Thame Neighbourhood Plan

Thame Town Council

March 2013

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This is an interactive pdf.

To help you find your way around the document we have included a 'clickable' contents page - click on a chapter heading to take you to that page.

Foreword

Thame is a great town with a unique heritage and a dynamic future. Investment and change in the years ahead will only be worthwhile if it makes a real difference to the lives of local people and the future of its community.

The Thame Neighbourhood Plan, being led by the Town Council, started back in September 2011. The Town Council wanted the people of Thame to have a say in all aspects of the future of the town but most importantly it wanted local people to decide where new housing should go, rather than leaving this decision to South Oxfordshire District Council (SODC).

Thame's Neighbourhood Plan sets out a vision for the area that reflects the thoughts and feelings of local people with a real interest in their community. The Plan sets objectives on key themes such as moving around, housing, employment, green space and community facilities. It builds on current and planned activity and says what the Town Council and its partners will work towards.

The Town Council is committed to developing and strengthening the contacts and groups that have evolved as a result of the Neighbourhood Planning process. It believes that by working together to implement the Plan it will make Thame an even better place to live, work and enjoy.

Thame Town Council 2011-2015

Mayor
Cllr Nigel Champken-Woods

Deputy Mayor
Cllr Peter Lambert

Cllr Mike Dyer

Cllr Mary Stiles

Cllr Don Butler

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Cllr David Dodds

Cllr Andy Gunn

Cllr David Bretherton

Cllr Mike Welply

Cllr Vaughan Humphries

Cllr Nichola Dixon

1 Introduction

1.1 The Thame Neighbourhood Plan (the Plan) is a new type of planning document. It is part of the Government's new approach to planning, which aims to give local people more say about what goes on in their area. This is set out in the 'Localism Act' that came into force in April 2012.

1.2 The Plan provides a vision for the future of the town, and sets out clear planning policies to realise this vision. These policies accord with higher level planning policy, as required by the Localism Act.

1.3 The Plan has been developed through extensive consultation with the people of Thame and others with an interest in the town. Details of the consultation have been recorded in a series of reports that are available to download from Thame Town Council's website (www.thametowncouncil.gov.uk) or are available in the Town Hall Information Centre.

1.4 A Consultation Statement provides an overview of the consultation, demonstrating that it fully accords with the requirements of the Localism Act. This consultation has included meeting the requirements of Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. The Plan has been amended where appropriate in response to consultation comments.

How the Neighbourhood Plan fits into the Planning System

1.5 Although the Government's intention is for local people to decide what goes on in their towns, the Localism Act sets out some important laws. One of these is that all Neighbourhood Plans must be in line with higher level planning policy. That is, Neighbourhood Plans must be in line with the National Planning Policy Framework (otherwise known as the NPPF) and local policy, in particular South Oxfordshire District Council's Core Strategy. The Core Strategy requires Thame to provide by 2027: 775 new homes; a minimum of 2 hectares of employment land; and additional retail floorspace.

1.6 The Localism Act allows the Plan to provide *more* than this number of houses and amount of employment land, but it does not allow the Plan to provide for *less*.

1.7 Neighbourhood Plans must be in line with European Regulations on strategic environmental assessment and habitat regulations. A Sustainability Appraisal (SA) of the Plan has been undertaken, and has been important in shaping the plan. The SA may be viewed on the Town Council's website.

1.8 The Plan has given local people the power to decide *where* new housing and employment should go, and how the town centre should change. Without the Plan, South Oxfordshire District Council would make these decisions on behalf of the people of Thame.

What is in the Neighbourhood Plan?

1.9 Although deciding where new housing and new employment should go is an important part of the Plan, it is about much more than this. The Plan is a plan for the town as a whole. It looks at a wide range of issues, including:

- how new retail should support the town centre
- whether a new community facility is needed and where it should go
- how walking and cycling around the town should be improved
- how the Cattle Market site should be developed
- what open space new housing should contribute to the town
- encouraging Thame to become a 'greener' town.

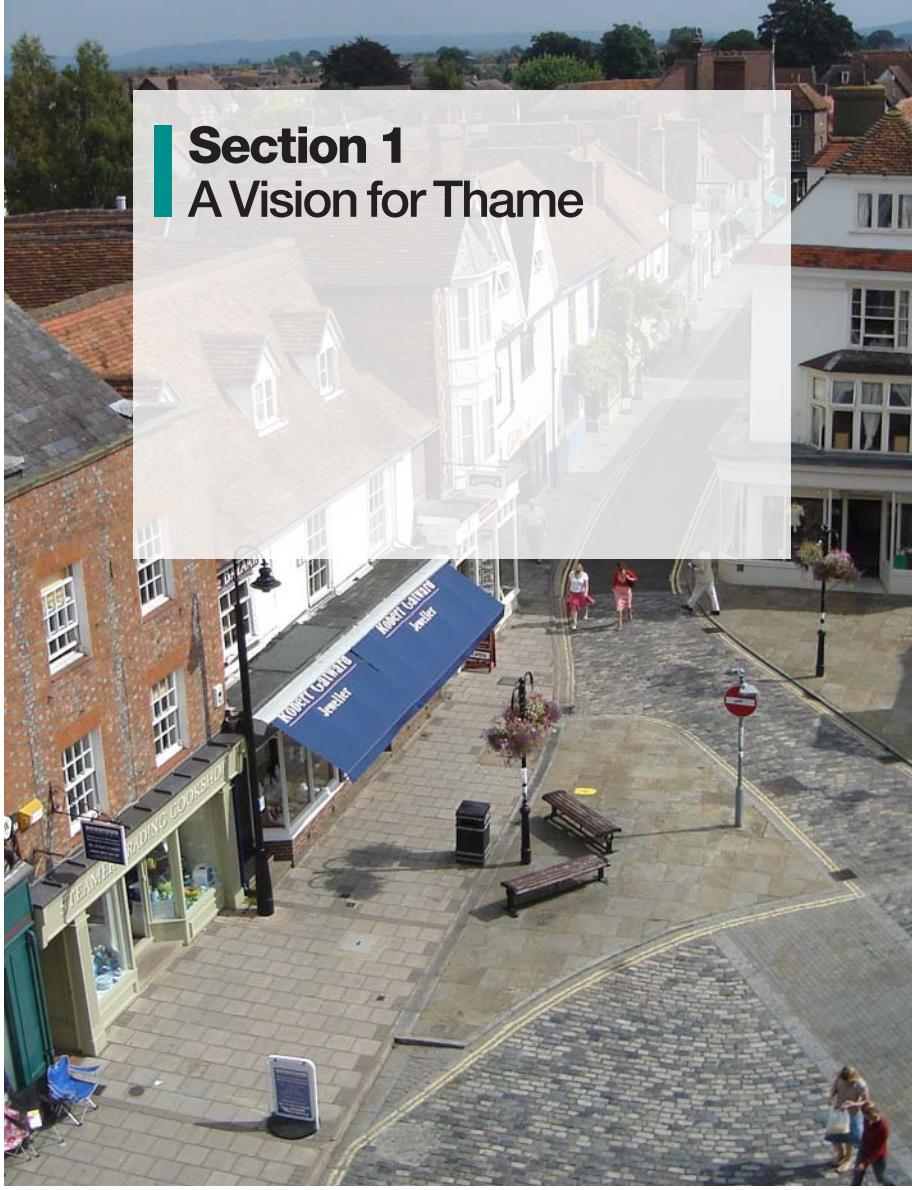
How this Plan is organised

1.10 This Plan is divided into three sections:

- **Section 1: A Vision for Thame**, which sets out
  - a brief description of Thame today
  - the issues that have influenced the vision
  - the Vision Statement and Core Objectives
  - the future vision for Thame.
- **Section 2: Neighbourhood Plan Policies**, which sets out policies to support the overall vision.
- **Section 3: Housing Allocation Policies - Site Specific Requirements**, which set out site-specific policies for the allocated residential sites.

1.11 This entire document forms the Neighbourhood Development Plan for Thame. Under the Localism Act, Sections 2 and 3 form the Plan's policies.

1.12 There is a large amount of background information that has helped in producing the Plan (this is known as the 'Evidence Base'). A summary document (Thame Neighbourhood Plan: Evidence Base Summary) is available on the Town Council's website. This provides an overview of key parts of the Evidence Base, as well as explaining what options were considered for the future of Thame.



Section 1
A Vision for Thame

2 About Thame

Introduction

2.1 Understanding Thame is the starting point for producing a good Neighbourhood Plan. This is because the Thame Neighbourhood Plan is an opportunity to plan the town's future. What are the problems that the Plan could address? What are the opportunities the Plan could make the most of?

Thame Today

2.2 A wide range of issues have been considered in producing the Plan. These can be grouped under five themes:

- Housing
- Working and shopping
- Getting around
- Leisure and wellbeing
- Environment, sustainability and design quality.

2.3 An overview of these five themes is set out below. This overview includes information from background reports along with issues raised by local people at the various consultation events. A more in-depth summary of the background reports is available in the Evidence Base Summary that accompanies this Plan. A full report of issues raised during consultation is set out in the separate consultation reports, with an overview provided in the 'Consultation Statement'.

Housing

2.4 The parish of Thame has a population of around 11,000 people.

A review of available housing data shows that there is:

- a high level of home ownership (81%) and correspondingly low proportions of social and private rented housing
- a wide choice of properties with the exception of flats
- at the same time, a higher supply of 1 and 2 bed properties compared with South Oxfordshire as a whole (SODC Housing Market Assessment, Dec 2007).

2.5 Consultation with local people has revealed concerns about the affordability of housing in Thame, particularly for young people and families. People are also concerned about there being a range of housing types available - the perception is that many new developments are skewed towards larger dwellings. However, the data indicates that there is a smaller proportion of larger units in Thame compared with the rest of the district.

Working and shopping

2.6 Thame is generally an affluent town. However, there are deprived areas: 3.1% of the population live in areas identified as among the most deprived 20% in the region. The rate of unemployment in Thame is 3.4% which is less than half the average for England (7.9%) (SODC Thame Background Paper, July 2011).

2.7 There are high levels of commuting out from Thame. At the time of the 2001 Census only 44 per cent of the resident working population worked within Thame. Key employment sectors include:

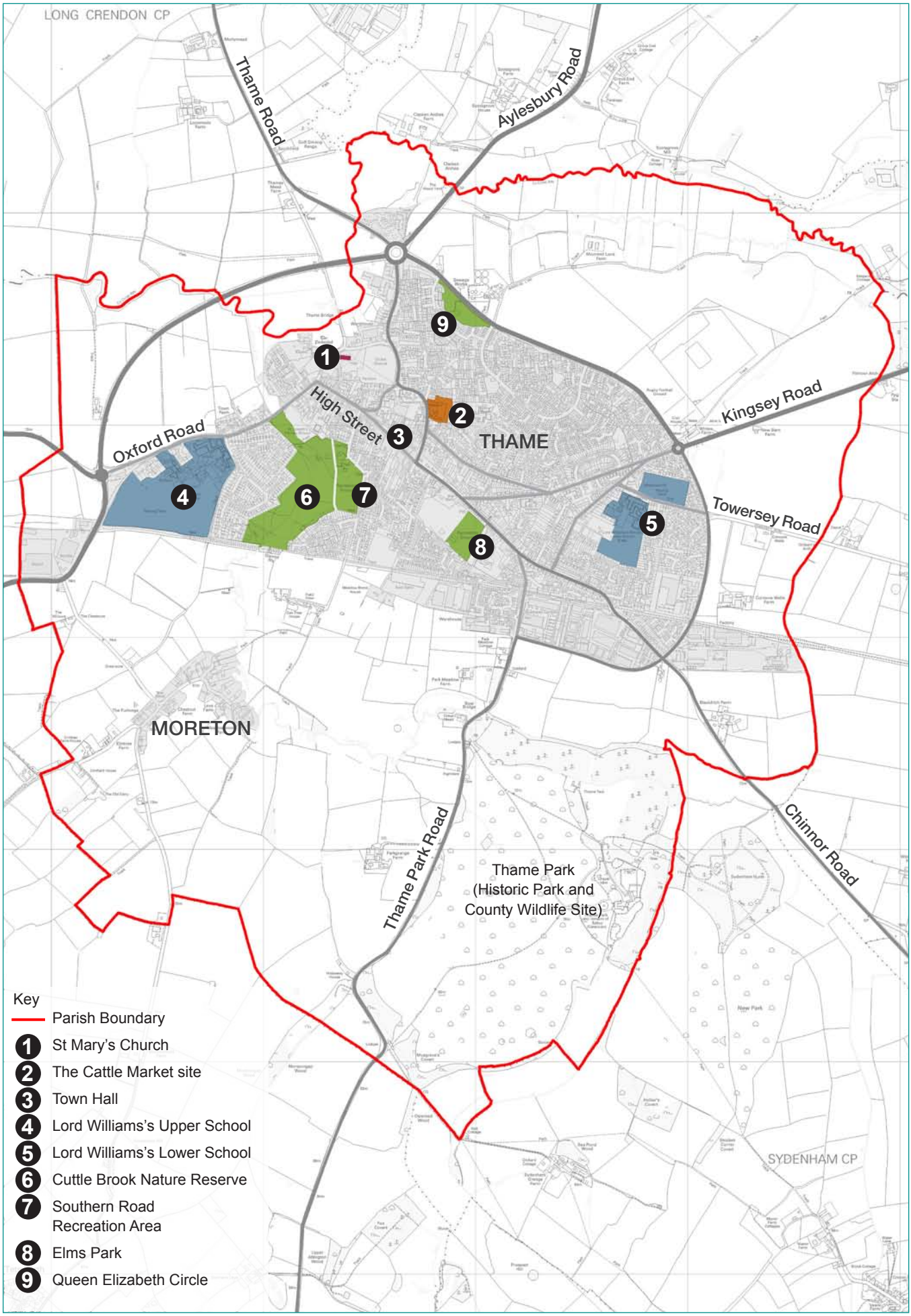
- **Retail:** Thame has a strong independent retail offer and an attractive historic town centre. There is a lively weekly market. These are frequently cited by local people as the town's major assets.

  South Oxfordshire District Council's retail needs assessment identifies a need for an additional 5,700 sq m of 'comparison' retail in Thame to 2027 (that is, shops selling items such as clothes, books, electrical goods and so on, as well as cafes and restaurants). The assessment identifies a much smaller need (600 sq m) for 'convenience' retail to 2027 (that is, shops selling food).

- **Industrial:** Thame has an attractive industrial market. Within South Oxfordshire, Thame is second to Didcot in terms of warehouse and distribution activity (known as B8). Thame has the most general industrial employment floorspace (known as B2) of all locations in South Oxfordshire.

- **Office:** Much of Thame's current office accommodation is based in converted buildings in the town centre. Local people and businesses say there is a shortage of good quality offices. This is reflected by South Oxfordshire District Council's studies which show there is a need for modern office accommodation, with demand for small flexible units.

Fig 2.1: Plan showing key places in the Parish of Thame



Getting Around

2.8 Thame is a highly walkable town, as it is fairly flat and compact. However, not all parts of the town connect well into the town centre. Lea Park was identified by local people as poorly connected, with indirect and sometimes unattractive pedestrian and cycle routes, and car access only from the ring road.

2.9 As Thame is walkable, it is also suitable for cycling. However, there are few dedicated cycle routes with most cyclists using streets to get around.

2.10 The High Street forms the backbone of the town, forming a long, linear route running from north-west to south-east. The High Street is connected to the ring road that surrounds just over half the town. The ring road is perceived by local people as an 'edge' to the town.

2.11 The High Street provides a total of 170 parking spaces within the wider parts of the street at the Upper and Lower High Street parking areas. Together with parking on the Cattle Market (126 spaces), Southern Road (68 spaces) and Waitrose (222 private spaces) and other supermarkets, there is a total of 586 parking spaces within the town centre. Much of the parking is free, and is seen by local people as vital to supporting Thame's shops. However, local people are concerned about the impact of traffic on the town centre and the availability of parking spaces.

2.12 The Evidence Base shows that, compared to other towns in South Oxfordshire, bus services and access to them is relatively poor. The nearest rail station is Haddenham and Thame Parkway, approximately 4.5 km from Thame. Poor cycle and bus access to the station were identified as problems by local people.

Leisure and Wellbeing

2.13 Members of the Thame Neighbourhood Plan Community Topic Group undertook an assessment of community facilities within Thame, and this is available as part of the Evidence Base. This assessment supplements South Oxfordshire District Council's "Open space, sport and recreation facility assessment" published in 2008.

2.14 Thame has a very active community life, representing many different groups and organisations. The Topic Group's assessment confirmed the perception identified at public consultation that most of the existing community facilities are of small to medium capacity, and that there is no large venue for groups of more than 200 people, apart from the parish church which can accommodate up to 350.

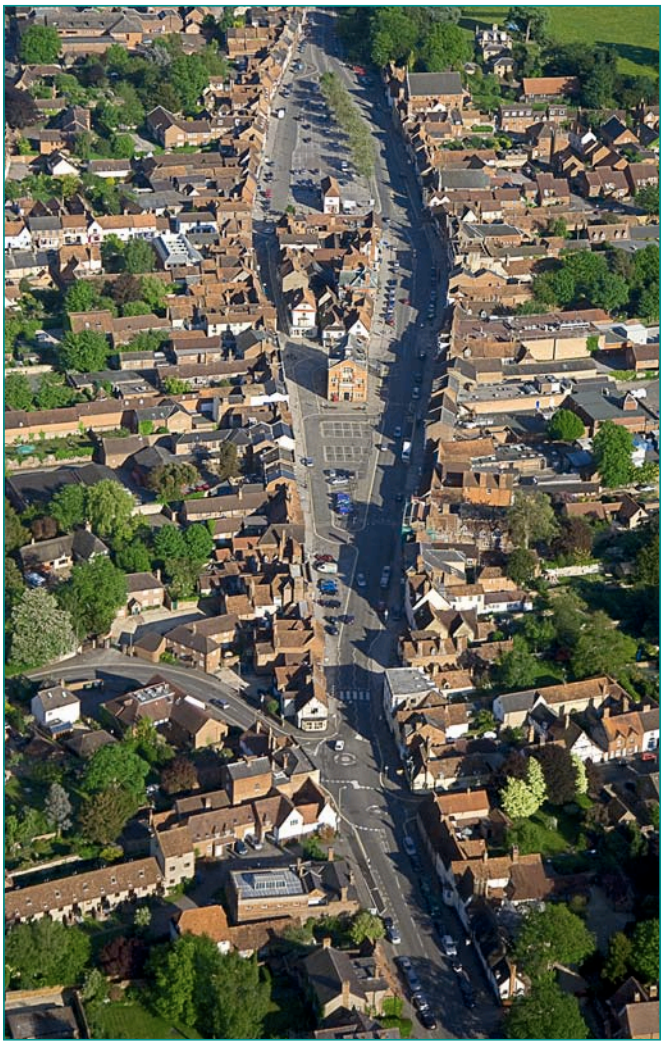


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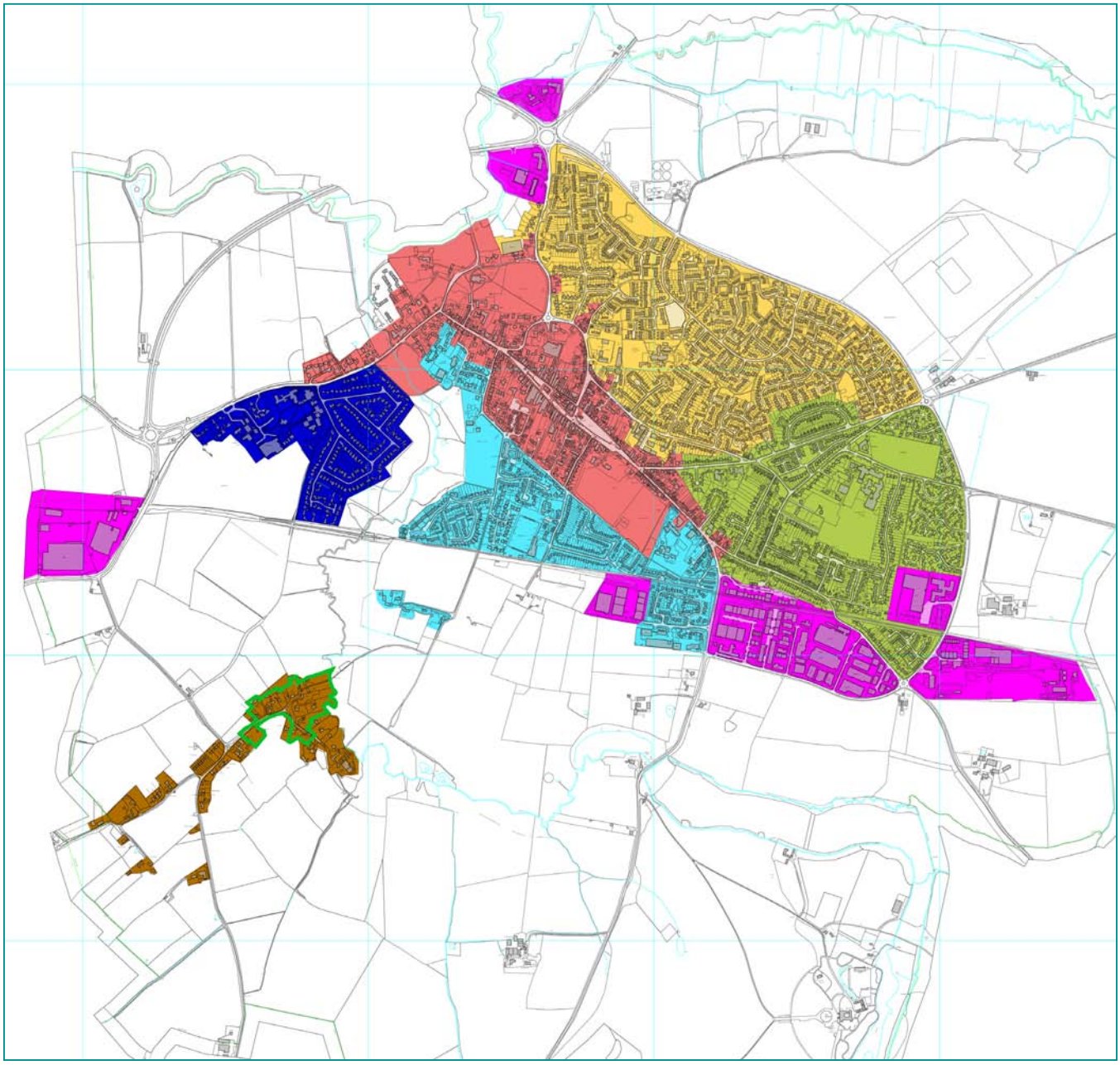
Fig 2.2: The High Street forms Thame's 'backbone'

2.15 South Oxfordshire District Council's Infrastructure Delivery Plan (IDP) sets out the additional requirements that 775 new homes will bring. The latest version (February 2012) sets out the following social and community infrastructure requirements:

- extra primary school capacity equivalent to up to a one form entry school - this may be provided either as a new school or as an extension to an existing one
- an additional 120-160 secondary school places depending on the rate at which new dwellings are built and the type of houses that come forward
- the need for expansion of existing GP services by one GP
- the equivalent of 0.7 of a community hall.

Fig 2.3: Map of Parish showing character of built environment



Key

- Historic core (the Thame Conservation Area)
- Lea Park
- East Road Area
- Southern Thame
- Chiltern Vale area
- Employment
- Moreton Conservation Area
- Moreton Village and neighbouring area

Environment, Sustainability and Design Quality

2.16 Thame generally has a high quality environment: an historic town centre forming the heart of a Conservation Area; the historic village of Moreton; attractive landscape surrounding the town; some good open spaces and an attractive riverside.

Flooding: The River Thame flows to the north of the town, and is connected to Cuttle Brook. There is a flood plain associated with the waterways that regularly floods.

Open Space: Thame has three recreation areas: the Southern Road Recreation Area, Queen Elizabeth Circle and Elms Park. The Cuttle Brook Nature Reserve is located in the west of Thame, a few minutes walk from the town centre. It provides a habitat for various species as well as an area for informal recreation for local people. South Oxfordshire District Council's "Open space, sport and recreation facility assessment" (2008) outlines some shortfalls of open space, sport and recreation in relation to the existing population of Thame (that is, without the addition of a further 775 dwellings).

Historic landscape: Thame Park is an historically important landscape and provides the setting for the house which sits in the grounds. It is also designated as a County Wildlife Site as a result of the grasslands and woodland contained within it.

Character and heritage: Figure 2.3 sets out the broad character areas that make up the built environment of the parish. These are based both on analysis of the town and discussions held with members of the Thame Neighbourhood Plan Environment Topic Group.

2.17 The original town developed around St. Mary's Church at the western end of today's High Street. In the late twelfth century 'New Thame' was planned by the Bishop of Lincoln and established the historic town centre as it is today, including the Buttermarket and Cornmarket. The last century has seen Thame grow from a population of 3,000 in 1901 to around 11,000 today.

- Thame Conservation Area: This character area makes the most significant contribution to the character of Thame as a whole. It still retains much of the original twelfth century planned form, with a broad main street that widens out into a long market place and is lined with burgage plots. Thame has over 200 listed buildings, and most of them are within the Conservation Area.
- Lea Park: This is a large residential area to the north of the historic core. It was developed rapidly, mainly in the 1970s, and is characterised by a cul-de-sac layout with pockets of green space. Dwellings are two storeys, and mainly semi-detached or terraced.
- Queen's Road Area: This area was developed gradually, generally from the town centre outwards, with some ribbon development extending along the main arterial routes of Chinnor Road and Kingsey Road dating from Victorian and Edwardian times. East of Queen's Road, there is housing development that ranges from the 1960s to early 2000s.
- Southern Thame: A residential area with a varied character, with development from the 1930s through to the present day.
- Chiltern Vale Area: A residential area, on land rising up to the west side of the Cuttle Brook valley, which separates it from the rest of the town. It was developed between the 1960s and the 1990s.
- Moreton Village: A small, historic hamlet to the south of Thame. Most of it is designated as a Conservation Area. Moreton has 11 listed buildings.
- Employment: Industrial area containing a variety of units of different sizes and types including some office and light industrial use. Principally characterised by large 'shed' like buildings with few windows.

2.18 Understanding the characteristics of the town is important in designing new development. New development within or next to either of the Conservation Areas or listed buildings must make sure it preserves and enhances the character of the area. Other areas may require a different design approach - for example, there may be opportunities for new development to change the character of less positive places such as the industrial area by introducing a new character.

