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APPLICATION BY COMMERCIAL ESTATES GROUP,
OLIVIA ANNE MCGUFFIE, ELIZABETH GERALDINE
BEATTIE AND TAYLOR WIMPEY LTD FOR A HYBRID
PLANNING APPLICATION SEEKING RESIDENTIAL
DEVELOPMENT FOR UP TO 187 NEW DWELLINGS
(INCLUDING UP TO 40% AFFORDABLE HOUSING) WITH
VEHICULAR ACCESS FROM WENMAN ROAD,
STRUCTURAL PLANTING AND LANDSCAPING,
INFORMAL AND FORMAL OPEN SPACE INCLUDING
RETAINED AGRICULTURAL LAND, CHILDREN'S PLAY
SPACE, ALLOTMENTS, SURFACE WATER ATTENUATION
AND ANCILLARY WORKS ON LAND TO THE EAST OF
THAME PARK ROAD, THAME, OXFORDSHIRE.

REPORT TO THAME TOWN COUNCIL

JUNE 2014

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1.0 Purpose of the Report

- 1.1 This Report has been prepared to assist Thame Town Councillors in their consideration of the application (P14/S1619) submitted by Commercial Estates Group, Olivia Ann McGuffie, Elizabeth Geraldine Beattie and Taylor Wimpey Ltd for a hybrid planning application comprising:

'Residential development for up to 187 new dwellings (including up to 40% affordable housing) with vehicular access from Wenman Road, structural planting and landscaping, informal and formal open space including retained agricultural land, children's play space, allotments, surface water attenuation and ancillary work'

and consisting of:

'a full planning application for Element A of 79 dwellings and Element B which seeks outline planning permission for up to 108 dwellings. In respect of the outline Element B, only principal access to the highway is sought for approval and all other matters are reserved for determination at a later date'.

on land east of Thame Park Road, Thame (and known throughout the Thame Neighbourhood Plan process as Site C).

- 1.2 In light of the policy context afforded by the Thame Neighbourhood Plan (TNP) and, in particular, the site specific matters set out in HA2 of Section 3 of the TNP, the Report considers the full range of planning issues raised by the proposals and is structured as follows:

- The Site and Surrounding Area
- The Proposals
- Development Plan Policy Context

- Key Planning Considerations

2.0 The Site and Surrounding Area

- 2.1 The application site, the extent of which is shown outlined in red in Figure 1 below, extends to an area of approximately 22.45 hectares and comprises agricultural land to the south of Thame. The site is bounded to the north by Wenman Road with Thame Park Road to the west and the Cuttlebrook to the south. Open fields adjoin the site to the east. The site, which comprises a series of field parcels divided by hedgerows, is generally level across its north-eastern section, before falling away to the south approximately half way across its depth, whilst also dropping away to the west where it adjoins Thame Park Road.



Figure 1: The Application Site

- 2.2 To the north of the site, on the opposite side of Wenman Road, are a series of predominantly commercial buildings and uses, albeit a former office building (Angus House) located at the junction of Thame Park Road with Wenman Road is currently being converted to apartments. To the west of the site, on the opposite side of Thame Park Road, are Park Meadow Farm and Park Meadow Cottage both of which are currently surrounded by open fields. This site (Site D), however, benefits from outline

planning permission for the erection of 175 dwellings. To the north of Site D are residential units on the former Memec site.

- 2.3 The Cuttlebrook forms the southern boundary of the site, beyond which are the grounds of Thame Park, a Grade II* Registered Historic Park and Garden that, along the southern edge of the Cuttlebrook, contains an extensive woodland belt. Open fields of similar character to the application site adjoin the site to the east.

3.0 The Proposal

- 3.1 As set out in Section 1.0, the proposals are contained in a hybrid application comprising two elements:

Element A

A detailed planning application for the erection of 79 dwellings on the western section of the site; and

Element B

An outline application for the erection of up to 108 dwellings on the eastern section of the site.

- 3.2 Collectively, Elements A and B would provide for a development across the site of up to 187 new dwellings, with up to 40% affordable housing, together with vehicular access from Wenman Road, structural planting and landscaping, informal and formal open space including retained agricultural land, children's play space, allotments, and surface water attenuation and ancillary works.

Element A

- 3.3 The detailed application (Element A) relates to the western section of the site that covers an area of approximately 10.15 hectares. The proposal involves developing the northern section of the site, that extends to an area of approximately 4.0 hectares, to provide 79 dwellings, with the southern section (circa 6.0 hectares) retained as publicly accessible open space of which 4.49 hectares would be subject to controlled public access, with the remainder (circa 1.5 hectares, and located on the southern section of the site) fully accessible public open space.

