



# Chipping Norton Neighbourhood Plan 1 Jan 2015 - 31 March 2031

Our town, our future



## Foreword

Like other residents of Chipping Norton I'm justifiably proud of our town. Its combination of thriving community spirit, attractive built environment, stunning landscape setting, rich history and active calendar of events makes 'Chippy' a highly desirable place to live, work and visit. While the town is an undeniable jewel of the Cotswolds as one of its gateways, it's also a real, working town that maintains a sense of independence and welcoming spirit increasingly rare in today's fast-paced world.

The challenge over the coming years is to meet the needs of development without compromising the town's unique appeal. It's a formidable challenge but one that the Neighbourhood Plan Steering Group feels is addressed by this Neighbourhood Plan.

The primary purpose of this document is to provide guidance to any parties wishing to submit planning applications for development within the town. The Plan has been produced by the Chipping Norton Neighbourhood Plan Steering Group after some three years of background research and community consultation. All documents relating to the Chipping Norton Neighbourhood Plan can be accessed via the Neighbourhood Plan pages of the Town Council's website: [www.chippingnortontowncouncil.co.uk](http://www.chippingnortontowncouncil.co.uk)

As the neighbourhood planning process is new and we were awarded Front Runner status, we have had to learn and adapt throughout, sharing experiences with other towns embarking on their own plans. We have worked closely with planning officers at West Oxfordshire District Council (WODC) and with Planning Aid, a service provided by the Royal Town Planning Institute (RTPI).

The Steering Group has consulted the community through open days, surveys, task groups, focus groups, the intermediate consultation document 'Chipping Norton: Looking Back, Stepping Forward' and, finally,

the formal six-week public consultation process on the draft version of the Neighbourhood Plan. The Chipping Norton Neighbourhood Plan now becomes a statutory document within the local development framework. The policies contained within it carry legal weight and will help to shape development over the coming years.

The Steering Group believes this Neighbourhood Plan reflects the views of our community. An overriding message emanating from the consultation process was that the residents of Chipping Norton are proud of their town and have a strong desire to retain its unique character. This was key to agreeing the overarching vision of the Plan from which its objectives and policies have been derived:

*A working Cotswold town thriving economically and socially as a rural hub while maintaining its strong sense of community spirit and conserving and enhancing its character, high-quality historic built and natural environments, local services and facilities.*

We strongly believe that this Plan is robust and provides the necessary policies for determining planning applications. It provides clarity to the community, landowners and other interested parties on how the town will evolve for the benefit of the existing and future population up to 2031. It is expected that Chipping Norton will continue to thrive over the period of the plan, maintaining its reputation as a welcoming, warm-spirited and beautiful place to live, work and visit.



**Chris Butterworth**  
**Chairman, Chipping Norton**  
**Neighbourhood Plan**  
**Steering Group**

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# 1: INTRODUCTION

## What is a Neighbourhood Plan?

- 1.1 A Neighbourhood Plan sets out the vision for an area and planning policies for the use and development of land. It forms part of the statutory local development framework for the area, which means that the policies and proposals contained within it will be used to help determine planning applications, including appeals. The policies within a Neighbourhood Plan cannot block the strategic development needs of the wider area as outlined in the local development framework. They can, however, shape and influence what that development will look like and where it will go.
- 1.2 The Neighbourhood Plan forms the most locally specific planning document within the statutory planning framework. While a planning authority's Local Plan (in this instance the West Oxfordshire Local Plan 2011) sets out district-wide policies, a Neighbourhood Plan adds an additional layer of detail specific to the locality that it covers.

## Chipping Norton's Neighbourhood Plan

- 1.3 In 2012 the imminent publication of West Oxfordshire District Council's then Draft Local Plan 2029 was recognised as a chance for the residents of Chipping Norton to contribute a local perspective to the statutory planning framework for the area. The town enjoys a rich history and distinctive character, something the Town Council wants to conserve and enhance through its own Neighbourhood Plan (henceforth also 'the Plan').

## Submitting body

- 1.4 This Plan is submitted by Chipping Norton Town Council, a qualifying body as defined by the Localism Act 2011. The preparation of the Plan was delegated to the Chipping Norton Neighbourhood Plan Steering Group, whose members are listed in appendix D.

## Plan period and monitoring

- 1.5 Working in consultation with the local planning authority West Oxfordshire District Council (WODC) it was decided that the Plan should cover the period up to 2031. This mirrors the timeframe of WODC's emerging new Local Plan, which this Plan will sit alongside. As the Neighbourhood Plan authority, Chipping Norton Town Council holds primary responsibility for the delivery and monitoring of the Plan and, as required, its review over the course of the Plan period.

## Purpose of this document

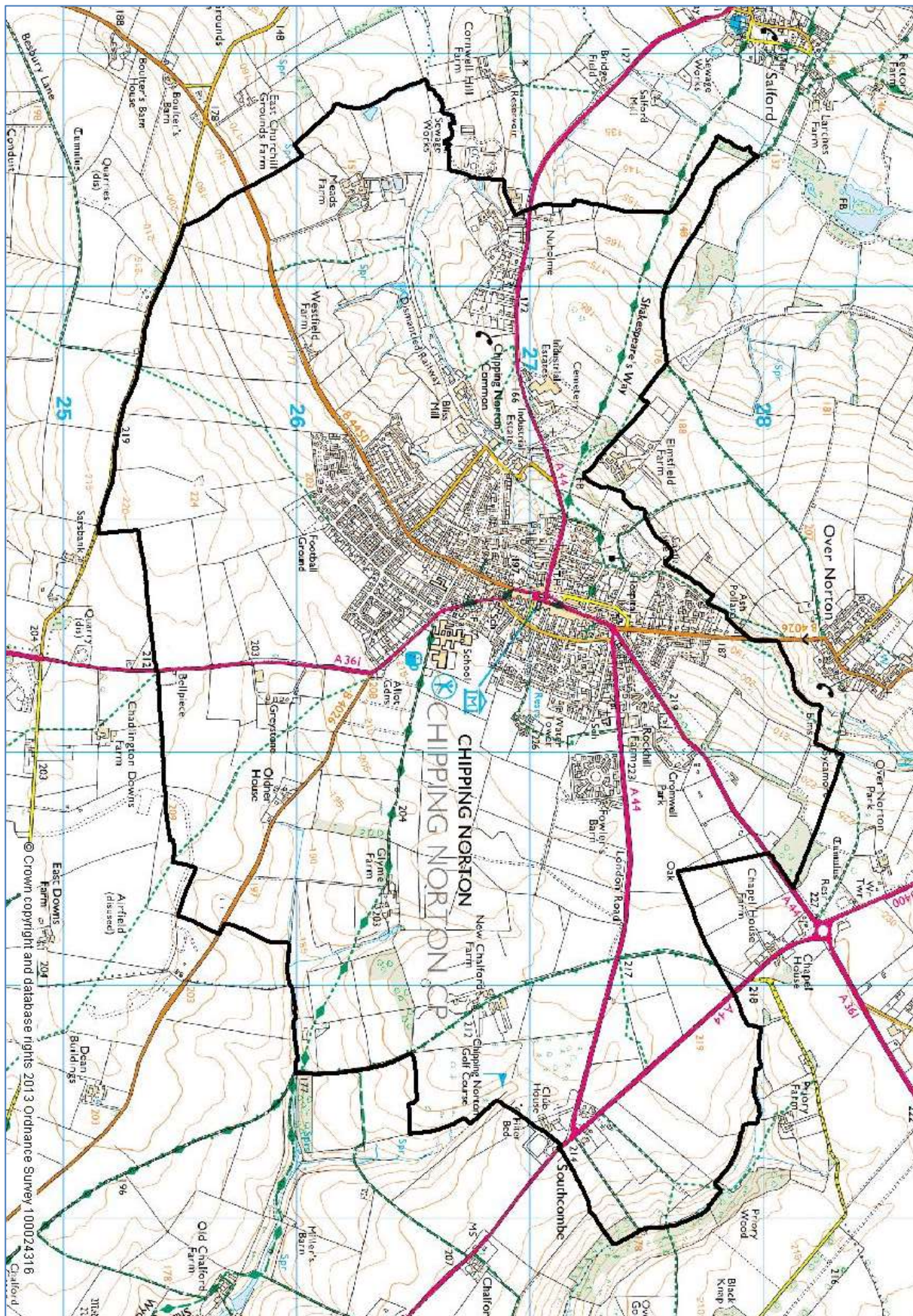
- 1.6 This document builds on previous public engagement exercises and draws on comments from statutory consultees to produce a series of policies. Following a formal six-week public consultation these policies were amended where appropriate to produce this final version of the Chipping Norton Neighbourhood Plan.

## Neighbourhood Plan area

- 1.7 The Plan relates to the Parish of Chipping Norton in West Oxfordshire, as outlined on the map in Figure 1.1 on the next page.
- 1.8 The area of the Plan was decided in consultation with WODC. The Plan area was formally designated by WODC on 12 December 2012. The parish boundary forms a logically defined area, incorporating the entirety of the town and its immediate surrounding countryside.
- 1.9 Chipping Norton Town Council confirms that the Plan relates solely to the Parish of Chipping Norton and that no other Neighbourhood Development Plan is in development within this designated area.



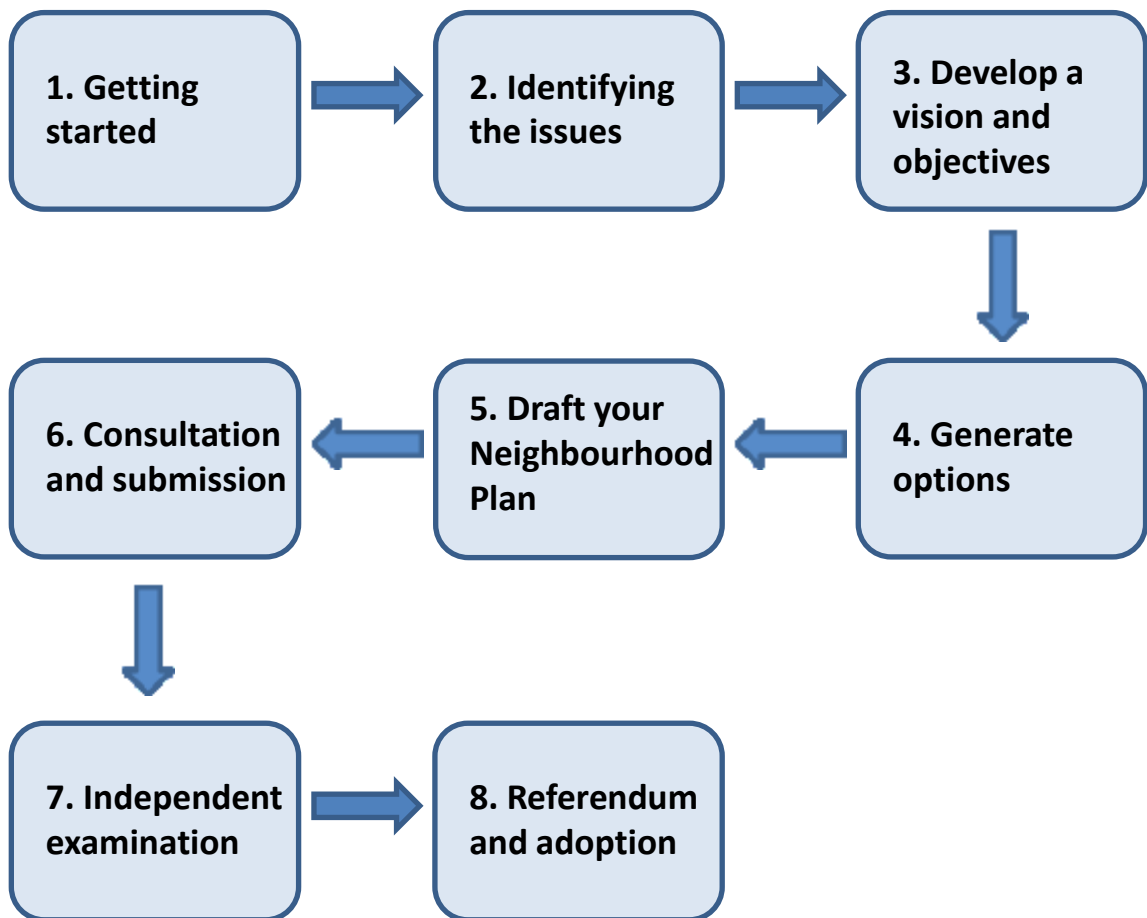
Figure 1.1: Boundary of Chipping Norton Neighbourhood Plan area



### The Neighbourhood Planning process

1.10 The journey to reach a final Neighbourhood Plan consists of an eight-step process, as outlined in Figure 1.2 below. Subject to a successful referendum, this document, which constitutes the final Plan as amended following recommendations of the independent examination, will become part of the local development framework.

Figure 1.2: Eight steps in preparing a Neighbourhood Plan





## 2: NATIONAL AND LOCAL PLANNING CONTEXT

### Setting the context

2.1 As the Chipping Norton Neighbourhood Plan forms part of the statutory planning framework it must:

- i. Have regard to national planning policy and advice
- ii. Contribute to the achievement of sustainable development
- iii. Be in general conformity with the strategic policies in the development plan in the local area
- iv. Not breach, and be otherwise compatible with EU obligations, including human rights requirements

2.2 Chipping Norton sits within the District of West Oxfordshire. The development plan of the local area (point iii above) is therefore set by the West Oxfordshire District Council Local Plan. The current Local Plan (2011) was adopted in 2006 and the Council is currently in the process of consulting on a new Local Plan covering the period to 2031. It is expected that the new plan will be adopted in March 2016.

### National Planning Policy Framework (NPPF) and planning practice guidance

2.3 The NPPF sets out the Government's planning policies for England and came into effect in March 2012. It replaces over a thousand pages of planning policy statements and planning policy guidance previously issued by the Government with a document of around 50 pages. It provides the basis for local planning authorities to prepare their Local Plans and for communities producing Neighbourhood Plans.

2.4 The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It introduces a presumption in favour of sustainable development<sup>1</sup>.

Local Plans must be consistent with the principles and policies set out in the Framework, including the presumption in favour of sustainable development. The NPPF accepts the UN General Assembly definition of sustainable development as: *Meeting the needs of the present without compromising the ability of future generations to meet their own needs.*

2.5 The UK Sustainable Development Strategy *Securing the Future*<sup>2</sup> sets out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

2.6 To deliver sustainable development the NPPF lists the following factors as desirable:

- Building a strong, competitive economy, ensuring the planning system does everything it can to support economic growth.
- Ensuring the vitality of town centres.
- Supporting a prosperous rural economy, with planning policies that support economic growth in rural areas to create jobs and prosperity through conversions and new build.
- Promoting sustainable transport.
- Supporting high quality communications infrastructure, including the development of telecommunications and high-speed broadband technology.

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<sup>1</sup>DCLG, National Planning Policy Framework (NPPF), May 2012, para 14

<sup>2</sup>DEFRA, *Securing the future: delivering UK sustainable development strategy*, March 2005

- Delivering a wide choice of high quality homes to boost significantly the supply of market and affordable homes.
- Require good design.
- Promoting healthy communities, including the provision of shared space and community facilities (local shops, meeting places, sports venues, public houses and places of worship) and protection of existing open space and playing fields.
- Meeting the challenge of climate change and flooding.
- Conserving and enhancing the natural environment.

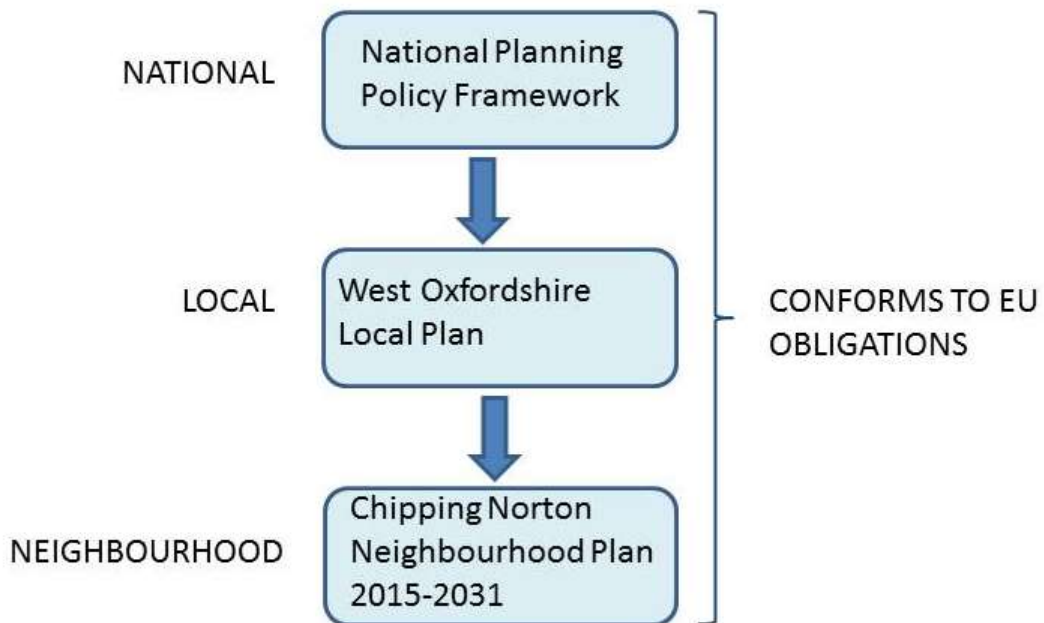
2.7 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a planning practice guidance web-based resource available to search at: [planningguidance.planningportal.gov.uk](http://planningguidance.planningportal.gov.uk)

2.8 The website means that planning practice guidance is now available entirely online. Any important information for any user of the planning system previously only published in separate documents can now be found in one place quickly and simply. Users can link between the National Planning Policy Framework and relevant planning practice guidance, as well as between different categories of guidance.

