APPENDIX A: 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 A.3 on page 67.

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) 166/29 (PFP) 166/9 (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) 166/13 (PFP) 166/14 (RB) 166/15 (PFP) 166/16 (PFP) 166/17 (PFP) 166/18 (PFP) 166/19 (PFP) 166/20 (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) 166/22 (PFP) 166/23 (PFP) 166/24 (PFP) 166/25 (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>
### Stretch Pool

Urban sealed route between West Street and Withers Way via ‘Stretch Pool’. No adjacent developments planned.

### A44 to A3400

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.

<table>
<thead>
<tr>
<th>Route</th>
<th>Path numbers</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>‘Stretch Pool’</td>
<td>166/26 (PBW)</td>
<td>Urban sealed route between West Street and Withers Way via ‘Stretch Pool’. No adjacent developments planned.</td>
</tr>
<tr>
<td>A44 to A3400</td>
<td>166/6 (PFP)</td>
<td>Across open fields.</td>
</tr>
</tbody>
</table>
Figure A.1: Map of public rights of way, ginnels and proposed/desire routes (see pg 66)
Figure A.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 A.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.
Figure A.3: Map of Strategic Land Availability Assessment (SHLAA) sites in Chipping Norton
APPENDIX B: SUMMARY OF POLICIES

Masterplanning policies

MP1: Employment land
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 land shown on Figure 6.1 will be safeguarded from non-employment uses unless it can be demonstrated that the site is no longer needed for such purposes or is replaced by equivalent or enhanced provision, or is unsuitable for employment use and/or that the proposed replacement use would offer significant social, economic or environmental benefits.

MP2: Industrial and office units
Proposals that create flexible industrial and office units will be supported, provided that the effects on the AONB and the relationship with the occupiers of neighbouring properties are acceptable.

MP3: Play space
Proposals for residential development will provide high quality play and activity spaces for children and young people either on-site as an integral part of the development or through a planning obligation or CIL as appropriate, and commensurate with the size of the scheme. Spaces should be designed in consultation with the local community and be maintained to a high standard.

MP4: Green space
Proposals for residential development will be required to contribute towards the provision of accessible natural green spaces designed and maintained to enhance the lives of local residents, wildlife and the landscape either through on-site provision as an integral part of the development or through a planning obligation or CIL as appropriate, and commensurate with the size of the scheme.

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

MP5: 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.
Masterplanning policies continued...

**MP6: Brownfield land**
Proposals for development that reuse brownfield land where it is not of high environmental value will be strongly supported.

**MP7: Landscape setting**
Developments should protect and where possible enhance the high quality landscape setting of the town.

**MP8: Natural environment**
Development should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Existing ecological networks should be retained and new ecological habitats and networks are particularly encouraged. Measures to improve landscape quality, scenic beauty and tranquility and to reduce light pollution are encouraged. Great weight will be given to conserving landscape and scenic beauty within the AONB and development within and affecting the AONB must have regard to the Cotswolds AONB Management Plan and any relevant associated guidance.

**MP9: Green infrastructure**
Development should retain existing trees, hedgerows and habitats which are important for their historic, visual or biodiversity value unless the need for, and the benefits of, the development in that location clearly outweigh any loss. Any such loss will be appropriately mitigated.

Strong support will be given to the retention of natural boundary treatments and the provision of new areas of natural planting and habitat as part of new developments. This will help to promote wildlife corridors and, where appropriate, provide natural screening to help integrate new development with existing built-up areas.

**MP10: Trees**
Development proposals will take account of, and retain and include, individual trees or groups of trees of local importance and significance. Sufficient space will be retained around trees to ensure their longevity. Where it is not possible or feasible to retain such trees, for example because of utility provision, replacement trees of an equivalent or better standard will be required in an appropriate location on the site.

**MP11: Urban fringe development**
The design and layout of new development in the urban fringe or close to the edge of the built up area should take account of, and respect, the character of adjacent rural areas, green spaces or countryside by providing landscaping and/or open areas where appropriate, to act as a bridge or buffer with the adjacent more open or rural area.
Transport and movement policies

TM1: 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.

TM2: Highways network
Development proposals that generate a significant amount of traffic movement must be accompanied by evidence that sets out the transport issues relating to the development. This evidence must include the measures to be taken to deal with the anticipated transport impacts of the scheme taking into account the historic character of Chipping Norton and its historic streets and pavements as well as its topography. If the impact cannot be satisfactorily mitigated the proposal will be resisted.

TM3: Electric car charging points
The installation of public electric car charging points is supported.

TM4: 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.

TM5: Public transport
Provision for enhanced public transport will be sought from residential developments and non-residential developments as appropriate, including through the use of planning obligations and/or CIL.

TM6: Public rights of way network
All new development will be expected to protect the existing public rights of way network within and around the town.

Provision for the enhancement of the public rights of way network throughout the town and its surroundings will be sought from residential developments and non-residential developments where appropriate, including through the use of planning obligations and/or CIL.