- 3.4 The development would be served via a single point of access off Wenman Road, located centrally along the site frontage. The access road would 'split' within the site to, in effect, create four perimeter block developments comprising a mixture of two-storey detached, semi-detached and terraced dwellings. Development would be set in to the site, with a landscaped tree avenue along the northern boundary, surface water attenuation measures (swales) to the western boundary and with a landscaped corridor (linked to development on the remainder of Site C) to the eastern boundary. Additional landscaping would be provided within the development, including a central landscaped 'spine'.
- 3.5 The proposed dwellings would be a mixture of sizes (from 1 - 6 bedroom), but generally two-storey in scale and utilising a combination of brickwork, render, tile hanging and timber boarded external finishes under pitched, clay or slate tile roofs. Each dwelling would be provided with on-plot parking, either in the form detached or attached garages, or surface parking. Private amenity areas would generally be contained to the rear of the dwellings. The dwellings would all be accessed from Wenman Road, with a varied street hierarchy created within the development and distinguished through the use of differing external materials.
- 3.6 Pedestrian and cycle linkages would be created within the development to provide access to the surroundings, including along the main vehicular access and linking to a dedicated route extending through the tree avenue on the northern boundary of the site that would link (eastwards) to the remainder of Site C and (westwards) with Wenman Road close to its junction with Thame Park Road. In addition, linkages would be created (across Thame Park Road) to the pedestrian and cycle routes in Site D.
- 3.7 The publicly accessible open space would be contained to the south of the site, with the northern two-thirds retained in agricultural use through which public routes (pathways) would be created and contained by stock proof post and rail fencing. This would link with a fully accessible area of open space along the southern boundary of the site that would extend to approximately 1.5 hectares, and would comprise a 50-60m deep section of land extending adjacent to the Cuttlebrook, and along which a new riverside

walk would be created with seating areas. A pumping station and attenuation pond are proposed in the northern section of the publicly accessible open space.

Element B

- 3.8 The outline application (Element B) relates to the eastern section of the site and extends to an area of approximately 12.0 hectares, with the proposed residential development contained to the northern field fronting Wenman Road that extends to approximately 5.35 hectares, with the southern field (of approximately 6.65 hectares) utilised as predominantly publicly accessible open space.
- 3.9 The application on Element B is submitted in outline, with only means of access for consideration. This is shown to be via a single entrance off Wenman Road located broadly centrally on the Wenman Road frontage. The application is accompanied by an illustrative Masterplan showing a potential layout for up to 108 dwellings, indicating a series of perimeter blocks (as Element A) containing a mixture of detached, semi-detached and terraced dwellings with a more formal layout in the northern half of the site, with a looser arrangement to the south.
- 3.10 Just over a hectare of public open space is proposed in the northern section of the site, comprising (i) a continuation of the tree avenue along the full length of the northern site boundary, (ii) a landscaped corridor to the west (linking with the landscaped section along the eastern boundary of Element A) and (iii) additional, formal open space along the southern section of this part of the site.
- 3.11 Pedestrian and cycle links are proposed within the development area, including along the main vehicular access and linking with the route through the tree avenue and on in to Element A and northwards through Dormer Road. In addition, linkages would be provided through the open space of Element A to connect with the pedestrian and cycle opportunities within this part of the development. Furthermore, the illustrative layout indicates the provision of a road through in to the land to the east of the site, which is identified as a Reserve housing site in the TNP.

- 3.12 The southern section of the site would be provided as publicly accessible open space, including 0.33 hectares of allotments located immediately to the south of the development area on the eastern boundary of the site. This would link, southwards, with an area of fully accessible public open space (some 2.5 hectares in extent) that would run along the edge of the Cuttlebrook and connect to a similar tract of land to be provided as part of the Element A development, and would include provision of a riverside walk. The land to the north of this, and extending up to the development edge, would be retained in agricultural use and through which there would be controlled public access.

4.0 Planning Policy Context

4.1 Under the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 there is a statutory obligation to determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise. This section of the Report therefore summarises the relevant Development Plan policies in the context of Section 38(6) of the Planning and Compulsory Purchase Act 2004, before going on to consider other material planning considerations, principally the policy context afford by the National Planning Policy Framework.

The Development Plan

- 4.2 For the purposes of the Planning Application the relevant Development Plan framework is provided by:
- the South Oxfordshire Core Strategy (December 2012; SOCS)
 - the Thame Neighbourhood Plan (July 2013; TNP)
 - the saved policies of the South Oxfordshire Local Plan (January 2005; SOLP)
- 4.3 In the context of the Proposed Development, Tables 1, 2 and 3 set out in **Document 1** summarise the most relevant policies of each document.
- 4.4 Notwithstanding that each of the policies set out in the summary are of material relevance to the proposals, the following matters contained in the TNP are of particular significance:
- That the housing core objectives of the TNP include the need for a range of housing types and tenures, generous open spaces and development that is sympathetic to the character of Thame.
 - That Design and Access Statements should demonstrate how proposals would reinforce the character of Thame (Policy ESDQ15)

- That development should contribute to the character of Thame as a whole, with design principles that reflect the most successful parts of the Town (Policy ESDQ17)
- That new development should create a sense of place appropriate to its location (Policy ESDQ18)
- That development proposals should maintain visual connections with the countryside (Policy ESDQ21)
- That the visual impact of development should be minimised through the design, layout and landscaping of buildings (Policy ESDQ22)
- That streets should be designed with an emphasis on all modes of transport (Policy ESDQ23)
- That buildings should be designed as a three-dimensional whole with a focus on the detailed design elements of buildings, in order to raise design quality (Policy ESDQ26)
- That the 'forgotten' elements of schemes (such as bin stores, cycle stores and lighting) should be designed from the start (Policy ESDQ27)
- That all new dwellings should have private outdoor space (Policy ESDQ28)
- That parking should be designed to fit with the character of the proposed development (Policy ESDQ29)