### National Planning Policy and Neighbourhood Planning

2.9 The NPPF states that Neighbourhood Plans should support the strategic development needs of the wider area set out in the Local Plan. They should not promote less development or undermine the Local Plan’s strategic policies. It adds that Neighbourhood Plans should plan positively to shape and direct development that is outside the strategic elements of the Local Plan. This three-layered planning approach is summarised in Figure 2.1 below.

**Figure 2.1: Layers to the statutory planning framework**





## Status of the West Oxfordshire Local Plan 2031

2.10 WODC is in the process of replacing its adopted West Oxfordshire Local Plan 2011 with a number of documents known collectively as the Local Development Framework (LDF). This will include the following:

- West Oxfordshire Local Plan 2011-2031, which sets out an overall strategy to guide development across the district until 2031.
- Infrastructure Delivery Plan (IDP), which sets out what infrastructure will be needed to address the future level and distribution of growth set out in the Local Plan.
- Other relevant documents, such as the Community Infrastructure Levy (CIL) Charging Schedule and supplementary planning documents.

2.11 The new Local Plan will set out an overall strategy to guide development across the District in the period up to 2031 and will address the overall strategy for growth including key strategic issues such as housing and employment. It will also include strategic (i.e. large-scale) site allocations. The final version of the pre-submission Local Plan was published in March 2015 for a six-week consultation ending 8 May. The final version builds on several rounds of previous consultation including the draft Local Plan published in November 2012 and the Local Plan Focused Housing Consultation that took place in August 2014. The Local Plan's adoption is timetabled for March 2016.

2.12 The Infrastructure Delivery Plan will sit alongside the Local Plan and focus on the physical, social and environmental infrastructure that is needed to support the level of growth identified in the Local Plan. The IDP will be kept up to date and will form the basis of the council's 'Regulation 123' CIL list which sets out the infrastructure that the council intends to fund via the Community Infrastructure Levy (CIL). CIL is essentially a charge that may be levied on certain forms of development to help fund new and enhanced infrastructure such as roads, schools and healthcare.

2.13 The objectives, policies and proposals from both WODC's adopted Local Plan and its pre-submission Local Plan are taken into consideration by the Chipping Norton Neighbourhood Plan. However, while the adopted Local Plan 2011 carries District-wide policies, it does not carry a section, vision or policies specific to Chipping Norton. The pre-submission Local Plan does. For this reason, and due to the fact the current Local Plan is now nine years old (having been adopted in June 2006), reference is made throughout the Neighbourhood Plan's main text to the pre-submission Local Plan as it is felt this is most relevant to future development within the town.

2.14 The pre-submission Local Plan sets out a vision for Chipping Norton as follows<sup>3</sup>:

*Chipping Norton will strengthen its role as a centre of enterprise in the northern part of the District. It will continue to be an economically and socially strong market town serving the needs of a large rural area. Its distinctive historic character and fine setting will be conserved and enhanced at the same time as accommodating new development to meet identified needs.*

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<sup>3</sup>WODC, West Oxfordshire Local Plan 2031, March 2015, 'Our Vision', p.21

2.15 Five key strands make up the pre-submission Local Plan's approach to development:

1. Presumption in favour of sustainable development.
2. Locating development in the right places.
3. Prudent use of natural resources.
4. High quality design.
5. Supporting infrastructure.

2.16 The pre-submission West Oxfordshire Local Plan 2031 has set a housing target of 10,500 new homes to be built from 2011 – 2031<sup>4</sup>. The figure is based on the findings of two reports commissioned by WODC following on from findings of the Oxfordshire Strategic Housing Market Assessment (SHMA) that was published in April 2014. The pre-submission Local Plan is proposing to allocate strategic sites for many of these homes, including 600 homes in a new Strategic Development Area (SDA) site allocation on the eastern side of Chipping Norton.

2.17 WODC's overall strategy is to focus the majority of development over the coming years on the District's three main towns of Witney, Carterton and Chipping Norton. A total of 1,800 homes will be built in the Chipping Norton sub-area, which includes the town and its surrounding villages and countryside. However, it is likely that the majority of this housing will be built within the town itself, given the identified SDA target of 600 homes, the Council's town Strategic Housing Land Availability Assessment (SHLAA) (June 2014) capacity of 350, plus homes already completed and existing planning commitments within the town.

2.18 While the Neighbourhood Plan must be in general conformity with the adopted Local Plan, it is regarded as good practice to be mindful of the emerging Local Plan. To that extent the current proposals coming forward in the pre-submission Local Plan and, in particular, the scale of housing development have provided the context for this Neighbourhood Plan. So while the Neighbourhood Plan does not identify the scale and location of this new development, it contains policies and proposals that will help to shape and influence this development.

### Achieving sustainable development

2.19 As part of meeting the basic condition that requires the Neighbourhood Plan to meet sustainable development, the formation of the policies contained within the Neighbourhood Plan have taken account of the need to contribute to the achievement of sustainable development.

2.20 The strategic objectives of the Neighbourhood Plan carry the principles of sustainable development at their heart. Town centre and employment land objectives seek to promote a thriving economy, while the housing and community facilities policies promote the creation of a viable population and caters for all. Objectives surrounding the natural environment and energy and water efficiency recognise the value of the local and wider environment and the resource limits imposed by an expanding population on a finite world.

2.21 Further detail of how each of the Neighbourhood Plan policies contributes to achieving sustainable development is outlined in the accompanying Basic Conditions Statement.

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<sup>4</sup>WODC, West Oxfordshire Local Plan 2031, March 2015, para 5.17







## 3: CHIPPING NORTON TODAY

### The evidence base

3.1 The background evidence on which this Neighbourhood Plan is written is derived from a series of public consultations as well as a number of published sources including:

- **Demographic** and **transport** choices data based on the 2011 Census results available from the Office for National Statistics.
- **Local economy** data based on the WODC Economy Study Update and Retail Needs Assessment, and the West Oxfordshire Economic Snapshot produced by CAG Consultants.
- **Transport** data based on Oxfordshire County Council's Local Transport Plan 2011-2030 and the WODC Air Quality Action Plan for Horsefair and High Street Chipping Norton.
- **Historic built environment** data and characterisation sourced from WODC's document Chipping Norton: Conservation Area Character Appraisal.
- **Housing data** derived from the Office for National Statistics, WODC's Affordable Housing Consultation Paper, the Oxfordshire Strategic Housing Market Assessment and WODC's 2011 Housing Needs Assessment.
- **Leisure** and **green space** provision from the West Oxfordshire Open Space Study 2013-2029.

3.2 Much of the evidence base material may be found on the WODC website: <http://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/local-plan-evidence-base/> with specific references made throughout this document.

### Chipping Norton's setting

3.3 Chipping Norton has a highly attractive landscape setting with the majority of the town, excepting the most recent developments on the east, lying within the Cotswolds Area of Outstanding Natural Beauty (AONB).

3.4 The Chipping Norton Landscape Assessment 2009 notes the town's relatively high altitude, having grown up along the western side of a pronounced ridge which affords a far-reaching outlook to the west of town, overlooking a steep-sided valley that runs south to the Evenlode Valley<sup>1</sup>. Much of the town lies between the 183m and 213m contours.

3.5 The historic Bliss Mill and its setting within a relatively rural valley on the west side of town are regarded by the Landscape Assessment as a particularly important component of the local landscape, providing a distinctive landmark structure visible from many parts of the town. View of Bliss Mill are widely recognised in West Oxfordshire and beyond.

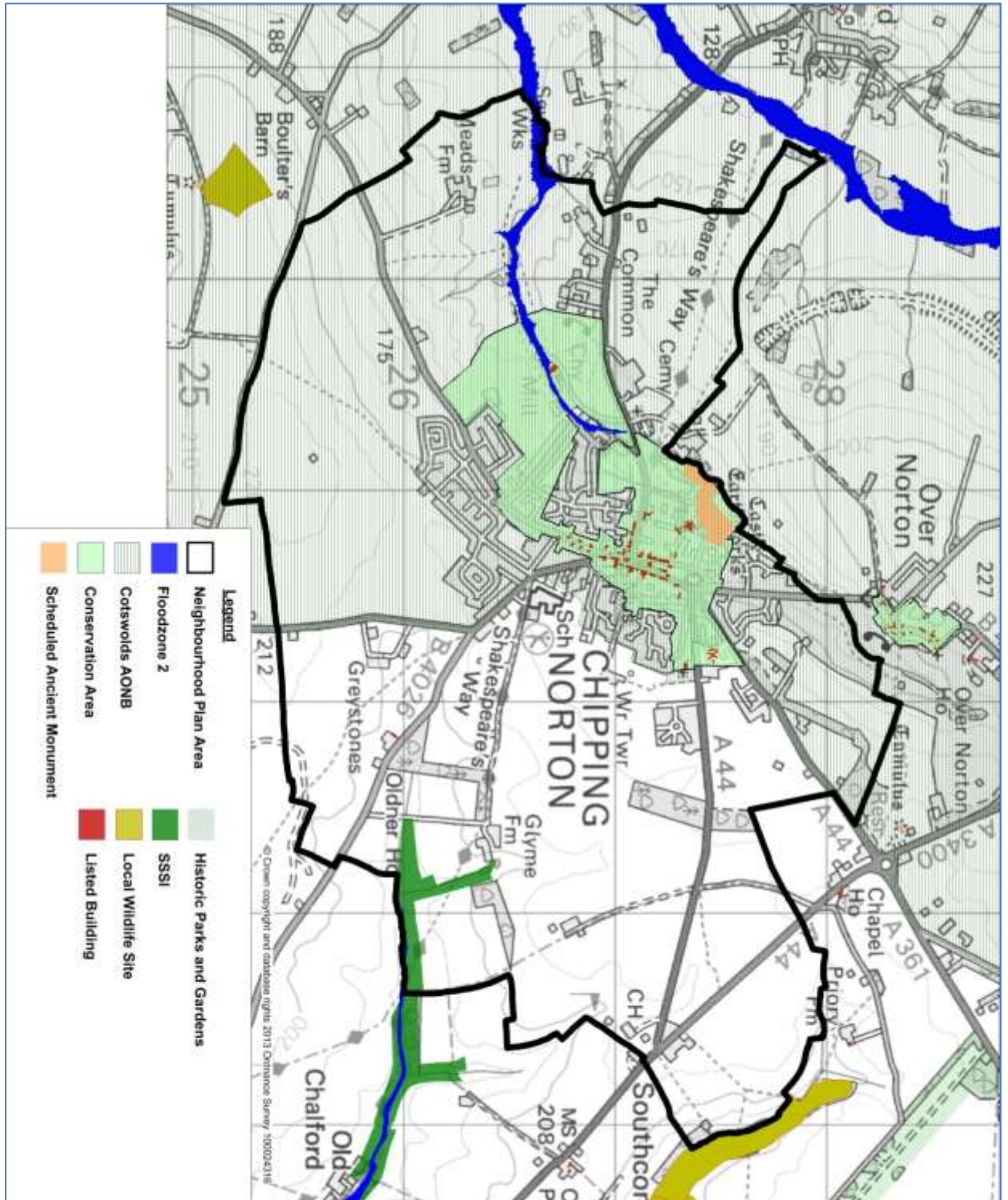
3.6 To the north of Chipping Norton lies the small village of Over Norton, separated from the town by an undeveloped gap of around 300m. The main roads into the town from the northeast and east, along the two branches of the A44 (Banbury and London Roads) are tree-lined, giving a soft approach to the town.

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<sup>1</sup>Chipping Norton Landscape Assessment 2009, June 2009



Figure 3.1: Constraints to development in Chipping Norton



### The natural environment

3.7 The countryside surrounding the town comprises a range of distinct character types, as identified in the Oxfordshire Wildlife and Landscape Study<sup>2</sup>, dominated by farmland slopes and valley sides to the west and a broad area of farmland plateau to the east. The Neighbourhood Plan area includes within its area a Site of Special Scientific Interest (SSSI) to the east of the town. The Glyme and Dorn Conservation Target Area occupies a substantial part of the southeast quadrant of the Neighbourhood Plan area.

3.8 The valley bottoms and sides support a linked network of semi-natural habitat that is particularly important to the wildlife and the landscape of the town, such as the mosaic of deciduous woodland, grassland and parkland of Over Norton Park<sup>3</sup>. Large, established trees along the roadsides and among built-up areas are a notable feature of the town.

3.9 The Cotswolds AONB Management Plan 2008-2013<sup>4</sup> states that 'characteristic habitats and some species are in decline or have been lost' and notes that this is due to a combination of direct human influence and indirect factors such as climate change.

3.10 The hilltop position of Chipping Norton means that only a very limited area of Chipping Norton parish is affected by a flood zone, as outlined by the dark blue shading in Figure 3.1 (constraints map) on the preceding page. However, Local flooding from surface water runoff and spring lines can occur after particularly heavy rain.

### Built environment

3.11 Chipping Norton's special character is in part down to its historic built environment. The town has a distinct and diverse architectural style consisting of a mix of imposing formal and less imposing functional buildings, often built in local materials. The honey-coloured stone of many buildings within the town creates an attractive townscape.

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<sup>2</sup>Oxfordshire Wildlife and Landscape Study, available at: [owls.oxfordshire.gov.uk](http://owls.oxfordshire.gov.uk)

<sup>3</sup>MAGIC interactive map: [www.magic.gov.uk](http://www.magic.gov.uk)

<sup>4</sup>CCB, Cotswold AONB Management Plan 2013-18, March 2013



3.12 The town has a high proportion of Listed structures (126) and a substantial Conservation Area, in which the town centre is fully encompassed. Around 50 buildings pre-date 1700. Chipping Norton Motte and Bailey Castle and Fishpond, near the parish church of Saint Mary's is a Scheduled Ancient Monument.

3.15 Both the proportion and absolute number of those aged over 65 is expected to continue to increase over the coming decades<sup>6</sup>. Ward forecasts<sup>7</sup> for the town supplied by Oxfordshire County Council predicts the population of this age group will increase by 36% in the 15 years from 2011 to 2026.

3.13 The current extent of the Conservation Area was designated in September 2013. The WODC document 'Chipping Norton: Conservation Area Character Appraisal' details the characteristics of the Conservation Area and lists all nationally and locally Listed buildings in the town.

<sup>5</sup>ONS 2011 Census

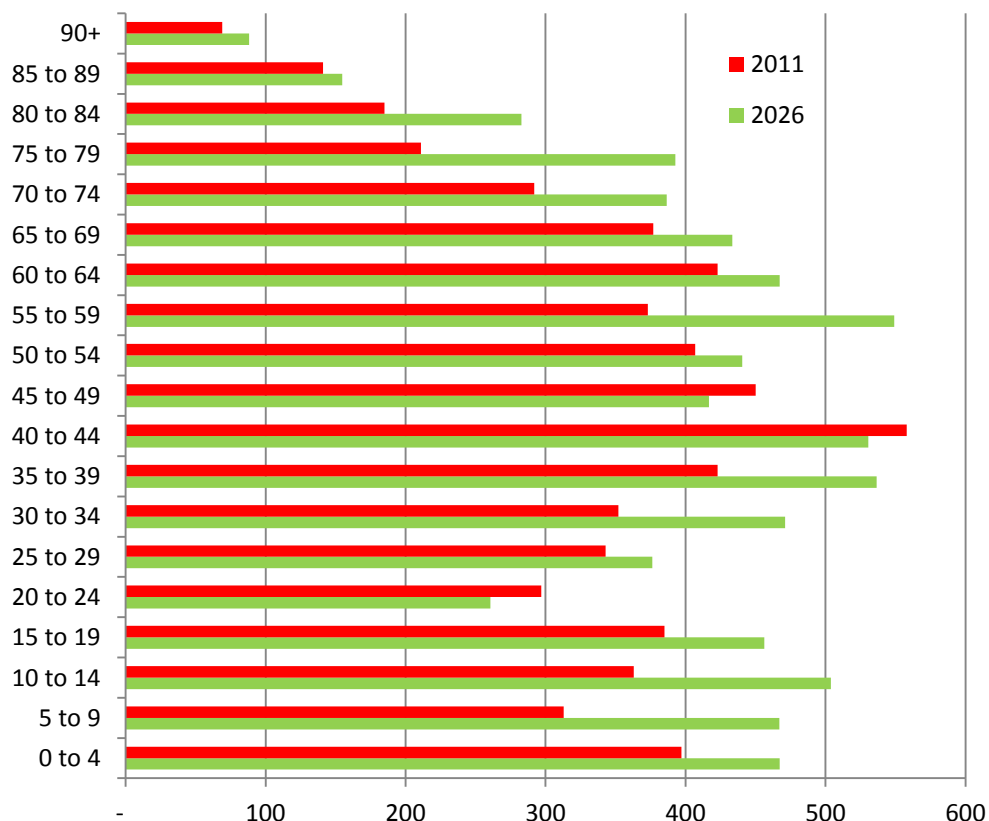
<sup>6</sup>Hollis, J., West Oxfordshire: Three Demographic Projections using the first 2011 Census Results, Sept 2012

<sup>7</sup>Oxon County Council Ward Forecasts published in Jan 2014. Available at: <http://insight.oxfordshire.gov.uk/cms/oxfordshire-county-council-population-forecasts-january-2014-excel-format>

### Population

3.14 The population of Chipping Norton was 6,337 at the time of the 2011 census, an increase of 6% on the 2001 census<sup>5</sup>. The town's population is also ageing, with the proportion of residents over the age of 60 rising from 22.9% to 26.8% in 2011.