Fig 2.4: Thame's historic High Street

Fig 2.5: Lea Park

Fig 2.6: East Thame

Fig 2.7: Chiltern Vale area

Fig 2.8: Employment area

Fig 2.9: Moreton

Fig 2.10: Southern Thame

3 Constraints and Opportunities

3.1 It is important to understand the technical opportunities and problems in and around the town that may affect where new development could be located. This provides the basis for making informed choices about where new development may go. Figure 3.1 opposite provides a summary of these technical issues. The purple areas show where development could potentially be located. Those sites that have previously been considered for housing by South Oxfordshire District Council labelled with the site references used by South Oxfordshire District Council ('A', 'B' etc). More information on technical issues is available in the Evidence Base Summary document that supports this Plan.

3.2 The purple areas provide far more land than is needed for 775 new homes and 2 hectares of employment. A range of options was explored as to where new development could go, and this is explained in the Evidence Base Summary document.

Flood Plain and High Landscape Value: The blue area combines the flood plain with areas of high landscape quality. No development can take place in this blue area.

20 minute walking zone: The yellow dashed line shows the approximate 20 minute walking distance from the Town Hall. This is a starting point for considering potential locations for 'walkable' development and should not be thought of as definitive - some people will be able to walk further in 20 minutes, and others will be able to walk less.

Bus routes: This plan simply shows the routes buses currently take around the town - it does not show how often buses run. As the general principle is to disperse new housing around the town in smaller amounts, we will need to look at upgrading existing bus routes rather than providing new ones. This plan helps us to see where the bus routes are.

'A Road': The ring road forms a strong edge to the town and is difficult to cross. Local people were concerned about development to the north of the town (between the sewage works and the Rugby Club) as not only is the ring road difficult to cross, the pedestrian and cycle links into Thame through Lea Park are indirect and sometimes unattractive. The 'A road' would therefore be a 'barrier' to new development.

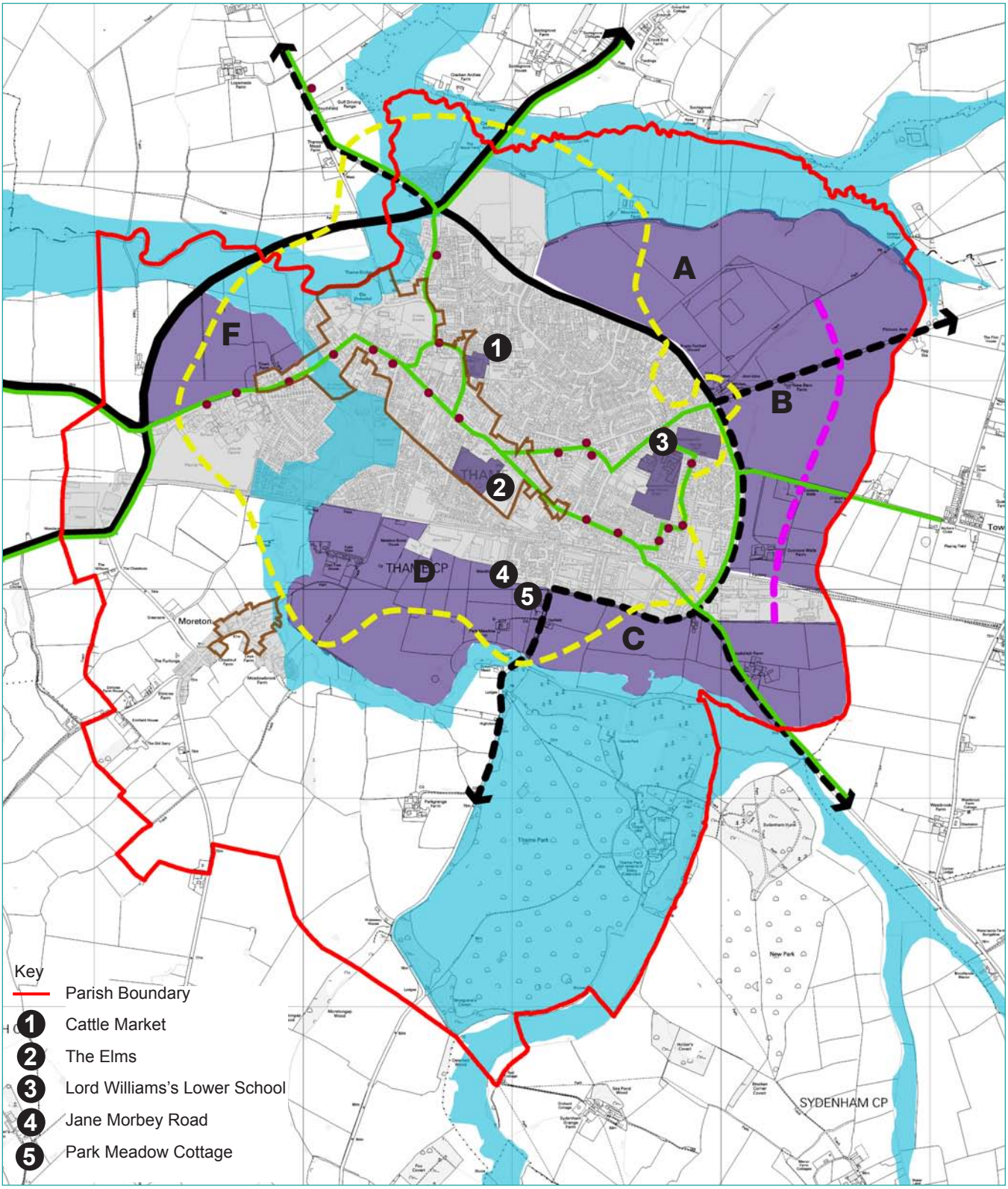
'B Road': The south-eastern part of the ring road is less busy than the rest, and this is reflected in its classification as a 'B road'. This area also has streets that connect pedestrians and cyclists directly into the High Street (Chinnor Road and Towersey Road). Whilst still an obstacle to movement, the 'B road' is less of a barrier to new development than the 'A road'.

Ridge Line: Land to the east of Thame has less obvious 'edges' to future development than some other areas. However, there is a gentle yet distinct ridge line to the east that makes a logical place to stop any built development and ensure the town blends into the countryside.

Conservation Area: The majority of Thame town centre is covered by a conservation area, and there is a conservation area within Moreton – these are shown by the brown boundaries on the plan. There are more than 200 listed buildings within Thame and 11 within Moreton. The majority of Thame's listed buildings are within the conservation area. Any development that affects the setting of either of the conservation areas and/or any of the listed buildings must preserve and enhance them.

Potential Development Areas: The purple areas show those major locations in which new development could be located.

Fig 3.1: Plan summarising technical spatial issues



4 Vision Statement and Core Objectives

4.1 The Vision Statement and Core Objectives were developed with the local community at a series of community engagement events. They form the foundation of the Thame Neighbourhood Plan.

The Vision Statement

Thame must maintain its character as a real market town

4.2 The overwhelming view from local people is Thame's strength is that it is a 'real market town'. The Thame Neighbourhood Plan's overall vision must therefore be to maintain this market town character.

4.3 What makes a town a 'market town'? One definition is:

'A small town in the countryside which has a regular market and acts as a centre for surrounding farms and villages'

4.4 Putting this definition together with the vision of maintaining Thame's character as a market town provides a set of principles for delivering the vision. These are that Thame must:

- continue to feel 'compact'
- continue to have a close relationship with the open countryside around it
- retain its markets
- continue to act as a centre for the surrounding area, not just residents
- remain attractive to residents and visitors.

4.5 Looking at the first four principles in more detail, achieving the vision means:

Thame must continue to feel 'compact': This is not just to do with numbers of people (for example, the group 'Action for Market Towns' suggests that a market town will typically have a population of 2,000 – 35,000. Thame has a population of about 11,000 at present) but other factors too. Walkability is important – at present, the majority of people living in Thame are within about 15 minutes walk of the High Street. Although the town will grow, it should remain reasonably compact.

Thame must continue to have a close relationship with the open countryside around it: Just as it doesn't take long to walk to the town centre, most residents live within about 15 minutes walk of the surrounding open farmland. Compactness is important to a close relationship with open countryside.

The Cuttle Brook Nature Reserve is an important green area within the town.

Thame must retain its markets, festivals and events: The weekly Tuesday market is central to Thame's character and identity, and must be maintained and helped to flourish.

The twice weekly Cattle Market, monthly Farmers Market and annual events such as the French Market help to strengthen Thame's 'market town' identity.

Thame must continue to act as a centre for the surrounding area not just its residents: Thame needs to provide a range of different uses as well as housing – that is, employment, shopping, and community facilities, including education. It's important that good car, public transport, walking and cycling access are provided so that people from the surrounding villages can get to them easily.

The Core Objectives

4.6 The Core Objectives are grouped under five headings:

- Housing
- Working and shopping
- Getting around
- Leisure and wellbeing
- Environment and sustainability.

4.7 For each heading, there are some comments about the main issues raised at the public consultation events, followed by the Core Objectives that were developed from these comments.

Fig 4.1: The comments and objectives in this chapter have come directly from what local people said at the consultation weekend in October 2011

Fig 4.2: Full details of what people said at the consultation can be found in reports on the Town Council's website

Housing

Main comments raised by local people during the consultation include:

- 600 homes on one site is too many - new housing needs to be integrated on smaller sites
- new homes should be spread over several sites, not in one big development
- a lack of affordable homes to buy or rent
- a shortage of smaller homes (3 bedrooms and fewer)

OBJECTIVE: Integrate new housing into Thame

OBJECTIVE: Provide a greater range of affordable housing

OBJECTIVE: Provide a range of different housing types across all tenures

Working and shopping

Main comments raised by local people during the consultation include:

- retaining the number and mix of independent shops in the town centre
- a shortage of good quality new employment space;
- the Cattle Market site is vital to the future of the town centre
- new employment sites should include a mix of uses, not just office or industrial
- encouraging one or two company headquarters to come to Thame

OBJECTIVE: Support Thame's shops

OBJECTIVE: Provide new employment

OBJECTIVE: Make sure the Cattle Market site supports Thame town centre

Getting around

Main comments raised by local people during the consultation include:

- more footpaths / cycleways needed to extend and link into the Phoenix Trail
- creating a cycle path to Haddenham and Thame Parkway Station
- improving connections between Thame and the surrounding villages
- planning public transport so that - for example - bus and train times work together
- the impact of more traffic from new homes
- parking in the town centre

OBJECTIVE: Connect new housing into Thame and the wider area with good pedestrian, cycle and bus connections

OBJECTIVE: Improve existing pedestrian and cycle connections within Thame

OBJECTIVE: Improve connections to surrounding destinations

OBJECTIVE: Plan public transport to better meet users' needs

OBJECTIVE: Ensure car parking within the town supports the viability of the town centre

Community, leisure and wellbeing

Main comments raised by local people during the consultation include:

- providing a really large meeting room (200+ capacity)
- creating more riverside walks
- another primary school is needed if there is more housing
- supporting local people
- needing to get more people living AND working in Thame (i.e. reduce commuting)

OBJECTIVE: Provide a large community facility

OBJECTIVE Ensure the Thame Neighbourhood Plan meets the needs of local people

OBJECTIVE: Allocate land for a primary school

Environment, sustainability and design quality

Main comments raised by local people during the consultation include:

- providing generous open space on new development
- improving existing open spaces with more variety
- creating some more nature reserves
- designing new development so that it is sympathetic to Thame's character

OBJECTIVE: Co-ordinate green infrastructure

OBJECTIVE: Provide more public open space

OBJECTIVE: Improve existing open space

OBJECTIVE: Provide riverside walks within natural green space

OBJECTIVE: Co-ordinate sports provision

OBJECTIVE: New development to address flooding and drainage issues

OBJECTIVE: Encourage energy efficient and sustainable development

OBJECTIVE: Development should reinforce the character and quality of Thame

5 The Future Vision for Thame

5.1 The Plan overleaf provides the overall future vision for Thame. This plans for:

- an additional 775 homes*
- three hectares of new employment land*
- new retail within the town centre*
- potential locations for a new community facility
- new and improved connections in and around the town
- new and improved open spaces.

Additional Homes

5.2 The majority of new homes are allocated between three sites: C, D and F. This approach:

- ensures that housing is well dispersed across the town
- improves the unattractive southern approach to the town by shielding views of the existing employment areas
- ensures that development on Site F is at a level that can respond sensitively to views to the site.

5.3 Two significant sites within the town are allocated for residential. The smaller of the two, Land at The Elms, uses some of the land attached to the listed building. The second site is the Lord Williams's Lower School (LWLS) The school wishes to move the Lower School onto the Upper School site, so that the school is in one place. These sites are included to:

- provide new homes within walking distance of the town centre
- provide public open spaces
- ensure that any new housing on the LWLS site is counted as part of the overall allocation of 775 new homes
- help with the amalgamation of the school.

Site F provides an area of land to the north of Oxford Road to help with the school amalgamation.

* As required by the South Oxfordshire Core Strategy

5.4 However, the project to amalgamate the Lord Williams's School is at an early stage and it is not yet certain that it will go ahead. The Plan therefore proposes a 'back up' plan in case LWLS does not come forward for development. The Future Vision identifies 'reserve sites' that will only come forward for residential development if the LWLS is not developed. These are:

- reserve land on Site F, together with the LWS expansion land (which would no longer be required for the school if the amalgamation does not go ahead)
- reserve land on Site C.

Employment Land

5.5 The Thame Neighbourhood Plan must provide a minimum of two hectares of new employment land. This is about the size of three football pitches. The spatial vision:

- provides three hectares of new employment land to the east of Thame on Site B where it is well located in relation to existing employment uses
- encourages employment as part of mixed-use development in other areas such as the Cattle Market site.

5.6 An additional hectare has been added to the 2ha required by SODC to make up for the loss of employment land at the former Memec site, which this Plan allocates for residential.

New Retail

5.7 The future vision allows for up to 5,700 square metres of new retail in the town centre. This includes all types of retail within the A1-A5 use classes except convenience (that is, food shopping). The retail should be predominantly 'comparison' - that is, non-food items such as clothes, books and electrical goods. The main sites for new comparison retail are the Cattle Market site (as part of a mixed-use development) along with no. 10 High Street and the Fire Station site. These will:

- help prevent pressure to provide 'out-of-town' shopping
- support the town centre shops.

Community Facilities

5.8 The Plan identifies three alternatives sites that have the potential to accommodate a new community facility large enough to hold 200+ people. The three potential sites are:

- the Cattle Market site
- retaining some existing facilities at Lord Williams's Lower School should the site come forward for development
- the northern end of the Southern Road Recreation Area.

Connections

5.9 The future vision identifies the potential to improve existing pedestrian and/or cycle routes, as well as providing new ones. These include:

- extending the Phoenix Trail westwards to connect to Rycote Lane
- providing pedestrian / cycle routes along the ring road to the east and north of the town
- enhancing existing links to the town centre through Lea Park
- providing riverside walks as part of the development of Sites C, D and F.

Open Spaces

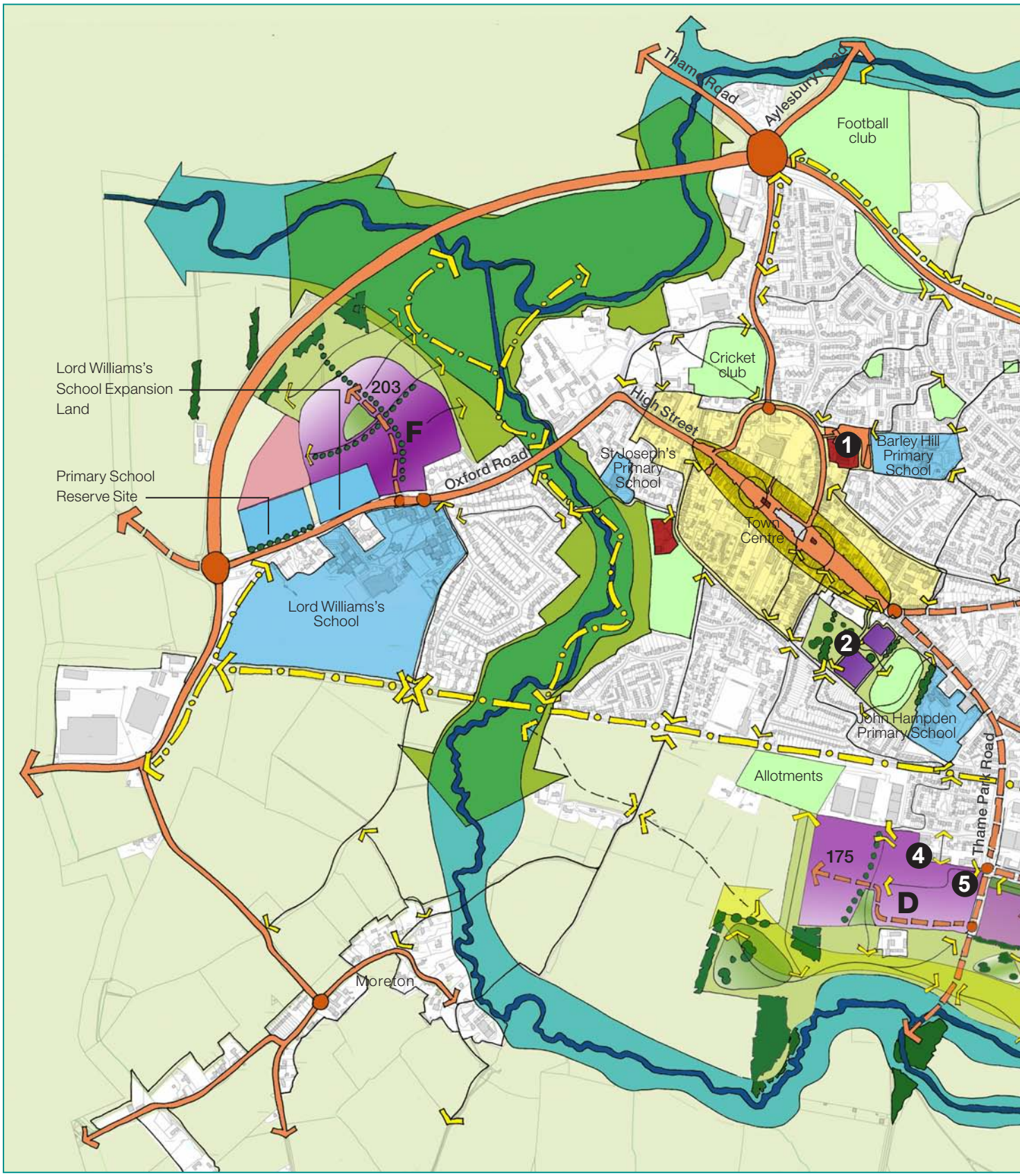
5.10 The future vision protects key open spaces within the town, Including:

- the Cuttle Brook Nature Reserve
- the Cricket Ground
- The Moats
- Stones Close Allotments
- Elms Park
- the Southern Road Recreation Area.

5.11 In addition, the spatial vision sets out where new publicly accessible open spaces will be provided and these are:

- an extension to the Cuttle Brook Nature Reserve as part of the development of Site F
- open space to the south of Sites C and D, providing a soft edge to Thame
- a public park as part of the development of Lord Williams's Lower School
- open space as part of the development of land at The Elms.

Fig 5.1: The future vision for Thame



Allocated residential site, including open space and buffer planting within the built up area, roads and other infrastructure.

Potential alternative locations for new community facility

Existing schools, expansion land for Lord Williams's School and a reserve primary school site

Employment site (B1, B2 or B8)

Publicly accessible open space and landscape within allocated residential site

Natural green space within allocated residential site

Cuttle Brook Nature Reserve: existing and proposed extension within site F

Open land around Thame

Existing open spaces within Thame, including playing pitches

River and approximate extent of flood zone

Principal vehicular movement route

Key pedestrian routes, existing and proposed

Reserve housing sites

B 3 Hectares of employment

C 187 dwellings

D 175 dwellings

F 203 dwellings

1 Cattle Market site

2 Land at The Elms: No more than 45 dwellings

3 Lord Williams's Lower School: 135 dwellings

4 Jane Morbey Road: 18 dwellings

5 Park Meadow Cottage: 12 dwellings

Section 2
Neighbourhood Plan Policies

6 Introduction to Policies

Introduction

6.1 Section 1 sets out the overall vision for Thame as a whole. This Section sets out the policies to support and deliver the vision. The policies are grouped under the following topics:

- Housing
- Working and shopping
- Getting around
- Leisure and wellbeing
- Environment, sustainability and design quality.

6.2 Each topic has its own chapter. The chapters are structured in the same way for each topic with:

- a summary table setting out the policies, showing which of Section 1's Core Objectives they support
- each objective is set out in a green box, with explanatory text
- each objective is supported by a number of policies. These policies are highlighted in green, supported by text that explains how and why the policy requirements must be met. Each of the policies is provided with a reference number (e.g. 'H1').

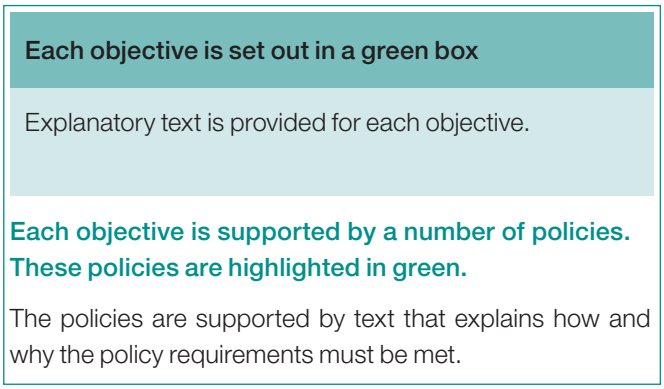


Fig 6.1: Diagram showing how the objectives, explanatory text and policies are presented

7 Housing

OBJECTIVE	POLICY INDEX
Provide new housing as required by the South Oxfordshire Core Strategy	**H1:** Allocate land for 775 new homes
	H2: Review delivery of Lord Williams's Lower School allocation
	H3: Review delivery of land at The Elms
Integrate new housing into Thame	**H4:** Integrate allocated sites
	H5: Integrate windfall sites
	H6: Design new development to be of high quality
	H7: Provide new facilities
Provide a greater range of affordable housing	**H8:** Provide affordable housing
Provide a range of different housing types across all tenures	**H9:** Provide a mix of housing types
	H10: Provide a Thame-Specific Affordable Housing and Dwelling Mix Strategy

Objective: Provide new housing as required by the South Oxfordshire Core Strategy

This section of the Plan explains the housing policies that apply to all new residential developments in Thame. The Future Vision for Thame (Chapter 5) sets out where Thame will grow up to 2027. Detailed site-specific policies relating to each of the housing allocations are contained in Section 3.

H1: Allocate land for 775 new homes

Permission will be given for new housing as set out in Table 1 and as shown in the site allocation plans in Section 3 provided the development meets the requirements set out in the policies of this Plan and the South Oxfordshire Core Strategy.

Site	*Allocated housing numbers*
Site C	187 homes
Site D	175 homes
Site F	203 homes
Park Meadow Cottage	12 homes
Jane Morbey Road	18 homes
Land at The Elms	No more than 45 homes
Lord Williams's Lower School Site	135 homes
Total	**775 homes**
Site F LWS Reserve	28 homes
Site F Reserve	50 homes
Site C Reserve	57 homes
Total Reserve	**135 homes**

Table 1

H2: Review delivery of Lord Williams's Lower School allocation (HA5: Lord Williams's Lower School - Allocation for 135 residential dwellings)

If planning permission for residential development of the Lord Williams's Lower School Site has not been secured by 1 April 2021, the areas identified as Reserve Land (HA6: Reserve Site F - Allocation for 78 residential dwellings; HA7: Reserve Site C - Allocation for 57 residential dwellings) will be released for residential development. If the Reserve Land is released, the allocation of Lord Williams's Lower School for residential development will be removed.

H3: Review delivery of Land at The Elms (HA4: The Elms - Allocation for no more than 45 residential dwellings)

Should a planning approval be granted for fewer than 45 dwellings, the balance shall either:

- **be added to the Lord Williams's Lower School allocation (Policy HA5); or**
- **should this site not come forward in line with Policy H2, the balance should be added to the Reserve Site F (Policy HA6).**

Objective: Integrate new housing into Thame

Proposals for new housing in Thame must ensure that the new homes are well integrated with the existing town. This integration could be achieved by a number of means including:

- good connections – short and direct routes for pedestrians and cyclists connecting to the rest of the town, and the town centre in particular
- good quality design that responds to the character of Thame
- provide new facilities that can be shared with adjacent areas – e.g. open space – so connecting new and old together
- provide a good mix of housing types (see Policy H9).

The vision for Thame is to ensure that the town continues to feel 'compact'. This means that new housing should be well integrated into the town, avoiding a single large development that is perceived as a separate place. This will ensure that residents in the new homes feel integrated with the existing community. Dispersing new housing development across a range of sites will help ensure that these sites are of a size that avoids dominating the local area.

H4: Integrate allocated sites

Proposals for new housing must ensure that the new homes are well connected both within the site and with the wider town. Section 3 sets out specific minimum requirements for connections for each of the allocated sites that must be incorporated within development proposals.

7.1 Good connections may be achieved by providing:

- short, direct routes for pedestrians and cyclists connecting the new development to the rest of the town. This may include upgrading existing routes that connect to the development to make them attractive and safe for pedestrians and cyclists
- good access to public transport, by locating development as close as possible to existing bus routes and providing good pedestrian access to bus stops
- good connections within the development area itself, so a choice of connections to the wider town is provided
- layouts that follow the design guidance for achieving good pedestrian environments set out in Chapter 11.

7.2 The community wants new homes to be integrated and residents want to have a choice of modes of transport. These requirements are set out in the diagrams for each site.

H5: Integrate windfall sites

Permission will be granted for small residential developments on infill and redevelopment sites within the parish, including Moreton village, subject to proposals being well designed and meeting relevant requirements set out in other policies in this Plan and the South Oxfordshire Core Strategy.

7.3 Small residential developments may come forward in the period leading up to 2027. These are known as 'windfall sites'. Development must achieve best use of land in a manner that does not adversely impact on other policies within the Plan, particularly those that relate to environmental and design quality. The density of development should create a character that is appropriate to the site's context.

7.4 Windfall sites must incorporate similar principles of creating good connections to those set out in H4 above and in Chapter 11.