Policy HA2 of the TNP sets out site-specific requirements in relation to Site C, confirming that the site is allocated for:

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

4.7 Figure HA4 of the TNP is reproduced below.

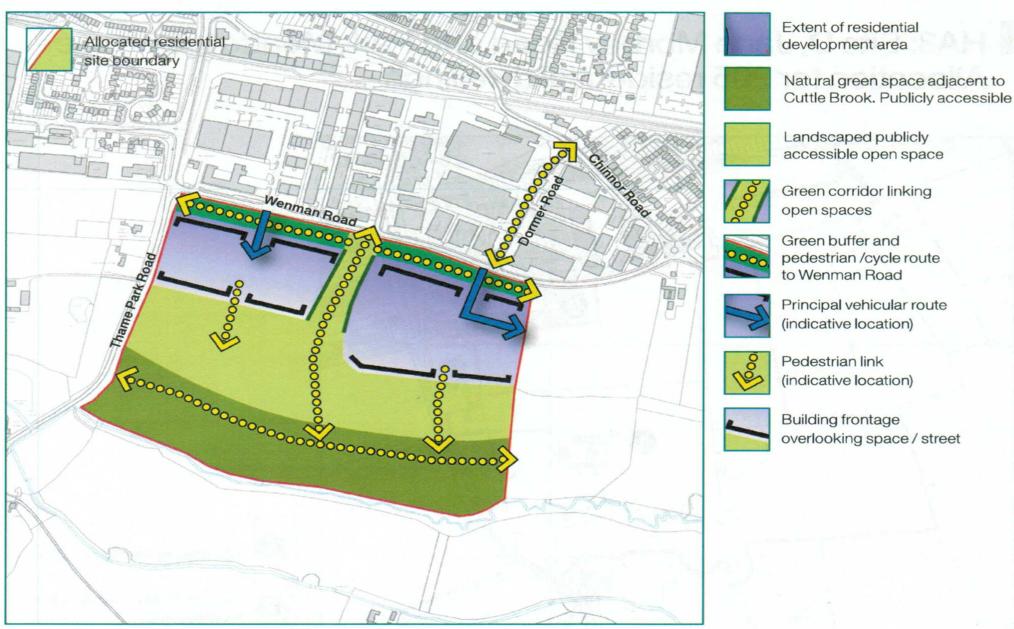


Figure 2: Fig HA4 of the Thame Neighbourhood Plan

4.8 HA2 goes on to require the provision of a Design Brief setting out the principles for the development, including the following:

- The retention of the southern fields as publicly accessible open space;
- The identification of a suitable area of the site (or Site D) for burial space;
- Incorporation of a network of pedestrian routes linking the open space with Thame Park Road and Wenman Road;
- Provide a positive frontage to Wenman Road, but with sufficient 'breathing space' to the employment buildings.
- Ensure provision of a pedestrian, cycle and vehicular link to Reserve Site C;

- Improve pedestrian and cycle links in to Thame;
 - That the approach to built form, street layout and landscape and dwelling density minimises the visual impact of the development;
 - Buildings not to exceed two-storey except along Wenman Road where up to three-storeys may be acceptable.
- 4.9 The principal other material consideration to be taken in to account is the advice in the National Planning Policy Framework (NPPF). However, given that both the SOCS and TNP have been prepared to be in general conformity with the NPPF it is not considered necessary to review the matters set out in the NPPF in detail in this Report.
- 4.10 Nevertheless, it is worth noting that sustainable development is at the heart of the NPPF, with the economic, social and environmental roles that the planning system makes in achieving sustainable development highlighted. This includes, *inter alia*, the provision of a supply of housing, the creation of a high quality built environment, and the contribution of the planning system to the protection and enhancement of our natural, built and historic environment.
- 4.11 In addition, twelve Core Planning Principles are identified in the NPPF including that planning should, *inter alia*
- Proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units that the country needs;
 - Ensure high quality design and a good standard of amenity for existing and future occupants of land and buildings;
 - Take account of the different roles and character of different areas;
 - Contribute to the conservation and enhancement of the natural environment;
 - Encourage the effective use of land; and
 - Managing growth to make the fullest use of public transport, walking and cycling

5.0 Key Planning Considerations

- 5.1 This section of the Statement reviews the key planning considerations as they relate to the following matters, drawing reference to the relevant planning policy context set out in the preceding section as necessary:
- Principle of Development
 - Development Principles, Housing Mix, Design and Layout
 - Standard of Residential Amenity
 - Public Open Space
 - Allotments
 - Transport and Access
 - Landscaping
 - Arboricultural Matters
 - Ecology
 - Archaeology
 - Flood Risk
 - Ground Water Risk Assessment - Cemeteries
 - Geo-Environmental Matters (1)
 - Geotechnical and Environmental Site Investigation
 - Noise
 - Air Quality
 - Services
 - Sustainability
 - Section 106
- 5.2 These matters are considered in turn below in the context of the policy framework set out at **Document 1**.