**Figure 3.2: Population pyramids for Chipping Norton, 2011 and 2026**





## Local economy

3.16 At the time of the 2011 census 71% of those aged 16 to 74 were in employment with the rate of employment growth outpacing the rate of population growth over the previous 10 years. The town has a greater than average proportion of residents employed in skilled trades and personal services<sup>8</sup>.

3.17 2011 census data also reveals that 8.3% of working residents work at or mainly from home. Furthermore, 35.9% of commutes originating within Chipping Norton are completed within the town itself (64.1% commute out from the town to elsewhere)<sup>9</sup>.

3.18 Two-thirds (66.3%) of residents' convenience shopping is bought within the town. Total retail expenditure in Chipping Norton is forecast to grow from £40.1M in 2012 to £62.7M by 2029<sup>10</sup>.

## Transport

3.19 Residents of Chipping Norton heavily rely on private vehicles; just over 65% travel to work by car<sup>8</sup>. While nearly a fifth of residents walk to work, cycling uptake remains low. A network of footpaths and bridleways gives ready access to the surrounding countryside.

3.20 The town has suffered from one of the highest nitrogen dioxide levels within West Oxfordshire at the pinch point of Horsefair and along High Street. While levels have improved, diffusion tube data derived from a non-automatic air quality analyser at Horsefair revealed an annual mean concentration in 2014 of 57.7 µg/m<sup>3</sup>, above the Government's 40 µg/m<sup>3</sup> air quality objective<sup>11</sup>.

3.21 The difficulty of finding a parking space at peak times was identified as a major issue by residents during the consultation process. Detailed input from the public is given in the Consultation Statement accompanying the Plan.

## Housing

3.22 An average of 34.9 new dwellings per year were added between 1990 and 2012. In 2011 there were 3005 separate dwellings in Chipping Norton.

3.23 There is a high level of single households (31.8%), while single pensioners account for 16.2% of all households<sup>8</sup>. The proportion of single pensioners is forecast to grow significantly over the Plan period.

3.24 The town has a high percentage of social housing at 17.3%. However, with 80.3% of concealed households<sup>12</sup> unable to afford a one-bedroom flat in town, there is a need for more affordable housing.

3.25 Affordable housing is defined by the NPPF as social rented, affordable rented and intermediate housing that is provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

## Health and wellbeing

3.26 Almost seven percent of residents' day-to-day activities are limited by a long-term health problem or disability<sup>8</sup>, reflecting the town's higher-than-average proportion of older residents.

3.27 Among older people Chipping Norton sits within the most income deprived group<sup>8</sup>.

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<sup>8</sup>ONS 2011 Census

<sup>9</sup>Oxfordshire Insight website:

<http://insight.oxfordshire.gov.uk/cms/travel-3>

<sup>10</sup>WODC, West Oxon Retail Needs Assessment Update, 2012

<sup>11</sup>WODC, Updating and Screening Report for West Oxfordshire District Council, April 2015

<sup>12</sup>Defined as a household living in a multi-family household in addition to the primary family – e.g. a young couple living with parents

## 4: COMMUNITY ENGAGEMENT

4.1 All stages of the Neighbourhood Planning process demand that the community and relevant statutory bodies are involved and consulted. The Plan is for the people of Chipping Norton, so from the start the Steering Group sought every opportunity to engage the local community.

### Methods of engagement

4.2 A full list of the activities and methods of engagement undertaken are given in the Consultation Statement accompanying this Plan. In summary the following groups were invited to contribute:

- All residents and businesses within the town via open meetings/workshops, an exhibition, questionnaire and regular publicity through the local media.
- Requests for feedback were also invited on the intermediate consultation document 'Chipping Norton: Looking Back, Stepping Forward', a summary leaflet of which was delivered to all properties within the town.
- Outreach via focus groups comprising the following groups: older people, local businesses, working age people, young people.
- Statutory consultees via a dedicated workshop. Attendees included representatives from Oxfordshire County Council, WODC, English Heritage, Cotswold AONB, Stagecoach Bus and local housing associations Cottsway and Sovereign.

### Key issues raised

4.3 Issues raised through community and statutory consultee engagement include the following<sup>1</sup>:

#### **Transport**

Traffic and pollution, particularly from HGVs, is seen as a major issue. Parking provision is regarded as inadequate. There is a call for improved public transport links.

#### **Environment**

The rural landscape setting and wildlife habitats of the town are highly valued and should be protected and enhanced. New housing and commercial premises should meet the most rigorous environmental standards.

#### **Local economy**

There is a desire for a thriving town centre with shops and services for both residents and visitors, plus a wide range of employment options within the town. Better quality office space is needed. Tourism should be encouraged.

#### **Housing**

The town needs more affordable housing to rent and buy as well as smaller units, accommodation suitable for older residents and housing for families – so a wide variety of housing types. Development should integrate within the town and complement the vernacular architecture. It should be well connected, facilitating walking and cycling into the town centre.

#### **Built environment**

The town has an exceptionally high quality built environment. This is one of Chipping Norton's greatest assets that makes it a good place to live and visit.

#### **Health and wellbeing**

Recreational facilities and green spaces are valued, but additional natural and open green space and play areas are called for within any new developments. Community facilities are important to individual well-being and some key facilities are seen as lacking, for example an improved capacity library.

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<sup>1</sup>Background information on each consultation exercise may be found in the Consultation Statement that accompanies this Neighbourhood Plan.

## 5: VISION AND OBJECTIVES

5.1 The residents of Chipping Norton overwhelmingly want to see a lively, economically active town that continues to support its unique character and community spirit. The vision for the town builds on input from residents.

### Our vision

5.2 The agreed vision for the town is:

***A working Cotswold town thriving economically and socially as a rural hub while maintaining its strong sense of community spirit and conserving and enhancing its character, high-quality historic built and natural environment, local services and facilities.***

### Objectives

5.3 In support of this vision the broad objectives in the table below are expressed. The policies and proposals discussed over the coming chapters are derived from these objectives.

5.4 Discussion of the policies and proposals arising from these objectives is grouped under four broad categories for coherence: Masterplanning, Transport and Movement, Town Centre, and Building Design and Use. Policies are preceded by a general discussion and followed by justification for the policy or policies put forward. Their relevance to the planning framework is then shown.

Theme	Objective
<b>Employment land</b>	<b>OB1:</b> Protect existing employment land and identify new opportunities in order to support a diverse range of employment opportunities within the town.
<b>Town centre</b>	<b>OB2:</b> Ensure all new development enhances the town centre's special character, appearance and vitality and viability, making the town a destination in which people wish to spend time.
<b>Parking</b>	<b>OB3:</b> Support the expansion of town centre car parking capacity and improvements to its functionality.
<b>Transport</b>	<b>OB4:</b> Ensure new development is well connected to the rest of the town and surrounding area, especially by public transport, walking and cycling, and that existing routes are improved.
<b>Housing type</b>	<b>OB5:</b> Housing supply should meet the overall housing needs in town to include a broad mix of housing types and sufficient provision of affordable homes.
<b>Community facilities</b>	<b>OB6:</b> Provide high-quality natural and open green space and youth recreation opportunities as an integral part of new developments (where appropriate with regard to scale). Favour development within the town centre that incorporates community facilities.
<b>Build design</b>	<b>OB7:</b> New development, be it traditional or contemporary, should respect and wherever possible, make a positive contribution towards the local vernacular.
<b>Built environment</b>	<b>OB8:</b> The historic environment of the town should be conserved and enhanced for future generations to enjoy.
<b>Natural environment</b>	<b>OB9:</b> Developments should conserve the natural environment and where possible enhance it. This includes local green infrastructure and biodiversity.
<b>Energy and water efficiency</b>	<b>OB10:</b> Ensure all new dwellings and non-domestic buildings are built to exemplary environmental standards.





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## 6: MASTERPLANNING

### Employment policies

6.1 Chipping Norton enjoys low rates of unemployment, with the growth in employment outpacing the growth of economically active residents in the period 2001-2011<sup>1</sup>. Despite this there is a call from residents for more local employment opportunities (over a third of residents commute out of town for work) and for a broader variety of roles.

6.2 Residents have expressed concern that unless business is attracted into Chipping Norton it could become a dormitory town. The protection of affordable employment land for job creation is seen as essential, along with the provision of smaller and more flexible industrial units and office space.

6.3 The following policies seek to ensure existing employment land and land allocated for employment uses within the WODC Local Plan remains in employment use while facilitating provision of flexible units. The location of this land can be seen in Figure 6.1.

#### 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.

<sup>1</sup>ONS 2011 Census



## **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.

### **Justification**

6.4 Page 29 of the West Oxfordshire Economic Snapshot<sup>2</sup> states: ‘Most employment sites in Chipping Norton appear to be well occupied, with low vacancy. There appear to be few opportunities for expansion’. The report acknowledges the town’s limited land supply, with just 0.5 hectares of undeveloped employment land allocated and only 0.1 hectares available. WODC’s Economy Study Update<sup>3</sup> expresses a wish to see an increase in land supply for businesses ‘to support key industrial, manufacturing, and engineering sectors’ as well as facilitating investment in the stock of business premises.

6.5 In order to safeguard employment opportunities within the town this Plan seeks to protect the total area of land currently allocated for employment. As indicated in Figure 6.1, this stands at 12.42 hectares.

6.6 Chipping Norton had a population of 6,337 in 2011<sup>4</sup>. Its population is expected to significantly increase over the coming years. The draft Local Plan proposes the construction of 1,800 dwellings in the Chipping Norton sub-area, which includes the town and its surrounding villages and countryside, during the period 1st April 2011 to 31st March 2031. It is expected that the bulk of these homes will be located within Chipping Norton, with 600 homes proposed for the Strategic Development Area (SDA) to the east of Chipping Norton at Tank Farm.

6.7 New employment land in addition to the current figure is actively encouraged given the population growth that this level of development will bring. Without further allocation of employment land, Chipping Norton will become more dependent on employment opportunities elsewhere, potentially compromising the town’s sustainability and threatening the Neighbourhood Plan’s agreed vision of Chipping Norton as a ‘working Cotswold town thriving economically and socially’.

6.8 Small businesses make up a sizeable proportion of the local economy; 70% of businesses in West Oxfordshire employ fewer than five people<sup>4</sup>.

6.9 Flexible industrial and office units as referred to in policy MP2 include premises that satisfy changing working patterns and requirements. This could be facilitated by, for example, flexibility in layout of the unit/s or flexibility in lease arrangements.

### **Relevance to planning framework**

**NPPF** para 7, 9, 17, 19, 20, 28, 37; **WODC** Local Plan E3, E6, E7; Pre-submission Local Plan CO7 and paras 6.17, 6.20, 6.24

### **Relevant Neighbourhood Plan objective**

OB1

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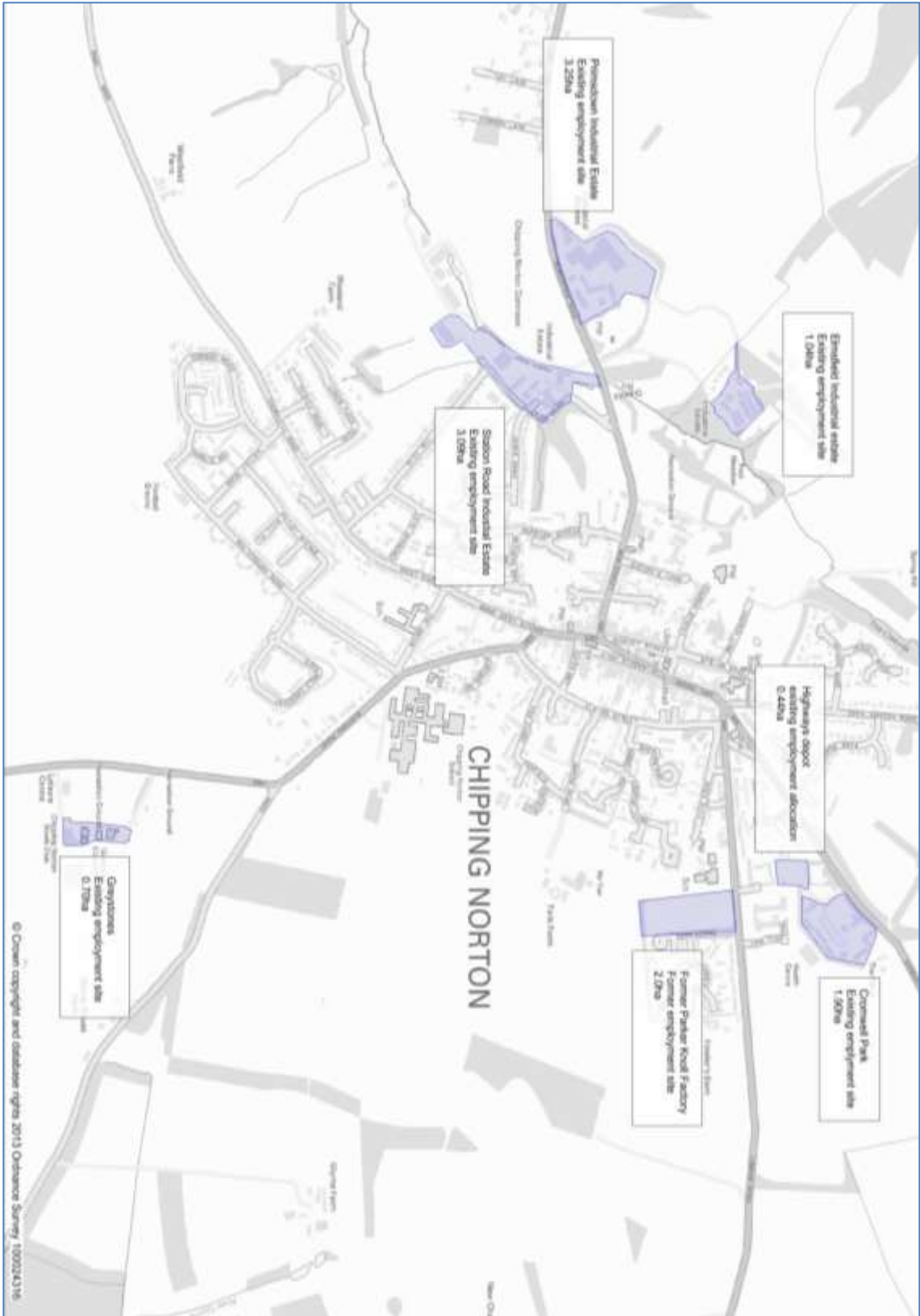
<sup>2</sup>CAG Consultants, West Oxfordshire Economic Snapshot, Jan 2015

<sup>3</sup>WODC Economy Study Update, Nov 2012

<sup>4</sup>ONS 2011 Census



**Figure 6.1: Location of existing and allocated employment land within Chipping Norton**



## Play and green space provision policies

6.10 One of the major themes identified by the Neighbourhood Plan questionnaire was the perception that the existing supply of play areas and facilities for young people is inadequate. It also found that residents clearly value the landscape setting of the town.

6.11 The town has just over 75 hectares (186 acres) of open space, equating to 11.6 hectares (28.8 acres) per 1,000 residents. However, there are significant shortfalls of amenity green space (around a quarter of the required provision), accessible natural green space and play space for youth (less than a half of the required provision)<sup>5</sup>. Figure 6.2 on the following page shows open space provision in Chipping Norton.

6.12 Access to amenity green space and children's and young people's play spaces is below existing access standards, as defined in WODC's West Oxfordshire Open Space Study 2013-2029<sup>5</sup>. The access standard for junior provision is 10 minutes straight line walk time, or 480m, while for youth provision it is 12-13 minutes straight line walk time, or 600m. The inaccessibility of play space is particularly acute on the eastern side of town, as shown by Figure 6.3.