H6: Design new development to be of high quality

Proposals for new housing on the allocated sites must be of high quality and designed to reflect Thame's character. They must demonstrate how they meet the following:

- **the requirements set out in the diagrams for each site in Section 3, identifying the key design issues that new development must address to achieve good quality design**
- **the policies set out in Chapter 11 for good quality design.**

Proposals for 'windfall' sites that are not allocated in this Plan must be of high quality and designed to reflect Thame's character, and demonstrate that they meet the requirements set out in Chapter 11.

7.5 Thame's community has indicated that they want new housing to be well designed. Good quality design is not just about what buildings look like, it is also about how streets are designed, how buildings relate to the street, how new development is designed to relate to nearby buildings and spaces and so on. Guidance for this is provided in Chapter 11 and specific requirements for the allocated sites are set out in Section 3.

H7: Provide new facilities

All proposals for new housing will be required to demonstrate provision of appropriate new facilities on site and provision of, or contributions to, off-site facilities as required by Policy D1 of this Plan.

7.6 New homes will bring additional demands to services such as healthcare and education, as well as community facilities. In addition, new homes will place an further burden on existing utilities infrastructure. The additional infrastructure required as a result of new housing is set out in Appendix A of the Delivery Strategy.

7.7 There are two types of new facility to which new housing must contribute:

- the first is for facilities that can be provided on site - for example, open space
- the second is for financial contributions to social and community facilities that will be provided off-site.

7.8 Open space requirements for each of the allocated sites are set out in Section 3. The aim of these requirements varies according to each site, and includes:

- protecting areas of ecological value and extending areas of value such as the Cuttle Brook Nature Reserve
- creating an appropriate edge to the town that makes a transition between the built area and the countryside
- providing amenity space for future and existing residents.

7.9 Open space on 'windfall' sites must be provided in accordance with the minimum standards set out in Chapter 11, Environment, sustainability and design quality.

7.10 Developers of new residential development, including windfalls, will be expected to make financial contributions towards new and/or improved infrastructure as set out in the Delivery Strategy.

Objective: Provide a greater range of affordable housing

The Thame Neighbourhood Plan must be in line with the South Oxfordshire Core Strategy 2012, which aims for 40% of affordable homes in new developments. However, it is not just about numbers but the type of affordable housing – at the consultation, local people felt that the current approach of social rented and shared ownership dwellings was too narrow to meet local needs.

H8: Provide affordable housing

All proposals for new housing where there is a net gain of three or more homes should provide affordable housing as required by Policy CSH3 of the South Oxfordshire Core Strategy 2012. Affordable homes should be well integrated with market housing. The type and size of affordable homes should meet the specific needs identified for Thame.

7.11 Affordable housing should generally be provided on-site and must be fully integrated with the market housing throughout the development. Affordable housing must be visually indistinguishable from the market housing.

7.12 Affordable housing must be of a type, size and tenure that meets local needs. Current information available from South Oxfordshire District Council addresses district-wide needs. This Plan aims to ensure that developers provide housing that meets specific local needs.

7.13 Planning applications for residential development where there is a net gain of six or more homes must be accompanied by an Affordable Housing and Dwelling Mix Strategy in accordance with the requirements set out in the Thame Neighbourhood Plan Delivery Strategy.

Objective: Provide a range of different housing types across all tenures

The South Oxfordshire Core Strategy 2012 states that 'a mix of dwelling types and sizes to meet the needs of current and future households' is required. Saved Policy H7 sets out more specific details of dwelling mix requirements - however, the emphasis on smaller dwellings is at odds with the Evidence Base which indicates that Thame has a higher proportion of smaller units compared to the District as a whole.

To ensure that local needs are met, the Thame Neighbourhood Plan requires a more specific strategy for dwelling mix.

H9: Provide a mix of housing types

On schemes of more than six dwellings, a mix of dwelling types and sizes to meet the needs of current and future households in Thame will be sought. Large areas of uniform type and size will not be acceptable.

H10: Provide a Thame-Specific Affordable Housing and Dwelling Mix Strategy

On schemes where there is a net gain of six or more homes, developers are required to submit a Thame-Specific Affordable Housing and Dwellings Mix Strategy with any planning application. The Strategy must clearly set out identified housing needs within Thame and demonstrate how the proposed development addresses those needs.

7.14 New housing should be of a type and size that meets the changing local needs of residents over their lifetimes. The Strategy must meet the minimum requirements for the mix of homes set out in South Oxfordshire Core Strategy policy CSH4. All proposals for new homes should meet the requirements of Strategy.

7.15 On schemes of six or fewer homes, but with a net gain of three or more dwellings, the mix of affordable housing required through Policy H8 shall be provided either in accordance with a Thame specific affordable housing strategy to be submitted with the application or in accordance with housing need as identified by South Oxfordshire District Council.

8 Working and Shopping

OBJECTIVE	POLICY INDEX
Support Thame's shops	**WS1:** Locate new retail development in the town centre
	WS2: Retain and enhance primary and secondary retail frontages
	WS3: Redevelop the postal sorting office and/or telephone exchange for retail
	WS4: Develop the Fire Station site for a use that supports the town centre
	WS5: Develop land at no. 10 High Street for a use that supports the town centre
	WS6: Permit small shops on allocated residential sites
	WS7: Retain small scale employment in the town centre
	WS8: Encourage a diverse range of uses in the town centre by supporting new residential use on upper floors
	WS9: Encourage a diverse range of uses in the town centre by avoiding loss of residential uses
	WS10: Encourage a diverse range of uses in the town centre by supporting new office and retail uses on upper floors
Provide new employment	**WS11:** Allocate a minimum of 2 hectares of land for new employment
Protect and support existing employment	**WS12:** Retain existing employment land in employment use
	WS13: Support improvements to existing employment areas
Make sure the Cattle Market site supports Thame town centre	**WS14:** Redevelop the Cattle Market site for mixed-use
	WS15: Ensure that redevelopment of the Cattle Market site incorporates key principles to relate it positively to the wider town

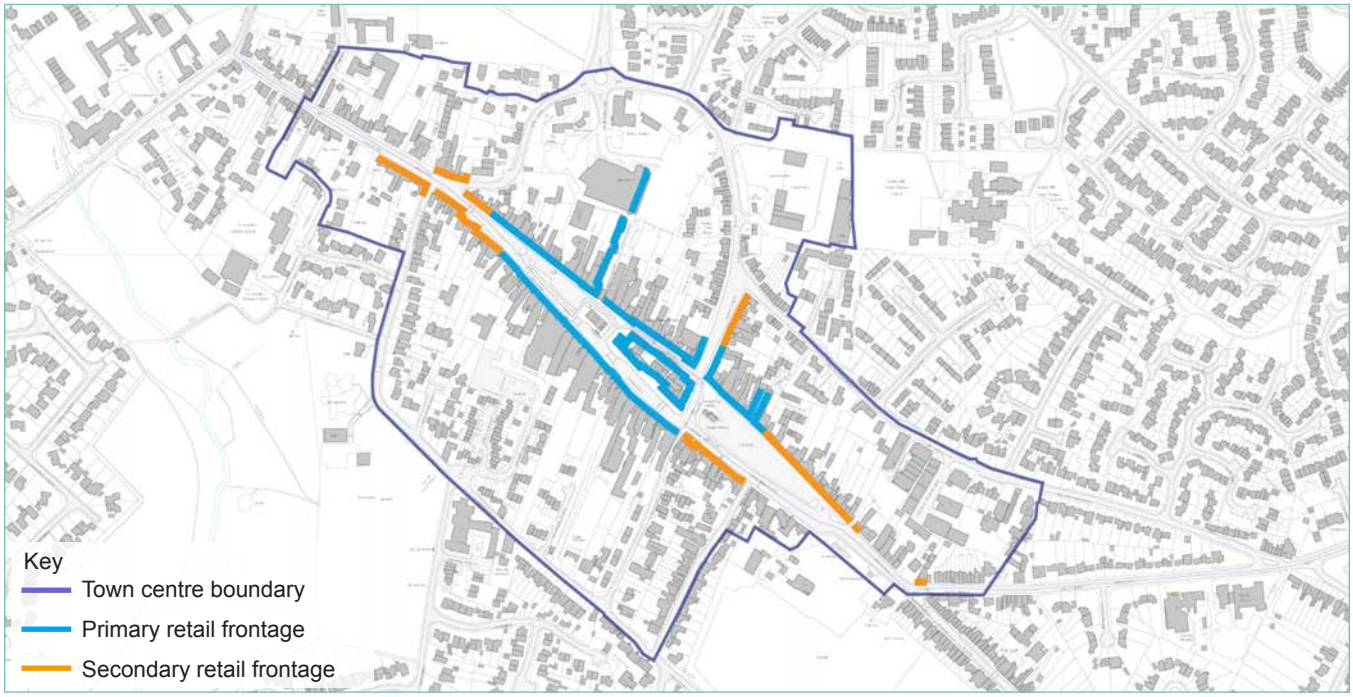


Fig 8.1: Plan defining Thame town centre and primary and secondary retail frontages

Objective: Support Thame's shops

The best way to support Thame's shops is to focus new retail development in the town centre. Other ways of supporting retail are to make sure people live and work in the town centre. This can be done by supporting employment and encouraging residential uses, especially above shops.

Supporting Thame's shops means more than looking after existing shops. Meeting this objective also requires that potential development sites within the town centre boundary are developed in such a way so as to support the functioning of the town centre.

Thame is a small town and any major shopping development outside the town centre would be likely to undermine the town's vitality and the viability of the town centre shops. This would be detrimental to the overall sustainability of the town and would be likely to reduce the accessibility and choice of services and facilities available to the community. The historic nature of the town centre makes it difficult to accommodate large new units, although there are opportunities to extend shops in depth and to increase the shopping area and these will be supported unless this will lead to unacceptable amalgamation of burgage plots.

WS1: Locate new retail development in the town centre

Permission will be granted for new town centre uses (use classes A1 – A5) in Thame town centre (as defined in Figure 8.1).

8.1 The South Oxfordshire Core Strategy indicates that 5,700 sq m of new A1 – A5 floorspace is required by 2027 of which 3,400sqm (net) is for comparison retail, and 600sqm (net) is for convenience retail, with the remainder for a mixture of cafes, restaurants and financial and professional services. There is therefore a very limited need for more convenience shops. Our approach aims to keep shoppers within the core of the town, so that the vitality of the town centre is maintained. If new retail development takes place on the Cattle Market site, it will be important to ensure North Street provides a good link by encouraging retail uses in this location.

8.2 It is anticipated that sites could be brought forward to meet this floorspace as follows:

Site	*Floorspace m2*
Sites already completed since retail study	1,121
Outstanding commitments with planning permission	142
Cattle Market	3,000
Postal Sorting Office	420
Fire Station	250
10 High Street	700
Sites in allocated residential areas	300
TOTAL	**5,933**

WS2: Retain and enhance primary and secondary retail frontages

In order to maintain the shopping function of the primary retail frontages the introduction of new non-retail uses such as banks and building societies, cafes, restaurants and the like (Classes A2, A3, A4 and A5) will be restricted at ground floor level to a maximum of 35% of the sum total of the length of primary retail frontages, as defined in figure 8.1.

Within secondary retail frontages, change of use from residential and/or employment to uses within A1-A5 will be supported provided that the proposed use is compatible with nearby residential properties.

8.3 The vitality of the town centre is dependent on primary retail frontages and so it is important that the retail frontages be retained and enhanced.

8.4 Figure 8.1 defines the primary and secondary retail frontages within Thame town centre. Primary frontages already include a high proportion of retail uses. Secondary frontages include some shops, but are more mixed and have the potential to provide uses to support the town centre with not only retail but also uses such as cafes, restaurants, and financial and professional services.

Fig 8.2: Plan showing the postal sorting office and telephone exchange site

Fig 8.3: Plan showing the Fire Station site

WS3: Redevelop the postal sorting office and/or telephone exchange for retail

The postal sorting office and/or telephone exchange site (Figure 8.2) should be redeveloped for retail-led uses should they become redundant.

8.5 This site is located within the primary retail frontage and has the potential, with appropriate redevelopment, to enhance the primary shopping frontage.

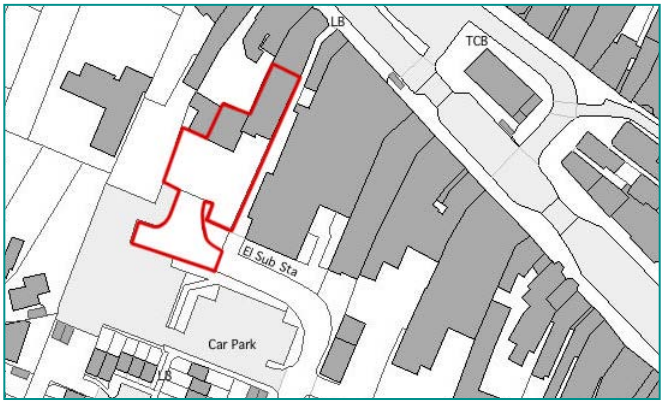


Fig 8.4: Plan showing land at 10 High Street

WS4: Develop the Fire Station site for a use that supports the town centre

The Fire Station site (Figure 8.3) should be redeveloped for retail, business or community uses should it become redundant.

8.6 This site is located within the town centre close to the primary retail frontage. With appropriate redevelopment, it has the potential to support the vitality of the town centre.

WS5: Develop land at 10 High Street for a use that supports the town centre

Land at 10 High Street (Figure 8.4) should be redeveloped for retail uses should it become redundant.

8.7 This site is well located for retail as it is adjacent to a well-used route connecting the car park to the primary retail frontage. It has the potential for retail development similar to that in Swan Walk and Greyhound Walk in Thame.

WS6: Permit small shops on allocated residential sites

Permission will be granted for a small retail unit of floor area up to 100 sqm within each allocated residential area outside the town centre.

8.8 This type of retail is not intended to compete with the town centre's shops but provide for immediate day-today needs of nearby residents by providing goods typically found in a local newsagent.

WS7: Retain small scale employment in the town centre

Proposals for the redevelopment or change of use of the ground floor of redundant land or buildings in employment or service trade use to non-employment uses will only be permitted if the existing use is no longer economically viable and the site has been marketed for freehold or leasehold at a reasonable price for at least a year without restriction.

Proposals for the redevelopment or change of use of redundant land or buildings in employment or service trade use to A1-A5 uses will be permitted in those areas located within the defined primary and secondary retail frontages.

8.9 Small scale employment uses (use class B1) contribute to the liveliness and activity of the town centre. There has been a trend, on small sites, to convert from employment to residential - this does not support the Plan's objective of supporting Thame's shops.

WS8: Encourage a diverse range of uses in the town centre by supporting new residential use on upper floors

Residential use of accommodation on upper floor levels above existing shops in the town centre will be supported provided that:

- such accommodation is not currently in employment use
- if the upper floor is in employment use, the requirements of Policy WS7 have been met
- the residential use does not adversely affect the viability of any ground floor shop use.

WS9: Encourage a diverse range of uses in the town centre by avoiding loss of residential uses

Residential accommodation in the town centre should be retained except:

- in cases of upper floor accommodation where an independent access does not exist and cannot be provided; or
- in cases where there are insurmountable environmental factors which mitigate against continued residential use; or
- where an employment or retail use is proposed, providing that use would enhance the vitality and viability of the town centre.

WS10: Encourage a diverse range of uses in the town centre by supporting new office and retail uses on upper floors

Within the town centre, office and retail uses will be permitted in upper floor accommodation above existing commercial premises provided that:

- the viability of any ground floor commercial use would not be adversely affected
- the proposals would be consistent with Policy WS9
- the site is well integrated with the primary and secondary retail frontages
- there would be no adverse impact on the amenities of neighbouring uses.

Objective: Provide new employment

New employment should aim to secure high quality jobs, and be offices / business use (B1) or hi-tech office / industrial use (B2) or warehousing / distribution (B8).

In order to accord with South Oxfordshire District Council Core Strategy Policy, a minimum of 2 hectares of land must be allocated for employment. This Plan allocates 3 hectares to make up for the loss of employment land at the former Memec site, which is allocated for residential.

WS11: Allocate a minimum of 2 hectares of land for new employment

Permission will be granted for 3 hectares of land for employment on Site B as shown in Figure 8.5.

8.10 The development of this employment land must accord with the following requirements as set out in Figure 8.6:

- vehicular access is to be provided from the ring road
- a pedestrian / cycle link must be provided to the Phoenix Trail on the site's southern boundary
- improvements to pedestrian / cycle links around the eastern portion of the ring road
- this link to be overlooked by buildings and well lit so that users feel secure
- positive building frontages must overlook the site access.

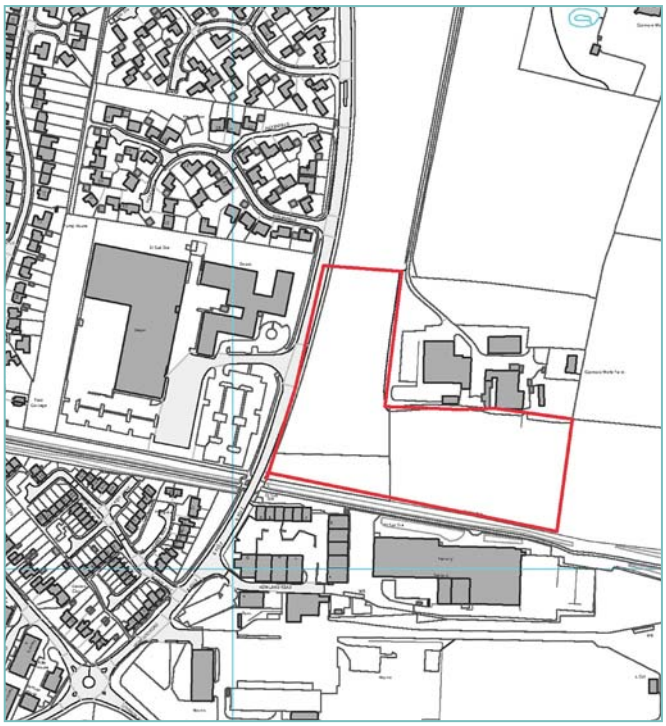
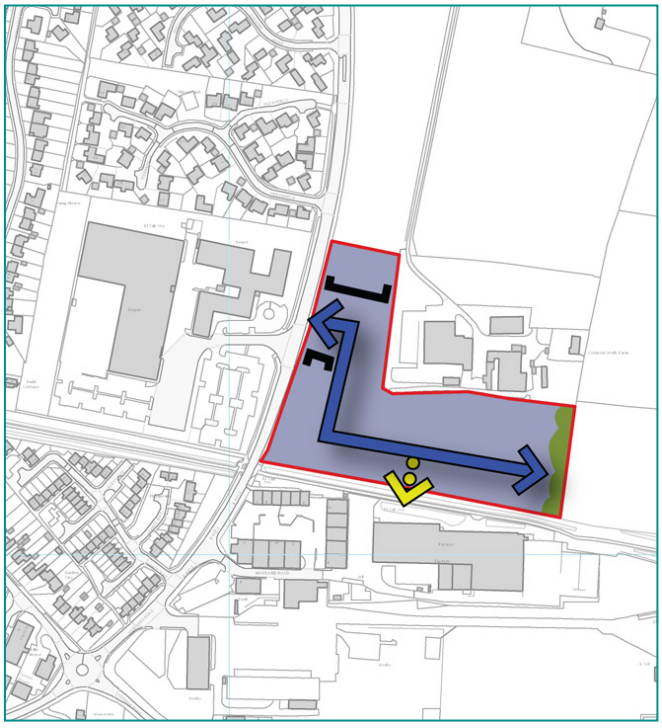


Fig 8.5: Land allocated for employment



Allocated employment site boundary

Principal vehicular route (indicative location)

Pedestrian and cycle link to the Phoenix Trail (indicative location)

Building frontage overlooking space / street

Landscape to eastern edge of site

Fig 8.6: Site allocation policy requirements

Objective: Protect and support existing employment

Employment is important to securing a sound economic future for Thame. Existing employment sites will be protected and supported by the Neighbourhood Plan.

WS12: Retain existing employment land in employment use

Existing employment sites outside the town centre boundary must remain in employment use (B1, B2 or B8).

8.11 Proposals for the redevelopment or change of use of redundant land or buildings in employment or service trade use to non-employment uses will only be permitted if the existing use is no longer economically viable and the site has been marketed at a reasonable price for at least a year for that and any other suitable employment or service trade uses.

WS13: Support improvements to existing employment areas

Proposals to upgrade or redevelop existing employment buildings and the surrounding environment will be supported provided that:

- **there would be no adverse impacts on the amenities of surrounding uses**
- **the improvements maintain or enhance pedestrian and cycle access**
- **the improvements maintain or enhance access to bus stops**
- **the improvements enhance the safety and security of users of the employment area and neighbouring users.**

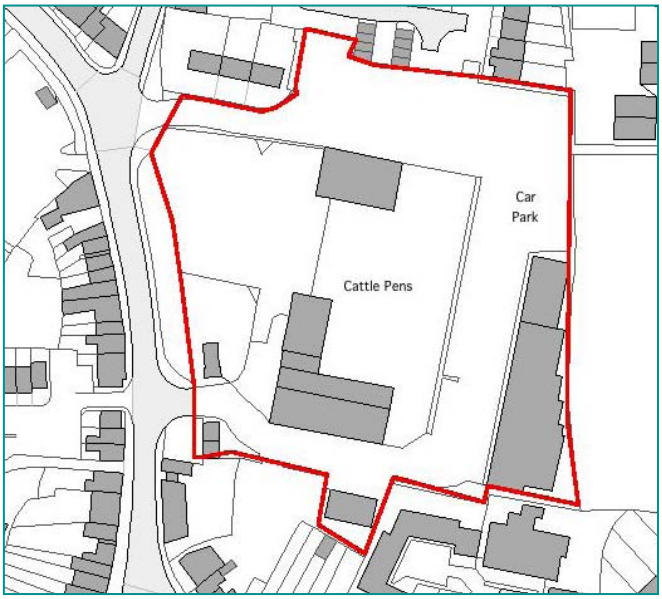


Fig 8.7: Plan defining the Cattle Market site

Objective: Make sure the Cattle Market site supports Thame town centre

The Cattle Market is the most important site within Thame itself. Mixed-use development of this site has the potential to support the town centre by providing: car parking; places for people to live and work close to the town centre; new retail; and a community facility.

WS14: Redevelop the Cattle Market site for mixed-use

Proposals for mixed-use development at the Cattle Market, (as defined in Figure 8.7 below) will be permitted provided that the principal use on the site is for retail. The development of the site may include:

- **up to 3,000 sq m of retail in the following classes: A1 (excluding food supermarkets); A2 financial and professional services; and A3 restaurants and cafes**
- **residential uses including dwellings at upper floor levels. Residential may only form a minor element of any mixed-use scheme as the main role of this site is to support the town centre**
- **office uses (Classes B1a or A2), including office uses at upper floor levels**
- **residential and non-residential institutions (Classes C2 and D1) and community facilities (Class D2)**
- **public car parking spaces**
- **improved pedestrian links along North Street to the High Street.**

8.12 If the existing sports facility is to be relocated, proposals for the redevelopment of the Cattle Market site must demonstrate where in the town the facility is to be reprovided and how this is to be achieved.

8.13 The South Oxfordshire Core Strategy indicates that there is a need for an additional 5,700 sq m of retail floorspace in Thame and that only 600sq m of this needs to be convenience floorspace (ie food stores). The Cattle Market is one of few sites that can provide significant retail floorspace and we want to ensure that when the site is redeveloped it contributes positively to the vitality of the town centre. Racquets Fitness Centre provides a valuable local sporting facility and we want to ensure appropriate comparable facilities continue to be available in the town.

WS15: Ensure that redevelopment of the Cattle Market site incorporates key principles to relate it positively to the wider town

Any proposals for redevelopment of the Cattle Market site must ensure that:

- new development must create a positive building frontage onto North Street that respects the character and scale of the surrounding area, including the Conservation Area
- the development must be designed to respond to views northwards along North Street, so creating a visual link between it and the High Street
- new development must be located to define and overlook the pedestrian link next to Barley Hill Primary School
- pedestrian routes through the Cattle Market site must be designed to provide a direct and attractive link to the existing pedestrian routes next to Barley Hill Primary School
- the existing residential dwellings overlooking the northern boundary of the site must be positively integrated into the proposals
- public car parking, including long-term parking, must be provided on site, and must be overlooked by active building frontages
- a 'civic' open space is encouraged within the development, overlooked by active building frontages.

8.14 Figure 8.8 sets out the key principles for the redevelopment of the Cattle Market Site that must be followed in any redevelopment of the site. These principles were discussed with local people at a consultation event in November 2011.