Principle of the Development

- 5.3 As set out in Section 4.0 of this Report, the site (Site D) is allocated in the TNP for 175 homes such that, subject to the detailed considerations set out below, the principle of the proposed development is considered acceptable.

Development Principles, Housing Mix, Design and Layout

General

- 5.4 As set out in Section 3.0, the application comprises two elements, 'Element A' contains detailed proposals for the erection of 79 dwellings on the western part of the site and 'Element B' an outline scheme for 108 dwellings on the eastern part of the site with only means of access (from Wenman Road) for consideration. Accordingly, this section of the Report considers each 'Element' separately.

Housing Mix.

'Element A'

- 5.5 The detailed component of the application seeks planning permission for 79 dwellings of which 31 (39.2%) are to be affordable, with the remaining 48 (60.8%) to be market properties (as indicated in Table 1 below). The overall level of affordable housing provision is thus broadly in accordance with Policy CSH3 of the Core Strategy (that requires 40% of units to be affordable) albeit it will be a matter for the District Council to determine whether the notional 0.8% shortfall requires a financial contribution in-lieu of on-site provision.

Unit Type	Market Housing	Affordable Housing	Total Housing
1-bed	0 (0%)	4 (5%)	4 (5%)
2-bed	11 (14%)	15 (19%)	26 (33%)
3-bed	20 (25%)	8 (10%)	28 (35%)

4-bed	6 (8%)	4 (5%)	10 (13%)
5-bed	11 (14%)	0 (0%)	11 (14%)
	48 (61%)	31 (39%)	79 (100%)

Table 1: Proposed Housing Mix (Source: Planning Statement)

- 5.6 In terms of the detailed mix of units (both affordable and market) Policy H10 of the TNP sets a requirement that, on schemes of this size, applications should be accompanied by a Thame Specific Affordable and Dwelling Mix Strategy. The application is accompanied by such a Strategy.
- 5.7 As it relates to affordable housing, the submitted strategy does not consider the needs of Thame in isolation from the remainder of the District, rather it relies on housing need data from across the District as a whole, with the mix determined in consultation with relevant Officer's at the District Council. Accordingly, the mix presented in the application is based on District-wide data and, although this may not be materially or substantially different from needs in Thame, the lack of Thame specific evidence does place the proposals in conflict with Policy H10 of the TNP. Councillors will, therefore, need to consider whether this conflict is sufficiently significant that matters in connection with such should be raised further with the District Council.
- 5.8 Nevertheless, the mix of affordable housing units proposed (based on those discussions with the District Council) includes a range of 1, 2, 3 and 4 bedroom homes¹, with 24 units (77%) to be affordable rented and 7 units (23%) shared ownership. This tenure mix generally complies with District-wide requirements, albeit not locally derived from analysis within Thame.
- 5.9 In terms of the market housing mix, the submitted strategy is virtually silent as to the basis on which the mix has been derived, let alone one that could be considered Thame-

¹ Noting that all the one-bedroom affordable units include a first floor study capable of being occupied as a two-bedroom unit.

specific². Furthermore, careful review of the plans indicates that all of the two-bedroom units (which actually number ten, not eleven as indicated in the Planning Statement) contain first floor 'study' areas that are of a size that could easily be used as bedrooms (indeed, Plot 68, which is shown as a 3-bedroom dwelling, is identical in layout to all the two-bedroom units, save that the study is shown as a bedroom). In reality, therefore, all the two-bedroom private units are likely to be occupied as three-bedroom properties.

- 5.10 Furthermore, a significant proportion (approximately 12) of the three bedroom dwellings are shown with a first floor study or large dressing room area (that, as with Plot 68 above, is shown as a bedroom in other identically sized four-bedroom dwellings). That being so, a significant number of the 'three' bedroom dwellings are likely to be occupied as four-bedroom properties.
- 5.11 Accordingly, the mix of private housing set out in Table 1 should be viewed with considerable caution. In reality, there are unlikely to be any private 1 or 2 bedroom houses, with the majority of the private houses four bedroom or larger. In addition to there being no evidence that the mix has been derived from a Thame-specific assessment (contrary to Policy H10 of the TNP), such mix is also considered to be contrary to the requirements of Policy CSH4 of the Core Strategy and more general national level advice in respect of creating mixed and diverse communities.
- 5.12 In addition to the resultant conflict with policy noted above, the preponderance of larger units has consequences for design and layout as detailed further below.

Element B

- 5.13 As was accepted in the case of the outline application on Site D, it is acknowledged that on the remainder of the site (which is also submitted in outline only) it is not possible to be specific as to the type, size and tenure form of proposed dwellings that may come

² Indeed, it should be noted that the layout of the proposed development is not materially different (in terms of the size of units) to the pre-application submission, and at which point the applicant was not aware of the requirements of Policy H10 of the TNP. The requirements of the Policy have not, therefore, been used to derive the mix of dwellings, rather an attempt has been made to retrospectively justify the mix.

forward, albeit the applicant has confirmed that up to 40% of the units would be affordable, in accordance with related policy.

- 5.14 Nevertheless, in the case of Site D, matters relating to the exact (Thame-specific) mix of units coming forward were the subject of a planning condition that, in effect, requires such details to be submitted with, and to inform, any Reserved Matters application. That being so, it is considered that a similarly worded condition would suitably control/secure an appropriate mix of units in relation to Element B.