### 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.

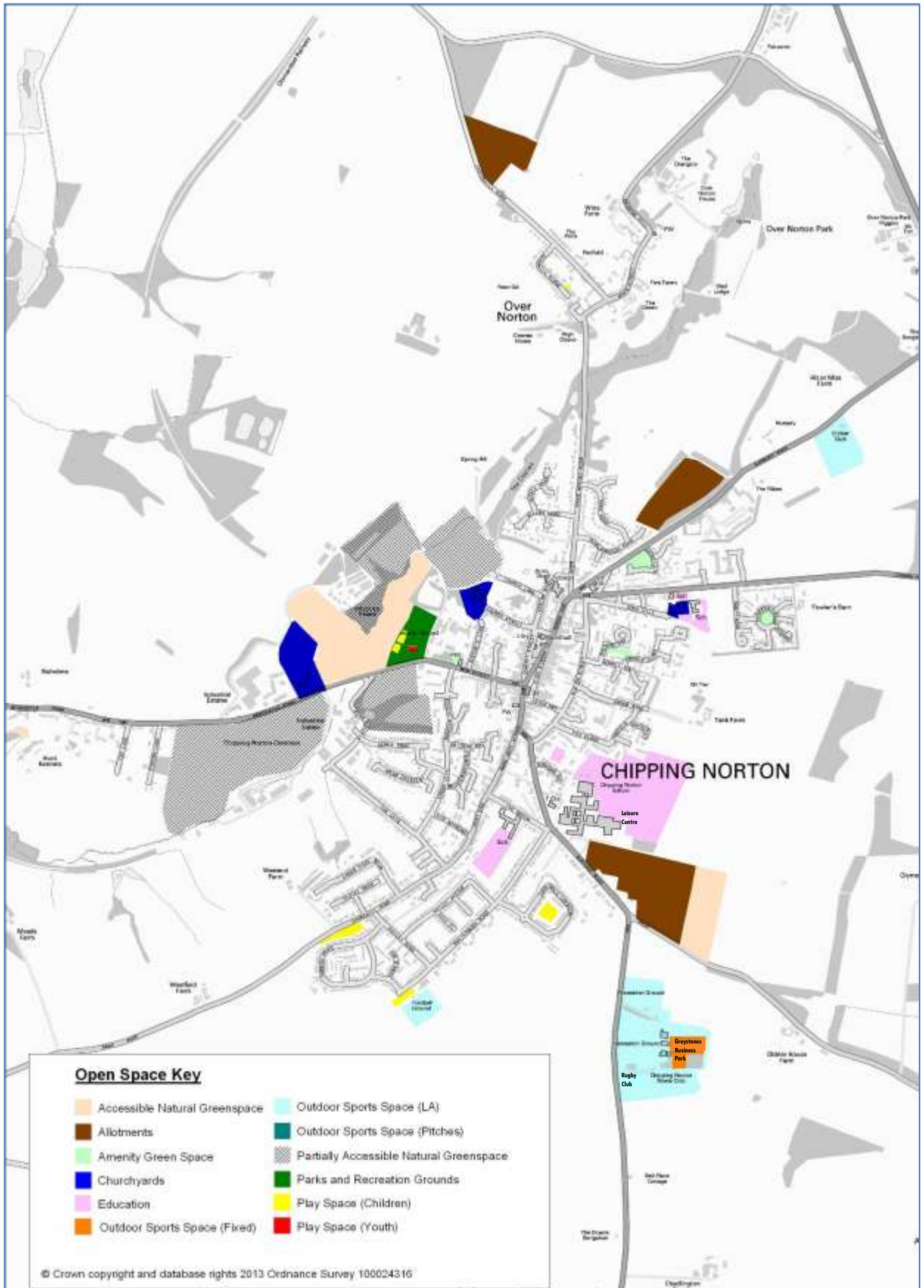
Natural England standards for Accessible Natural Greenspace (ANGSt) are to provide a benchmark against which proposals are judged.

### 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.

<sup>5</sup>WODC, West Oxon Open Space Study 2013-2029

Figure 6.2: Open space provision in Chipping Norton





**Figure 6.3: Access to children’s and youth play spaces in Chipping Norton**

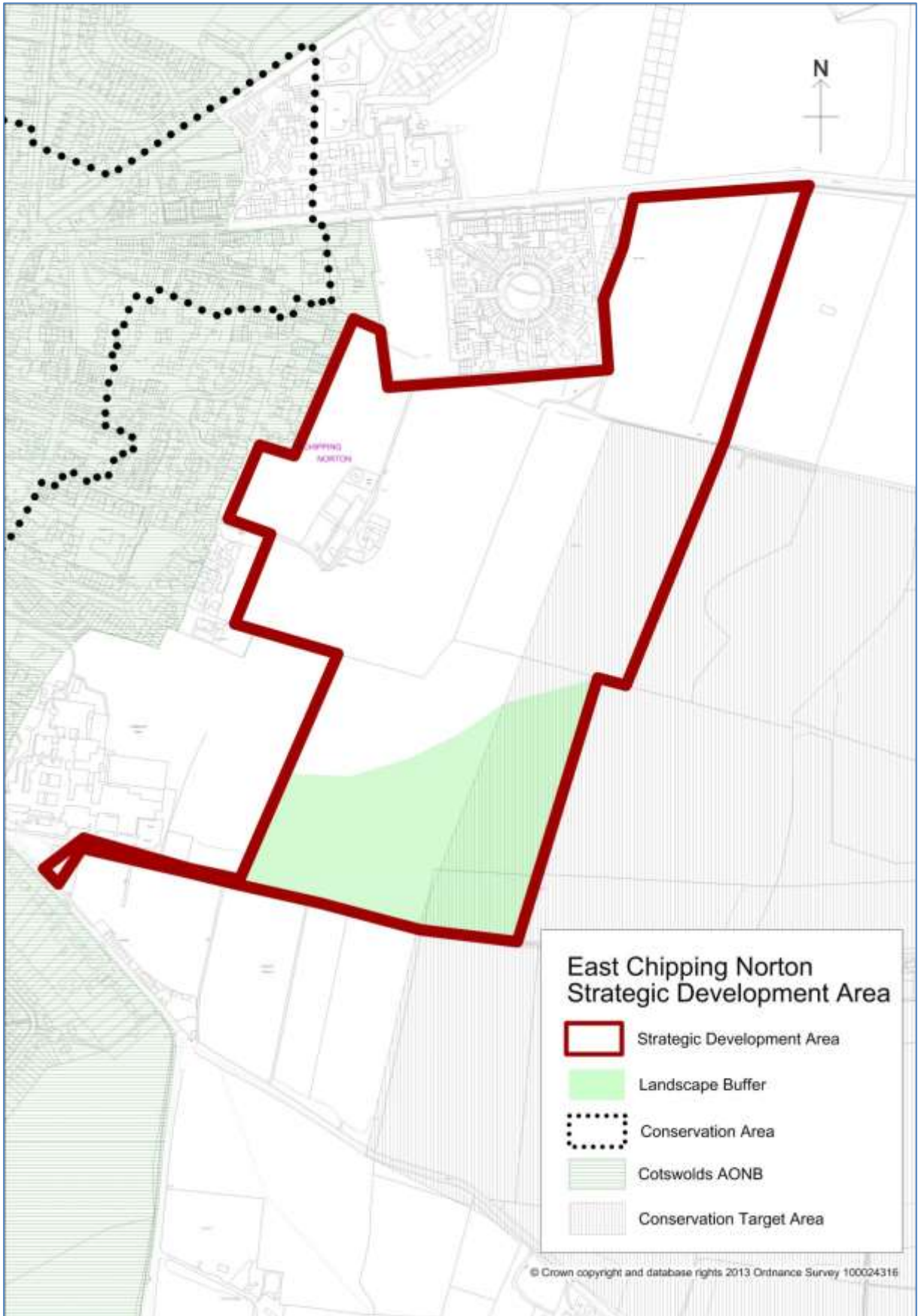


Children’s play space provision showing 480m (10 minutes straight line walk time) access standard coverage

Youth play space provision showing 600m (12-13 minutes straight line walk time) access standard coverage



Figure 6.4: East Chipping Norton Strategic Development Area



## Justification

6.13 As well as an undersupply of amenity greenspace, accessible natural greenspace and youth play space, the West Oxfordshire Open Space Study<sup>6</sup> ranks Chipping Norton's three play spaces to the south of town (in Cotswold Crescent, Walterbush Road and Cornish Road) in the District's bottom half for quality.

6.14 Paragraph 8.6.3 of the study states: 'There is an existing shortfall of this [amenity green space] typology, and access is limited. It is therefore recommended that existing provision is protected, and new provision (in combination with requirements for natural green space provision) is provided through new development'.

6.15 Paragraph 8.6.5 of the Open Space Study states: 'There is an under supply of provision of both children and young people's space and access to both types of facilities also falls below the standard. There is a need for provision of these facilities through new development – for example a major facility within a new park and recreation ground would contribute significantly to meeting needs'. In order to make up for deficiencies in access standards, the best location for any new park, accessible greenspace and major play facilities is likely to be the east of town, particularly in or near to the Strategic Development Area (SDA) proposed in the pre-submission West Oxfordshire Local Plan 2031. A map of the SDA is shown in figure 6.4 on the previous page.

6.16 Accessible natural and semi-natural greenspace covers a variety of partly or wholly accessible spaces including meadows, woodland and copse, all of which share a trait of having natural characteristics and wildlife value, but which are also open to public use and enjoyment. Communities attach significant value to such spaces for recreation and well-being.

6.17 A sense of 'closeness to nature' provides a broad range of benefits for local communities, wildlife and the character of the area. There is a significant body of research evidence to suggest that natural greenspace contributes to mental and physical wellbeing<sup>7</sup>.

6.18 Natural green spaces provide opportunities for wildlife to flourish and can help to mitigate against the local effects of a changing climate. They can make important contributions towards local Biodiversity Action Plan targets and can also raise awareness of biodiversity values and issues.

6.19 Natural England's Accessible Natural Greenspace Standards (ANGSt) seek to ensure that natural sites are accessible, within easy reach of people's homes. Natural does not necessarily mean it has to be rare or notable enough to be designated. Users will find nature in wildlife, open landscapes, seasonal changes and places of tranquility.

6.20 ANGSt recommends that everyone, wherever they live, should have an accessible natural greenspace:

- of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home;
- at least one accessible 20 hectare site within two kilometres of home;
- One accessible 100 hectare site within five kilometres of home; and
- One accessible 500 hectare site within ten kilometres of home; plus
- A minimum of one hectare of statutory Local Nature Reserves per thousand of population.

6.21 More information can be found in Natural England's Accessible Natural Greenspace Guidance 'Nature Nearby', March 2010.

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<sup>6</sup>WODC, West Oxon Open Space Study 2013-2029

<sup>7</sup>Natural England, Nature Nearby, Mar 2010



6.22 There is a lack of accessible natural green space, as defined by Natural England’s ANGSt standard<sup>8</sup>. Currently there is 1.65 hectares per thousand people while the standard is 2.00 hectares per thousand.

***Relevance to planning framework***

**NPPF** paras 7, 9, 17, 58, 73, 109; **WODC** Local Plan BE1-2, BE4, H3; Pre-submission Local Plan CO9, 11, 12, 14 and paras 8.16, 8.24-8.27, 8.31

***Relevant Neighbourhood Plan objectives***

OB6, OB9

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<sup>8</sup>Natural England, Nature Nearby, Mar 2010



## Previously developed (brownfield) land policy

6.23 With residents responding so positively to the landscape setting of the town it makes sense that as much effort as possible is taken to conserve the natural environment and to avoid undue urban sprawl. Concern about urban sprawl and over-reliance of cars was expressed in the community consultation phase of the Neighbourhood Plan process.

6.24 Chipping Norton is a relatively compact town; even its furthest extremities are no more than one kilometre from the town's centre. The current approximately oval outline to the town's urban boundary, with the town centre at its heart, makes for a very walkable scale. Development of brownfield sites that are located within the town's existing boundary will contribute towards its ongoing walkability.

6.25 While the Town Council recognises that some development will be needed on greenfield sites the priority should be for the redevelopment of previously developed (brownfield) land.

### MP6: Brownfield land

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

### Justification

6.26 WODC's pre-submission Local Plan considers sustainable development in the context of West Oxfordshire as likely to maximise 'the use of previously developed land provided that it is not of high environmental value'.<sup>9</sup>

6.27 Its Policy OS2 'Locating development in the right places' specifically restates this general principle. This Plan aims to preserve the unique character of the town.

6.28 The town's currently brownfield sites lie within or on the edge of the current town boundary. A number of these sites constitute strategic locations close to the centre of the town. Their sensitive development could help to meet the needs of Chipping Norton as its population rises. It would also help to ensure a healthier, cleaner, safer urban fabric.

**Relevance to planning framework**  
NPPF paras 7, 9, 17, 51, 109, 111; WODC Local Plan H3; Pre-submission Local Plan CO1-2, 4 and para 4.7

**Relevant Neighbourhood Plan objectives**  
OB2, OB8, OB9

<sup>9</sup>WODC, Local Plan 2031, Mar2015, para 4.7



## Natural environment and landscape protection policies

6.29 As revealed by the Neighbourhood Plan questionnaire the residents of Chipping Norton highly value the natural environment and setting of the town. Yet wildlife and the habitats that support it have been lost or are under threat from a range of factors<sup>10</sup>.

6.30 Chipping Norton lies on the eastern edge of the Cotswolds AONB and as such has a rich diversity of wildlife. Immediately to the east of the town lies the Glyme and Dorn Conservation Target Area, incorporating the Glyme Valley Site of Special Scientific Interest (SSSI).

### 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.

<sup>10</sup>CCB, Cotswold AONB Management Plan 2013-18, March 2013



## Justification

6.31 Fragmentation and piecemeal degradation of existing habitats is a particular threat to wildlife. New natural and open green spaces with appropriate landscaping within developments can be of benefit by acting as a bridge between more natural elements of the wider countryside. Retaining and enhancing existing biodiversity features within development can help to achieve this<sup>11</sup>.

6.32 The guidance document 'Biodiversity and Planning in Oxfordshire' published by BBOWT<sup>12</sup>, Oxfordshire County Council and TVERC<sup>13</sup> advises that 'Landscaping should aim to retain and enhance existing biodiversity features, and link up habitats. For example, native hedgerows and strips of species-rich grasslands provide routes along which species such as hedgehogs, butterflies and bats can move... A series of ponds can link with wetland features in the wider countryside.' It also offers a number of valuable suggestions for developers.

6.33 BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations<sup>14</sup> offers guidance on taking a balanced approach on deciding which trees are appropriate for retention; on the effect of trees on design considerations; and on the means of protecting trees during development.

6.34 The Cotswold AONB has the highest level of protection of landscape and scenic beauty. The statutory AONB Management Plan has been endorsed by WODC as guidance for development management purposes. The Management Plan policies are amplified by a Landscape Strategy and Guidelines, and Position Statements published by the Cotswold Conservation Board. The Management Plan can be downloaded at [www.cotswoldsaonb.org.uk/?page=ManagementPlan](http://www.cotswoldsaonb.org.uk/?page=ManagementPlan)

6.35 A 2009 landscape assessment of Chipping Norton noted the importance of natural screening alongside developments to ensure a soft edge to the town. The imposing hard edge of the recent Parker Knoll development on the east side of town is noted by the same landscape assessment as an example of where this has not been successful<sup>15</sup>.

6.36 In policy MP11 the urban fringe is defined as the landscape interface between the town and surrounding countryside.

6.37 The National Planning Policy Framework explicitly states that the planning system should 'contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes' and by 'minimising impacts on biodiversity and providing net gains in biodiversity where possible'<sup>16</sup>. Ensuring provision for wildlife within development helps to achieve these aims.

### **Relevance to planning framework**

**NPPF** paras 7, 9, 17, 57, 109, 115-116, 118, 123, 125; **WODC** Local Plan BE2, BE4, NE3-4, NE6, NE13; Pre-submission Local Plan CO9, 13 and paras 8.8, 8.12, 8.16, 8.23

### **Relevant Neighbourhood Plan objective**

OB9

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<sup>11</sup>BBOWT, OCC, TVERC, Biodiversity and Planning in Oxfordshire, March 2014

<sup>12</sup>BBOWT = Berkshire, Buckinghamshire, Oxfordshire Wildlife Trust

<sup>13</sup>TVERC = Thames Valley Environmental Records Centre

<sup>14</sup>BSI, BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations, April 2012

<sup>15</sup>Chipping Norton Landscape Assessment 2009, June 2009, para ES41

<sup>16</sup>DCLG, NPPF, May 2012, para 109







## 7: TRANSPORT AND MOVEMENT

### Traffic and highways policies

7.1 Due in part to its rural setting Chipping Norton rarely has serious traffic congestion. However, at peak times traffic can build up at key points on the town's road network, particularly along West Street to meet the junction with the A44 and along the A44 itself.

7.2 The A44 and A361 which run through the town centre act as major routes for through traffic, most notably heavy goods vehicles (HGVs). This often causes pollution levels above Government targets at pinch points such as Horsefair<sup>1</sup>. In 2005 WODC declared an Air Quality Management Area in Chipping Norton centred on Horsefair and High Street (see Figure 7.1 overleaf) after it was concluded that this area would fail the Government's objective for the nitrogen dioxide annual mean concentration. Consideration needs to be given to introducing environmental weight limits and signage to divert all but locally serving HGVs away from the town.

7.3 In line with other settlements in West Oxfordshire there is a heavy reliance among residents on private vehicles, with just over 65% travelling to work by car, versus 62% in nearby Woodstock and 70% in Witney<sup>2</sup>. Conversely there is also a higher-than-England average of workers choosing to walk to work, at close to 20%<sup>2</sup>. With car usage so prevalent the impact of new developments on the existing highways capacity should be seriously considered so as to avoid any new traffic hotspots and so that the town continues to remain attractive for pedestrians.