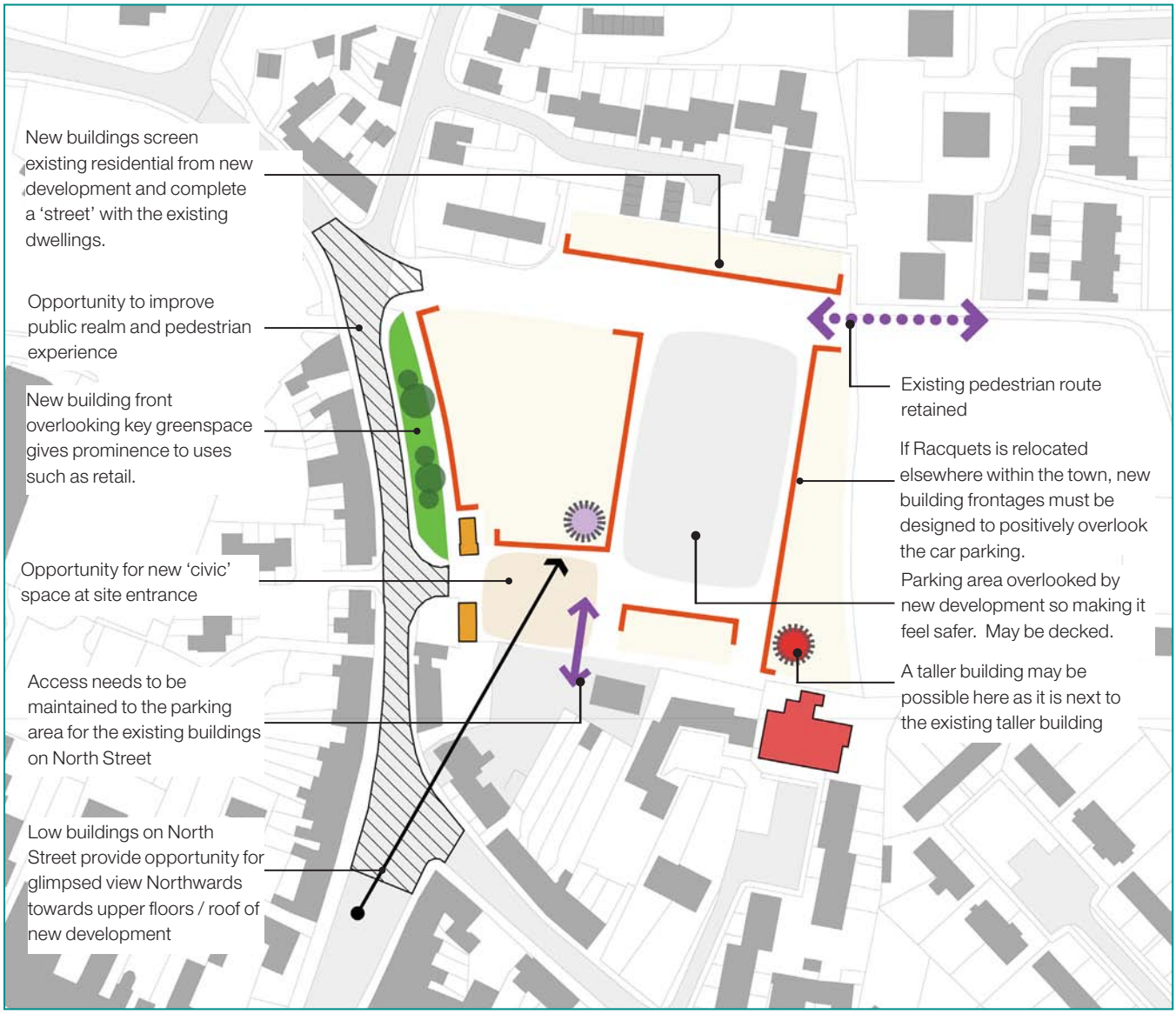


Fig 8.8: Plan setting out principles for redevelopment of the Cattle Market site

9 Getting Around

OBJECTIVE	POLICY INDEX
Connect new housing into Thame and the wider area with good pedestrian, cycle and bus connections	**GA1:** New development to provide good pedestrian and cycle connections to the town centre and other local destinations
Improve existing pedestrian and cycle connections within Thame	**GA2:** Include a strategy for improving pedestrian and cycle connections related to new development. This could include provision of internal cycleways and footpaths, along with connections to key destinations, for example, schools and other services. This strategy must be coordinated with the Green Living Plan for Thame
Improve connections to surrounding destinations	**GA3:** Developer contributions required to support the provision of a cycle route to Haddenham and Thame Rail Parkway Station
Plan public transport to better meet users' needs	**GA4:** Encourage better planning of public transport
Ensure car parking within the town supports the viability of the town centre	**GA5:** Retain long-term public parking on the Cattle Market site
	GA6: New development to provide parking on site for occupants and visitors

Objective: Connect new housing into Thame and the wider area with good pedestrian, cycle and bus connections

This objective addresses a number of different issues:

- reducing reliance on the car by making walking and cycling convenient, and locating bus stops near new development
- supporting the town centre shops (see Chapter 8) by creating strong connections to it
- integrating new housing with the town (also reflected in the objectives for 'Housing').

GA1: New development to provide good pedestrian and cycle connections to the town centre and other local destinations

Proposals for the development of allocated residential sites should deliver good pedestrian and cycle connections as part of a comprehensive approach to movement that aims to encourage walking and cycling and reduce reliance on vehicles.

Employment sites and windfall housing sites must provide good pedestrian and cycle connections to the town centre and other local destinations.

9.1 Policy H1 sets out the allocated sites that will deliver a total of 775 new homes in Thame by 2027. Section 3 provides specific guidance for each of the allocated sites, including requirements for new pedestrian and cycle connections and improvements to existing connections.

9.2 Policy WS11 sets additional specific requirements for connections for the allocated employment site.

9.3 Good pedestrian and cycle connections are:

- short and direct
- designed as pleasant places to be
- overlooked by adjacent building fronts.

Objective: Improve existing pedestrian and cycle connections within Thame

Thame is well suited to walking and cycling. Improving connections between existing residential areas and the town centre would increase support for the shops, reduce traffic and make the town more sustainable.

GA2: Include a strategy for improving pedestrian and cycle connections related to new development. This could include provision of internal cycleways and footpaths, along with connections to key destinations, for example, schools and other services. This strategy must be coordinated with the Green Living Plan for Thame

9.4 Policy ESDQ14 sets out proposals for developing a Green Living Plan for the whole of Thame. This will be funded by developers and incorporate a range of sustainability issues, including encouraging walking and cycling.

9.5 The Thame Neighbourhood Plan Movement Topic Group has undertaken some preliminary work on where pedestrian and cycle improvements could best be focused. This is shown in Figures 9.1 and 9.2. This work must be developed as part of the Green Living Plan.

Objective: Improve connections to surrounding destinations

The key destination is Haddenham and Thame Parkway Rail Station, and there is very strong local support for a cycle route to the station. Connections to the surrounding villages are important, especially as many of them rely on Thame for social, community and retail facilities.

GA3: Developer contributions required to support the provision of a cycle route to Haddenham and Thame Parkway Rail Station

Contributions will be sought from all new developments to fully fund the design and delivery of a cycle route to Haddenham and Thame Parkway Rail Station.

9.6 Should it not be possible to implement this policy within the lifetime of this Plan, the contributions will support other identified projects to improve pedestrian and cycle connections in and around Thame.

9.7 The cycle route is to be jointly implemented by Oxfordshire County Council and Buckinghamshire County Council.

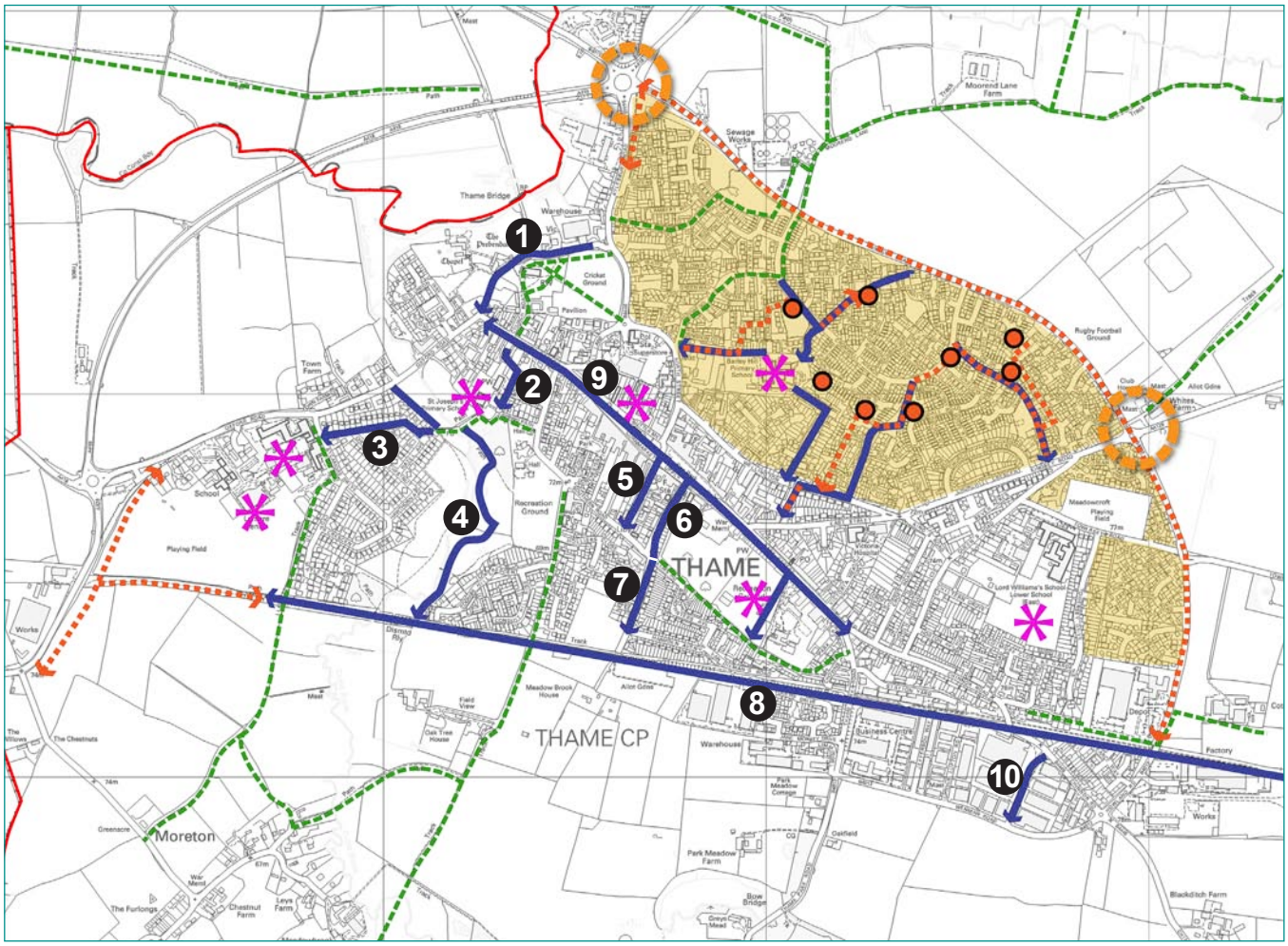


Fig 9.1: Plan showing location of key areas for pedestrian / cycle improvement

Key

- Key pedestrian route
- Public right of way
- Area poorly connected to town centre
- Key destination
- Key route requiring improvement
- Key location for improved wayfinding
- Crossing requiring improvement

Streets

1. Priest End
2. Brook Lane
3. Beech Road
4. Cuttle Brook
5. Rooks Lane
6. Nelson Street
7. Windmill Road
8. Phoenix Trail
9. High Street
10. Dormer Road

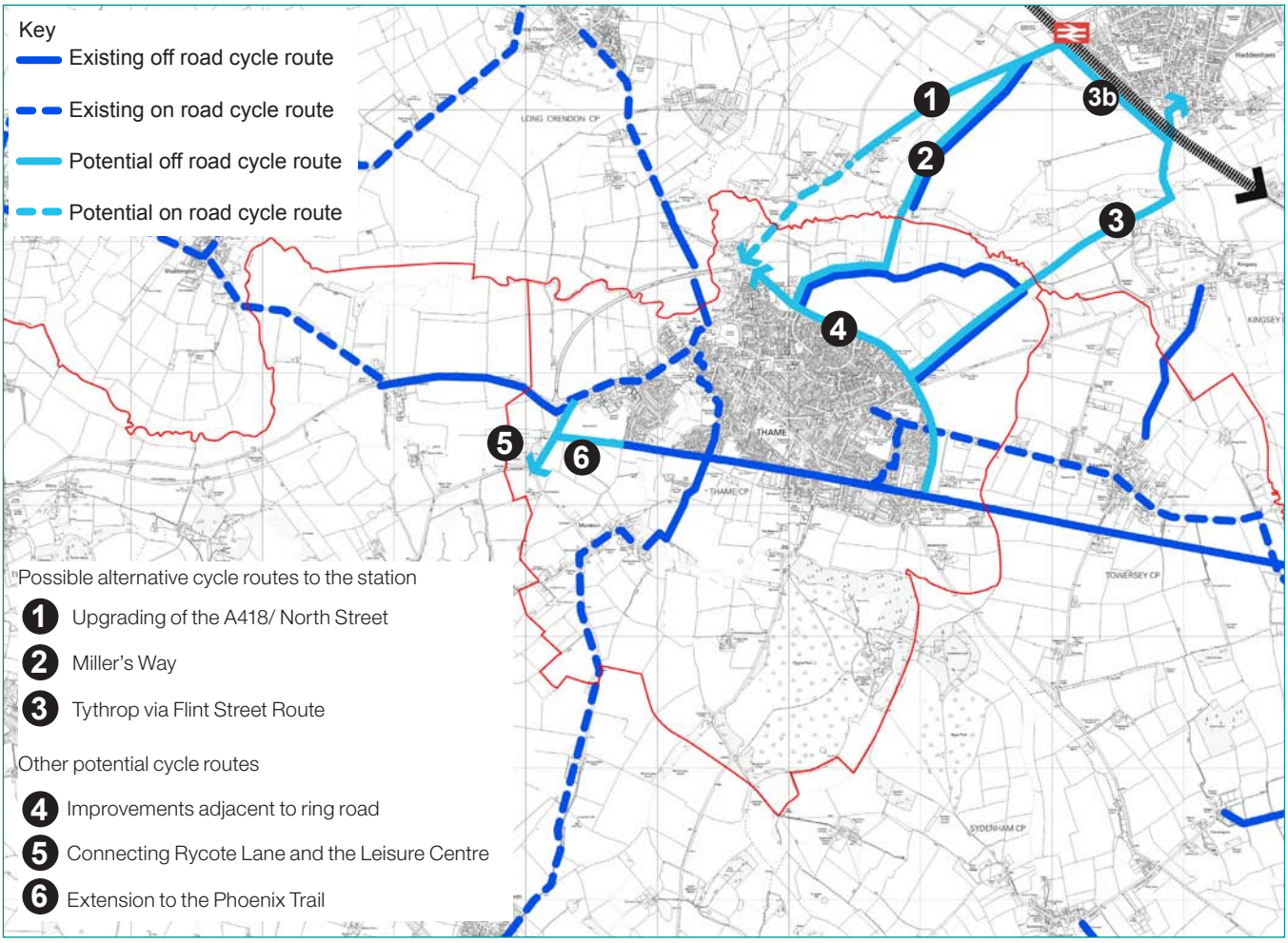


Fig 9.2: Plan showing potential new cycle connections along with existing

Objective: Plan public transport to better meet users' needs

Buses do not synchronise well with rail services from Haddenham and Thame Parkway Station. Bus services on some routes are infrequent, and do not provide for evening travel in particular.

GA4: Encourage better planning of public transport

Thame Town Council will liaise with Oxfordshire and Buckinghamshire Highways Authorities and the bus and rail operators to encourage better planning of public transport.

Objective: Ensure car parking within the town supports the viability of the town centre

Car parking is seen as vital to supporting the shops within the town centre. Demand for parking is likely to increase, and there is a need for Thame Town Council to liaise with those bodies responsible for parking to ensure it continues to support the town centre.

GA5: Retain long-stay public parking on the Cattle Market site

Any future redevelopment must maintain at least the number of existing public parking spaces on the Cattle Market.

9.8 The Cattle Market provides an important role in supporting the town centre by providing 126 long-term public parking spaces.

GA6: New development to provide parking on site for occupants and visitors

Development outside the defined town centre boundary must provide on-site parking in accordance with South Oxfordshire District Council standards.

10 Community, Leisure and Wellbeing

OBJECTIVE	POLICY INDEX
Provide a large community facility	**CLW1:** Allocate land for a new community facility
Ensure the Thame Neighbourhood Plan meets the needs of local people	**CLW2:** Actively involve local people in ongoing consultation
Allocate land for a potential primary school	**CLW3:** Allocate land for a primary school
Improve healthcare infrastructure	**CLW4**: Contributions required from developers of new housing to fund additional healthcare facilities

Objective: Provide a large community facility

As set out in Chapter 2 'About Thame', Thame has a very active community life, representing many different groups and organisations. The Community Topic Group carried out an assessment of existing community facilities, and this confirmed the perception identified at public consultation that most of Thame's existing community facilities are of small to medium capacity, and that there is no adequate large venue for groups of more than 200 people other than St Mary's Church.

CLW1: Allocate land for a new community facility

Developer contributions will be sought from all new homes towards the funding of a community facility.

This Plan identifies the following sites as having potential for accommodating a community facility:

- **the Cattle Market site as part of a mixed-use development**
- **the Lord Williams's Lower School, as long as the school is consolidated onto the Upper School site and the Lower School site developed for residential. The existing Sports Hall and Phoenix Centre, along with the associated car parking area, could be refurbished as community facilities**
- **a new facility on the northern end of the Southern Road Recreation Area.**

10.1 South Oxfordshire District Council's Infrastructure Delivery Plan identifies that there is a need for an additional 0.7 of a community hall as a result of 775 new dwellings. Additional homes arising from 'windfall' development will add to this identified need.

10.2 Given the vision of maintaining Thame's identity and character as a compact market town, it is important that the new community facility is located where it is easily accessible to everyone who lives in the town. It should ideally be located within or next to the town centre, but certainly within the existing built area of the town.

10.3 Thame Town Council will liaise with the appropriate bodies and local people to secure the delivery of the community facility.

Objective: Ensure the Thame Neighbourhood Plan meets the needs of local people

Planning applications, strategies and other initiatives will come forward once this Plan is adopted. Local people wish to ensure that their needs are addressed, and so ongoing consultation that involves as wide a cross-section of the community as possible is required.

CLW2: Actively involve local people in ongoing consultation

Community involvement designed to understand local views about development proposals shall be carried out for sites allocated in this Plan before any planning application is submitted. Planning applications shall be accompanied by a Statement of Community Involvement.

10.4 The Statement of Community Involvement must include:

- an explanation of how the consultation was designed to reach a broad cross-section of local people
- a demonstration that a range of means was used to engage local people - for example, a variety of publicity and a range of ways of providing input (including the opportunity to provide web-based comments as well as attending events in person)
- a record of the views expressed by local people
- an explanation of how the proposals have responded to local people's views.

10.5 The Sports Facility Strategy required by Policy ESDQ10 and funded by developers must include consultation with local people.

10.6 The Green Living Plan required by Policy ESDQ14 and funded by developers must include consultation with local people.

Objective: Allocate land for a potential primary school

New residential development will bring additional demand for primary school places. Depending on the rate of development, this additional demand can either be addressed by expanding an existing school or by providing an additional one form entry (1FE) primary school on a new site.

Oxfordshire County Council has confirmed that its latest position is that a new primary school is not required as a result of the development of 775 new homes. Educational contributions from residential development will provide funds to extend existing primary schools as required.

However, as the decision on a future primary school has been subject to change, the Thame Neighbourhood Plan takes a cautious approach, and identifies a potential site for a primary school should it be needed in the future.

CLW3 Allocate land for a primary school

Land is allocated for a potential future primary school on Site F in the site allocation in HA1 in Section 3.

10.7 This location has been selected because:

- its location relates well to both existing primary schools and to one of the allocated housing sites
- it is also close to existing residential areas, and so can serve both existing and future residents
- it is well served by public transport in comparison to other potential locations within the town.

Objective: Improve healthcare infrastructure

The existing healthcare buildings do not meet current needs, and the practices are short of space. 775 new homes will require the provision of a new GP, placing further demands on space.

CLW4: Contributions required from developers of new housing to fund additional healthcare facilities

Financial contributions will be required from developers of new housing sites to fund additional healthcare services.

10.8 Healthcare facilities in Thame are already stretched. As set out in South Oxfordshire District Council's Infrastructure Delivery Strategy, these contributions will be used to assist healthcare providers secure the necessary provision for Thame.

11 Environment, Sustainability and Design Quality

OBJECTIVE	POLICY INDEX
Co-ordinate green infrastructure	**ESDQ1:** Protect existing open spaces
	ESDQ2: Allocated sites to provide open space in locations specified in Section 3
Provide more public open space	**ESDQ3:** Provide new allotments
	ESDQ4: Provide public open space on windfall sites
	ESDQ5: Provide new burial space on Site C or Site D
Improve existing open space	**ESDQ6:** Improve Elms Park Recreation Area
	ESDQ7: Improve Southern Road Recreation Area
	ESDQ8: Improve open spaces within Lea Park
Provide riverside walks within natural green space	**ESDQ9**: Sites C, D and F to provide riverside walks within natural green space
Co-ordinate sports provision	**ESDQ10:** Produce a Sports Facilities Strategy
New development to address flooding and drainage issues	**ESDQ11:** Incorporate Sustainable Urban Drainage into new development
	ESDQ12: Applications for new development to provide a drainage strategy
Encouraging energy efficient and sustainable development	**ESDQ13:** New dwellings: code for sustainable homes
	ESDQ14: Produce a Green Living Plan

OBJECTIVE	POLICY INDEX
Development should reinforce the character and quality of Thame	**ESDQ15:** Developers must demonstrate in a Design and Access Statement how their proposed development reinforces Thame's character
	ESDQ16: Development must relate well to its site and its surroundings
	ESDQ17: Development must make a positive contribution towards the distinctive character of the town as a whole
	ESDQ18: New development must contribute to local character by creating a sense of place appropriate to its location
	ESDQ19: The Design and Access Statement and accompanying drawings must provide sufficient detail for proposals to be properly understood
	ESDQ20: Building style must be appropriate to the historic context
	ESDQ21: Development proposals, particularly where sited on the edge of Thame or adjoining Cuttle Brook, must maintain visual connections with the countryside
	ESDQ22: The visual impact of new development on views from the countryside must be minimised
	ESDQ23: Streets within new development must be designed as pleasant places to be
	ESDQ24: Pedestrian and cycle routes must link together potential destinations, such as new housing and the town centre
	ESDQ25: Improve the town centre for pedestrians and cyclists
	ESDQ26: Design new buildings to reflect the three-dimensional qualities of traditional buildings
	ESDQ27: Design in the 'forgotten' elements from the start of the design process
	ESDQ28: Provide good quality private outdoor space
	ESDQ29: Design car parking so that it fits in with the character of the proposed development

Objective: Co-ordinate green infrastructure

In setting out a vision for the future of Thame, this Plan envisages a co-ordinated approach to green infrastructure that:

- links existing and new open spaces together to create a connected network of spaces
- enhances existing open spaces
- integrates sustainable urban drainage to manage flooding issues.

ESDQ1: Protect existing open spaces

The open spaces identified in Figure 11.1 will be protected and retained.

ESDQ2: Allocated sites to provide open space in locations specified in Section 3

Developers must provide publicly accessible open space in the locations required in the site-specific policies in Section 3. This open space must connect to other open spaces.

11.1 Policy H1 allocates sites for residential development and Section 3 provides details about how those sites should be developed including identifying areas that must be provided as public open space. These have been carefully considered in the overall spatial vision for Thame, so that a connected network of new and existing spaces is provided.

Objective: Provide more public open space

There is a shortage of many types of open space in Thame. New housing development provides the opportunity to create new public open space for the benefit of both new and existing residents.

ESDQ3: Provide new allotments

Allocated residential sites must provide the following areas as allotments:

- **Site C: Land to the south-east of Thame - 0.33 ha**
- **Site D: Land to the south of Thame - 0.33 ha**
- **Site F: Land to the west of Thame - 0.33 ha**

11.2 There is an existing shortfall of 2.9ha of allotments in Thame, and 775 new homes will bring an additional requirement for 0.53 ha. The allocated residential sites on the edge of Thame are expected to provide for all of the additional requirement between them proportional to the number of dwellings allocated, as well as going some way to making up the shortfall by providing a total of a further 1 hectare of land.

ESDQ4: Provide public open space on windfall sites

For sites of 0.4 hectares or more, public open space that is appropriate to the character and location of the site should be provided on site in accordance with South Oxfordshire District Council standards.

11.3 Residential sites other than those allocated in Policy H1 may come forward for residential or mixed-use development. Where appropriate, these sites must contribute to public open space within the town.

ESDQ5: Provide new burial space on Site C or Site D

New burial space must be provided as part of the development on allocated housing sites C or D.

11.4 Section 3 sets out site-specific requirements for Sites C and D, including a co-ordinated Design Brief. In producing this Design Brief, the developers must liaise with Thame Town Council to agree the location of new burial space within the open space to the south of the defined residential areas.

Objective: Improve existing open space

There are opportunities to improve the quality of existing spaces where they are directly related to development

ESDQ6: Improve Elms Park Recreation Area

A planning application for improvements to the Elms Park Recreation Area must be submitted at the same time as any application for the development of the adjacent land at The Elms. The improvements must be implemented at the same time as any residential development of land at The Elms.

11.5 Land at The Elms adjacent to Elms Park has been allocated for residential development. This allocation is set out in Policy H1 with further details in Section 3. This includes the requirement for the developer to consult with local people to agree improvements to Elms Park.

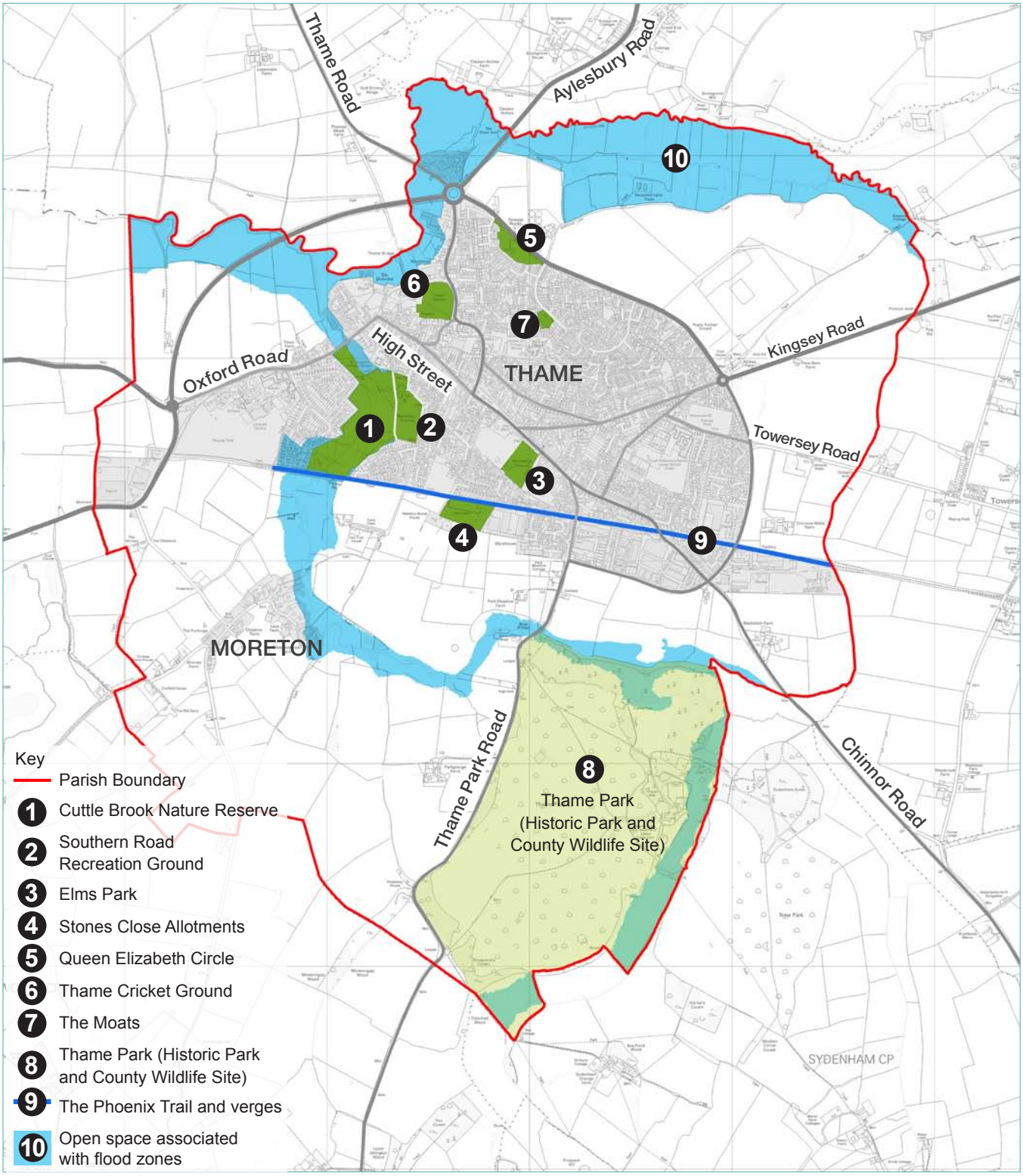


Fig 11.1: Existing open spaces to be protected

N.B. The northern part of the Southern Road Recreation Area may be considered for the development of a community facility as part of this Plan. However, should this be the case, improvements are required to the remaining open space under Policy ESDQ7.