TM7: 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.

TM8: 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: Town centre reorganisation
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

BD1: Historic built environment
The parish’s designated heritage assets and their settings including listed buildings, the Conservation Area, scheduled monuments and assets above above and below ground, will be preserved or enhanced. Proposals for development will take into account their significance and 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).

BD2: Conservation Area
The special character or appearance of the Chipping Norton Conservation Area should be preserved or enhanced.

New development including proposals that involve the alteration or extension of a building within or adjacent to the boundary of the Conservation Area will generally be supported subject to compliance with all of the following criteria:

- The form, design, scale and materials respect the host building (where applicable) and the Conservation Area, the townscape and any landscape setting
- The siting respects the significant open spaces and significant trees shown on Figure 9.1 and the wider townscape
- Any open space that makes a significant contribution to the character or appearance of the Conservation Area is not reduced in size
- Historic features such as stone boundary walls, are preserved or enhanced and
- Major, minor and landscape views identified on Figure 9.1 are preserved or enhanced.

BD3: Affordable housing
Qualifying residential developments should meet a range of households’ needs for affordable housing to either rent or buy.

Affordable housing schemes that meet the housing needs of households who have connections with Chipping Norton and its local community will be encouraged. 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.

BD4: 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
- 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.

BD5: 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 BD3) to set up a new home in the town will be supported.
Building design and use policies continued...

**BD6: Provision of self-build plots**

Developments over 100 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. Only where it can be robustly demonstrated that the provision of on-site plots is unviable and alternative off-site provision cannot be made will this requirement be waived. In addition to the proportional allocation of larger developments, the provision of new sites specifically for self-build is strongly supported.

**BD7: 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.

**BD8: Bicycle and bin storage**

New development should ensure that satisfactory provision is made for a) convenient, safe and secure bicycle storage and b) convenient, safe, closed refuse and recycling bin storage wherever possible and as an integrated part of the design and layout of any scheme.

**BD9: Sustainable drainage systems**

New developments of ten or more dwellings and major commercial development will be expected to provide and incorporate sustainable drainage systems unless it is demonstrated that this would be inappropriate.

**BD10: 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 work with the local planning authority and infrastructure providers to 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 C: 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</td>
<td>CIL, OCC Highways and Transport Department</td>
</tr>
<tr>
<td>centre. We will work with OCC to investigate options to reduce traffic through the</td>
<td></td>
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<tr>
<td>town.</td>
<td></td>
</tr>
<tr>
<td>Develop and maintain a shuttle bus or similar public transport link within the town</td>
<td>Town Council, OCC, WODC, private funding</td>
</tr>
<tr>
<td>to connect outlying residential areas with the town centre and healthcare facilities</td>
<td></td>
</tr>
<tr>
<td>on London Road.</td>
<td></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</td>
<td>OCC Highways and Transport Department, Warks. County</td>
</tr>
<tr>
<td>new roads and that links with existing A roads.</td>
<td>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</td>
<td>Public transport providers, OCC</td>
</tr>
<tr>
<td>Chipping Norton.</td>
<td></td>
</tr>
<tr>
<td>Increased frequency bus services to Oxford and Banbury, including early morning and</td>
<td>CIL from Tank Farm development, public transport providers</td>
</tr>
<tr>
<td>evening services.</td>
<td></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</td>
</tr>
<tr>
<td>Undertake a programme to improve the footpaths around town.</td>
<td>Downs)</td>
</tr>
<tr>
<td>Improve the provision and quality of play areas for children and young people,</td>
<td>OCC, WODC, Town Council</td>
</tr>
<tr>
<td>including the provision of a skate park.</td>
<td></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>Town Council, CIL, developers</td>
</tr>
<tr>
<td>Create green spaces/pocket parks within the town centre that are free from</td>
<td>WODC, Town Council</td>
</tr>
<tr>
<td>traffic fumes and noise.</td>
<td></td>
</tr>
<tr>
<td>Information and research hub housing IT services, library, info. centre, public</td>
<td>CIL, grants and voluntary fundraising</td>
</tr>
<tr>
<td>education, local history and wellbeing centre.</td>
<td></td>
</tr>
<tr>
<td>Use the roofs of commercial and larger public buildings as a host for photovoltaic</td>
<td>Private funding</td>
</tr>
<tr>
<td>and solar hot water panels.</td>
<td></td>
</tr>
<tr>
<td>Conduct a traffic flow study to investigate ways of improving traffic within the</td>
<td>OCC highways, WODC, Town Council</td>
</tr>
<tr>
<td>town including, for example, a one-way system.</td>
<td></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</td>
<td>CIL, private funding</td>
</tr>
<tr>
<td>complex to meet the future needs of people accessing these facilities.</td>
<td></td>
</tr>
</tbody>
</table>

Key: CIL = Community Infrastructure Levy; OCC = Oxfordshire County Council; WODC = West Oxfordshire District Council

Chipping Norton Neighbourhood Plan 74 December 2015
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.