#### 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.

### Justification

7.4 WODC's pre-submission Local Plan expresses the desire of WODC to work with developers and other stakeholders such as Oxfordshire County Council to deliver highway improvements to support expected growth<sup>3</sup>. WODC's Infrastructure Delivery Plan notes that as a result of the town being a very busy through route, especially for lorries 'the town centre suffers from congestion and air pollution'.<sup>4</sup>

<sup>1</sup>WODC, Air Quality Action Plan: Horsefair and High Street, Chipping Norton

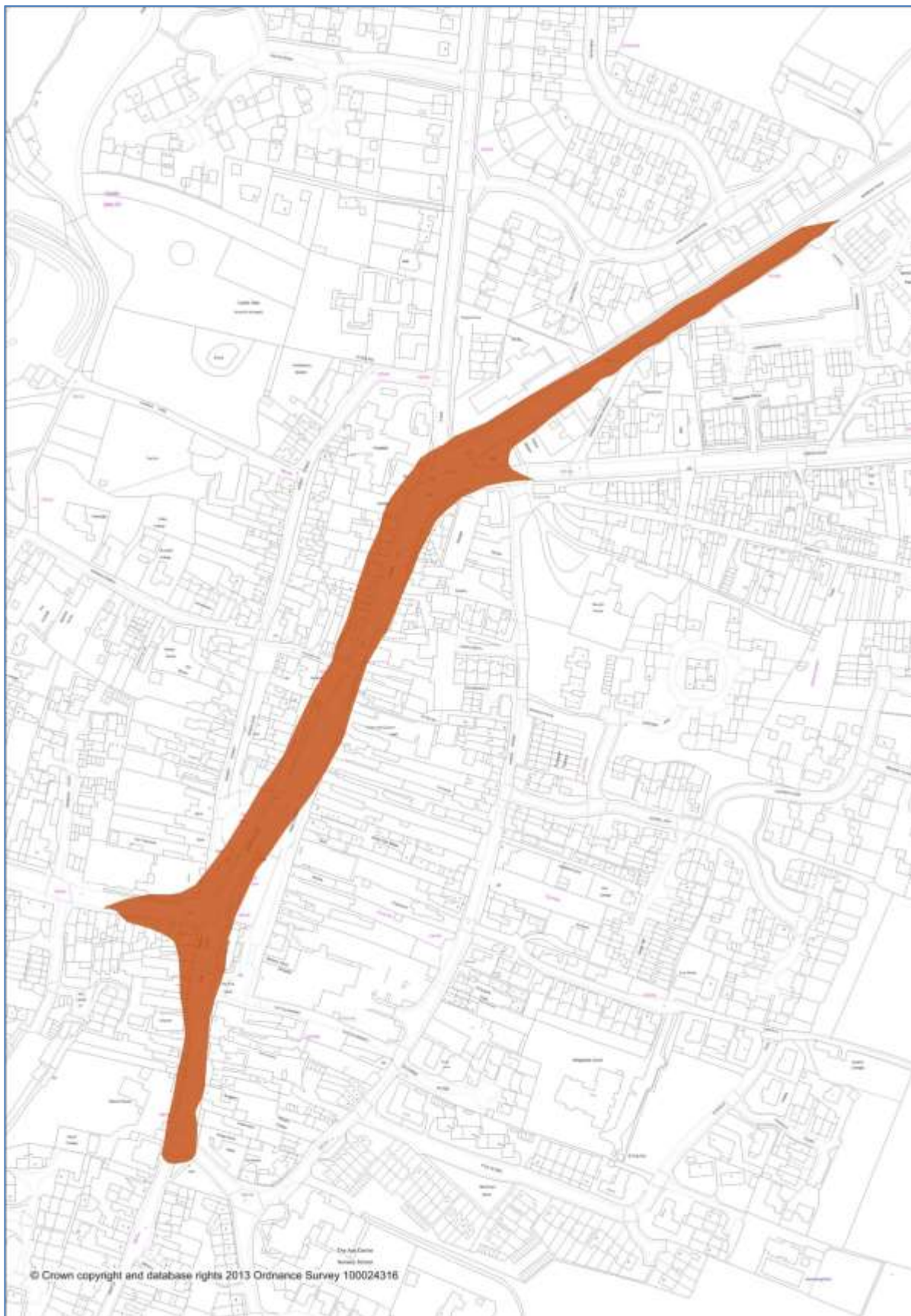
<sup>2</sup>ONS 2011 Census

<sup>3</sup>WODC, Local Plan 2031, Mar 2015, Policy T2

<sup>4</sup>WODC, West Oxfordshire Infrastructure Delivery Plan (IDP), July 2014 Update



**Figure 7.1: Chipping Norton Air Quality Management Area**



7.5 The SWOT analysis conducted by CAG Consultants for the West Oxfordshire Economic Snapshot<sup>5</sup> also picks up on the issue of traffic, identifying Chipping Norton's key weaknesses as [poor] local infrastructure and congestion.

7.6 The Oxfordshire Local Transport Plan<sup>6</sup> Policy CN8 states that the county council 'will ensure that best use is made of existing road space through careful planning, working with partners and utilising technology'. The Local Transport Plan goes on to offer a range of suggestions for achieving this, including HGV restrictions, removal of primary road status for the A44 between Oxford and Moreton-in-Marsh, and ensuring correct routing of traffic. The Neighbourhood Plan is supportive of these and other ideas to relieve traffic and pollution through the town.

7.7 Examples of other proposals that could mitigate the impact of through traffic might include, among others: traffic calming measures, weight restrictions (particularly on London Road), and declassification of roads and/or signage to divert heavy goods vehicles away from and around Chipping Norton (while allowing for access). Some of these measures may fall within the scope of planning, while others will might be led by the Highways team.

7.8 Any traffic management measures should respect the historic character and appearance of the town. Guidance on this can be found in English Heritage's streetscape manual Streets for All: South East<sup>7</sup>. The Town Council will expect to work with other authorities to help ensure there is not an unacceptable impact to the town's historic environment.

7.9 Chipping Norton's Air Quality Management Area (AQMA) is a direct result of poor air quality within parts of the town. The full extent of the AQMA is shown in Figure 7.1 on the preceding page.

7.10 The WODC pre-submission Local Plan suggests that changes in how transport is fuelled (with alternative fuels such as electricity playing a greater role) could have positive effects on the town's AQMA<sup>8</sup>. To encourage greater use of electric and plug-in hybrid electric vehicles within Chipping Norton this Plan wishes to support the installation of public electric car charging infrastructure.

7.11 Alternative-fuelled vehicles, including electric cars, are witnessing rapid growth, representing 2.8% of new car sales in November 2014, up from 1.5% a year earlier<sup>9</sup>.

#### **Relevance to planning framework**

**NPPF** paras 7, 9, 17, 34; **WODC** Local Plan BE1, BE3, T6; Pre-submission Local Plan CO10, 13, 16 and paras 7.14, 7.19, 7.21, 7.43, 7.47-7.48

#### **Relevant Neighbourhood Plan objectives**

OB2, OB4

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<sup>5</sup>CAG Consultants, West Oxfordshire Economic Snapshot, Jan 2015

<sup>6</sup>OCC, Oxfordshire Local Transport Plan 2011-2030, Oct 2012

<sup>7</sup>English Heritage, Streets for All: South East, June 2006

<sup>8</sup>WODC, Local Plan 2031, Mar 2015, para 7.48

<sup>9</sup>SMMT news release:

<http://www.smmt.co.uk/2014/12/november-new-car-market-grows-smmt-welcomes-government-low-emission-commitment/>

## Public transport policies

7.12 Bus services operate between Chipping Norton and Oxford, departing hourly with more buses during peak times. Hourly Monday to Saturday daytime services to Witney and Banbury also exist, along with a two-hour frequency daytime service to Stratford-upon-Avon. There are once-a-week 'community bus' services to Chipping Norton from villages to the west and east but there is a possibility that these could be reduced as a result of Oxfordshire County Council cutbacks. There are also once-per-week services to Cheltenham and Moreton-in-Marsh market.

7.13 While Chipping Norton does not have a railway station, a dedicated RailBus exists to link the town with nearby Kingham Station, connecting with trains to and from Oxford, Reading and London Paddington. As this link offers commuters a vital connection it is locally significant. This bus also serves to connect the town centre with the health centre on London Road from mid-morning to afternoon only.

7.14 During the public consultation respondents emphasised the need for more direct bus routes to nearby centres, as well as links to other tourist centres west and south of town, such as Stow, Moreton and Burford. Improved bus links would be attractive to commuters and tourists alike.

### 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.

### Justification

7.15 If dependency on private vehicles is to be reduced it is important that new development should accommodate and enhance the existing public transport network. In particular, there is a need to provide improved services to the hospitals in Oxford and Banbury. This will have knock on effects on improved air quality, reduced congestion and could make Chipping Norton a more accessible place for people of all mobilities.

7.16 WODC's Tourism Strategy 2009-2012<sup>10</sup> has developed a series of priorities for tourism in the district, including the encouragement of sustainable tourism. Priority 5 in the document states an action point to 'encourage the improvement and usage of public transport to and within the District [WODC]'.

7.17 Additionally, direct correspondence with Nick Small, Strategic Development Manager (Midlands, Oxfordshire and West) for bus service company Stagecoach<sup>11</sup> has identified a number of reasons for safeguarding and expanding bus parking within the town, as outlined in the following paragraphs.

7.18 The peak period for bus use starts within Chipping Norton. Loss of bus parking capacity in the town would displace buses to Witney or Banbury, increasing unproductive operating time and cost, while compromising lower fares.

<sup>10</sup>WODC, Tourism Strategy 2009-2012

<sup>11</sup>Letter from Stagecoach dated 27<sup>th</sup> January 2015



7.19 Stagecoach's S3 service to Oxford has seen a three-fold increase in patronage since 2000. The expected increase in Chipping Norton's population is seen by Stagecoach as an opportunity to expand further, offering more services to major employment and health centres in Oxford.

7.20 The number of buses parked at Chipping Norton has increased from three to nine over the same period, now supporting 12 full-time local jobs. Growth is expected to increase the number of buses parked in town to 12.

7.21 Buses are currently parked on employment land, as shown in figure 7.2 below. The current yard is on a short-term lease pending redevelopment, with three months notice by the freeholder. There is therefore a need to secure longer-term facilities.

7.22 In light of the identified importance of providing adequate bus parking, the provision of a secure parking area for up to 12 service buses will be supported in principle in a suitable, accessible location. Particular support will be given to proposals in the vicinity of London Road either as a standalone scheme or as part of a wider development subject to compatibility with other uses.

7.23 Policy TM5 is directly supported by the Oxfordshire Local Transport Plan's bus and rapid transport strategy.

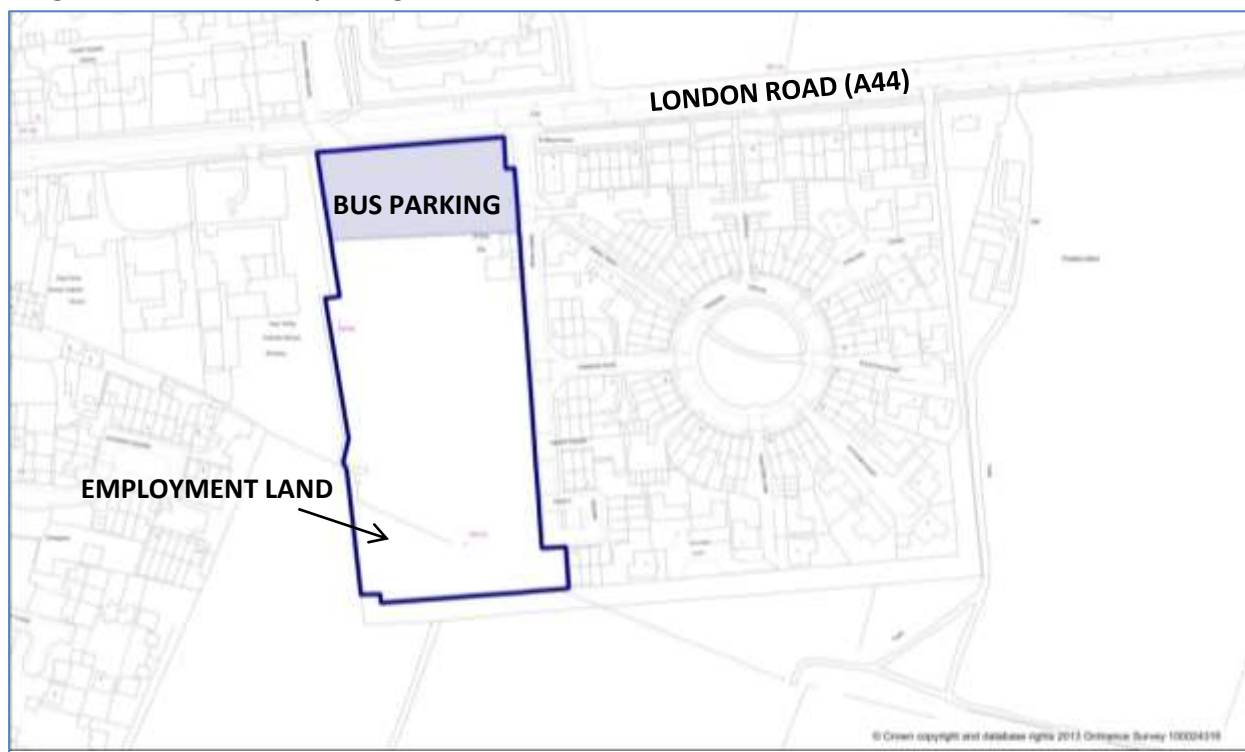
**Relevance to planning framework**

**NPPF** paras 7, 9, 17, 23, 30, 32, 35, 41, 58; **WODC** Local Plan BE1, BE3, T3; Pre-submission Local Plan CO10-11, 15-17 and para 7.55

**Relevant Neighbourhood Plan objective**

OB4

**Figure 7.2: Current bus parking area**



## Walking, cycling and accessibility policies

7.24 Despite Chipping Norton's hilly topography walking levels in the town are relatively high, though cycling levels are substantially below national levels – the percentage of residents choosing to cycle to work is one fifth of the England average<sup>12</sup>. This is almost certainly due to a combination of the town's rural setting, its topography, busy traffic and the town's compact nature making walking a more desirable option.

7.25 The town has an extensive and well-connected network of footpaths both within the urban area and out into the surrounding countryside. The town centre's truly central location makes it highly accessible by foot from all areas of town. However, while the western side of the town can be effectively bypassed via a series of linking footpaths and bridleways, as outlined in Figure 7.3, the eastern side of town is lacking a similar joined-up pedestrian route. New development presents an opportunity to help redress this imbalance.

7.26 Appendix A details a full footpaths assessment performed by members of the Neighbourhood Plan Steering Group.

### 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.

### Justification

7.27 The benefits of increasing the uptake of walking and cycling as a means of transport is clear and includes among other things: reduced congestion, reduced emissions of climate change-causing gases, improved local air quality, a healthier population and financial savings on transport infrastructure.

7.28 Oxfordshire County Council's Local Transport Plan<sup>13</sup> (LTP) highlights that 'for people to want to walk, they need to feel safe, secure and comfortable. They need to be able to make good progress along their line of route and feel as though they are as important as or more important than car drivers'. The previous version of the LTP<sup>14</sup> suggested a full audit of footways across town, which the steering group has completed in order to identify where improvements to the rights of way network can be made – see Appendix B: Public rights of way assessment.

<sup>12</sup>ONS 2011 Census

<sup>13</sup>OCC, Connecting Oxfordshire 2015-2031, Sept 2015

<sup>14</sup>OCC, Local Transport Plan 2011-2030, July 2012

7.29 The current Local Transport Plan expresses Oxfordshire County Council's desire to engage with developers to ensure that high quality cycle infrastructure is designed-in to their own development plans. New developments within the town present an ideal opportunity to initiate this process. The steering group's public rights of way assessment lists opportunities for the extension and creation of new public rights of way as a result of new development.

7.30 Public rights of way could be improved or enhanced by, for example:

- The creation of new public rights of way to connect existing statutory paths and ginnels to create a route;
- The creation of new public rights of way to provide traffic-free corridors towards the town centre and out into the surrounding countryside;
- Improved signage of existing and new public rights of way;

- Better surfacing of heavily used public rights of way, for example the footpath connecting the end of Church Lane to Over Norton.

7.31 New public rights of way and improvements or enhancements to existing public rights of way should be in keeping with the rural character of the town.

7.32 Safe and convenient footpaths and cycle routes towards the town centre will help to support easy access to the retail premises and businesses to be found there. This will contribute towards the town centre's ongoing functioning.

***Relevance to planning framework***

**NPPF** para 7, 9, 17, 23, 30, 32, 35, 38, 69, 75; **WODC** Local Plan BE2-3, T2, TLC8; Pre-submission Local Plan CO11, 13, 15-17 and paras 7.63-7.64, 7.67-7.69

***Relevant Neighbourhood Plan objectives***

OB2, OB4





Figure 7.3: Ordnance Survey map showing footpath and bridleway connections







**FOOT PATH**



## 8: TOWN CENTRE

### Town centre functionality policies

- 8.1 The town centre offers a vibrant environment and a good range of shops supplemented by street markets supporting both the town's residents and residents of the surrounding rural area. Retail expenditure in the town is set to grow to £62.7M by 2029<sup>1</sup>. This would support the provision of an additional 3,500m<sup>2</sup> of new retail floor space in the town in the period up to 2029.
- 8.2 Businesses owners in the town centre wish to see Chipping Norton promoted as a destination, appealing to a wide audience. The recently launched not-for-profit group Experience Chipping Norton ([www.experiencechippingnorton.com](http://www.experiencechippingnorton.com)) aims to facilitate this message.
- 8.3 Residents value the town centre but evidence from the public consultation exercises suggest that the town could be improved in appearance while making more of passing trade and tourism. There is support for increasing the provision of town centre facilities.

#### **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.

### Justification

- 8.4 Policy E5 of the WODC pre-submission Local Plan supports the development and retention of local services and community facilities to promote 'social wellbeing, interests, interaction and healthy inclusive communities'<sup>2</sup>.
- 8.5 Tourism in West Oxfordshire supports nearly 5,000 jobs and contributed £273.8m to the local economy in 2013<sup>3</sup>. WODC's Tourism Strategy 2009-2012 Priority 4<sup>4</sup> on Quality includes an action to ensure destinations are 'perceived to have a quality environment through public realm activity including working with Street Scene and Town and Parish Councils and County Council to maintain the quality of footpaths, toilets, waste and signage'.
- 8.6 Results from the Neighbourhood Plan survey show residents like to support their local shops. The West Oxfordshire Retail Needs Assessment<sup>1</sup> emphasises that 'if this function were to erode we expect that visitation rates could drop which would consequently result in a detrimental impact on Chipping Norton town centre.' Ensuring a vibrant and attractive town centre will help to promote the town and make it a desirable setting in which to shop.