Sports pitches other than the Cricket Club are not included in this plan as they are protected under higher level planning policy. The Cricket Club is included as it has landscape and visual importance to the character of Thame.

ESDQ7: Improve Southern Road Recreation Area

If a new community facility comes forward on the Southern Road Recreation Area, the developer and Thame Town Council must consult with local people to agree improvements to the park. A planning application for these improvements must be submitted at the same time as the application for the community facility. The improvements must be implemented at the same time as the development.

11.6 The Southern Road Recreation Area has been identified in Chapter 10 as one of three possible locations for a new community facility. Should the community facility come forward on this site, the existing open space must be improved to compensate for any loss.

ESDQ8: Improve open spaces within Lea Park

The Green Living Plan (see Policy ESDQ14) must look at improving open spaces within Lea Park and - in consultation with local residents - set out a strategy to improve them. The Green Living Plan must also look at how improvements to pedestrian and cycle links can be made through the estate (see Policy GA2).

11.7 There are a number of small open spaces within Lea Park. Some of these appear to be of limited use in their current form, and there is an opportunity to improve them.

11.8 Funding for these improvements may be limited, and the plans will need to consider potential funding sources such as grants. As such, any strategy must set out a programme that allows co-ordinated, gradual upgrading of spaces and routes to take place over the whole of the Plan period.

Objective: Provide riverside walks within natural green space

Any new development to the south or west of Thame shall create footpaths adjacent to the River Thame and/or Cuttle Brook within new publicly accessible natural open space. These footpaths must link to the existing network of routes.

ESDQ9: Sites C, D and F to provide riverside walks within natural green space

Section 3 sets out site-specific policy for Sites C, D and F requiring natural green space incorporating public routes adjacent to the Cuttle Brook. Developers must include these spaces and public routes in their proposals.

Objective: Co-ordinate sports provision

A number of existing sports clubs within Thame have expressed interest in upgrading their pitches and/or facilities or moving to a new location.

In addition, if the Lord Williams's Lower School is redeveloped for residential, the School will need to provide replacement sports pitches elsewhere in Thame. These pitches will be made available for community use.

South Oxfordshire District Council's appraisal of sports and recreation facilities in Thame has identified a shortage of sports pitches. 775 new homes will add to the demand for sports pitches, and South Oxfordshire District Council's Infrastructure Delivery Plan includes provision for additional pitches and related facilities.

There is an opportunity to develop a co-ordinated approach to sports facilities to ensure that provision meets the need of existing clubs, and current and future residents.

ESDQ10: Produce a Sports Facilities Strategy

Developer contributions will be sought from new residential development to fund a Sports Facilities Strategy and for the subsequent implementation of sports facilities. Once CIL is introduced Thame Town Council will seek funding for the Sports Facilities Strategy from CIL.

11.9 The Sports Facilities Strategy will be co-ordinated by Thame Town Council, and involve Lord Williams's School and local sports clubs such as:

- Chinnor Rugby Club
- Thame Tennis Club
- Thame Bowls Club
- Thame Hockey Club
- Thame Cricket Club
- Racquets Squash Club
- Thame Football Partnership
- Thame Swimming Club.

11.10 The Delivery Strategy provides guidance on the Sports Facilities Strategy, and sets out financial contributions. Consultation with local people must be undertaken in producing the Strategy. The Strategy is to be agreed and adopted by Thame Town Council. Future reviews of this Plan must incorporate the Strategy's recommendations.

Objective: New development to address flooding and drainage issues

Thame has a problem with flooding. New development must not make existing flooding worse. New development should aim to reduce the overall level of flood risk in the area and beyond through the layout and form of the development, and the appropriate application of sustainable drainage techniques.

ESDQ11: Incorporate Sustainable Urban Drainage into new development

New developments must incorporate Sustainable Urban Drainage Systems (SUDS) to reduce the run off of surface water to the maximum set by Oxfordshire County Council.

11.12 Sustainable urban drainage may include features such as ponds, swales, and permeable paving. The SUDS must be designed as an integral part of the green infrastructure and street network, so that SUDS features are positive features of the development. The system should effectively mitigate any adverse effects from surface water run-off and flooding on people, property and the ecological value of the local environment.

ESDQ12: Applications for new development to provide a drainage strategy

Applications for the development of allocated sites and all windfall sites must be accompanied by a Drainage Strategy. The Strategy must be agreed with Thames Water, OCC and the Environment Agency and set out:

- **the approach to SUDS**
- **the approach to foul drainage**
- **any proposed infrastructure improvements, and how these will be delivered.**

Objective: Encouraging energy efficient and sustainable development

Energy use in buildings accounts for almost half of all CO2 emissions. There is an opportunity for new dwellings to be designed to reduce energy use and - where possible - generate some energy from renewable sources.

There is also an opportunity to improve the sustainability of the town as a whole, not just in terms of energy use but also in the broader sense - including things such as walking and cycling.

ESDQ13: New dwellings: code for sustainable homes

Proposals for new development will be expected to meet the requirements of the South Oxfordshire Core Strategy in relation to the Code for Sustainable Homes.

11.13 The South Oxfordshire Core Strategy Policy CSQ2 sets a target of Code for Sustainable Homes Level 4 for developments of 200 dwellings or more, and a target of Level 3 for developments of up to 200 homes. This level may be increased within the lifetime of the Plan by national guidance. In this case, national guidance will take precedence.

11.14 The three sites on the edge of Thame are allocated for the following numbers of dwellings:

- Site C: Land to the south-east of Thame - 187
- Site D: Land to the south of Thame - 175
- Site F: Land to the west of Thame - 203

11.15 Policies A2 and A3 in Section 3 require the coordinated masterplanning of Sites C and D. Development on Sites C and D will therefore be expected to meet the target of Code for Sustainable Homes Level 4 or future equivalent level as required.

ESDQ14: Produce a Green Living Plan

Developer contributions will be sought from development on allocated sites to support a Green Living Plan for the town as a whole, addressing both existing and proposed development. These financial contributions will fund a Green Living Plan coordinator, who will be responsible for producing the Plan as specified in the Delivery Strategy. Once CIL is introduced Thame Town Council will seek funding for the Green Living Plan from CIL.

11.16 It is common practice to require developers to commit to preparing 'Travel Plans' for new development. Such Plans seek to change travel habits, and encourage more sustainable means of getting around. This Plan requires developers to share their Travel Plan information with the Green Living Plan coordinator.

11.17 The Green Living Plan will build on existing initiatives and generate new ones, including:

- continuing to support initiatives to encourage the use of local shops
- improving recycling, including commercial waste
- encouraging walking, cycling and public transport use
- encouraging reduction in energy and water use
- promoting car sharing
- increasing awareness of Thame's Green Infrastructure, including promoting allotments (for food production) and awareness of biodiversity (e.g. at Cuttle Brook).

11.18 The Delivery Strategy provides guidance on the Green Living Plan, and sets out financial contributions per bedspace for residential development and in relation to floorspace for commercial development. These financial contributions cover the funding of a Green Living Plan coordinator. Developers will be expected to fund the implementation of projects related to proposed development as identified in their Travel Plans.

Character and Quality: Introduction

11.19 A comment was made at the consultation that 'Thame is a very special place to live'. In developing this Plan, an assessment of the character of Thame as a whole was undertaken. This is set out in the supporting Evidence Base Summary. The Plan has used this character assessment in two ways:

i. at the 'strategic' level of deciding where new development should go, the Plan has looked not only at technical issues but also considered how to grow the town in a 'natural' way that fits with Thame's character

ii. this section sets out policies relating to more detailed design issues, both for development on the new allocated sites and within the existing town.

11.20 At the consultation events, local people expressed their opinions about:

- what makes Thame distinctive
- the quality of recent development in and around Thame.

11.21 Particular issues included:

- the historic centre of Thame gives the town its 'market town' identity, and is the focus of the town's distinctive character
- there was a strong feeling that Thame's historic character needs to be protected
- there was concern about unsympathetic (i.e. 'modern') new designs, but others disagreed suggesting that modern design that complements Thame would be a good thing
- whatever the style of new buildings, there was support for 'green' buildings that use high performance materials
- there is an opportunity to ensure that new development complements the local architecture and is of good quality
- there was concern that the density of recent housing is too high
- there was concern about the impact of new development on landscape
- car parking in new residential areas was raised - given some of the parking problems in parts of Thame, people want new housing to provide sufficient parking spaces to meet modern needs
- there was concern that new pedestrian and cycle routes should not repeat the mistakes of the past (especially the routes in Lea Park) - they should be well overlooked and well sign posted, not narrow and hidden away
- there is a need for new housing to plan green spaces positively - e.g. linking to other existing green spaces, providing for recreation in those parts of the town where there is a shortage.

11.22 These issues are reflected in Core Objective 11H that forms the basis for policies relating to character and quality.

Objective: Development should reinforce the character and quality of Thame

ESDQ15: Developers must demonstrate in a Design and Access Statement how their proposed development reinforces Thame's character

Where a Design and Access Statement is required, developers must ensure it demonstrates how their proposed development reinforces Thame's character. It must set out how the proposals follow the policies and guidance in relevant national and local documents as well as this Plan. The Design and Access Statement must address the following topics:

- **Context and character**
- **Historic character**
- **Connection with the countryside**
- **Quality for pedestrians and cyclists**
- **Development quality**
- **Car parking.**

Policies in relation to these topics are set out below.

11.23 The concerns raised at consultation are not limited to the people of Thame: both national and local planning policy guidance identifies the need to encourage high quality development that responds to the specific characteristics of the site and wider area.

11.24 There is a lot of policy guidance on good design already in place, and this includes:

- policies within the National Planning Policy Framework (NPPF)
- current and emerging policies in South Oxfordshire District Council's adopted Local Plan and LDF
- the Thame Conservation Area Appraisal (2006) and Management Plan
- the South Oxfordshire Design Guide (2008).

11.25 The South Oxfordshire Design Guide is a comprehensive document, and provides in-depth guidance for many of the design and placemaking issues raised by local people at consultation. Developers must demonstrate in their Design and Access Statements how their proposals follow the guidance set out in South Oxfordshire District Council's South Oxfordshire Design Guide, and any subsequent guides produced for the local area.

Context and Character

11.26 It is important that new development, particularly of new housing, creates a distinctive character that is appropriate to Thame as an historic market town.

ESDQ16: Development must relate well to its site and its surroundings.

Development proposals must respond to the specific character of the site and its local surroundings, maintaining or enhancing its strengths and seeking to address its weaknesses.

11.27 Thame already has a distinctive character and identity, which is important to local people. However this character is not the same across the town as a whole - different parts of Thame make different contributions to local character, each with their own local strengths and weaknesses.

11.28 The Design and Access Statement must include an appraisal of the site in its surroundings that identifies the opportunities and constraints for development and design. Applications should explain clearly how the proposals have been influenced by this appraisal.

ESDQ17: Development must make a positive contribution towards the distinctive character of the town as a whole.

Development must contribute to the character of Thame as a whole, incorporating design principles that reflect the most successful parts of town.

11.29 This policy does not seek to impose a particular architectural style. Instead, it aims to ensure that new development relates to the specific local character of Thame,

11.30 The Design and Access Statement must include an assessment of the key features of Thame's character, and show how these have influenced the scheme.

ESDQ18: New development must contribute to local character by creating a sense of place appropriate to its location.

New development will be expected to support the town centre as the main focus of activity and not to create alternative centres. It is important that the new residential areas are designed to create a sense of place by ensuring that the character varies within the development.

11.31 The broad aim for placemaking in Thame is to make sure that the town centre continues to be the main focus of activity and the most memorable place that attracts residents and visitors. However, new developments also need to create a sense of place and this may be achieved by:

- using a range of different street types, so that streets that connect to the wider area look and feel more important than those serving a small number of homes
- incorporating one or more focal points (such as a small square or open space) at a key junction of routes, to help create a memorable 'event' within the development
- appropriately changing the character of new buildings, for example: those close to existing buildings may reflect immediate local characteristics whereas other buildings may reflect other characteristics of Thame.

Fig 11.2: The 'Birdcage' historic pub in Thame

Historic Character

11.32 The strong historic character is the parish's most important asset. Historic character is concentrated in the Thame Conservation Area and the Moreton Conservation Area.

ESDQ19: The Design and Access Statement and accompanying drawings must provide sufficient detail for proposals to be properly understood.

Development proposals in historic character areas must include the following information:

- **drawings showing the proposals in relation to their surroundings. This will include a street elevation and sections across the street**
- **three-dimensional drawings from at least two viewpoints**
- **rendered elevations, clearly indicating the proposed palette of materials**
- **details of how window openings relate to the elevation (i.e. are they flush or set back?).**

11.33 Common issues of design in an historic environment that can be better understood through the above drawings include:

- where the deep plan of a building means that a pitched roof is very tall or intrusive in bulk
- where the shape of the building along a street frontage creates awkward three dimensional forms that cannot be seen on elevations
- where the balance between solid and transparent elements on the elevations can disrupt the composition of the street scene.

ESDQ20: Building style must be appropriate to the historic context.

Ideally the design of new buildings should reflect the design principles of their time so that the richness of varied character continues and is extended into the future. However, the quality of design must ensure that new buildings contribute positively to the historic character. Listed Buildings and their settings; and Conservation Areas and their settings, will be conserved and enhanced to reinforce the quality and character of Thame.

11.34 Thame and Moreton's historic character is rich and varied, which reflects the incremental development of the area over time.

11.35 Where a traditional design approach is followed, then it must be correctly proportioned and detailed. The design approach must use historically correct materials so that it does not result in a debased version of an historic style, which would undermine the historic character.

11.36 There are a large number of listed buildings in the area. Any development proposals that may affect a listed building or its setting must be discussed with Thame Town Council and South Oxfordshire District Council at an early stage of the design process.

11.37 Layout design should generally follow the design characteristics embodied in the Thame Conservation Area and Moreton Conservation Area Statements.

Fig 11.3: Thame's historic character is rich and varied

Connections with Countryside

11.38 The compact size of Thame means that local people value a close connection to the surrounding countryside. This sense of connection comes from a combination of views, and from pedestrian and cycle access to the countryside.

The main local views are gained from:

- the roads approaching the town, particularly the Oxford Road, Thame Park Road, Kingsey Road, Chinnor Road, Towersey Road and the Aylesbury Road
- the by-pass around the edge of the town
- public right of ways in the surrounding countryside (particularly towards Moreton and Haddenham), within the Cuttle Brook Nature Reserve and from the Phoenix Trail
- Old Crendon Road.

11.39 Physical access to the countryside is addressed in Chapter 9 and the site-specific guidance in Section 3. This section sets out policies in relation to views.

Fig 11.4: View across the Phoenix Trail and out to the countryside from Coombe Hill Crescent

ESDQ21: Development proposals, particularly where sited on the edge of Thame or adjoining Cuttle Brook, must maintain visual connections with the countryside

Where possible, open views towards the countryside, or across open spaces, must be maintained from key existing routes within the town.

Views along streets and/or open spaces to the surrounding countryside must be created within new developments where there are opportunities to do so.

11.40 For example, a view along an existing street can be maintained by continuing a new street along the same alignment.

ESDQ22: The visual impact of new development on views from the countryside must be minimised

An assessment of views to and from the proposed development must be included in the Design and Access Statement. Visual impact should be minimised through the design of the site layout, buildings and landscape. The approach to minimising visual impact must be fully explained in the Design and Access Statement.

11.41 The approach to minimising visual impact may include the positioning of open space and soft landscape boundaries between development and the countryside. Site-specific guidance is provided in Section 3.

Fig 11.5 Existing edge of South Thame

Quality for Pedestrians and Cyclists

11.42 Improvements to pedestrian and cycle links are important in Thame so that people are encouraged to walk or cycle rather than drive. The town is compact so many journeys will be of walking and cycling distance if there are routes available and they are designed so that people wish to use them.

11.43 The provision of routes is covered in Chapter 9 and Section 3. This chapter identifies the design qualities that are needed to make them successful.

ESDQ23: Streets within new development must be designed as pleasant places to be

New residential streets must be designed with an equal emphasis on all modes of transport, i.e. pedestrians and cyclists as well as vehicles.

11.44 Pedestrian and cycle routes should share the same network as vehicular routes. These must be designed to feel safe. Where segregated routes are unavoidable, they should be provided alongside the vehicular carriageway.

11.45 Quieter streets should be designed to be suitable for a range of social activities, such as children's play.

11.46 Building fronts should overlook streets and other routes so that there are 'eyes on the street' and pedestrians and cyclists feel safe.

11.47 20mph will generally be the maximum design speed that is considered appropriate for new streets within residential developments.

ESDQ24: Pedestrian and cycle routes must link together potential destinations, such as new housing and the town centre

Routes must follow desire lines and clearly link potential destinations. Routes must keep road crossings and changes in level to a minimum. Road crossings must form a natural part of the route, avoiding detours that make the crossing inconvenient for users.

11.48 The alignment of routes should provide good forward visibility in both directions avoiding hidden corners or sudden changes in direction.

ESDQ25: Improve the town centre for pedestrians and cyclists

In the town centre opportunities should be identified for reallocating street space to pedestrians or cyclists, for movement or social activities.

11.49 This may include increasing pedestrian space in areas such as the Buttermarket so that there is potential for:

- activity to spill outside from buildings, for instance tables outside restaurant or cafes
- community events to take place outside the Town Hall and other buildings
- more generous pedestrian footways or crossings so that people can move around more easily
- redesign of footway spaces to improve accessibility for people in wheelchairs or with buggies.

Fig 11.6: The Phoenix trail

High Quality Development

11.50 Thame has a legacy of high quality development which applies across the range of sizes and types of buildings. There are examples of high quality design, detail and use of materials in cottages as well as larger houses. This same consistent approach to quality (although design and appearance may vary) is expected of new development in Thame.

ESDQ26: Design new buildings to reflect the three-dimensional qualities of traditional buildings

Generally, buildings should be designed:

- **as a three dimensional whole, so that elements such as bay windows are designed in from the start rather than being 'bolted-on' at the end**
- **with windows and doors set back from the external surface of the building, to introduce some depth and modelling to the facade**
- **with changes in material related to the design of the building rather than a random approach. For example, changes in material may relate to a change in form such as a setback or projection.**

11.51 At the consultation events, local people were concerned that recent housing developments tend to be 'standard', rather low quality designs that can be found in many places in England. Raising the design quality of new residential development and making it locally distinctive were seen as important.

11.52 Modern houses often lack the three-dimensional qualities of traditional buildings - windows are flush with external walls; porches and bay windows appear to be 'stuck on' to a simple box rather than being an integral part of the design; changes in materials and brick colour are used to 'add interest' in place of richer detailing that casts shadows.

11.53 In encouraging new buildings to reflect the three-dimensional quality of traditional buildings, this Neighbourhood Plan is not seeking to dictate a particular architectural style.

ESDQ27: Design in the 'forgotten' elements from the start of the design process

The following items must be considered early in the design process and integrated into the overall scheme:

- **bin stores and recycling facilities**
- **cycle stores**
- **meter boxes**
- **lighting**
- **flues and ventilation ducts**
- **gutters and pipes**
- **satellite dishes and telephone lines.**

11.54 These items are all too easily forgotten about until the end of the design process. By considering them early, it will be possible to meet the following requirements:

- Bin stores and recycling facilities should be designed to screen bins from public view, whilst being easily accessible for residents. Bin stores must be placed in a position that meets the County Council's Highways standards.
- Meter boxes need not be standard white units: consider a bespoke approach that fits in with the materials used for the remainder of the building. Position them to be unobtrusive.
- Carefully position flues and ventilation ducts, ensuring they are as unobtrusive as possible. Use good quality grilles that fit in with the approach to materials for the building as a whole.
- Ensure that gutters and pipes fit into the overall design approach to the building and aim to minimise their visual impact.

ESDQ28: Provide good quality private outdoor space

A private outdoor garden amenity space, or a shared amenity area must be provided for all new dwellings.

11.55 The amount of land used for garden or amenity space should be commensurate with the size and type of dwelling and the character of the area, and should be of appropriate quality having regard to topography, shadowing (from buildings and landscape features) and privacy.

Car Parking

11.56 The way in which car parking is designed into new residential development will have a major effect on the quality of the development. There are two principles to designing parking:

- cars parked on the street and in front of dwellings can seriously detract from the character and quality of a place. Minimising the visual impact of parked cars can let the buildings and landscape dominate instead
- residents must be provided with safe and convenient access to their cars. Hiding cars away in rear courtyards can lead to problems of crime and lack of personal security. Residents like to be able to see their parked car from their home.

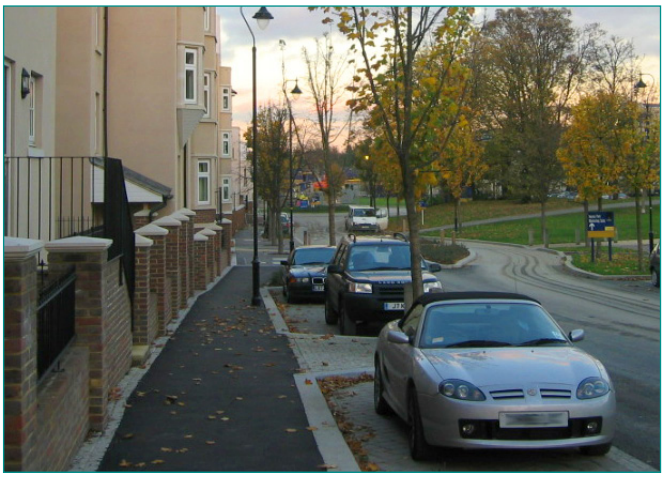


Fig 11.7: Example of well-designed on-street parking

ESDQ29: Design car parking so that it fits in with the character of the proposed development

11.57 New housing in Thame will generally be of low to medium 'suburban' densities. This means that it will be possible to accommodate most parking within the curtilage of the dwelling in the form of a garage and/or parking space. For in curtilage parking, the following principles should be incorporated:

- garages must be large enough to be useable - internal dimensions of 6.5m x 3m are required
- garages should be designed to reflect the architectural style of the house they serve
- set garages back from the street frontage
- locate parking in between houses (rather than in front) so that it does not dominate the street scene
- where parking is located in front of houses, design the street and the landscape to minimise their visual impact - e.g. incorporate planting between front gardens.

Fig 11.8: Where parking is provided to the fronts of houses, its visual impact must be minimised through well designed landscape

11.58 Where parking cannot be provided in-curtilage, the following principles should be incorporated:

- rear parking areas should be kept small and serve no more than six homes so that there is a clear sense of ownership
- avoid large parking courts to the rear of dwellings
- design parking into courts and mews to the fronts of dwellings, where the spaces can form not only a functional space for cars but an attractive setting for the buildings
- include some on-street parking for visitors and deliveries.

12 Delivery

12.1 The Thame Neighbourhood Plan is accompanied by a Delivery Strategy that sets out:

- how the Plan will be monitored
- delivery mechanisms for design briefs and strategies within the Plan
- infrastructure requirements.

12.2 The Delivery Strategy sets out what developers are expected to provide in relation to their proposals. The policy below provides the link between this Plan and the Delivery Strategy's requirements.

12.3 The Delivery Strategy is a 'live' document that will continue to be updated during the Plan period. Monitoring procedures, delivery mechanisms and infrastructure requirements may therefore change.

D1: Provide appropriate new facilities

All new development must provide appropriate new facilities on site and provide, or contribute to, off-site facilities as required by the Delivery Strategy and by the South Oxfordshire Core Strategy policy CSI1.

Section 3
Housing Allocation Policies - Site Specific Requirements

Introduction

1 This Section of the Plan allocates land for residential development. For each site, the following information is provided:

- A Site Allocation plan, identifying the overall extent of the land allocated for development. This plan includes all of the land allocated, including open space and landscape buffers as well as built development.
- An explanation of the 'Key Considerations' affecting the site. These typically include issues such as the landscape within the site, views to the site and potential connections to the surrounding area, and have been considered in setting out the policy requirements for each site.
- A plan showing the policy requirements for the allocated sites. This plan defines the extent of built development and open space, and provides indicative locations for pedestrian and cycle links, vehicular access and building frontages. (HA4 does not include such a plan, as the layout will be determined at detailed design stage)
- Policy requirements, setting out the number of dwellings allocated on the site and any other allocations, along with the area of open space. The policy requirements include specific issues such as the type of open space that must be provided and building height.

2 It is important that two definitions are clearly understood: residential density and publicly accessible open space.

Residential Density

3 With the removal of Planning Policy Statements, there is no longer a national definition of how residential density is calculated. However, in the absence of guidance most Local Planning Authorities fall back on the old PPS3 (Housing) definition, which states:

Net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided.

