former councillor of Wokingham Unitary District Council.
- **Michael Tysoe**, Chipping Norton town councillor and mayor.
- **Benedict Vanheems**, Neighbourhood Plan Project Officer and writer.

All members of the Steering Group were acting in their capacity as residents or former residents of Chipping Norton.