<sup>1</sup>WODC, West Oxon Retail Needs Assessment Update, 2012

<sup>2</sup>WODC, West Oxfordshire Local Plan 2031, Mar 2015, Policy E5

<sup>3</sup>CAG Consultants, West Oxfordshire Economic Snapshot, January 2015

<sup>4</sup>WODC, Tourism Strategy 2009-2012



8.7 Tourists and visitors are already attracted to Chipping Norton but the town benefits less from this trade than nearby centres such as Burford or Stow-on-the-Wold. There is room for development here, with the town centre reorganised as opportunities arise to offer a more attractive and traffic-free setting for people to linger for longer.

8.8 The town's historic environment offers great potential for attracting more visitors. This strong asset is relatively underdeveloped and should be exploited as a reason for including Chipping Norton on any trip to the Cotswolds. WODC's 'Chipping Norton: Conservation Area Character Appraisal' describes the main aspects of character and appearance which contribute to the special interest and quality of the town<sup>5</sup>.

**Relevance to planning framework**

**NPPF** para 7, 9, 17, 23, 57, 58, 69, 70;  
**WODC** Local Plan TLC12, T6, BE15, SH1, SH3; Pre-submission Local Plan CO3, 8, 12 and paras 6.66-6.67, 6.72, 6.77-6.82

**Relevant Neighbourhood Plan objectives**

OB2, OB6

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<sup>5</sup>WODC, Chipping Norton Conservation Area Character Appraisal, Sept. 2013



## Town centre parking policy

8.9 The public consultation exercises found that parking provision was perceived as a major issue among respondents, particularly at peak times when it can take a considerable amount of time to find a space. While public transport, walking and cycling should be encouraged to reduce dependency on private vehicles it is unrealistic to expect the net use of private vehicles to decline in the near future given population projections for the district.

### 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.

### Justification

8.10 Car parking has been identified by WODC as insufficient, creating congestion and constraining the viability of the town<sup>6</sup>. If the desire to see a thriving town centre and local economy is to be realised then parking should be addressed as a priority. Increased parking provision will also improve the viability of Chipping Norton as a tourist destination. A map of public car parks is given in Figure 8.1 overleaf.

8.11 Development will create even more demand for parking. WODC suggests it is therefore critical that future provision is considered<sup>6</sup>.

8.12 Parking is a complex issue. Alongside increased capacity other controls may be available to improve the functionality of parking within the town. This could include the use of different time limits within different locations, or reviewing current parking limit zones to produce an optimal solution.

### Relevance to planning framework

NPPF paras 7, 9, 17, 23, 40; WODC Local Plan BE3, T8; Pre-submission Local Plan CO13 and paras 7.72-7.76

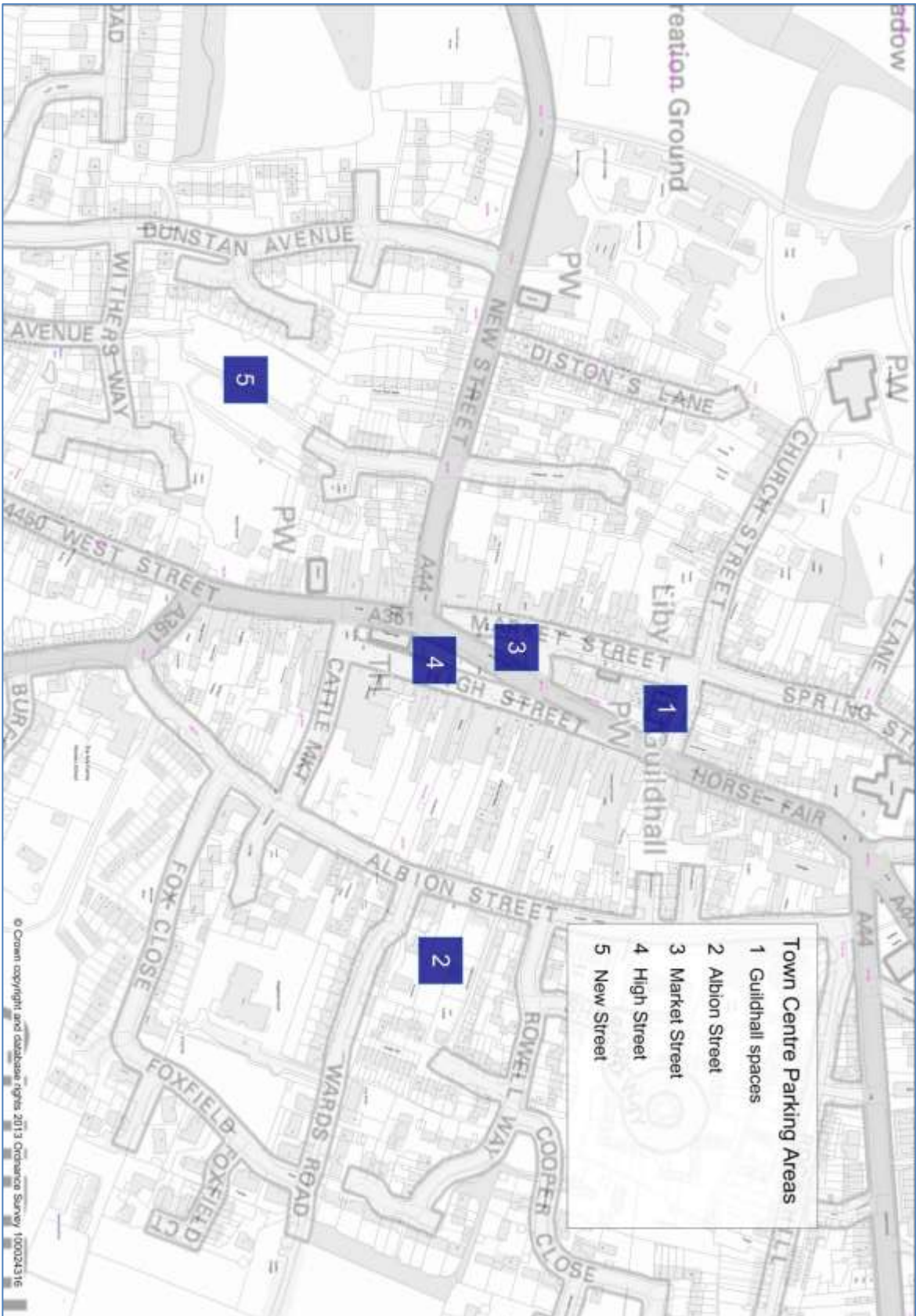
### Relevant Neighbourhood Plan objective

OB3

<sup>6</sup>WODC, Draft Infrastructure Delivery Plan, p40



Figure 8.1: Location of public car parks in Chipping Norton





## High Street character and viability policies

8.13 The town centre of Chipping Norton has a distinct vernacular. Its line of imposing buildings, constructed primarily from soft-coloured oolitic limestone, appears to glow when the sun illuminates the stonework<sup>7</sup>. The town centre has escaped the hotchpotch of architectural styles that have evolved over the decades in other towns, giving a pleasing harmony appreciated by residents and visitors alike. Other areas of the town, particularly within its wider Conservation Area, also contribute to Chipping Norton's vernacular.

8.14 The survey of residents undertaken as part of the consultation process found that 93% of respondents agreed that the pleasant physical environment of Chipping Norton was a major positive aspect of the town that made them want to live here. Open views of the countryside to the west are clearly visible from the High Street, enhancing the centre's appeal as a destination; the survey also found that 99% of respondents value the surrounding countryside as a contributing factor to making the town a desirable place to live. Local services and shops (89%) and the community and its spirit (93%) also scored highly.

### 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.

### Justification

8.15 Chipping Norton has tourism potential. To realise this and in order to continue to preserve the town's special environment it is important that existing retail and restaurant units are protected, where possible, and that every opportunity is taken to improve the infrastructure of the town.

8.16 WODC's Retail Needs Assessment<sup>8</sup> states that while internet shopping will continue to put pressure on bricks and mortar retail spaces 'it will be important that the West Oxfordshire centres continue to provide a differentiated retail and leisure offer, tailored to the local catchment and encouraging resident and tourist spend.'

8.17 The type of active frontages should pay due regard to Permitted Development Rights.

<sup>7</sup>ODC, West Oxfordshire Design Guide

<sup>8</sup>WODC, West Oxon Retail Needs Assessment Update, 2012

8.18 The assessment goes on to suggest that if the provision of local shops is eroded then visitation rates could drop which could 'result in a detrimental impact on Chipping Norton town centre. Therefore the retail and leisure offer should be protected and consolidated over the plan period to ensure the continued health of the centre'.

**Relevance to planning framework**

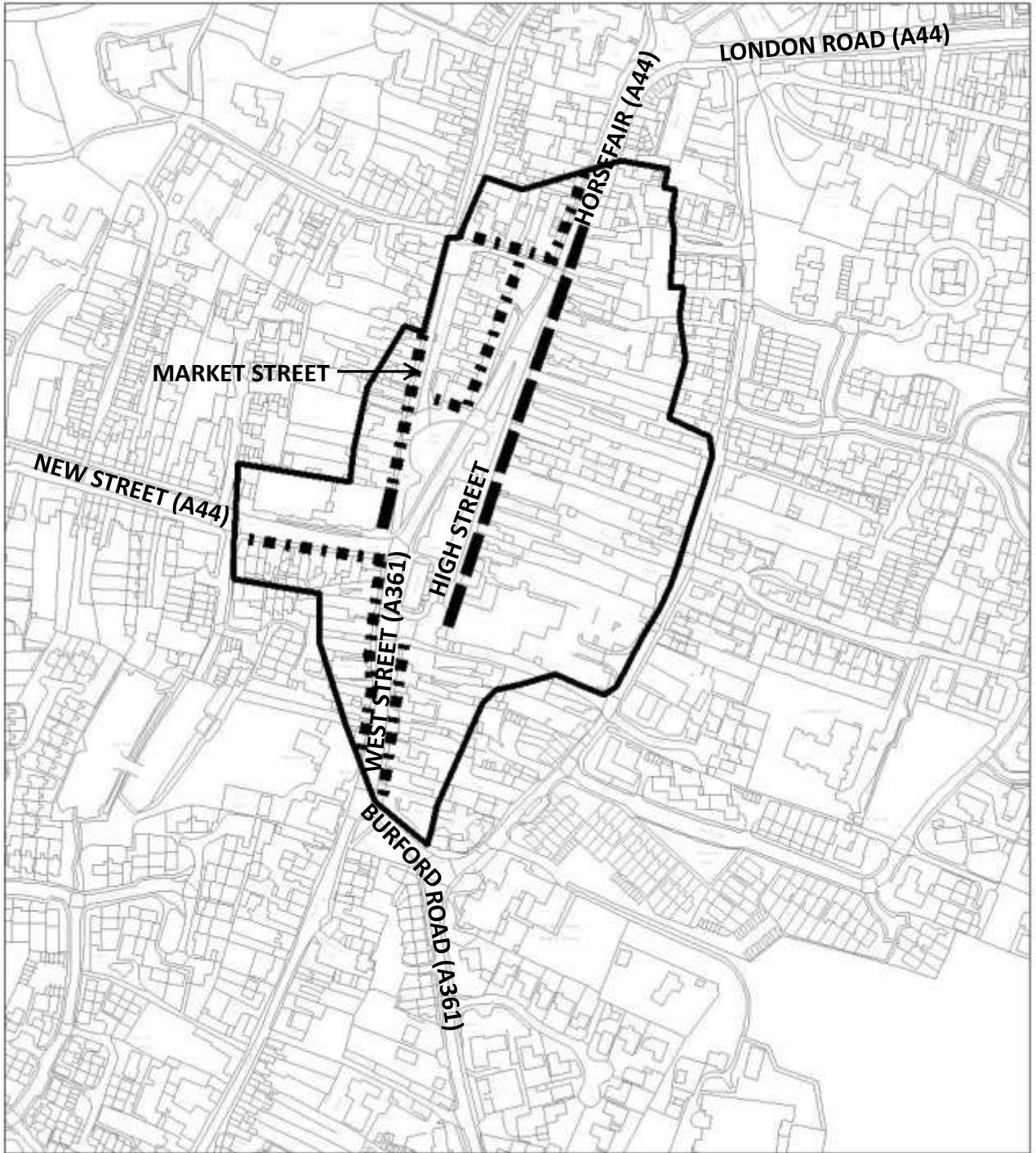
**NPPF** para 7, 9, 17, 19, 23, 37, 57-58, 60, 70, 126, 131; **WODC Local Plan** BE2, BE5, BE8, BE14, BE16, SH1, SH3-5; Pre-submission Local Plan CO3, 8, 12 and paras 6.64, 6.66-6.67, 6.70, 6.72, 6.76-6.82

**Relevant Neighbourhood Plan objectives**

OB1, OB2, OB6, OB8



Figure 8.2: Extent of Chipping Norton Town Centre to which town centre policies apply



-  Town Centre Boundary
-  Primary Shopping Frontage
-  Secondary Shopping Frontage

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## 9: BUILDING DESIGN AND USE

### Historic built environment policies

- 9.1 Chipping Norton has a high density of listed and locally listed buildings, reflecting a particularly rich historic environment borne out of its Cotswolds location and prominence as a market town that was at the centre of the wool trade. A market has been held here since the 13th century, the word ‘Chipping’ stemming from the word ‘Cheaping’, meaning a market.
- 9.2 Within the town there is one Grade I listed building (Church of St Mary’s), 10 Grade II\* listed buildings and 114 Grade II listed buildings<sup>1</sup>. All lie within the town’s designated Conservation Area. There are also 468 locally listed structures within the Conservation Area. The Grade II\* listed buildings are: Church Street (north side) nos. 1 to 4 (consecutive, Almshouses); High Street nos. 7, 15, 20 and White Hart Hotel; Market Place nos. 15, 16, 20 and The Town Hall; New Street (south side) King’s Head Court; and Bliss Tweed Mill.
- 9.3 The historic core of the town has changed little over the centuries, ensuring a real sense of place and an anchor for the town’s newer 20th and 21st century housing developments.
- 9.4 Other elements aside from buildings contribute to the town’s character. These include, for example, stone boundary walls. All these elements can add up to create the special sense of place that the town enjoys. It therefore stands that where these traditional assets exist they should be preserved for future generations.

- 9.5 Trees within the Chipping Norton Conservation Area help to soften the townscape and create cooling spaces on hot days. Similarly, open spaces such as Chipping Norton Common contribute to the appearance of the town and its rural setting, providing a valuable amenity for local residents.
- 9.6 The special character of Chipping Norton includes, though is not limited to, Bliss Mill and its setting, St Mary’s and its church yard and setting, Castle Mound, Pool Meadow, the Regulated Pasture (common owners), tree-lined approaches to the town, remaining burgage plots between Albion Street and High Street, and Market Place. Any proposal should have due regard to the WODC document ‘Chipping Norton Conservation Area Character Appraisal’ (adopted in September 2013) and the general design principles linked with it.

#### **BD1: Historic built environment**

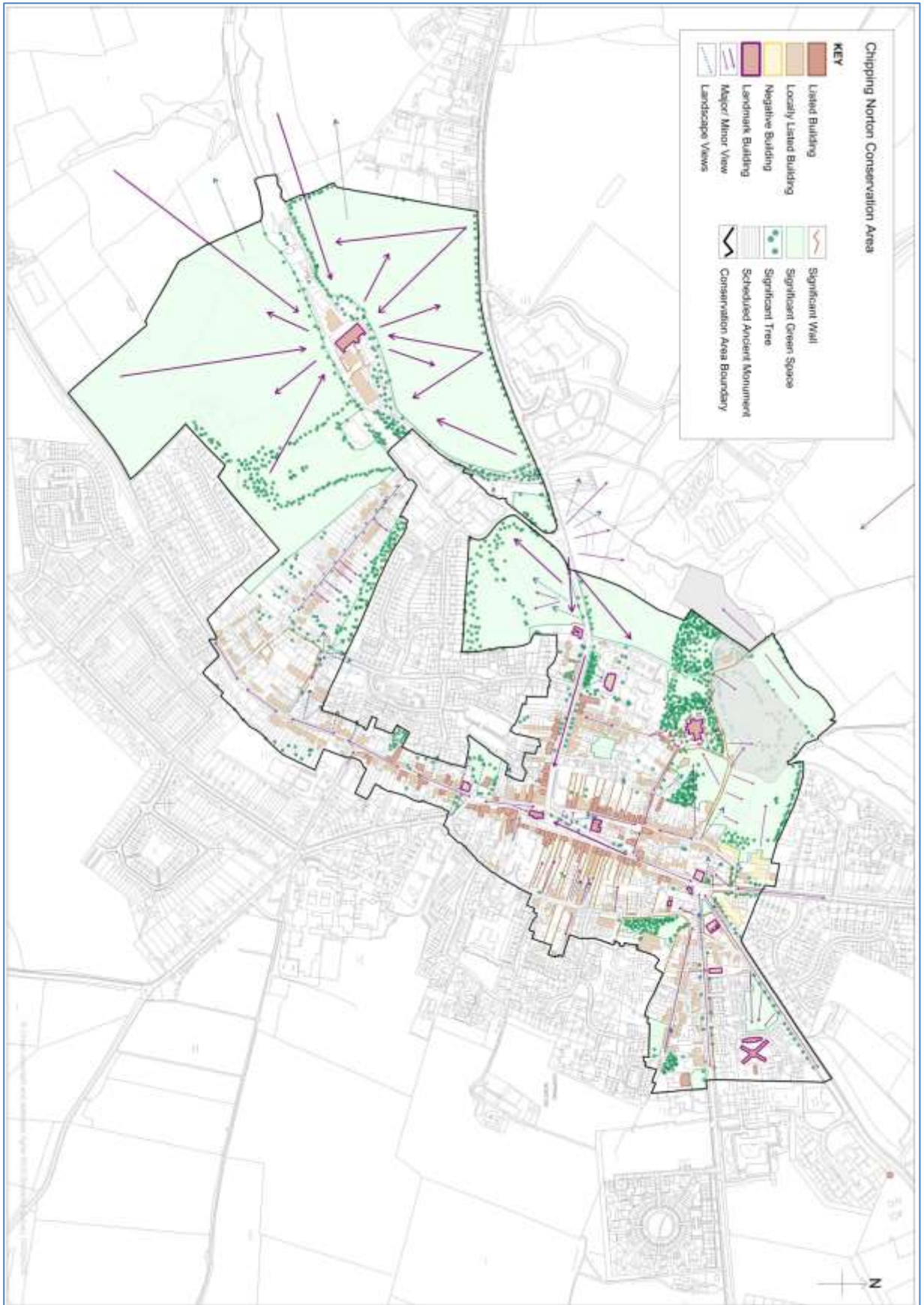
The parish’s designated heritage assets and their settings including listed buildings, the Conservation Area, scheduled monuments and assets above and below ground, will be preserved or enhanced. Proposals for development will take into account their significance and contribution to local distinctiveness,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

<sup>1</sup>WODC, Chipping Norton Conservation Area Appraisal, Sept. 2013



**Figure 9.1: Location of the Conservation Area and all nationally Listed buildings**





## **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.

### **Justification**

9.7 The questionnaire results forming part of the initial consultation with residents and local businesses highlighted the importance of the town's pleasant physical environment, with 93% of respondents agreeing or strongly agreeing that this element of the town makes it a desirable place to live.