Design and Layout

- 5.15 The application is accompanied by a Design and Access Statement (contained within two documents) that, in respect of Element A, collectively provides a justification for the layout and form of the proposed development and, in relation to Element B, identifies the design rationale and expected development principles of the scheme. The Design and Access Statement should be read in the context of both the policies of the TNP and the SOCS, particularly policy CSQ4 of SOCS. Of particular relevance in this respect are the requirements, through the TNP and Policy CSQ4, that development proposals should respond to the distinctiveness and unique qualities of Thame, and the various TNP requirements detailed in paragraph 4.4.

Element A

- 5.16 In general terms the layout of the proposed development on Element A accords with the diagrammatic principles set out in Figure HA4 of the TNP. In particular,
- An avenue would be provided along the site frontage to Wenman Road;
 - The development would be served by a single point of access off Wenman Road;
 - A central green corridor would be created (linked to Element B);
 - Linkages would be created to the Public Open Space to the south of the site; and
 - The development would be based on a perimeter block layout with buildings from public areas.

- 5.17 Notwithstanding compliance with the general principles of the TNP as it relates to this part of Site C, one of the key elements of the TNP is to ensure that development within Thame, and especially on the allocated housing sites, respects the unique and distinctive qualities of the town. Volume 1 of the Design and Access Statement provides a contextual understanding of these distinct elements, be it in relation to street typology and layout down to fenestration detailing. In itself, the document demonstrates an understanding of the qualities of the town.
- 5.18 However, the pathway demonstrating how these key, unique features of the town are translated and then reflected in the design, layout and form of the proposed scheme (Element A) lacks any clear or direct referencing. The lack of such, in the context of the aspirations, objectives and policies of the TNP, is a significant and constraining factor. The result is a scheme that, in layout and design terms (with the exception of the principles of creating 'perimeter' blocks) is considered to fail to sufficiently foster or deliver a development that respects the distinctiveness of the town or the edge-of-town setting of the site.
- 5.19 This failure is apparent in a number of key respects:
- Within the context of a relatively small development, the proposal seeks to create three character areas, with lower density development on the southern edge (described invariably as 'rural' in character), medium density 'home zones' in the central third, and higher density development fronting Wenman Road. It is considered that the limited size of the site is such that it is difficult to successfully create, and integrate, three character areas, emphasised by the movement from a more 'urban' home zone street to a rural edge in a very short distance.
 - Although designed to a density (net) of approximately 25 dwellings per hectare, the layout lacks softness, space and gaps between buildings that would be expected (a) of densities at this level and (b) in recognition of the edge-of-settlement location of the site - elements that are reflected in the TNP. This may,

in part, be a product of the mix described in preceding paragraphs (i.e. larger dwellings) but where there are gaps between buildings these are invariably filled by large garage structures or set back garages that fail to provide visual relief and, in places, two-storey elevations of detached dwellings are separated by only a metre. The result is a physical form that sits uncomfortably with the edge-of-settlement location and fails to appropriately translate the contextual work set out in the Design and Access Statement (as it relates to the distinctive qualities of development in Thame) or the Design Brief for the wider site.

- The layout is relatively formal throughout - staggered or off-set relationships between adjoining buildings are negligible, buildings are generally 'sat' close to the road (which does not allow for the creation of soft, enclosed front gardens - especially along the 'rural' edges of the site), and all of which contribute to a that is neither befitting of the edge of settlement location, or reflective of the more distinctive qualities of the town. Indeed, the supporting material fails to rationalise how the layout, or streets and spaces created, either reflect or reinforce the distinctive qualities of the town.
- Furthermore, there is no evidence demonstrating that the building forms, design or detailing of the proposed scheme reflects the distinctive built qualities of Thame. In particular:
 - The layouts of the dwellings are generally regular and rectangular in plan form, an approach that does not facilitate articulation and interest across the elevations, or the creation of dwellings consistent with the distinctive built form in Thame;
 - Whilst variations in external materials are proposed, these appear to be 'added' features rather than integral design elements (eg. tile hanging that extends across a building frontage, but then stops 1.0m along a flank elevation);

- There are a number of 'exposed' flank elevations that are 'blank' and fail to relate positively to the public realm;
 - Fenestration detailing, scale and proportion varies between elevations, with no rational design justification for the variances within and between dwellings.
 - Having regard to Policies ESDQ 26 and 27 of the TNP, no justification for, or detail of, the following are provided:
 - Window and Door Sections;
 - Bay window detailing;
 - Eaves and Soffit detailing; and
 - Lighting
 - No provision is made for bin storage facilities as an integral part of the dwelling design, other than the provision of paved areas in the rear gardens of properties.
 - There is no rational justification for the proposed boundary treatments that, along the public frontage, includes 1.8m high brick and stone walls at various locations.
- 5.20 In combination, and whilst the above is not intended to be exhaustive, it is considered that the layout of the proposed development, combined with the form, design and detailing of the proposed dwellings, fails to appropriately respect and reflect the distinctive design qualities of Thame and the requirements and policies of the TNP in respecting or raising design quality.