4 Gross dwelling density is calculated on the basis of gross site area, which includes buffer planting, roads serving not only the development but the wider area (e.g. distributor roads) and open space that serves not only the development but the wider population.

5 South Oxfordshire's Core Strategy Policy CSH2 specifies a minimum density of 25 dwellings per hectare. This is net density.

6 The Evidence Base indicates that sites C, D and F have issues of visual impact that will need to be mitigated in the way in which the development is designed. This is reflected in the initial design work undertaken by developers of these sites – for example, an indicative masterplan for Site F shows substantial buffer planting through the built area connecting to the open space on the edges of the site.

7 The Plan therefore assumes that buffer planting will be required within the defined residential development areas to successfully address landscape and visual impact issues. Such buffer planting does not form part of the net developable area. In allocating the residential development area for sites C, D and F, a gross density of approximately 20 dwellings per hectare (dph) has been assumed. This would broadly equate to a net density of 25 dph.

8 Lord Williams's Lower School has a net density of 25 dph. This meets SODC's requirements, whilst also relating sympathetically to the character of the surrounding area.

9 Land at The Elms has a maximum gross density of 15 dph. A design-led approach has been taken to allocating numbers on this site, and the allocation is supported by the heritage assessment produced as part of this Plan's evidence base.

Publicly Accessible Open Space

10 The Plan identifies those areas of land within sites C, D and F that should remain undeveloped as open space on the basis of visual impact and relationship to existing landscape. For example, the existing hedgerows form the boundary between the area allocated for residential development and the area allocated for open space in Site C.

11 The policy requirement plans define the areas of open space as 'publicly accessible'. This means that developers are required to provide public access through these open spaces. Indicative alignments of links are shown on the policy requirement plans. Developers are not expected to provide full public access to all areas of open space – it may be, for example, that some of the publicly available open space remains in agricultural use.

12 Public open space required by South Oxfordshire 'Saved' Policy R2 in the form of equipped playgrounds and informal play space must be provided within the areas defined as residential development so that they are easily accessible to residents. Sports pitch provision will be negotiated on a site-by-site basis, and may either be on-site provision or a financial contribution to off-site provision.

HA1: Site F - Allocation for 203 residential dwellings

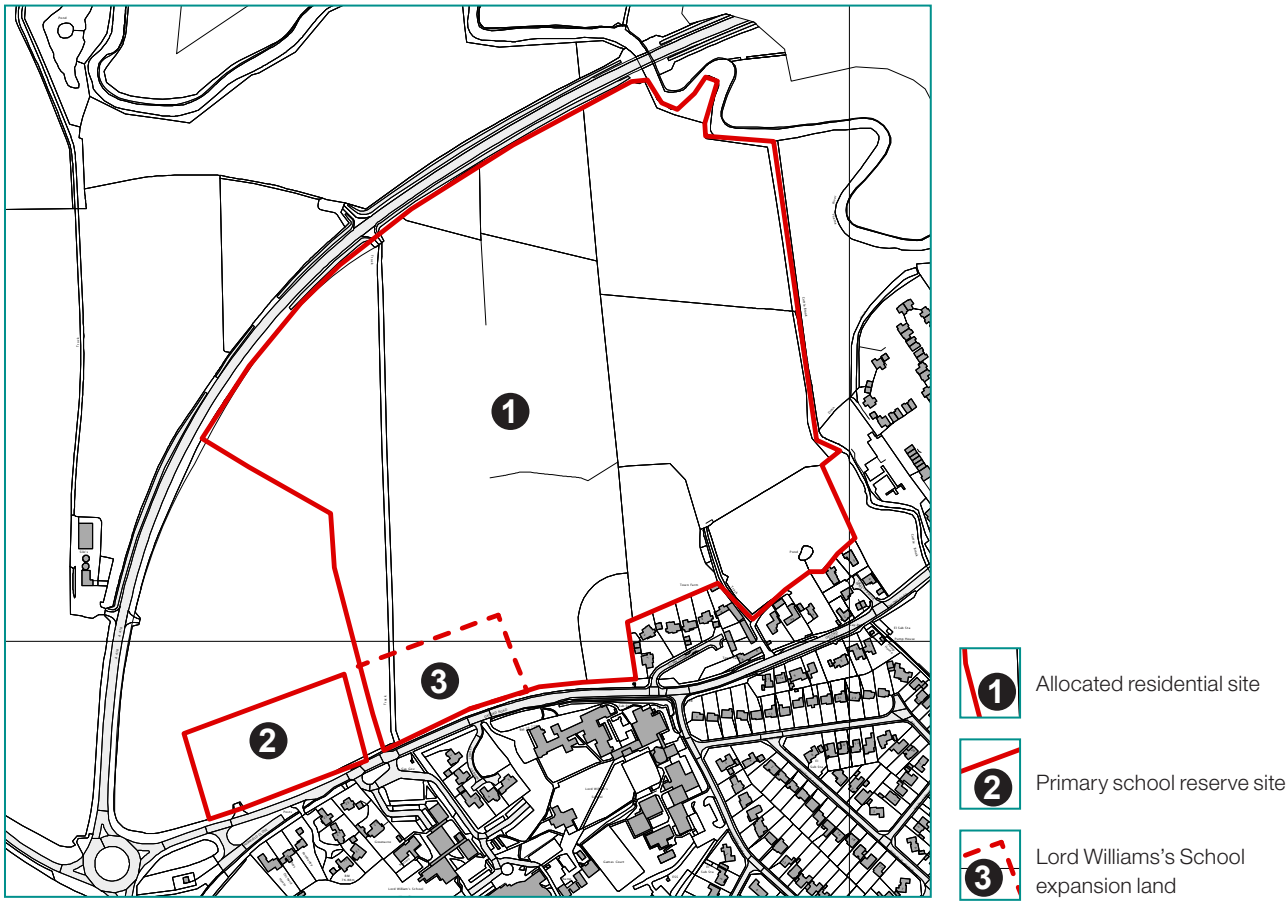


Fig HA1: Site allocations

Key Considerations

Site F is located to the west of Thame, and is adjacent to the Thame Conservation Area. The Oxford Road is immediately to the south, and forms one of the main approaches to Thame with attractive views towards the listed St Mary's Church. The northern and western edges of the area are well defined by the ring road (the A418), which cuts through the landscape of agricultural fields.

Site F can be divided into two parts: the eastern side which is defined by fields enclosed by hedgerows and trees, and the western side which comprises large, open fields with limited landscape. Site F is highly visible from the Thames Valley Way footpath to the north, the Conservation Area and sequential views along the Oxford Road. There are long distance views of the site from the wider area.

Part of the north-eastern area of the site lies within the flood zone at the confluence of the River Thame and Cuttle Brook. No built development may take place in this area. There is an opportunity to incorporate this area into public green space that forms an extension to the Cuttle Brook Nature Reserve to the south-east. Thame Town Council owns an area of land to the south-east of the site north of Oxford Road. There is an opportunity to provide a pedestrian link to the new open space through this area of land.

There are good bus services on the Oxford Road, and it is important that convenient pedestrian access is provided to bus stops. Pedestrian and cycle links to the town centre are currently constrained by narrow pavements, so new development must improve links to reduce reliance on private cars.

Visual sensitivity is a key consideration. This is particularly the case for development within the area defined by the 75m contour in the south west of the site. South Oxfordshire District Council's landscape assessment recommends no built development in this area. However - as set out in the Evidence Base Summary - visual sensitivity does not mean that development should not take place. There is a need, for example, to balance pedestrian access to bus stops and the town centre with visual sensitivity. From a transport perspective, it makes sense to locate development as close to Oxford Road as possible. However, the scheme must be carefully designed to minimise visual impact.

HA1 Requirements

Site F is allocated for:

- **203 residential dwellings within the 9.4 hectares defined as the extent of the residential development area in Figure HA2**
- **17 hectares of landscaped publicly accessible open space in the area defined in Figure HA2**
- **1.4 hectares of land as potential expansion land for the consolidation of Lord Williams's School**
- **2 hectares of land as a potential future primary school site.**

A Design Brief must be produced setting out the principles for development. This Brief must be discussed and agreed with Thame Town Council within a reasonable time prior to being submitted as part of any planning application. The Brief must include Reserve Site F as well as the two school sites. The development must be implemented in accordance with the principles set out in the Design Brief.

The Design Brief must include the following principles:

- creating a natural green area next to Cuttle Brook that forms an extension to the Cuttle Brook Nature Reserve and retaining existing trees and hedgerows
- providing publicly accessible green space on the northern parts of the site next to the ring road. This green space to be designed to dilute the geometry of the ring road by developing a landscape approach that reinforces historic field boundaries on adjacent Castle Trust land and Site F with native species, so reinstating a landscape harmed by the ring road. The landscape approach for both areas of land to be submitted as part of any planning application. The landscape design of the green space within the site must avoid following (and so reinforcing) the alignment of the ring road
- linking green spaces with green 'corridors' through the built area to enhance biodiversity and create a high quality environment
- providing pedestrian links within the green spaces, and connect these to the residential area. Improving pedestrian and cycle links to the town centre
- providing pedestrian and vehicular links to the reserve sites
- ensuring that the overall approach to built form, street layout and landscape and dwelling density minimises the visual impact of the development and relates sensitively to the Conservation Area and listed buildings. Principles shall include:
  - substantial landscape buffer planting shall be designed to connect through the built area of development to the open space buffer on the perimeter of the site
  - buildings must not exceed 2 storeys, except in the lower eastern field where 2.5-3 storeys may be acceptable subject to detailed visual impact assessment
- designing the southern part of the residential area to be sensitive to adjoining properties, the character of the Oxford Road and to minimise visual impact
- reducing the density of dwellings on the edges of the residential area to help create a gradual transition from built area to green space.

Fig HA2: Site allocation policy requirements

Extent of residential development area

Natural green space extending the Cuttle Brook Nature Reserve. Publicly accessible

Landscaped publicly accessible open space

Public open space forming focal point (indicative size and location)

Green corridor linking open spaces

Principal vehicular route (indicative location)

Vehicular access to primary school site and potential future reserve land (indicative location)

Pedestrian link (indicative location)

Lord Williams's School expansion land

Primary school reserve site

Building frontage overlooking space / street

HA2: Site C - Allocation for 187 residential dwellings

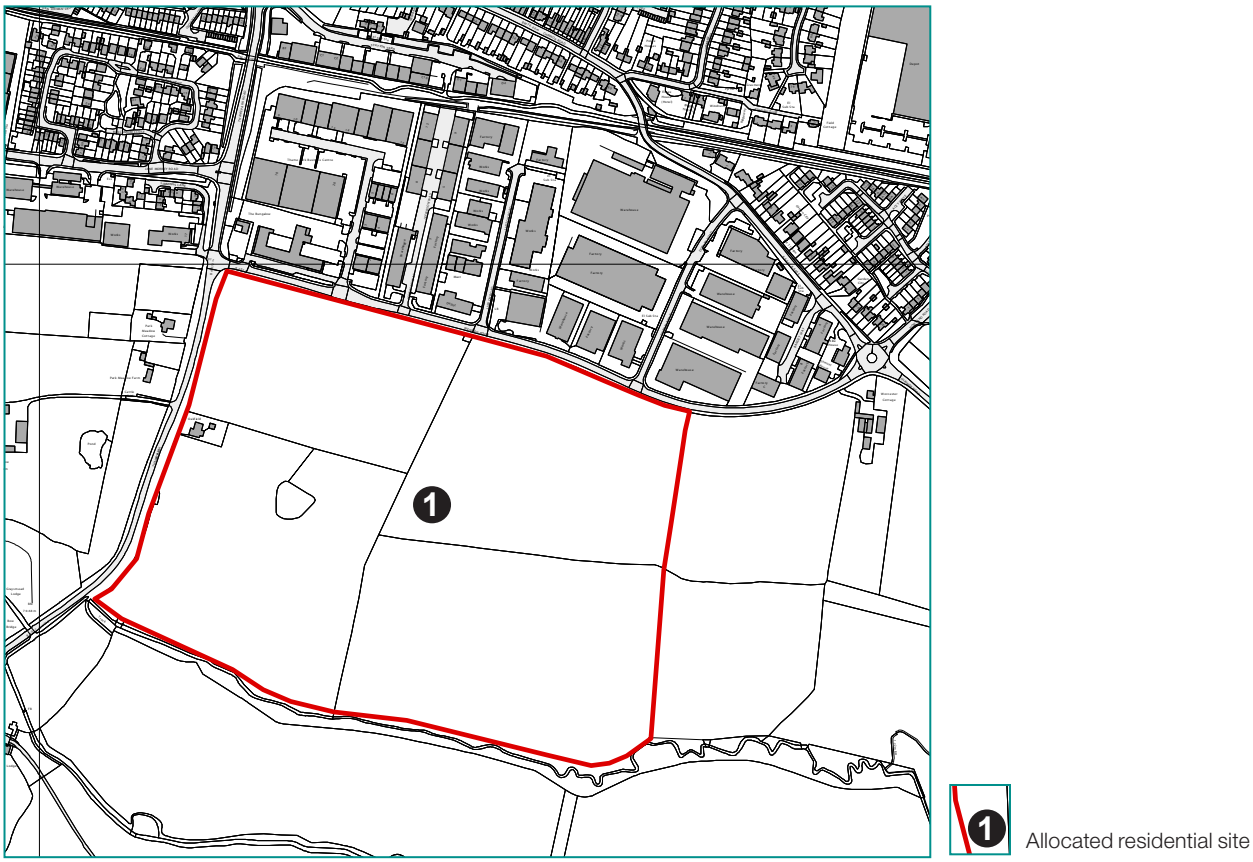


Fig HA3: Site allocation

Key Considerations

Site C is located to the south of Thame. Its southern boundary abuts Thame Park, an area identified as being of high landscape value. The northern edge of Thame Park is defined by a strong belt of trees that form a backdrop to the southern part of Site C.

The northern edge of the site is formed by Wenman Road, which is fronted by visually unattractive employment buildings. The western boundary is formed by Thame Park Road, a 'B' road that connects to Junction 6 of the M40 via the A40 some 11 kms to the south.

Site C has some strong hedgerows enclosing the site boundaries and running through the site itself, dividing it into four fields. The site slopes to the west, south and east, and these slopes become more pronounced to the south of the east-west hedgerows. There are opportunities to incorporate existing landscape into proposals.

There are open views to the site from Wenman Road and Thame Park Road. Views from the south and east are obscured by vegetation.

The southern part of the site lies within the Cuttle Brook flood zone. No built development may take place in this area. There is an opportunity to incorporate the flood area within public green space to form a soft landscape edge to the south of Thame.

Pedestrian and cycle links to the town centre and to bus stops are currently constrained by limited and/or narrow pavements. New development must improve links to reduce reliance on private cars.

There is an opportunity for development of the site to improve the currently unattractive edge of Wenman Road by screening it. However, development must relate sensitively to the adjacent landscape of Thame Park and so a landscape buffer is needed in the southern part of the site.

There are some long views to the site, and opportunities must be taken to minimise visual impact.

There is an opportunity to masterplan these sites comprehensively to bring forward co-ordinated development.

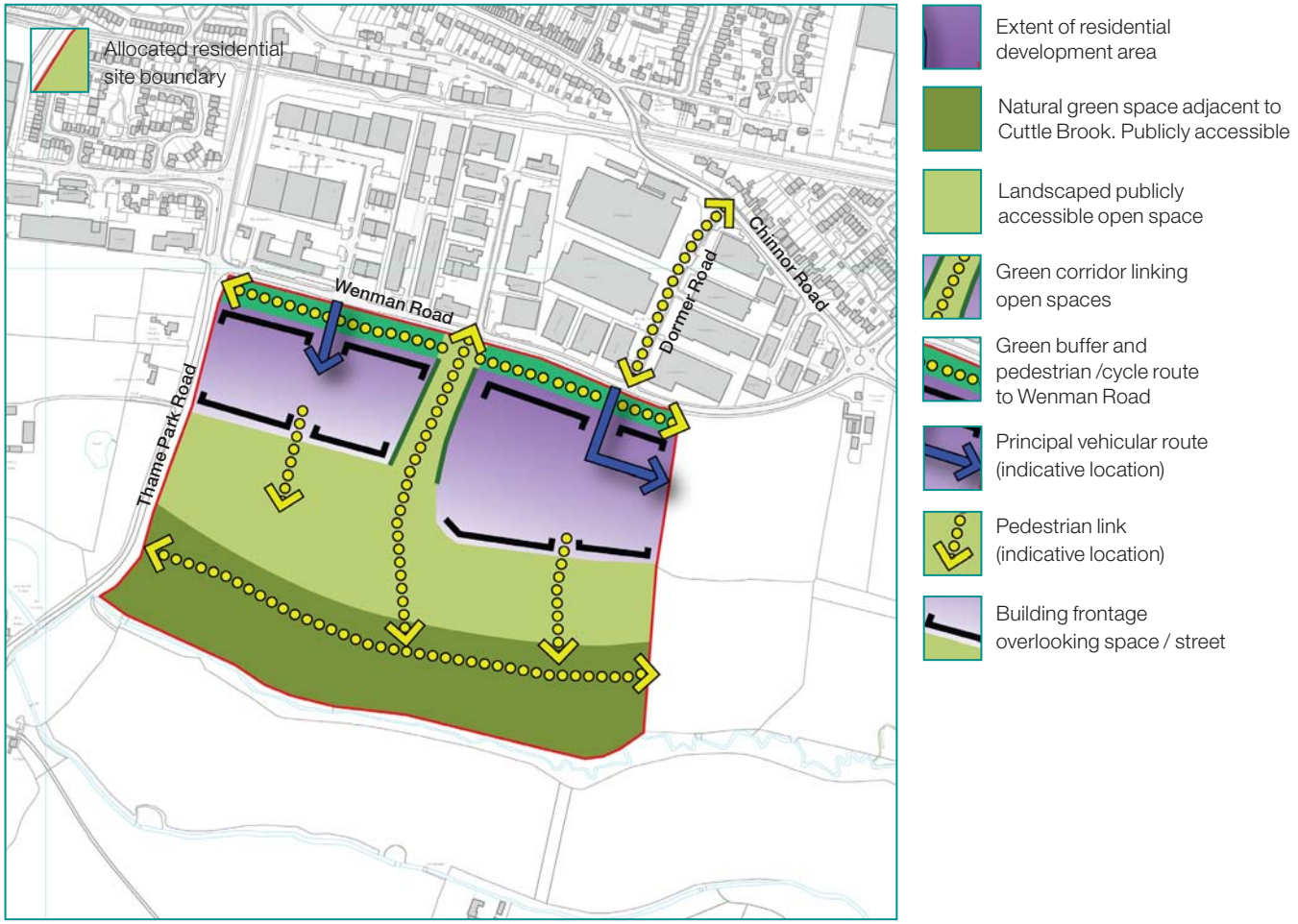


Fig HA4: Site allocation policy requirements

HA2 Requirements

Site C is allocated for:

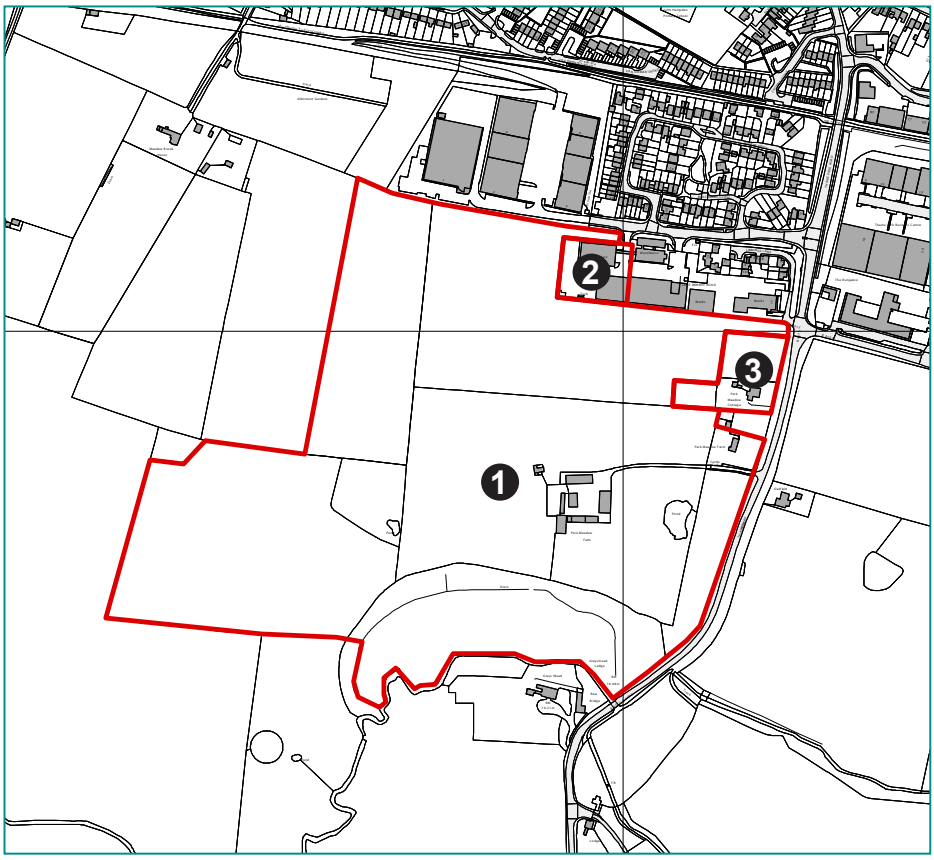
- **187 residential dwellings within the 9.35 hectares defined as the extent of the residential development area in Figure HA4**
- **11.8 hectares of landscaped publicly accessible open space in the area defined in Figure HA4.**

A Design Brief must be produced setting out the principles for development. This Brief must be discussed and should be agreed with Thame Town Council within a reasonable time prior to being submitted as part of any planning application. The Brief must include allocated Site D, Jane Morbey Road, Park Meadow Cottage and Reserve Site C. The development must be implemented in accordance with the principles set out in the Design Brief.

The Design Brief must include the following principles:

- retaining the southern fields as publicly accessible open space to maintain a gap between Thame and Thame Park. The landscape design of this space must relate sensitively to Thame Park, and provide a natural environment adjacent to Cuttle Brook
- identifying a suitable area of land in the southern open space for new burial space on either Site D or Site C
- incorporating a network of pedestrian links within the open space, linking to Thame Park Road to the west and Wenman Road to the north
- linking the southern open space to Wenman Road with a wide green 'corridor; to enhance biodiversity and create a high quality environment
- designing a positive frontage to Wenman Road where dwellings overlook the road but - at the same time - are provided with a significant 'breathing space' to the employment buildings opposite. Such 'breathing space' should include setting the buildings back behind a landscaped avenue and incorporating a pedestrian/cycle route within the avenue
- providing for a future pedestrian, cycle and vehicular link to Reserve Site C should it come forward for residential development in the future
- improving cycle and pedestrian links to Thame via Thame Park Road and Dormer Road / Chinnor Road
- ensuring that the overall approach to built form, street layout and landscape and dwelling density minimises the visual impact of the development. Buildings must not exceed 2 storeys, except along the Wenman Road frontage where up to 3 storeys may be acceptable subject to detailed visual impact assessment.

HA3: Site D, Jane Morbey Road and Park Meadow Cottage - Allocation for 205 residential dwellings



1 Allocated residential site: Site D

2 Allocated residential site: Jane Morbey Road

3 Allocated residential site: Park Meadow Cottage

Fig HA5: Site allocations

Key Considerations

This allocation incorporates three land ownerships as identified in Figure HA5 above. These may be brought forward independently - however, it is important that development is co-ordinated.

The sites are bounded by Thame Park Road to the east (which provides the main vehicular access), hedgerows and Cuttle Brook to the south, the existing area of Thame to the north (comprising a mix of residential and employment uses) and some less well-defined field boundaries to the west.

The land falls to the south, and this is more pronounced in the south-eastern part of Site D. There is a strong linear group of trees next to Thame Park Road, a strong belt on the southern boundary next to Greysmead Lodge and a dense copse roughly in the centre of Site D. These are important elements of the rich landscape character of the southern part of the site.

The eastern 'half' of the allocated area is largely screened from views by extensive vegetation. However, Site D's south-western field is highly visible from the well-used footpath between Thame and Moreton.

Part of the southern area of Site D lies within the Cuttle Brook flood zone. No built development may take place in this areas.

Thame Town Council owns the allotments to the north-west of Site D. There may be an opportunity to provide a pedestrian / cycle link to the Phoenix Trail along the eastern side of the allotments.

There is an opportunity for pedestrians and cyclists to access the Phoenix Trail via Jane Morbey Road.

Pedestrian and cycle links to the town centre and to bus stops are currently constrained by limited and/or narrow pavements on Thame Park Road. New development must improve links to reduce reliance on private cars.

There are some long views to the site, and opportunities must be taken to minimise visual impact.

There is an opportunity to masterplan these sites comprehensively to bring forward co-ordinated development.