9.8 The West Oxfordshire Design Guide<sup>2</sup> sets out the design features that make West Oxfordshire special. It includes a section on local character that outlines typical walling and roofing materials associated with different areas of the district, including the 'Northern Valleys and Ridges' which Chipping Norton lies within. All development should have due regard to the latest version of the West Oxfordshire Design Guide.

9.9 The preservation and enhancement of the existing historical built environment is essential if the town is to retain its attractive townscape. This will prove essential to the town's economy as it seeks to position itself to attain a greater share of the local tourist market.

9.10 Full descriptions of Chipping Norton's built environment and the individual components that contribute to its character can be found in the WODC document 'Chipping Norton: Conservation Area Character Appraisal'<sup>3</sup>. The document includes a map and full list of all listed and locally listed buildings. This Plan supports the use of this document as a guideline for development and alterations within the Conservation Area of the town.

9.11 Chipping Norton is currently undergoing an appraisal of its heritage assets through the English Heritage-funded project 'Early Fabric in Historic Towns'. This is likely to increase understanding of the historic interest and significance of many of the town's buildings.

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<sup>2</sup>WODC, West Oxfordshire Design Guide

<sup>3</sup>WODC, Chipping Norton: Conservation Area Character Appraisal, Sept. 2013

9.12 The Neighbourhood Plan encourages the recording by developers of any historic fabric which would otherwise be lost in the course of development. The Plan therefore strongly supports the intention of WODC to oblige developers to protect and record heritage assets as outlined in paragraphs 8.84 and 8.89-8.90 of the pre-submission West Oxfordshire Local Plan<sup>4</sup>. It also supports any additional guidance from English Heritage when it becomes available.

***Relevance to planning framework***

**NPPF** paras 7, 9, 17, 57, 126, 131, 132;  
**WODC** Local Plan BE1-2, BE4-7, BE8, BE10, BE12, H2, NE6; Pre-submission Local Plan CO2, 3, 13, 14 and paras 4.43-4.35, 8.75-8.92

***Relevant Neighbourhood Plan objectives***  
OB2, OB7, OB8

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<sup>4</sup>WODC, West Oxfordshire Local Plan 2031, March 2015

9.13 Records of archaeological sites, finds and all designations may be found in the Oxfordshire Historic Environment Record held by Oxfordshire County Council. Email [archaeology@oxfordshire.gov.uk](mailto:archaeology@oxfordshire.gov.uk) for further information. Oxfordshire County Council is also completing a Historic Landscape Character project, which is due to be made available in 2016.



## Housing typology policies

9.14 Housing costs are higher than the national average, with affordability issues common among those with even average salaries<sup>5</sup>. Social housing comprises 17.3% of the housing stock, higher than the West Oxfordshire average of 12.5%<sup>6</sup>.

9.15 The consultation process found a desire for a wide mix of housing, particularly affordable housing for young people, families and those on low incomes.

9.16 WODC's emerging Local Plan allocates a Strategic Development Area for housing within Chipping Norton. The remaining housing requirement will be met through a combination of homes already built, existing commitments, speculative 'windfall' development on unidentified sites that come forward in accordance with the Local Plan's general housing policies, and other sites identified as being potentially suitable and deliverable in WODC's Strategic Housing Land Availability Assessment (SHLAA)<sup>7</sup>.

### **BD3: Affordable housing**

Qualifying residential developments should meet a range of households' needs for affordable housing<sup>8</sup> 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<sup>9</sup> 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.

<sup>5</sup>DCA, West Oxon Housing Needs Assessment Update, 2011

<sup>6</sup>ONS 2011 Census

<sup>7</sup>LDF Update, Aug 2014: [www.westoxon.gov.uk/ldf](http://www.westoxon.gov.uk/ldf)

<sup>8</sup>Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market

<sup>9</sup>Persons of 55+ years



## Justification

9.17 Within West Oxfordshire 96% of concealed households cannot afford a deposit for a one-bedroom flat without parental assistance, while 83.8% of new households forming cannot afford to rent in the private market<sup>10</sup>.

9.18 According to the Housing Needs Assessment 2011, the income needed to buy a one-bedroom flat in Chipping Norton was £28,200, meaning that 80.3% of concealed households were unable to buy<sup>10</sup>. Furthermore, 32.0% of recently formed households were unable to buy a one-bedroom flat in the town. The recent revival of the property market is likely to have exacerbated this situation.

9.19 Within the social rented sector there is a significant undersupply of one-bedroom units with demand vs supply at 14.6:1. This stock size represents 56.9% of the total Housing Register.

9.20 As of 3 December 2014 the number of applicants on the WODC housing waiting list specifically requesting a property within Chipping Norton was 179<sup>11</sup>, an increase of 38% on just nine months earlier. Of this number 120 are applicants of working age seeking a one- or two-bedroom property, while 41 applicants of retirement age seek a similar home. Combined, this represents an application weighting of 90% for one- and two-bedroom properties. In addition to the housing waiting list there are a further 61 transfer applicants within the town.

9.21 Taken as a percentage of the population<sup>12</sup> of Chipping Norton, the waiting list corresponds to 2.8% of the total – a similar figure to Witney (3.0%) though less than neighbouring Charlbury (3.8%) and nearby Woodstock (4.9%).

9.22 The Oxfordshire Strategic Housing Market Assessment (SHMA) identifies that lower quartile house prices in Oxfordshire are on average nine times higher than annual lower quartile incomes in the county (the Government's preferred indicator of the affordability of market housing). This is significantly above the national average of 6.6 times<sup>13</sup>.

9.23 The SHMA expresses concern over rising house prices, stating that this has led to 'an increasing proportion of households renting homes for longer, and more young people... living with families or in shared accommodation'. It highlights a 30% increase in households living in overcrowded homes between the 2001 and 2011 censuses and adds: 'these factors point strongly towards a need to deliver more homes in the future in order to ensure that young households can form a home or get a foothold on the housing ladder'. It suggests 274 new affordable homes are needed per year to 2031 in West Oxfordshire. The SHMA also suggests that around 70% of market housing should be two and three-bed properties.

9.24 Qualifying residential developments, as outlined in Policy BD3, will be determined in accordance with the relevant adopted local plan policy.

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<sup>10</sup>DCA, West Oxon Housing Needs Assessment Update, 2011

<sup>11</sup>WODC housing waiting list supplied by WODC.

<sup>12</sup>Population data from Census 2011

<sup>13</sup>GL Hearn, Oxfordshire Strategic Housing Assessment summary - Key findings on housing need, Mar 2014

9.25 Smaller housing units will see increasing demand as the local population continues to age; population projections to 2031 signal significant growth in the over 55 category with an increase of 54.1% against a general population increase of 23.6% during this period. The SHMA suggests the housing market in West Oxfordshire should deliver a mix of dwelling sizes to 2031 as follows: 1 bedroom – 23.3%; 2 bedrooms – 43.7%; 3 bedrooms – 30.4%; and 4+ bedrooms – 2.6%, in order to bring about a more balanced housing offer<sup>14</sup>.

9.26 This Plan's definition of a local connection to Chipping Norton is a town-scale execution of WODC's district-wide criteria for eligibility for social housing<sup>15</sup>.

9.27 To ensure opportunities for local people the application of these criteria on a town-wide scale is appropriate.

**Relevance to planning framework**

**NPPF** paras 7, 9, 17, 47, 50; **WODC** Local Plan H3, H11; Pre-submission Local Plan CO6 and paras 5.1-5.3, 5.36-5.53 5.67-5.89, 5.94-5.95

**Relevant Neighbourhood Plan objective**

OB5

<sup>14</sup>Oxfordshire Strategic Housing Assessment, April 2014

<sup>15</sup>[www.westoxon.gov.uk/residents/housing/register-for-housing/how-we-assess-housing-applications/](http://www.westoxon.gov.uk/residents/housing/register-for-housing/how-we-assess-housing-applications/)



## Self-build policies

9.28 Until recently the process of building your own home was almost universally referred to as 'self-build'. In 2011 the Government's 'Housing Strategy for England' introduced the term 'custom-build housing' to more accurately reflect the variety of ways in which people can have their own home built for them. The term 'self-build' is now used to describe homes which are largely self organised or built as a DIY project. The self-build policies in this section of the Neighbourhood Plan refer to both self- and custom-built units<sup>16</sup>.

9.29 In the UK 10-15% of new homes are self or custom built compared to at least 50% in most other developed countries. Self and custom builders can support the area's economy by stimulating the local supply chains and providing local employment<sup>17</sup>.

9.30 Self- and custom-built units also have the potential to provide better quality homes built to a higher standard of sustainability/energy efficiency. They offer the chance to express individual architectural style (in conformity with local planning standards) and are generally cheaper to build than equivalent units, offering a valuable route to affordable housing. As they are more likely to be built by local residents, they can enhance the area's sense of community while allowing bespoke housing tailored to meet the exact requirements of those involved<sup>17</sup>.

9.31 The residents' questionnaire identified housing and employment opportunities as the least favourable aspects of living in Chipping Norton. Over half of respondents (56%) disagreed that local employment opportunities make them want to live in the town. One third (33%) felt the right housing is not available in Chipping Norton. Self-build has the potential to address both these areas.

### **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.

<sup>16</sup>NaSBA, A second progress report to Government on the implementation of the Action Plan to promote the growth of self build housing, August 2013

<sup>17</sup>NaSBA, An Action Plan to promote the growth of self-build housing, July 2011



## Justification

9.32 Finding suitable self-build plots is the greatest hurdle to projects of this type. A recent analysis of users of the Self Build Portal found that 41% believed this to be the case, with obtaining planning (12%) and securing finance (10%) the next biggest hurdles<sup>18</sup>.

9.33 Nationally there is strong demand for self-build plots. A 2011 survey by the Building Societies Association found that 53% of consumers would consider building their own home if they had the opportunity<sup>19</sup>. The majority were attracted by the ability to have control over the design and layout of their home; they also felt a self-build home would be cheaper than buying on the open market.

9.34 Another survey by the Norwich and Peterborough Building Society showed that 30% of the population would like to tackle a self-build project in the next five years. Up to 400,000 searches for self-build plots are made on property website Rightmove every month<sup>19</sup>.

9.35 Evidence collected by WODC suggests that there are 427 potential custom/self-builders seeking suitable plots within West Oxfordshire<sup>20</sup>. The Council states it is 'keen to support increased delivery [of custom build and self-build housing] to promote greater diversity in the local housing stock, innovative design and more affordable and sustainable construction'.

9.36 According to National Custom & Self Build Association<sup>21</sup>: 'The Government wants to double the size of the sector over the next decade so that custom built homes become a 'mainstream' source of housing. It is keen on growing the sector for the following reasons:

- It is important to the national economy (it's value is estimated at £3+billion per year)

- It makes an important contribution to housing output, and creates an opportunity to diversify housing supply
- There is growing public demand for this type of housing
- It protects/creates local jobs and strengthens local supply chains in the construction sector (each self build sustains two construction jobs)
- It offers choice and is often better value for money
- It reflects the Government's Localism ambitions
- It can provide opportunities to achieve a diverse mix of housing in both urban and rural areas.'

9.37 Neighbouring planning authority Cherwell District Council proactively supports self builders through its Build! project which aims to deliver 250 new homes in Banbury and Bicester during 2014 and 2015 alone<sup>22</sup>.

9.38 Allocating a modest provision for self-builders within Chipping Norton will help to address the demand within this town. It could also help to deliver a route to more affordable owner-occupied housing.

### **Relevance to planning framework**

**NPPF** paras 7, 9, 17, 47, 63; **WODC** Local Plan n/a; Pre-submission Local Plan CO6 and paras 5.99-5.107

### **Relevant Neighbourhood Plan objective**

OB5

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<sup>18</sup>NaSBA, A second progress report to Government on the implementation of the Action Plan to promote the growth of self build housing, Aug. 2013

<sup>19</sup>NaSBA, 'Millions of people want to do a self build project', accessed on 03 Dec 2014 from <http://www.selfbuildportal.org.uk/latest-news/18-millions-of-people-want-to-do-a-self-build-project>

<sup>20</sup>WODC, West Oxfordshire Local Plan 2031, Mar 2015, para 5.105

<sup>21</sup>NaSBA, Planning for Custom Build Housing: A Best Practice Guide, November 2012

<sup>22</sup>[www.cherwell.gov.uk/build](http://www.cherwell.gov.uk/build)

## Bicycle and bin storage policy

9.39 Clutter on pavements and streets is common on and around refuse collection day. This not only contributes a detrimental aesthetic to the street scene but can lead to scattering of refuse on windy days.

9.40 Chipping Norton's low uptake of cycling may start to be addressed by making cycling more accessible. Offering convenient, well-placed cycle storage will help with this.

### **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.

### **Justification**

9.41 The West Oxfordshire Design Guide<sup>23</sup> offers guidance for storing bins and recycling boxes. This Plan supports the implementation of its recommendations in all new developments.

9.42 Adequate secure cycle storage is likely to make the uptake of this sustainable form of transport both easier and more probable, thereby reducing carbon emissions. With such a low level of cycling uptake within the town providing cycle storage could mark a small but significant step towards improving cycling rates.

### **Relevance to planning framework**

**NPPF** paras 7, 9, 17, 30, 35, 57-58;  
**WODC** Local Plan BE2, T2; Pre-submission Local Plan CO1, 2, 11, 18 and paras 4.33-4.35, 8.72, 7.3, 7.14

### **Relevant Neighbourhood Plan objectives**

OB2, OB4, OB10

<sup>23</sup>WODC, West Oxfordshire Design Guide



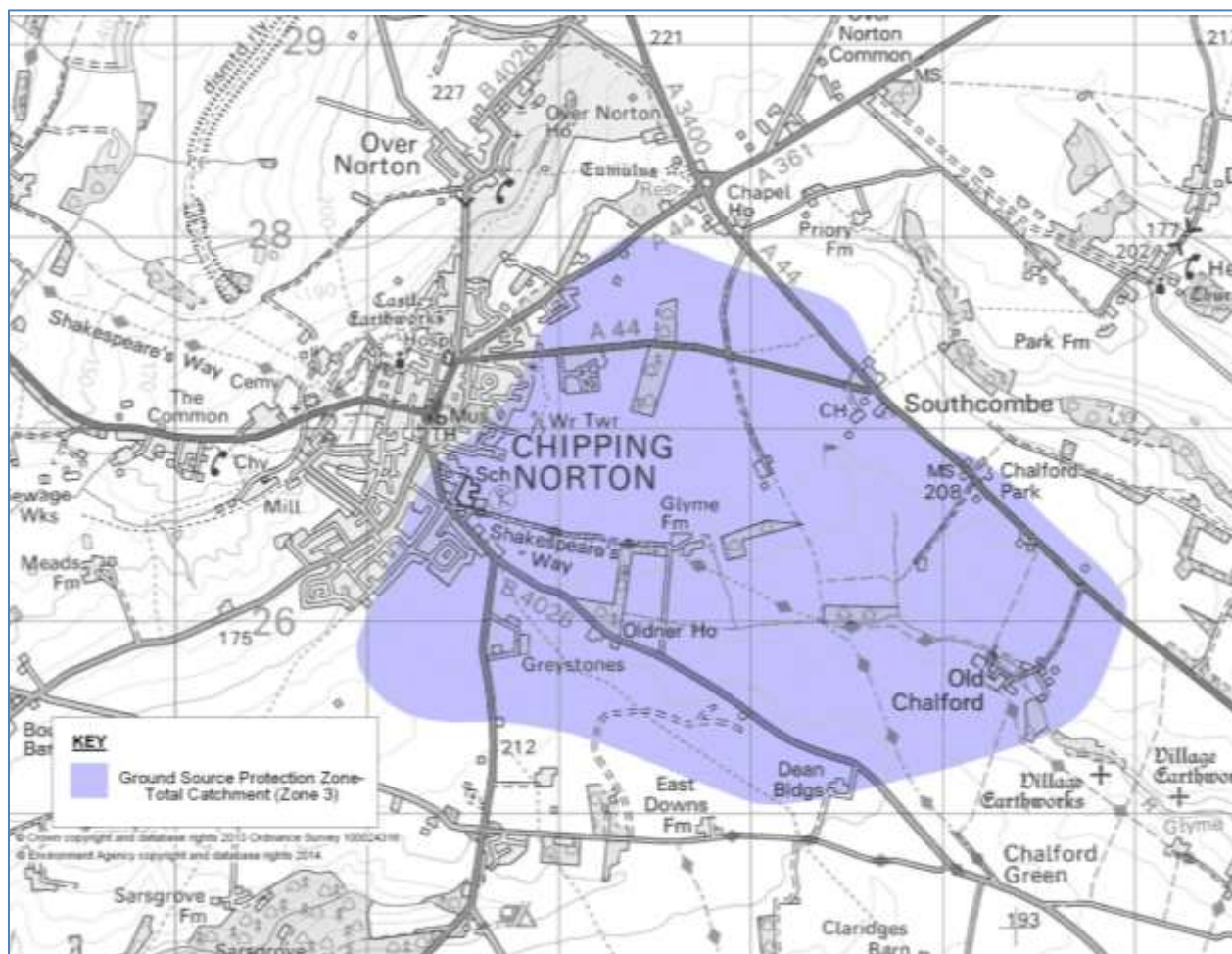
## Water management policies

9.43 Feedback from the consultation process emphasised the importance to residents of energy efficiency in new development and the prudent use of water. With temperatures set to rise over the coming years and summers predicted to become drier<sup>24</sup> it is important that the root causes of climate change and its potential impacts are addressed.