Element B

- 5.21 As noted, the Element B aspect of the proposed scheme is submitted in outline, with only means of access for approval, and is supported by a Masterplan together with a series of design 'studies' set out in the accompanying Design and Access Statement.
- 5.22 In the context of the general design principles set out in the TNP, the details submitted comply generally with those requirements given:
- The provision of an avenue along the site frontage to Wenman Road;
 - The creation of a central green corridor (linked to Element A);
 - The provision of a single point of access off Wenman Road;
 - The potential for a connection in to the Reserve Site;
 - The creation of linkages to the Public Open Space to the south of the site; and
 - The provision of perimeter block development.
- 5.23 The key issue, as with the Element A development, will be the translation of these principles in to a design, layout and form of development that reinforces some of the existing street typologies typical of the more attractive and successful parts of Thame together with the locally distinctive building styles/forms. That, it is accepted, will be a matter primarily considered at the detailed stage but, nevertheless, it is appropriate that the design/layout examination at outline stage reflects and understands these principles.
- 5.24 In this regard, the Design and Access Statement sets out a reasoned examination and understanding of street typologies in Thame based on varying development densities and identifies a number of typical character areas within the development. Whilst this is helpful in understanding the principles of what is proposed, the Statement does not easily extrapolate, or examine, how what is proposed is a translation or interpretation of locally distinctive typologies. Furthermore, the character assessments are limited in terms of their detail to the relationship between buildings and land use and, whilst that is perhaps not surprising given the outline nature of the application, it would be of some

assistance to understand how it is intended to interpret locally distinctive building design, form, enclosure and street layout in to the proposed development - and thereby avoid some of the deficiencies in the Element A aspect of the application.

- 5.25 Notwithstanding these matters, it is considered that the general approach to the density of development, and how this would vary through the site, combined with anticipated scale of buildings, would comply in general terms with the principles set out in the TNP and the specific constraints and context of the site.

Standard of Residential Amenity

- 5.26 In terms of the detailed layout set out in the Element A component of the application, the proposals achieve the following:
- Private amenity space that exceeds the standards set out in the South Oxfordshire Design Guide;
 - Rear-to-rear relationships that exceed normally accepted distances and would therefore provide appropriate levels of privacy for future occupiers;
 - Flank-to-rear relationships that, in terms of distance, ensure that flank walls do not unacceptably impact on light or outlook from rear facing windows;
 - Appropriate levels of parking provision; and
 - Acceptable standards of internal living environment (subject to the matters noted below in respect of noise)
- 5.27 Accordingly it is considered that an appropriate quality living environment would be created for future occupiers in respect of the Element A development.
- 5.28 Considerations in respect of the standard of amenity on the Element B development would be assessed at reserved matters stage.

Public Open Space

- 5.29 As shown in the various plans submitted with the application, public open space is proposed both within the development blocks and on the land to the south of the site (the later comprising publicly accessible open space in accordance with the definition given to such in the TNP (as updated)).
- 5.30 In terms of the latter (the publicly accessible open space), Policy HA2 of the TNP sets out a requirement for the provision of some 11.8 hectares of publicly accessible open space, some of which may be subject to controlled access. As set out in the application documentation, the whole of the land to the south of Element A and B (up to the Cuttlebrook) is potentially available as publicly accessible open space and extends to an area in excess of 12 hectares. Accordingly, and given the availability of such, the extent of land complies with the requirements of the TNP.
- 5.31 As outlined previously, it is proposed that the land to the south of Elements A and B would comprise a combination of fully accessible public open space and controlled public open space. The fully accessible element, amounting to approximately 4.0 hectares, would extend along the full extent of the southern site boundary to Cuttlebrook and for a depth of 50-60m from this boundary. A riverside walk is proposed along the Cuttlebrook (albeit set-in from the river bank by, on average, 15.0m).
- 5.32 The land to the north of the fully accessible open space (and circa 8.0 hectares in extent) would be retained in agricultural use with controlled access through the space (i.e. public routes delineated by post and rail (stockproof) fencing). These routes would connect the development to the fully accessible open space to the south, with the potential for further connections in to the publicly accessible open space to be provided as part of the development of Site D. In respect of the Element A development, these controlled access routes are well defined and provide for an appropriate level of integration and accessibility to the southern land. Whilst a less extensive network of routes are shown through the controlled agricultural land to the south of Element B and

- on to the fully accessible space, this may be a reflection of the outline nature of the application, and further discussion would be required in relation to these matters.
- 5.33 Nevertheless, and subject to details of the laying out, management and operation of the publicly accessible open space, the proposals would be compliant with the requirements of the TNP in this respect.
- 5.34 Additional areas of public open space are proposed within the development blocks, including a green corridor running though the centre of the development and linking Wenman Road with the open space to the south of the site. This corridor would accommodate play space at its northern and southern end. Additional areas of open space would be provided along the periphery of the development blocks, with an avenue of Lime Trees on the Wenman Road frontage.
- 5.35 Taken in combination with the areas of publicly accessible open space to the south of the site, the overall level and quality of open space provision is considered to be appropriate and acceptable.

Allotments

- 5.36 As shown on the masterplan, 0.33 hectares of allotments would be provided on the south-eastern edge of the site, to the south of Element B, and from which it would be accessed. The extent of proposed allotments accords with the requirements of the TNP whilst, subject to the provision of appropriate pedestrian and cycle links as part of the development, the location of the allotments are considered reasonable and appropriate. It is anticipated that timing of the delivery of the allotments would be secured as part of any Section 106 Agreement connected with the application.