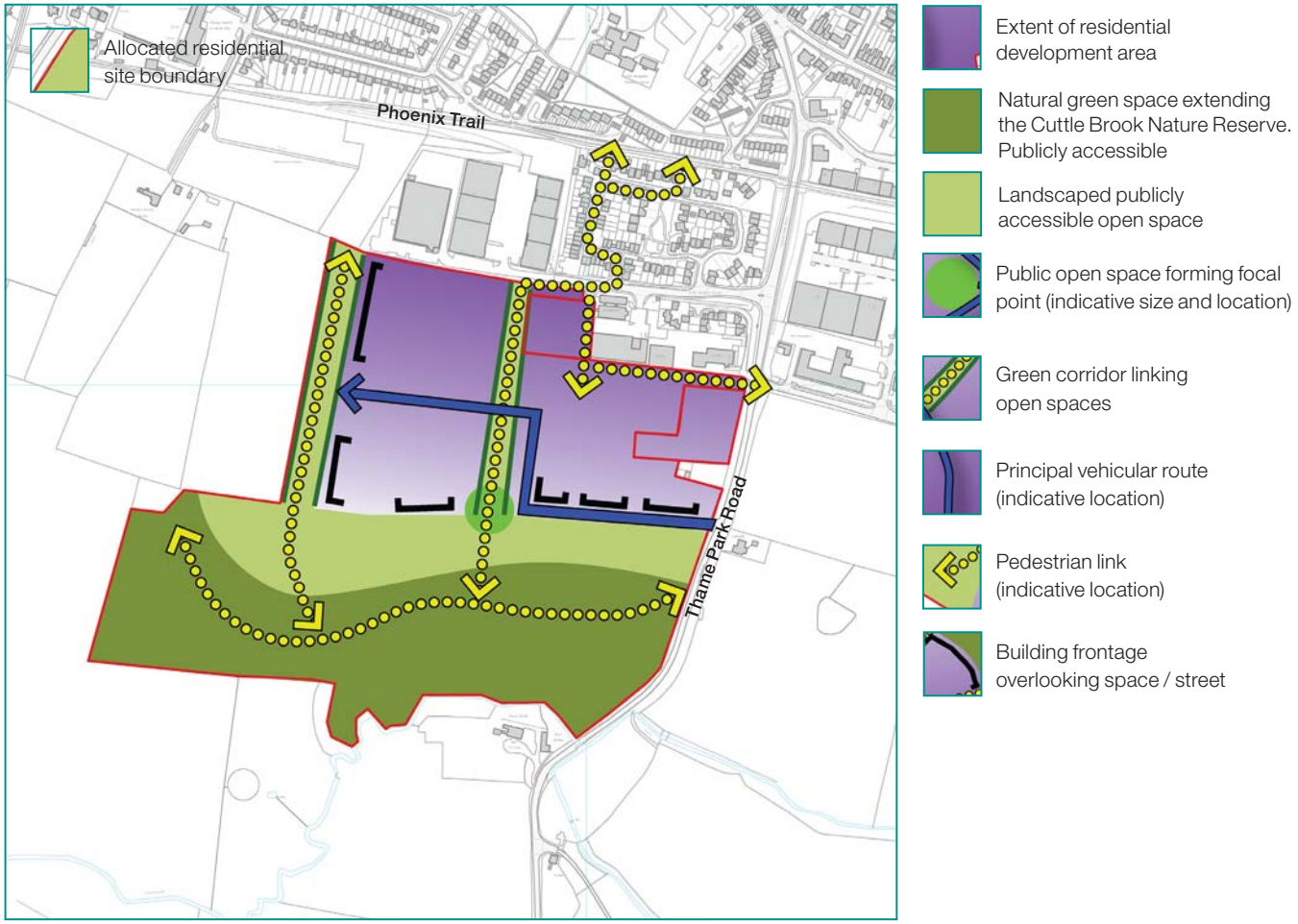


Fig HA6: Site allocation policy requirements

HA3 Requirements

The site is allocated for:

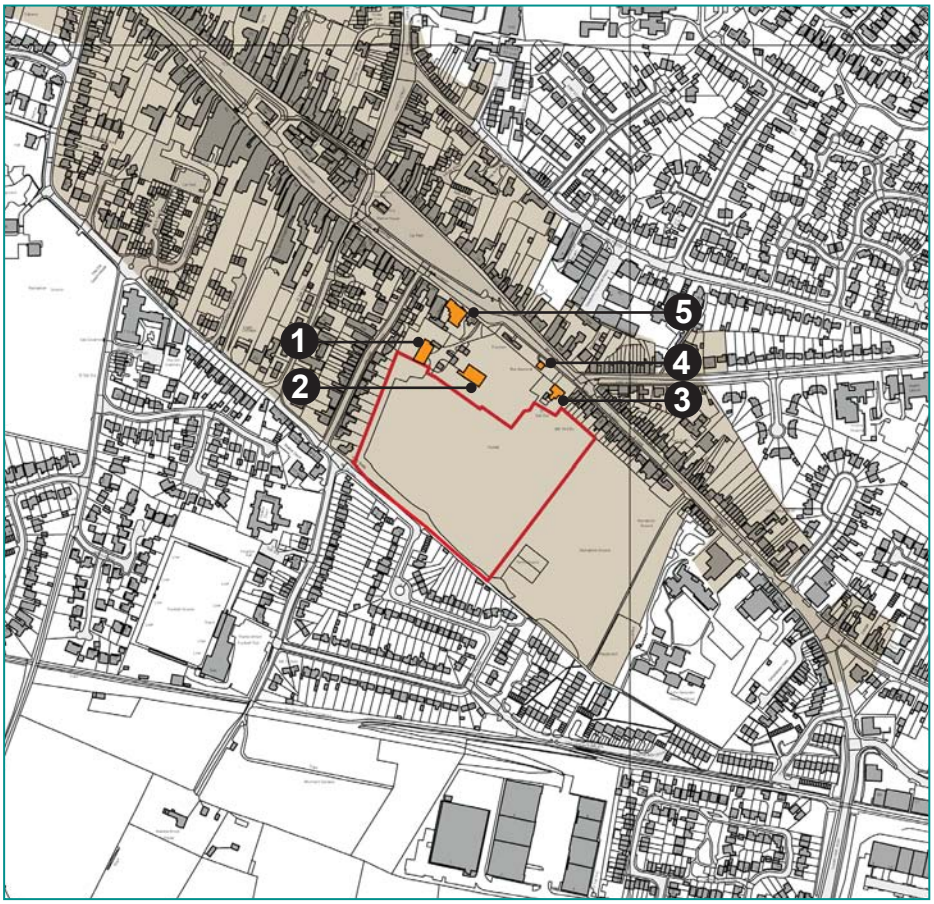
- **175 dwellings on Site D within the 8.5 hectares defined as the extent of the residential development area in Figure HA6**
- **13.2 hectares of publicly accessible open space on Site D in the area defined in Figure HA6**
- **18 dwellings on Jane Morbey Road in the 0.44 hectare residential development area**
- **12 dwellings on Park Meadow Cottage in the 0.6 hectare residential development area.**

A Design Brief must be produced setting out the principles for development. This Brief must be discussed and agreed with Thame Town Council within a reasonable time prior to being submitted as part of any planning application. The Brief must also include allocated Site C and Reserve Site C. The development must be implemented in accordance with the principles set out in the Design Brief.

The Design Brief must include the following principles:

- retaining the southern fields as publicly accessible open space to maintain the rural character of this area. The landscape design of this space to provide a natural environment adjacent to Cuttle Brook
- incorporating and reinforcing existing landscape and biodiversity features
- identifying a suitable area of land in the southern open space for new burial space on either Site D or Site C
- incorporating a green corridor on the western edge of the development to (i) soften views from the Thame-Moreton footpath; and (ii) provide a pedestrian connection between the open space to the south towards the site's northern boundary
- creating a positive frontage to Thame Park Road that makes a transition from open land to the built up area of the town through a mix of buildings and landscape
- incorporating a network of pedestrian links within the open space, linking to Thame Park Road to the east and to the north-south connections
- linking the southern open space to Jane Morbey Road with a wide green 'corridor; to enhance biodiversity and create a high quality environment
- improving cycle and pedestrian links to Thame via Thame Park Road and Jane Morbey Road
- ensuring that the overall approach to built form, street layout and landscape and dwelling density minimises the visual impact of the development. Buildings must not exceed 2 storeys.

HA4: The Elms - Allocation for no more than 45 residential dwellings



Thame Conservation Area

1 The Barn, Upper High Street

2 The Elms

3 The Poplars

4 War Memorial

5 Gallup Poll Garfield

Fig HA7: Site allocation

Key Considerations

Land at The Elms is located within the centre of Thame to the west of Elms Park and is adjacent to The Elms, a Grade II listed building. The site lies within the Thame Conservation Area. There is currently no public access to the land.

Other nearby listed buildings and structures include:

- the early 18th Century Grade II listed barn west of The Elms House
- the Poplars, a Grade II listed early 18th Century house
- the Grade II listed War Memorial
- Gallup Poll Garfield, a Grade II* listed building.

The site is edged by dense trees on the western and southern boundaries, limiting views into the area from the surrounding streets. There are some limited views of the site from the east.

There are a number of mature trees within the site.

The site lies just to the south of the High Street within walking distance of shops, community and health facilities. It is close to bus stops in the town centre. It is important that a pedestrian / cycle link is provided from the site to the High Street.

Surface water drainage capacity is limited within the built up area of Thame, and on-site sustainable urban drainage features will be required. These must be designed into any layout from the outset.

The key issue is heritage, specifically the relationship of proposed development to The Elms listed building and to the wider Thame Conservation Area. A heritage assessment has been carried out by the landowners, and this is available in the Thame Neighbourhood Plan Evidence Base. The landowner's consultant team has discussed the principles of developing the site with English Heritage. The site's sensitivities mean that the residential development will be restricted to the eastern and south-eastern side, although it is not possible to define the exact extent of the built area and open space prior to designs being completed and agreed. In any event, the site will provide no more than 45 dwellings. However, it is possible to set out a policy that supports the principles of residential development whilst setting clear parameters on what is required for a successful scheme. These parameters are set out in HA4 Requirements.

HA4 Requirements

Land at The Elms is allocated for:

- **residential development. The number of dwellings will be determined through a detailed design proposal and in any case, will provide no more than 45 dwellings. If fewer than 45 dwellings are provided, the balance of Thame's housing requirement will be provided in accordance with Policy H3**
- **a minimum of 1 hectare of landscaped publicly accessible open space.**

The proposals must preserve and enhance the Thame Conservation Area and the setting of adjacent listed buildings and structures

Any shortfall in the allocated number of dwellings will be addressed as set out in Policy H3.

The precise number of dwellings to be accommodated on the site is to be determined through a detailed design proposal to enable full consideration of the heritage issues, public benefits and other material planning matters.

A detailed planning application must be submitted - an outline planning application will not be acceptable given the heritage issues. The scheme submitted for planning must meet the requirements of this Plan and the South Oxfordshire Core Strategy policies and – in addition to meeting the requirements of A4.9 above – must incorporate the following principles:

- ensuring the retention of open land and mature trees in such a way as to maintain an appropriate setting for The Elms listed house. This is to include an area of publicly accessible open space which must incorporate a north-south pedestrian/cycle link connecting Elms Road to Upper High Street
- designing sustainable urban drainage into the open space
- providing public pedestrian / cycle links from the north-south route to the adjacent Elms Park
- providing proposals for improving the adjacent Elms Park, informed by consultation with local people
- ensuring that building frontages overlook the open space within the site, the adjacent Elms Park and the key pedestrian / cycle routes through the development
- retaining trees around the boundary and within the site
- ensuring that the height and massing of buildings relates sympathetically to the height of existing buildings around the site's boundaries. Buildings should generally be 2 - 2.5 storeys in height
- ensuring that the detailed design of buildings responds positively to the characteristics of the area.

The Design and Access Statement and Heritage Statement submitted with the detailed planning application must explain how these principles have been met. The planning application must also be accompanied by a conservation management plan for the entire site. A planning application for the proposed improvements to Elms Park must be submitted at the same time, and the works carried out at the same time as the development of the Elms House site.

HA5: Lord Williams's Lower School - Allocation for 135 residential dwellings

Fig HA8: Site allocation

Key Considerations

Lord Williams's Lower School is located in the eastern area of Thame. It comprises two areas:

- The northern site is an open area of playing fields. Residential dwellings back onto the eastern and northern boundaries. The Meadowcroft care home is located to the west. A strong hedgerow forms the southern boundary to Towersey Road.
- The southern site comprises a range of educational buildings and playing fields to the south. Dwellings back onto its eastern and southern boundaries. Access is provided from Towersey Road to the north and a minor access way from Queen's Road to the west. There is potential for pedestrian / cycle access along the private road adjacent to Thame Tennis Club.

The Lord Williams's Upper School is located on a separate site to the west of Thame. The school is developing a strategy to consolidate the school on the Upper School campus, and to partly fund this through the sale of the Lower School Site for residential.

There is a shortage of public open space within Thame generally, and specifically in the eastern 'half' of the town. There is an opportunity to bring open space that is currently not available to the public into general use through the development of the site.

There is potential to reuse some of the school's existing buildings as community facilities for Thame as a whole. This is subject to the decision on a community facility set out in Policy CLW1.

Surface water drainage capacity is limited within the built up area of Thame, and on-site sustainable urban drainage features will be required. These must be designed into any layout from the outset.

A net density of 25 dwellings per hectare has been assumed for the site. This provides the opportunity for a form of development that reflects local characteristics. Such a net density complies with South Oxfordshire District Council policy requiring a minimum net density of 25 dph.

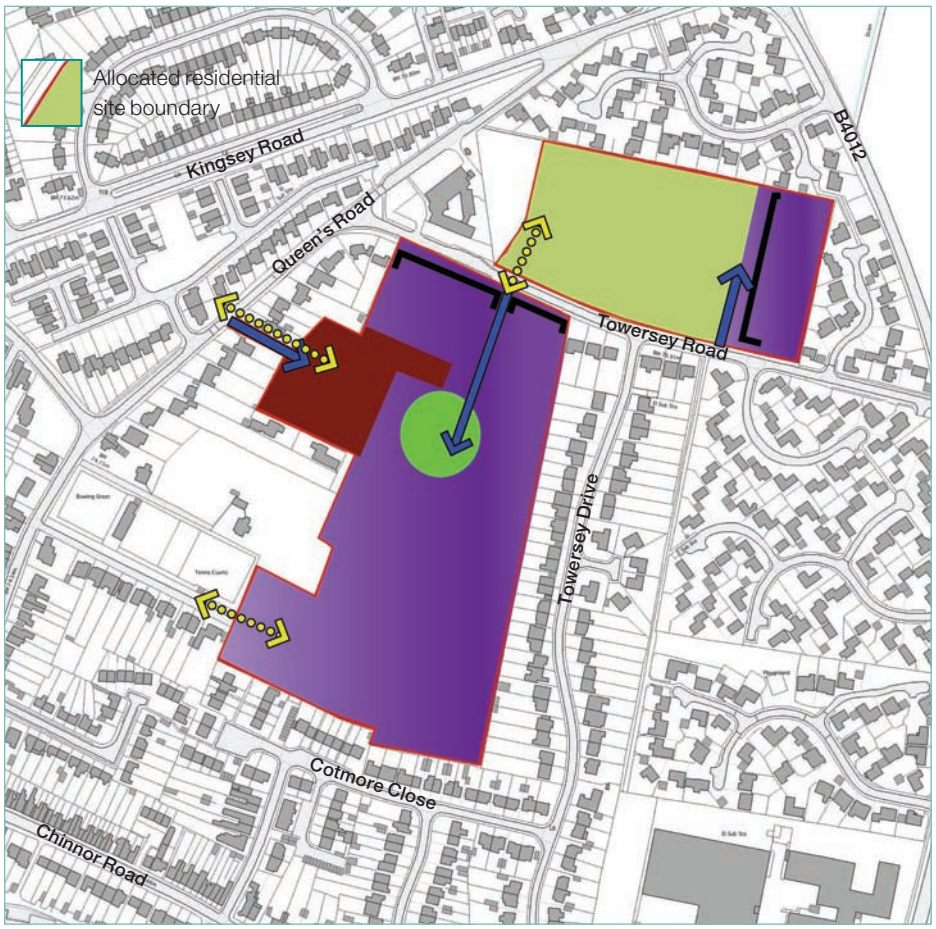
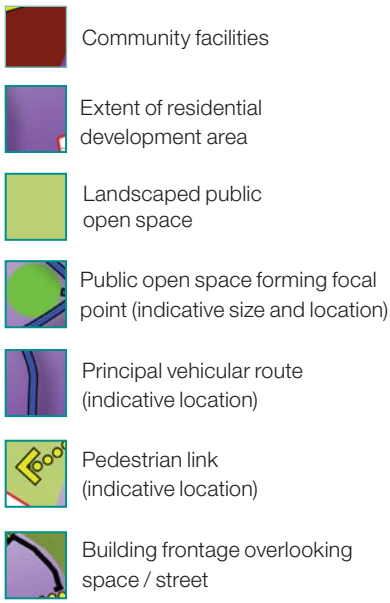


Fig HA9: Site allocation policy requirements



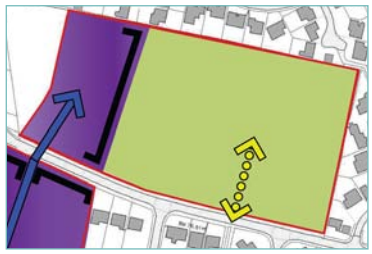


Fig HA10: Alternative policy requirements

HA5 Requirements

Lord Williams's Lower School is allocated for:

- **135 residential dwellings within the 5.4 hectares defined as the extent of the residential development area in Figure HA9 or HA9 and HA10**
- **1.9 hectares of public open space in the area defined in Figures HA9 or HA10**
- **community facilities in the 0.67 hectare area defined in Figure HA9.**

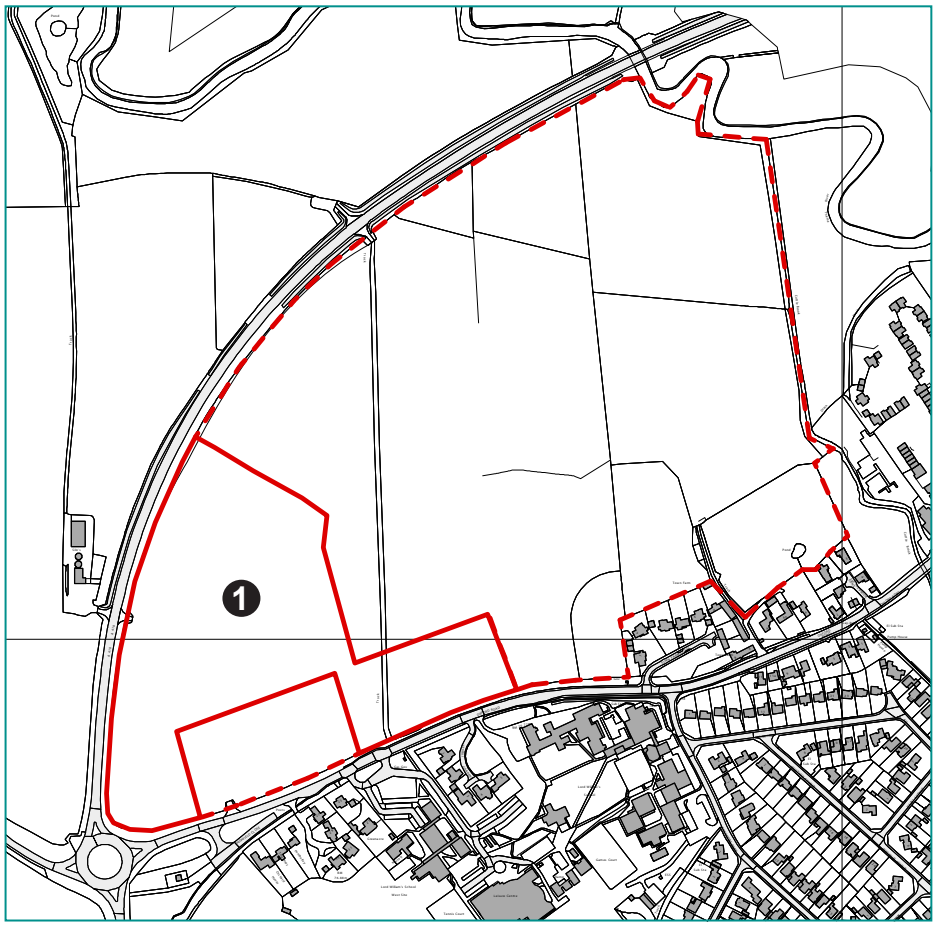
This Plan allows for a flexible approach to the northern part of the site. The residential development area may be as defined in Figure HA9 or HA10, and this should be determined through detailed design and consultation with local people.

A Design Brief must be produced setting out the principles for development. This Brief must be discussed and agreed with Thame Town Council within a reasonable time prior to being submitted as part of any planning application. The development must be implemented in accordance with the principles set out in the Design Brief.

The Design Brief must include the following principles:

- designing the public open space as a welcoming public park, overlooked by building frontages and sensitively screened from adjacent back gardens
- designing sustainable urban drainage into the open space
- setting out a clear strategy for playing pitches. This may include partial retention on site and additional provision elsewhere
- connecting the development into the wider street network through pedestrian and cycle links. Allow for a link to Chiltern Grove, even if access cannot be secured immediately
- incorporating a green space as a focal point to southern area
- protecting the outlook and privacy of residents by providing sufficient distance and landscaping between new and existing properties. Where appropriate, the gardens of new dwellings should back on to those of existing properties, with the objective of maintaining privacy and outlook
- ensuring that the height and massing of buildings and dwelling density relates sympathetically to the height of existing buildings around the site's boundaries. Buildings should not exceed 2 storeys.

HA6: Reserve Site F - Allocation for 78 residential dwellings



1 Allocated residential reserve site

Fig HA11: Site allocation

Key Considerations

As set out in HA1 above, Site F is located to the west of Thame, and is adjacent to the Thame Conservation Area. The Oxford Road is immediately to the south, and forms one of the main approaches to Thame with attractive views towards the listed St Mary's Church. The northern and western edges of the area are well defined by the ring road (the A418), which cuts through the landscape of agricultural fields.

Site F can be divided into two parts: the eastern side which is defined by fields enclosed by hedgerows and trees, and the western side which comprises large, open fields with limited landscape. Reserve Site F is located in the western part of the site. Site F is highly visible from the Thames Valley Way footpath to the north, the Conservation Area and sequential views along the Oxford Road. There are long distance views to the site from the wider area.

Visual sensitivity is a key consideration. This is particularly the case for development within the area defined by the 75m contour in the south west of the site. South Oxfordshire District Council's landscape assessment recommends no built development in this area. However - as set out in the Evidence Base Summary - visual sensitivity does not mean that development should not take place. There is a need, for example, to balance pedestrian access to bus stops and the town centre with visual sensitivity. From a transport perspective, it makes sense to locate development as close to Oxford Road as possible. However, the scheme must be carefully designed to minimise visual impact.

Fig HA12: Site allocation policy requirements

HA6 Requirements

Reserve Site F is allocated for:

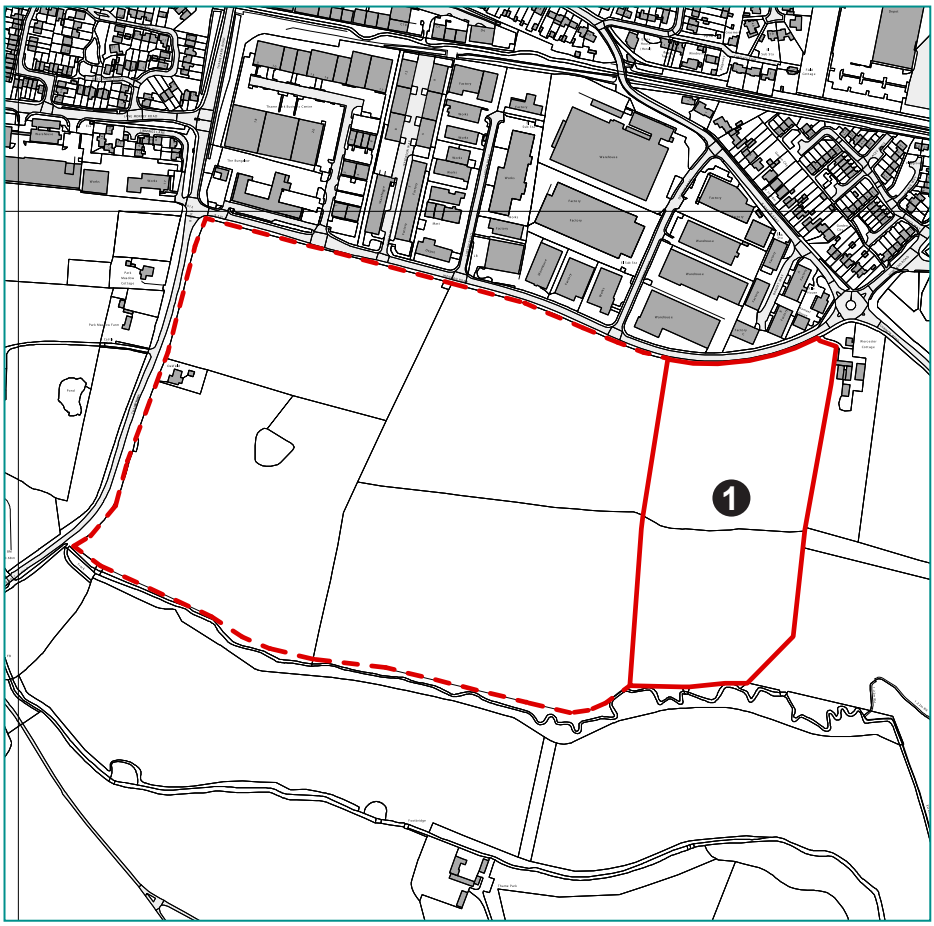
- **78 residential dwellings within the 3.9 hectares defined as the extent of the residential development area in Figure HA12**
- **0.54 hectares of landscaped publicly accessible open space in the area defined in Figure HA12.**

As set out in HA1 above, prior to the submission of any planning application, a Design Brief must be produced setting out the principles for development. This Brief must be discussed and agreed with Thame Town Council within a reasonable time prior to being submitted as part of any planning application. The Brief must include Site F, Reserve Site F as well as the two school sites. The development must be implemented in accordance with the principles set out in the Design Brief.

The Design Brief must include the following principles:

- providing publicly accessible green space on the northern and western parts of the site next to the ring road. This green space to be designed to dilute the geometry of the ring road by developing a landscape approach that reinforces historic field boundaries on adjacent Castle Trust land and Reserve Site F with native species, so reinstating a landscape harmed by the ring road. The landscape design of the green space within the site must avoid following (and so reinforcing) the alignment of the ring road
- linking the green space to Site F both with landscape and with a pedestrian route that connects to routes within Site F
- ensuring that the overall approach to built form, street layout and landscape and dwelling density minimises the visual impact of the development, particularly within the 75m contour. Buildings must not exceed 2 storeys
- designing the southern part of the residential area to be sensitive to the character of the Oxford Road whilst also providing overlooking of the street
- reducing the density of dwellings on the edges of the residential area to help create a gradual transition from built area to green space.

HA7: Reserve Site C - Allocation for 57 residential dwellings



Allocated residential reserve site

Fig HA13: Site allocation

Key Considerations

As set out in HA2 above, Site C is located to the south of Thame. The northern edge of Reserve Site C is formed by Wenman Road, which is fronted by visually unattractive employment buildings. The western boundary is formed by Site C, which is allocated for residential development. The eastern boundary is formed by a strong hedgerow.

There are open views to the site from Wenman Road.

There is an opportunity for development of the site to improve the currently unattractive edge of Wenman Road by screening it.