9.44 The eastern side of town sits above the Ground Source Protection Zone for the public water supply at Old Chalford. The quality of water in this Principal Aquifer will need to be protected in the instance of any new development within this area.

<sup>24</sup><http://ukclimateprojections.metoffice.gov.uk/>

**Figure 9.2: Map showing area of the local Ground Source Protection Zone**





**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.

**Justification**

9.45 Climate change is a very real threat to global security. By 2050 the median prediction is that temperatures will have risen by 2°C in Central England, bringing substantially wetter winters and drier summers<sup>25</sup>. To help mitigate these effects it is important that local development takes its contribution seriously.

9.46 New development over the coming decades is one of the most accessible means of taking action through preventative measures. Sustainable drainage systems will help to alleviate the impact of downpours arising from summer storms and winter rains.

9.47 Water requires considerable energy to treat and distribute. West Oxfordshire lies within an area of 'serious' water stress<sup>26</sup>. Many day-to-day uses such as garden and car washing and toilet flushing do not require potable, treated water.

9.48 In addition to sustainable drainage systems, the collection of rainwater on site could save energy and reduce the load on the local water supply system. Stalling runoff would help to reduce the impact of storm events and unusually wet periods. The promotion and adoption of water efficient practice in new developments will help to manage water resources and work towards sustainable development.

9.59 Particular encouragement will be given to the provision of water butts in new developments to reduce treated water consumption within the garden while also minimising runoff. Where feasible new development could also incorporate rainwater harvesting and/or grey water recycling techniques in order to reduce household water consumption further.

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<sup>25</sup><http://ukclimateprojections.metoffice.gov.uk/>

<sup>26</sup>WODC, West Oxfordshire Local Plan 2031, Mar 2015, para 8.57

9.51 Overloading of existing water and sewerage infrastructure could lead to supply problems and ineffective treatment of sewerage. In some circumstances it may be necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading.

9.52 Further information for developers on water/sewerage infrastructure can be found on Thames Water's website at [www.thameswater.co.uk/cps/rde/xchg/corp/hs.xsl/558.htm](http://www.thameswater.co.uk/cps/rde/xchg/corp/hs.xsl/558.htm) or by emailing [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) or calling 0800 0093921.

**Relevance to planning framework**

**NPPF** paras 7, 9, 17, 93-96, 99, 103, 110;  
**WODC** Local Plan BE2, NE7, NE10-12;  
Pre-submission Local Plan CO15-18 and  
paras 4.22-4.31, 8.44, 8.57

**Relevant Neighbourhood Plan objective**

OB10



Ambernectar 13







## 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

Route	Path numbers	Assessment
Walterbush Road SW to Old London Road creating link to Churchill	166/1 (PFP)	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.
From junction of A361 (Burford Road) and B4026 (to Charlbury) SE towards Chadlington	166/2 (PFP)	Runs to NE side of Greystones and the Rugby Club. Open countryside. No development proposed nearby or with potential impact.
'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	166/3 (PFP) 166/4 (RB)	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.
'Swing Swang'	166/5 (RB)	From end of CRF 4, N to A3400. Through countryside but trees/brush on both sides so only intermittent views. Ancient route.
A3400 towards Heythrop	166/7 (PFP) 166/8 (PFP)	Two separate parallel routes NE dropping down to stream through woods. No development sites nearby.
Portland Place	166/27 (PFP)	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.

Route	Path numbers	Assessment
Over Norton and 'The Cleeves'	166/30 (PFP) 166/29 (PFP) 166/9 (PFP)	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.
Church Lane to 'Salt Way' across Over Norton boundary	166/10 (PBW)	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.
St Mary's Church to playground, Worcester Road and access to Salford	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)	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.
St Mary's Church to Diston's Lane	166/12 (PFP)	A short length along the southern side of the churchyard to Diston's Lane, providing a route through to New Street.
A44 Worcester Road via Commons or Bliss Mill to Churchill Road	166/21 (PFP) 166/22 (PFP) 166/23 (PFP) 166/24 (PFP) 166/25 (PFP)	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.
'Tank Farm'	166/28 (PFP)	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.

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 A.1: Map of public rights of way, ginnels and proposed/desire routes (see pg 66)

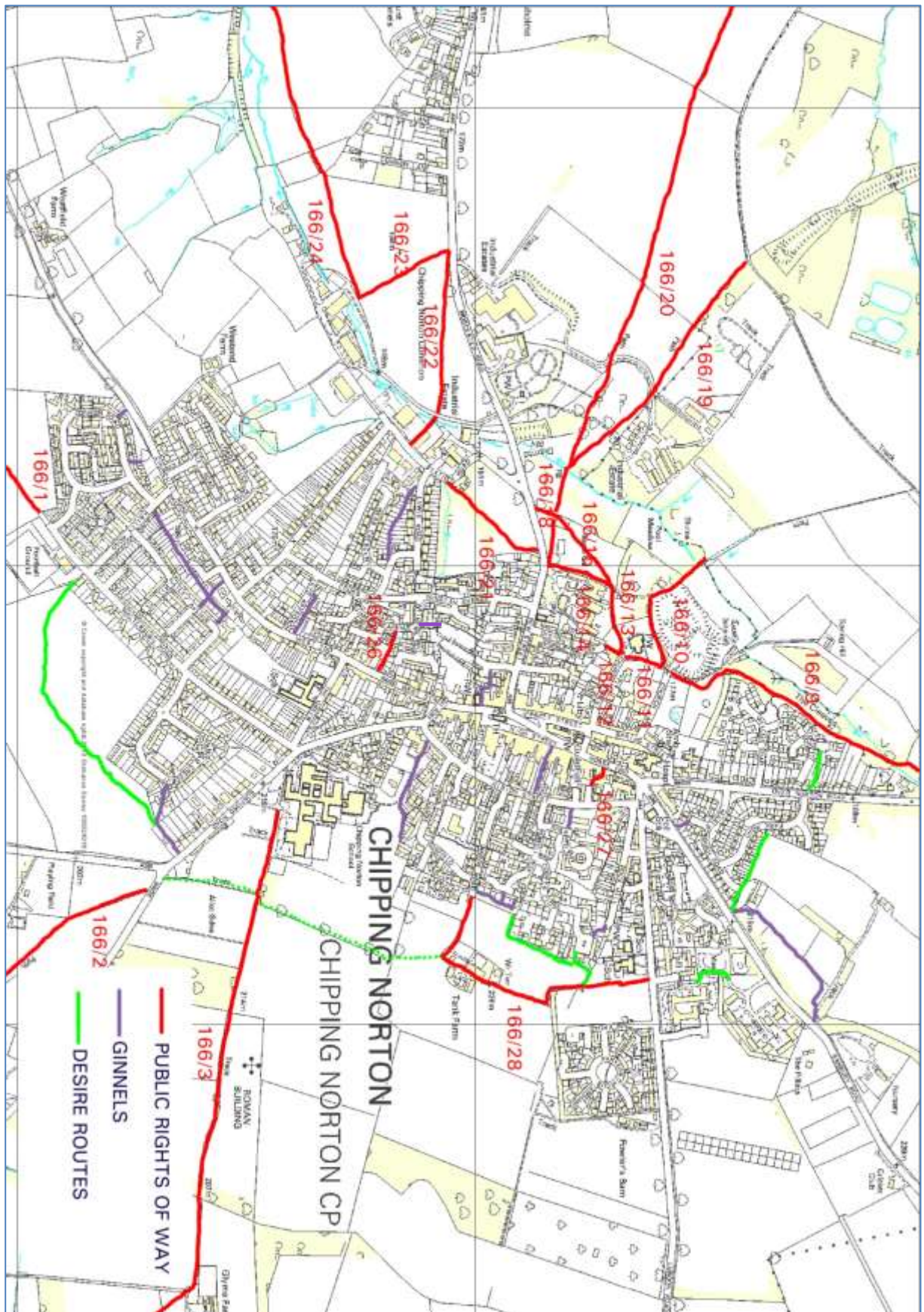
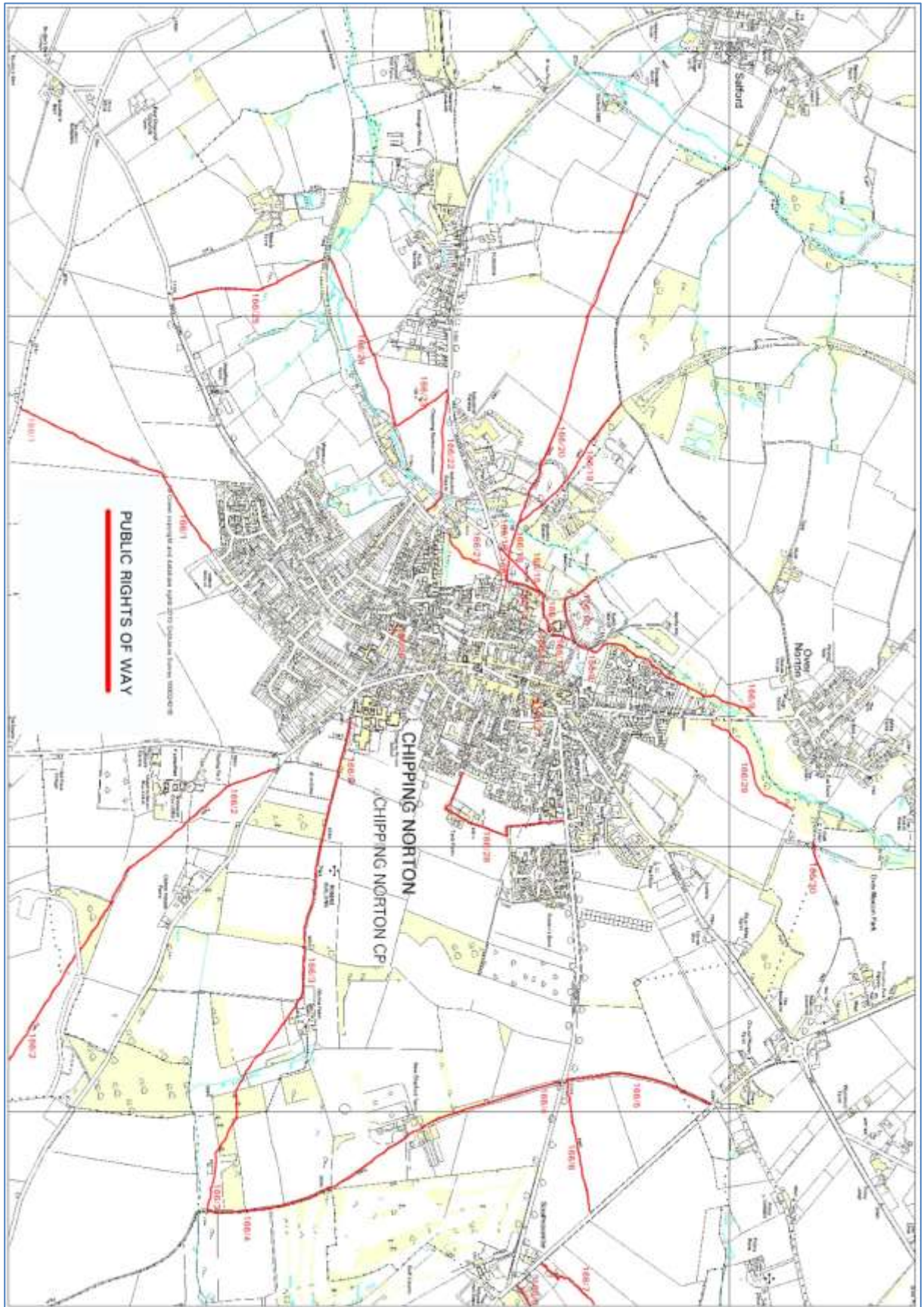




Figure A.2: Map of public rights of way in Chipping Norton and surrounding area



### 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.

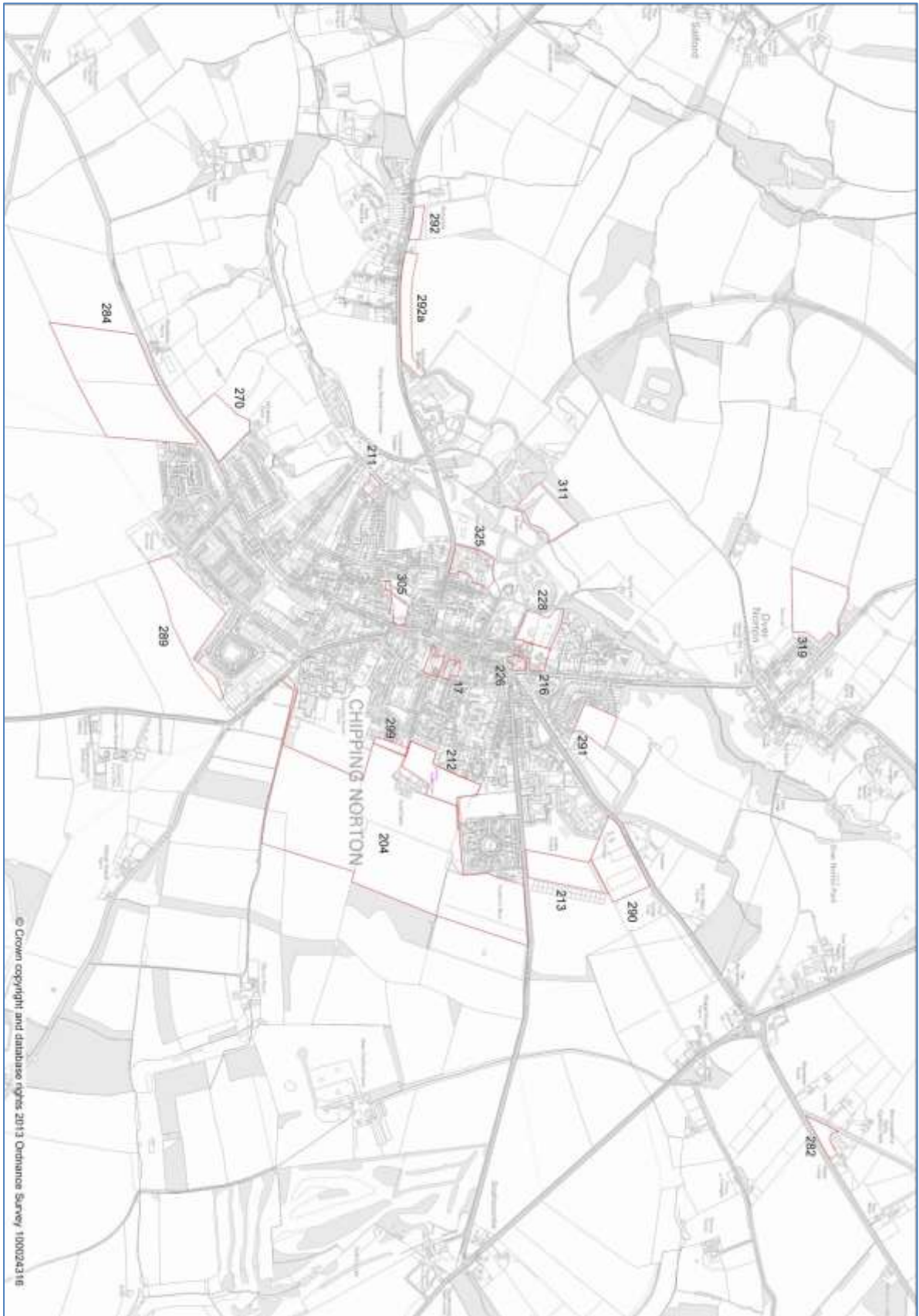
- A link from A361 Banbury Road adjacent to Cromwell Park to the rear of the new hospital has been requested and in principle approved by OCC, though it is subject to funding. It could be further progressed as a result of the Aldi development.
- There is evidence of unofficial use from the east (garage) 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 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<sup>8</sup> 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<sup>9</sup> 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.

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

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

## APPENDIX D: 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.
- **Nick Mottram**, Chartered Forester and Chartered Environmentalist. Environmental Strategy Officer at Oxfordshire County Council.
- **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.