Transport and Access

- 5.37 A Transport Assessment (TA) accompanies the planning application, detailing various elements of the proposals including the access, footpath and cycleway arrangements,

impact of the development on existing junctions and transport-related sustainability matters.

- 5.38 As set out in the plans accompanying the application, the TA sets out that the proposed development would be served via two accesses off Wenman Road that comply, in design and safety terms, with County Council standards, with a hierarchy of routes provided within the development. These routes would link to a network of pedestrian and cycle routes that would allow east-west movement through the site, and linkages southwards in to the open space.
- 5.39 The TA sets out an assumption that the majority of pedestrian and cycle movements will be westwards, towards the Town Centre, and proposes to link the on-site routes to the existing network through the provision of zebra crossings on both Wenman Road and Thame Park Road (north of its junction with Wenman Road). Given this assumption, and the fact that the most direct route to the Town Centre would be via Thame Park Road and onwards through Park Street, no improvements are proposed to Dormer Road/Chinnor Road in terms of pedestrian or cycle provision - despite the TNP making specific reference to such. Given that the absence of any improvements receives only cursory commentary in the TA, this matter require further examination and consideration.
- 5.40 The TA also assesses the impact of development on existing junction capacity and evidences that there would be no significant effects on existing local junctions. The TA does, however, suggest that development would worsen existing conditions at the Aylesbury Road roundabout and indicates that these would be fully mitigated by the widening of Tythrop Way and Aylesbury Road. That being so, a financial contribution is suggested towards such works, albeit it is suggested such financial contributions could be 'pooled' with contributions from other allocated sites to deliver more substantive improvements.
- 5.41 In terms of sustainability matters, the TA demonstrates that the majority of existing services and facilities in the town are within accepted walking and cycling distance of

the site - routes that would be enhanced as set out in preceding paragraphs. The TA goes on to commit to provide a financial contribution to bus service enhancements that could be 'pooled' with contributions from other sites to deliver meaningful improvements (since, by itself, the site would not deliver such). In addition, the TA outlines that commitments to securing modal shift to more sustainable modes of travel will be underpinned in a Travel Plan that could be controlled by planning condition.

- 5.42 In addition, and as it relates to the Element A development, the TA demonstrates that a sufficient and appropriate level of parking provision would be provided for future occupiers.
- 5.43 In general terms, therefore, and subject to financial contributions and matters that could be controlled by planning condition, the TA demonstrates that there are no specific transport or highway-related constraints to the development. Nevertheless, the absence of improvements to Dormer Road/Chinnor Road (without sufficient justification) requires, in the context of TNP policy, further justification.

Landscaping

- 5.44 A landscape strategy document has been submitted for the Element A development setting the strategic framework for the proposals. This outlines that the intent of the landscape strategy is to ensure that the proposals are appropriately integrated in to their landscape setting, create safe and attractive spaces, and retain key landscape features.
- 5.45 In so doing, the strategy highlights that the proposals seek to:
- Create green corridors through the development;
 - Provide an avenue of Lime Trees along Wenman Road;
 - Deliver a central green that links with the publicly accessible open space to the south of the site;
 - Secures appropriate publicly accessible open space; and

- Provides a riverside walk.
- 5.46 In strategic terms this approach is considered generally acceptable albeit, for the reasons noted above in the section under 'design', elements of the detailed landscaping are inherently linked to the shortcomings outlined therein.

Arboricultural Matters

- 5.47 The application is accompanied by an Arboricultural Assessment and Arboricultural Method Statement that assesses, and categorises, the amenity value of existing trees on the site and measures (as appropriate) for their protection.
- 5.48 The assessment identifies ten individual tree specimens within the site. These are generally located on the boundaries of the site and, given the layout of the proposed development (Element A) and the illustrative details for the remainder (Element B), all of the existing trees would be retained as part of the proposals.
- 5.49 Furthermore a roundel of Oak trees are located in a natural depression on the south-western section of the site. Whilst some of these Oak trees are in poor condition and may require removal, the amenity value and contribution of the roundel is recognised in the related landscape reports (and proposals) such that measures would be incorporated to maintain the amenity value of the group.

Ecology

- 5.50 The application is accompanied by a suite of Phase 1 Ecological Surveys of the site that were initially carried out in 2008 and 2010 and subsequently updated by further survey work. Areas surveyed included bats, water voles, breeding birds, wintering birds, reptiles, amphibians, hedgerow and trees.
- 5.51 In the majority of cases, the ecological value is identified as being of site/local importance, with the most significant interest deriving from the bat assemblage across

both Sites C and D that is defined as being of District Value. In addition, the hedgerow along the eastern side of Thame Park Road is identified as being of high value, with the ecological interest of the Cuttlebrook enhanced by its relationship to, and value of, the woodland to the south of the site within the bounds of Thame Park.