The land is controlled by the same developer as allocated Site D and Site C. There is an opportunity to masterplan these sites comprehensively to bring forward co-ordinated development.

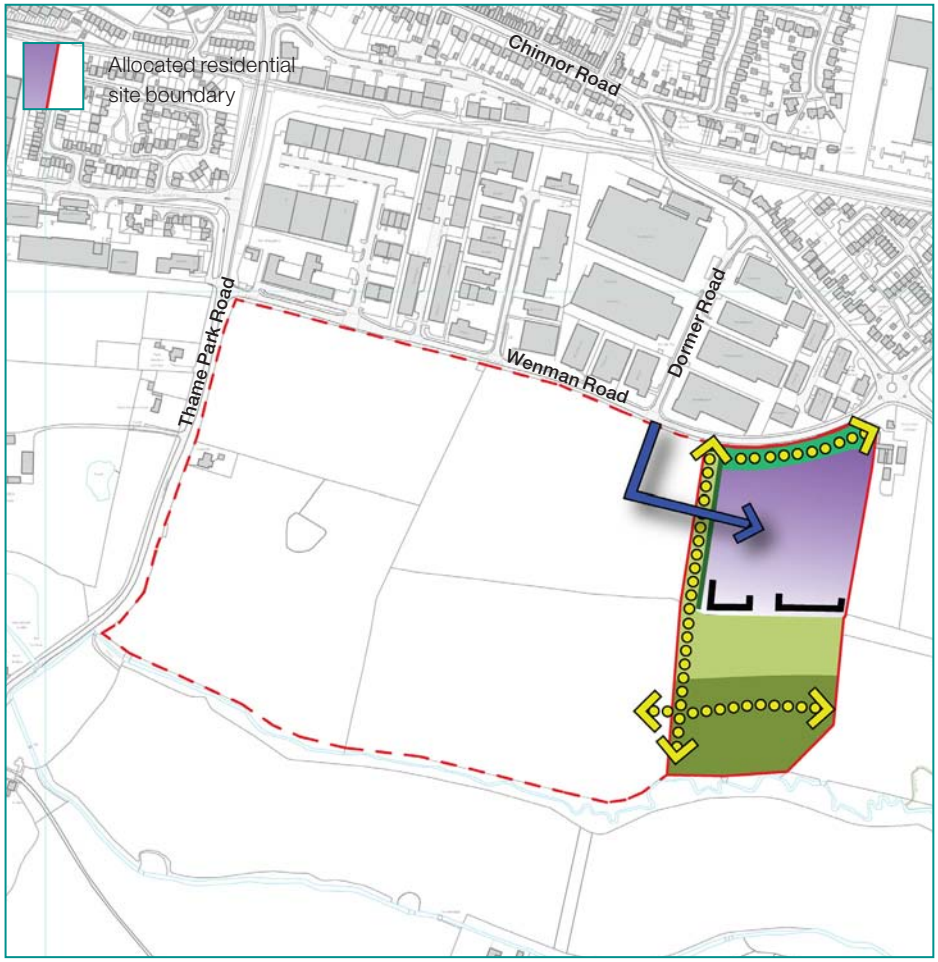


Fig HA14: Site allocation policy requirements

HA7 Requirements

Reserve Site C is allocated for:

- **57 residential dwellings within the 2.85 hectares defined as the extent of the residential development area defined in Figure HA14**
- **2.7 hectares of landscaped publicly accessible open space in the area defined in Figure HA14**
- **a green corridor adjacent to the site's western boundary.**

Prior to the submission of any planning application, a Design Brief must be produced setting out the principles for development. This Brief must be discussed and agreed with Thame Town Council within a reasonable time prior to being submitted as part of any planning application. The Brief must include allocated Site D and Site C. The development must be implemented in accordance with the principles set out in the Design Brief.

The Design Brief must include the following principles:

- linking the southern open space provided through the development of Site C to Wenman Road with a wide green 'corridor' to enhance biodiversity and create a high quality environment
- designing a positive frontage to Wenman Road where dwellings overlook the road but - at the same time - are provided with some 'breathing space' to the employment buildings opposite. This 'breathing space' must be designed as an extension of the space provided as part of the development of Site C
- ensuring that the overall approach to built form, street layout and landscape and dwelling density minimises the visual impact of the development. Buildings must not exceed 2 storeys, except along the Wenman Road frontage where up to 3 storeys may be acceptable subject to detailed visual impact assessment.

Appendix A
Table of South Oxfordshire District Council 'Saved' Policies

Saved SODC Local Plan Policy	Proposed replacement Core Strategy Policy*	Thame Neighbourhood Plan Policy
G1 General Restraint and Sustainable Development	CSS1	Continues to apply to Thame
G2 Protection and Enhancement of the Environment	CSS1	Continues to apply to Thame
G3 Locational Strategy	CSS1	Continues to apply to Thame
G4 Development in the Countryside and on the edge of settlements	CSS1	Continues to apply to Thame
G5 Making the best use of land	CSH2	Saved policy replaced by Policy H5 in relation to windfall sites and replaced by policies in Section 3 in relation to allocated sites. The density guidance in these accords with CSH2.
G6 Promoting Good Design	CSQ3	Continues to apply to Thame
C1 Landscape Character	CSEN1	Continues to apply to Thame
C2 Areas of Outstanding Natural Beauty	C2 Areas of Outstanding Natural Beauty	Not relevant to Thame
C3 The River Thames and its Valley		Not relevant to Thame
C4 The landscape setting of Settlements		Continues to apply to Thame
C6 Biodiversity Conservation		Continues to apply to Thame
C7 Protection of Designated Sites		Continues to apply to Thame
C8 Species Protection		Continues to apply to Thame
C9 Landscape Features		Continues to apply to Thame
GB1 The extent of the Green Belt	CSEN2	Not relevant to Thame
GB2 New Buildings in the Green Belt	CSEN2	Not relevant to Thame
GB4 Visual Amenity		Not relevant to Thame
CON 1 Listed Buildings		Continues to apply to Thame
CON 2 Alterations and Extensions to Listed Buildings		Continues to apply to Thame
CON 3 Alterations and Extensions to Listed Buildings		Continues to apply to Thame

CON 4 Use and changes of use of Listed Buildings		Continues to apply to Thame
CON 5 The setting of listed buildings		Continues to apply to Thame
CON 6 Proposals Affecting a Conservation Area		Continues to apply to Thame
CON 7 Proposals Affecting a Conservation Area		Continues to apply to Thame
CON 8 Advertisements in Conservation Areas and on Listed Buildings		Continues to apply to Thame
CON 9 Blinds and Canopies in Conservation Areas		Continues to apply to Thame
CON 10 Burgage Plots		Continues to apply to Thame
CON 11 Archaeology and historic building analysis and recording		Continues to apply to Thame
CON 12 Archaeology and historic building analysis and recording		Continues to apply to Thame
CON 13 Archaeology and historic building analysis and recording		Continues to apply to Thame
CON 14 Archaeology and historic building analysis and recording		Continues to apply to Thame
CON 15 Historic Battlefields, Parks, Gardens and Landscapes		Continues to apply to Thame
CON 16 Common Land		Continues to apply to Thame
EP1 Prevention of Polluting Emissions		Continues to apply to Thame
EP2 Noise and Vibrations		Continues to apply to Thame
EP3 Light Pollution		Continues to apply to Thame
EP4 Protection of Water Resources		Continues to apply to Thame
EP6 Surface Water Protection		Replaced by Policy ESDQ11 and ESDQ12
EP7 Groundwater Protection		Continues to apply to Thame
EP8 Contaminated Land		Continues to apply to Thame
EP9 Hazardous Substances		Continues to apply to Thame
D1 Good Design and Local Distinctiveness		Continues to apply to Thame. Supplemented by additional policies in Chapter 11 of the NP.

D3 Plot Coverage and Garden Area		Replaced by Policy ESDQ14
D4 Privacy and Daylight		Continues to apply to Thame
D5 Promoting Mixed Use Development		Policy in relation to 'large scale residential developments' is replaced by Policy H1, WS6 and site-specific policies in Section 3.
D6 Design Against Crime		Continues to apply to Thame
D7 Access for All		Continues to apply to Thame
D8 Energy, Water and Materials Efficient Design	CSQ2	Continues to apply to Thame
D9 Renewable Energy	CSQ1	Continues to apply to Thame
D10 Waste Management		Continues to apply to Thame
D11 Infrastructure and Services Requirements Policy	CSI1	Supplemented by Policies H8 and H10
H2 Sites Identified for Housing	CSH1	Replaced by Policy H1 and site-specific policies in Section 3.
H3 Phasing of Development	CSC1	Continues to apply to Thame
H4 Towns and Larger Villages outside the Green Belt	Towns policies and CSR1	Continues to apply to Thame
H5 Larger Villages within the Green Belt and Smaller Villages Throughout the District	CSR1	Not relevant to Thame
H6 Locations where new housing will not be permitted	CSS1, CSR1, CSH1	Continues to apply to Thame
H7 Range of Dwelling Types and Size		Replaced by Policies H9 and H10
H8 Dwelling Densities	CSH2	Saved policy replaced by Policy H5 in relation to windfall sites and replaced by policies in Section 3 in relation to allocated sites. The density guidance in these accords with CSH2.
H9 Affordable Housing	CSH3	Continues to apply to Thame Supplemented by Polices H8
H10 Rural Affordable Housing on Exception Sites		Continues to apply to Thame
H11 The Sub-Division of Dwellings and Multiple Occupation		Continues to apply to Thame
H12 Replacement Dwellings		Not relevant to Thame
H13 Extensions to Dwellings		Continues to apply to Thame

H14 Lifetime Homes	CSH4	Continues to apply to Thame
H16 Residential Caravans and Mobile Homes		Continues to apply to Thame
H17 Gypsies		Continues to apply to Thame
H18 Extension of Gardens		Continues to apply to Thame
R1 Formal Recreation		Continues to apply to Thame
R3 Indoor Sports Facilities		Continues to apply to Thame
R4 Recreation in the Countryside		Continues to apply to Thame
R5 Golf Courses and Golf Driving Ranges		Continues to apply to Thame
R6 Informal Recreation		Continues to apply to Thame
R7 Informal Recreation		Continues to apply to Thame
R8 Public Rights of Way		Continues to apply to Thame
R9 River Thames		Not relevant to Thame
R10 The Keeping of Horses		Continues to apply to Thame
CF1 Safeguarding Community Facilities and Services, including recreation facilities.		Continues to apply to Thame
CF2 Provision of Community Facilities and Services		Continues to apply to Thame
CF3 Safeguarding the vitality and viability of neighbourhood and local centres		Continues to apply to Thame
E1 Didcot		Not relevant to Thame
E2 Henley, Thame and Wallingford	CSTHA1	Continues to apply. Supplemented by Policy WS11
E3 The Rural Areas	CSR2	Not relevant to Thame
E4 Employment Generating Development	CSEM2	Continues to apply to Thame
E6 Retention of Employment Sites		Replaced by Policies WS6 and WS12
E7 Working from Home		Continues to apply to Thame
E8 Re-Use of Rural Buildings		Continues to apply to Thame

E9 Institutions in the Countryside		Continues to apply to Thame
A1 Agricultural Buildings		Continues to apply to Thame
A2 Agricultural Buildings		Continues to apply to Thame
A3 Farm Diversification		Continues to apply to Thame
A4 Farm Shops		Continues to apply to Thame
A5 Garden Centres		Continues to apply to Thame
TSM1 General Approach to Tourism		Continues to apply to Thame
TSM2 Tourist Attractions and Facilities		Continues to apply to Thame
TSM3 Service Accommodation, Public Houses and Restaurants		Continues to apply to Thame
TSM4 Service Accommodation, Public Houses and Restaurants		Continues to apply to Thame
TSM5 Self-Catering Accommodation		Continues to apply to Thame
TSM6 Caravan and Camping Sites		Continues to apply to Thame
TE1 Telecommunications Policy		Continues to apply to Thame
AD1 Advertisements Policy		Continues to apply to Thame
TC1 Extending the Range and Quality of Facilities	CST1	Continues to apply to Thame Supplemented by policies in Chapter 8.
TC3 Environmental Improvements	CST1, CSTHA1	Continues to apply to Thame
TC7 Protecting Town Centres from out-of centre Development		Replaced by Policy WS1
TC8 Protection of the Retail Function in Town Centres		Continues to apply to Thame Supplemented by Policies in Chapter 8
T1 Transport Requirements for New Development		Continues to apply to Thame
T2 Transport Requirements for New Development		Continues to apply to Thame
T3 Transport Assessments and Travel Plans	CSM2	Continues to apply to Thame
T4 Public Transport and Interchanges	CSM1	Continues to apply to Thame

T7 Cycling and Walking		Continues to apply to Thame
T8 Car Parks and On-Street Parking		Continues to apply to Thame
T9 Service Areas		Continues to apply to Thame
T10 Lorries and Freight Distribution Depots		Continues to apply to Thame
T11 Lorries and Freight Distribution Depots		Continues to apply to Thame
SECTION 9 (RURAL AREAS)		Not relevant to Thame
SECTION 10 (DIDCOT)		Not relevant to Thame
SECTION 11 (HENLEY-ON-THAMES)		Not relevant to Thame
THA1 Thame Cattle Market, North Street		Replaced by Policies WS14 and WS15
THA3 Land Adjacent to 32 Upper High Street		Replaced by HA4
SECTION 13 (WALLINGFORD)		Not relevant to Thame

*This column identifies those 'Saved' policies that will be partially replaced by the new Core Strategy policies and fully replaced when new development management policies are adopted.

Appendix B
Glossary

Acronym	Subject	Explanation
	Affordable Housing	Social rented, affordable rented and intermediate housing, 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. Affordable housing dos not include low cost market housing.
	Affordable rented housing	Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
CSH	Code for Sustainable Homes	The Code for Sustainable Homes is the national standard for the sustainable design and construction of new homes. It is an environmental assessment method for rating and certifying the performance of new homes, and it is possible to secure a CSH rating of between zero and six, with six being the most sustainable.
	Comparison Retail	A shop that sells goods such as clothing, shoes, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects. Does not include those goods defined under 'Convenience Retail' below.
	Conservation Area	An area designated by the District Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees.
	Consultation Plan	A Consultation Plan accompanying the Thame Neighbourhood Plan is required by the Localism Act. The Consultation Plan must set out what consultation was undertaken and how this informed the Neighbourhood Plan.
	Convenience Retail	A shop that sells food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals and non-durable household goods.
	Core Objective	An objective developed specifically for the Thame Neighbourhood Plan through consultation with local people.
CS	Core Strategy	A Development Plan Document setting out long-term spatial vision and objectives, and containing both strategic policies and generic policies which will apply to all development proposals in the local authority area as a whole.
	Curtilage	The area of land, usually enclosed, immediately surrounding a home.
	Delivery Strategy	A document accompanying the Thame Neighbourhood Plan that sets out a strategy for delivering and monitoring: (i) the policies within the Thame Neighbourhood Plan; and (ii) the infrastructure and initiatives associated with development within the Plan area. It is a 'live' document that will be updated throughout the Plan Period.
DAS	Design and Access Statement	A report accompanying and supporting a planning application. Required for many types of planning application – both full and outline – but there are some exemptions. They are not required for householder applications. Design and access statements are documents that explain the design thinking behind a planning application.
	Design Brief	Design Briefs are required for all allocated residential sites in the Thame Neighbourhood Plan. Design Briefs are documents that provide clear guidance for the detailed design of new development. Their scope is explained in SODC Core Strategy Policy CSQ4.
DPD	Development Plan Document	A type of Local Development Document which carries significant weight in the development control process. Development Plan Documents are spatial planning documents which are subject to independent examination.
	Development Plan	A plan comprising the Development Plan Documents contained within the Local Development Framework. This includes adopted Local Plans and neighbourhood plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
	Dwelling mix	The mix of different types of homes provided on a site. May typically include a range of types from, say, 2 bedroom houses up to larger 4 and 5 bedroom houses.
	The Elms	The open land adjacent to Elms House, forming the curtilage of the listed building. This land is not currently accessible to the public.

Acronym	Subject	Explanation
	Elms Park	The public park immediately to the east of the Elms.
	Evidence Base	The researched, documented, analysed and verified basis for preparing the Thame Neighbourhood Plan. It consists of many documents produced over a period of years, many of which have been produced by South Oxfordshire District Council as part of the process of developing its Core Strategy.
	Evidence Base Summary	A document produced as part of the process of developing the Thame Neighbourhood Plan. It supports the Plan by setting out a summary of the relevant Evidence Base and explaining how decisions were made as to where new development should be located in Thame.
	Examination	An independent review of the Neighbourhood Plan carried out in public by an Independent Examiner.
	Flood Plain / Flood Risk Zones	Areas identified by the Environment Agency, marking areas as high (zone 3), low to medium (zone 2), or little or no risk (zone 1).
	Green Corridors	Green spaces that provide avenues for wildlife movement, often along streams, rivers, hedgerows or other natural features. They connect green spaces together, and often provide pleasant walks for the public away from main roads.
	Green Infrastructure	The network of accessible, multi-functional green and open spaces.
	Green Living Plan	The Green Living Plan is a new initiative set out in the Thame Neighbourhood Plan that will bring together new and existing projects and initiatives to provide a co-ordinated approach to sustainable living in Thame.
	Gross density	The number of dwellings per hectare when the calculation of the site area includes the entire site area.
	Habitats Regulations	The European Union Habitats Directive aims to protect the wild plants, animals and habitats that make up our diverse natural environment. The directive created a network of protected areas around the European Union of national and international importance. They are called Natura 2000 sites. If development is likely to affect a Natura 2000 site, an assessment under the Habitats Regulations is required.
	Independent Examiner	Anyone with appropriate qualifications and skills who meet certain requirements set out in the Localism Act. This could be a planning consultant or other planning professional, an employee of another local authority or a planning inspector.
	Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals and so on.
	Intermediate Affordable Housing	Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
	Jane Morbey Way residential site	The area forming the western part of the site formerly known as Memec.
	Lifetime Homes	The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.
	Listed buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out on a listed building.
	Local destination	A place that local people need or want to get to on a regular basis. Examples includes schools, places of worship and GP surgeries.
LDD	Local Development Document	An individual component or document of the Local Development Framework.
LDF	Local Development Framework	The portfolio of Local Development Documents
	The Localism Act	An Act of Parliament that became law in April 2012. The Act introduces a new right for local people to draw up 'Neighbourhood Development Plans' for their local area.

Acronym	Subject	Explanation
	Lord Williams's Lower School	The site occupied by Lord Williams's School in the east of Thame on Towersey Road.
	Lord Williams's Upper School	The site occupied by Lord Williams's School in the west of Thame on Oxford Road.
	Market housing	Housing for sale or for rent where prices are set in the open market.
	Mixed use	Developments where more than one use is constructed. Uses may be mixed within the same building (e.g. offices above shops) or may be mixed across the site (e.g. houses next to shops and community facilities)
NPPF	National Planning Policy Framework	The National Planning Policy Framework was published by the government in March 2012. It sets out the Government's planning policies for England and how these are expected to be applied.
NP or NDP	Neighbourhood Plan	The full title in the Localism Act is 'Neighbourhood Development Plan' but this is commonly shortened to 'Neighbourhood Plan'. It is a plan document for defined area subject to examination in public and approval by referendum. It will be used on approval in the determination of applications.
	Net density	The number of dwellings per hectare when the calculation of the site area excludes features such as open spaces for the benefit of the wider community, significant landscape buffers and major access roads.
	Park Meadow Cottage	The cottage fronting onto Thame Park Road adjacent to Site D.
	Phoenix Trail	A 'sustrans' routes running east-west through the south of Thame, connecting with Princes Risborough to the east.
	Plan Period	The period for which the Thame Neighbourhood Plan will set policy for Thame. This will be from adoption of the Plan (anticipated in early 2013) until 2027. The lifetime of the Plan may be extended beyond 2027 by agreement between Thame Town Council and SODC.
	Publicly Accessible Open Space	Open space that is open to the public and is normally owned and managed by a private owner.
	Public Open Space	Open space that is open to the public and is normally owned and managed by a public organisation such as Thame Town Council or South Oxfordshire District Council.
	Referendum	A general vote by the electorate on a single political question that has been referred to them for a direct decision. In the case of the Thame Neighbourhood Plan, the referendum will decide whether or not to adopt the Plan.
RSL	Registered Social Landlord	Independent housing organisations registered with the Tennant Services Authority under the Housing Act 1996.
	Social Rented Housing	Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
SODC	South Oxfordshire District Council	The Local Authority for Thame.
SA	Sustainability Appraisal	A process of appraising policies for their social, economic and environmental effects, which must be applied to all Development Plan Documents and was required for the Thame Neighbourhood Plan. See also SEA Directive.
SEA	Strategic Environmental Assessment	Assessments made compulsory by a European Directive (the SEA Directive). To be implemented in planning through Sustainability Appraisal of Development Plan Documents and Neighbourhood Plans where required.
	Sustainable Urban Drainage Systems (SUDS)	A drainage system that controls the rate and quantity of run-off of surface water from developments. It replaces the conventional practice of routing run-off through a pipe to a watercourse, which can cause problems with flooding. SUDS minimises run-off by putting surface water back into the ground on site through measures such as permeable paving, underground infiltration blankets and drainage swales (similar to traditional ditches). Where surface water must still be take off-site (because, for example, the site is underlain by clay that reduces the permeability of the ground), features to slow down the rate of run-off are used – these may include ponds or underground storage tanks to store water, and oversized pipes.

Acronym	Subject	Explanation
	Sustrans	A charity whose aim is to enable people to travel by foot, bike or public transport for more of the journeys made every day. Sustrans are responsible for the National Cycle Network.
	Thame Town Council	Thame Town Council is the parish authority for Thame. The Town Council is a service provider for the Thame community, an influencer and conduit for local views, working effectively and efficiently in partnership with other organisations.
	Topic Group	A group formed around a specific topic (such as housing) from the overall Working Group.
	Use Classes	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. For example, A1 is shops and B2 is general industrial.
	Windfall Sites	Sites not allocated for development in the Thame Neighbourhood Plan that unexpectedly comes forward for development.
	Working Group	A group of people representing the Town Council, residents associations, community groups and businesses that informed the early work on the Thame Neighbourhood Plan.

Appendix C
List of Neighbourhood Plan Policies

7 Housing
H1: Allocate land for 775 new homes
H2: Review delivery of Lord Williams's Lower School allocation
H3: Review delivery of land at The Elms
H4: Integrate allocated sites
H5: Integrate windfall sites
H6: Design new development to be of high quality
H7: Provide new facilities
H8: Provide affordable housing
H9: Provide a mix of housing types
H10: Provide a Thame-Specific Affordable Housing and Dwelling Mix Strategy

8 Working and Shopping
WS1: Locate new retail development in the town centre
WS2: Retain and enhance primary and secondary retail frontages
WS3: Redevelop the postal sorting office and/or telephone exchange for retail
WS4: Develop the Fire Station site for a use that supports the town centre
WS5: Develop land at no. 10 High Street for a use that supports the town centre
WS6: Permit small shops on allocated residential sites
WS7: Retain small scale employment in the town centre
WS8: Encourage a diverse range of uses in the town centre by supporting new residential use on upper floors
WS9: Encourage a diverse range of uses in the town centre by avoiding loss of residential uses
WS10: Encourage a diverse range of uses in the town centre by supporting new office and retail uses on upper floors
WS11: Allocate a minimum of 2 hectares of land for new employment
WS12: Retain existing employment land in employment use
WS13: Support improvements to existing employment areas
WS14: Redevelop the Cattle Market site for mixed-use
WS15: Ensure that redevelopment of the Cattle Market site incorporates key principles to relate it positively to the wider town

9 Getting Around
GA1: New development to provide good pedestrian and cycle connections to the town centre and other local destinations
GA2: Include a strategy for improving pedestrian and cycle connections related to new development. This could include provision of internal cycleways and footpaths, along with connections to key destinations, for example, schools and other services. This strategy must be coordinated with the Green Living Plan for Thame
GA3: Developer contributions required to support the provision of a cycle route to Haddenham and Thame Rail Station
GA4: Encourage better planning of public transport
GA5: Retain long-term public parking on the Cattle Market site
GA6: New development to provide parking on site for occupants and visitors

10 Community, Leisure and Wellbeing
CLW1: Allocate land for new community facilities
CLW2: Actively involve local people in ongoing consultation
CLW3: Allocate land for a primary school
CLW4: Contributions required from developers of new housing to fund additional healthcare facilities

11 Environment, Sustainability and Design Quality
ESDQ1: Protect existing open spaces
ESDQ2: Allocated sites to provide open space in locations specified in Section 3
ESDQ3: Provide new allotments
ESDQ4: Provide public open space on windfall sites
ESDQ5: Provide new burial space on Site C or Site D
ESDQ6: Improve Elms Park Recreation Area
ESDQ7: Improve Southern Road Recreation Area
ESDQ8: Improve open spaces within Lea Park
ESDQ9: Sites C, D and F to provide riverside walks within natural green space
ESDQ10: Produce a Sports Facilities Strategy
ESDQ11: Incorporate Sustainable Urban Drainage into new development
ESDQ12: Applications for new development to provide a drainage strategy
ESDQ13: New dwellings: code for sustainable homes
ESDQ14: Produce a Green Living Plan
ESDQ15: Developers must demonstrate in a Design and Access Statement how their proposed development reinforces Thame's character
ESDQ16: Development must relate well to its site and its surroundings
ESDQ17: Development must make a positive contribution towards the distinctive character of the town as a whole
ESDQ18: New development must contribute to local character by creating a sense of place appropriate to its location
ESDQ19: The Design and Access Statement and accompanying drawings must provide sufficient detail for proposals to be properly understood
ESDQ20: Building style must be appropriate to the historic context
ESDQ21: Development proposals, particularly where sited on the edge of Thame or adjoining Cuttle Brook, must maintain visual connections with the countryside
ESDQ22: The visual impact of new development on views from the countryside must be minimised
ESDQ23: Streets within new development must be designed as pleasant places to be
ESDQ24: Pedestrian and cycle routes must link together potential destinations, such as new housing and the town centre
ESDQ25: Improve the town centre for pedestrians and cyclists
ESDQ26: Design new buildings to reflect the three-dimensional qualities of traditional buildings
ESDQ27: Design in the 'forgotten' elements from the start of the design process
ESDQ28: Provide good quality private outdoor space
ESDQ29: Design car parking so that it fits in with the character of the proposed development

12 Delivery
D1: Provide appropriate new facilities

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