5.52 The report identifies that through a Construction and Environmental Management Plan and Landscape and Ecological Management Plan, both of which could be controlled by planning condition (and would respectively deal with the construction and operational phase of the development), the ecological impacts of the proposed development would be fully mitigated. Such mitigation measures include:

- Retention of existing hedgerows and laying of new hedgerows;
- Retention of existing ditches and trees;
- Flows in to the Cuttlebrook maintained by the proposed Sustainable Urban Drainage System;
- Lighting scheme designed to minimise the impact on bats; and
- The provision of a potential road underpass and additional fencing to preserve Great Crested Newt habitat and facilitate movement through the foraging area.

5.53 Accordingly, the reports indicate that the ecological value of the site would be fully and appropriately mitigated. In such context, the evidence presented demonstrates that there would be no harm to matters of ecological value. Nevertheless, during pre-application discussions it was suggested that within the southern belt of publicly accessible land, biodiversity enhancements would be offered (perhaps in connection with the attenuation pond and along the Cuttlebrook corridor). Specific actions in this respect are not included in the details contained in the application and it is therefore suggested that further discussions are required in this particular respect.

Archaeology

5.54 There are no designated or non-designated heritage assets on the site, with the main area of such interest limited to evidence of former ridge and furrow activities on part of

the site. Given such, and the fact that there is low potential for settlement evidence (which has generally been identified to the north side of Thame), archaeological interests are not considered to be a constraint to the development of the site.

- 5.55 Notwithstanding such, the application is also accompanied by an archaeological written scheme of investigation (that could be controlled by planning condition) that sets out a staged programme of works, including at the initial stage trial trenching across the site (amounting to 2% of the developable area). The results of such trial trenching would then indicate if further investigative or mitigation work is required. All of these matters could be controlled by planning condition.

Flood Risk

- 5.56 The application is accompanied by a Flood Risk Assessment that confirms the majority of the site (and the entire development area) falls outside of the flood plain and with a low probability of flooding from overland flows, ground water or foul sewerage.
- 5.57 Nevertheless, and as indicated on the submitted plans, the proposed drainage scheme is based on the principles of Sustainable Urban Drainage. In particular, initial source control measures would be employed (in the form of porous paving and filter strips) to facilitate filtration of storm water in to the ground. Where this is not possible, storm water would be channelled, via swales, to attenuation ponds positioned across the site, including a single pond located to the south of Element A, with a second (raised) pond in the south-eastern corner of the site and serving Element B. Water would then be discharged from these ponds in to the Cuttlebrook. This approach would ensure that run-off rates from the site (post-development) are equivalent to the existing greenfield run-off rates.
- 5.58 There are no existing foul sewers within the site, with the details contained in the application indicating that the proposals would connect to an existing sewer to the west of the site (in Thame Park Road). Notwithstanding this connection, the report suggests that further investigation will be required to assess the capacity of the network, and a

number of options are outlined that would ensure matters can be resolved in this regard.

- 5.59 As such, the evidence presented in respect of the flooding and drainage elements of the scheme demonstrates, subject to condition, that these matters are not a constraint to the proposed development.

Groundwater Risk Assessment - Cemeteries

- 5.60 Given that the allocation for Site C in the TNP makes specific reference to the need to identify (in the absence of such coming forward on Site D) land for the provision of new burial space, the Groundwater Risk Assessment reviews the site conditions to establish its suitability to provide such space.
- 5.61 Based on a combination of factors, including water resources within and surrounding the site, ground conditions and the likely frequency of burials, the Report concludes that the site is 'high' risk and that the site '*may not be an appropriate location for the development of a cemetery*'. Indeed, as an alternative, the applicant is suggesting provision of a financial contribution towards the creation of burial space elsewhere in the town.
- 5.62 Whilst noting that, by reference to the word '*may*', the Report does not wholly preclude the site, or a part of the site, being suitable for the provision of burial space, the details and assumptions contained in the report are, in any event, somewhat confusing and unclear and insufficient for the reader to conclude with any certainty that the prospect of providing burial space in any location on the site is unacceptable. That being so, it is considered that further discussion is required with the applicant in relation to these matters.

Geo-Environmental Matters (1)

- 5.63 The Geo-Environmental Report submitted with the application details that the site has historically been used for primarily agricultural purposes, with no other uses evident on the site at any point. Given such, there is negligible prospect of any contamination on the site and matters in this regard do not, therefore, require any further consideration.

Geotechnical and Environmental Site Investigation

- 5.64 The submitted investigation is specific only to the area covered by the detailed planning application (Element A) and confirms that there are no issues in respect of existing ground conditions.
- 5.65 Notwithstanding such, it would be prudent (in relation to Element B) to secure confirmation that the ground conditions are suitable for traditional, strip foundations since it is understood that if piled foundations are required, a more substantial 'buffer' is required to the pipe line running through the site.

Noise

- 5.66 A Noise Assessment accompanies the application to determine (a) the effects of the proposed development on existing buildings/properties in such terms and (b) the impact of noise on the quality of living environment for future occupiers of the development.
- 5.67 In terms of (a) the report concludes that during the construction phase noise impacts on existing residential properties would be minimal and fully mitigated by details contained in the Construction Environmental Management Plan. However, the report references the nearest properties being some 200m to the north of the site and thereby omits reference to the existing properties on the western side of Thame Park Road and the single property directly to the south of the site. In the interests of comprehensiveness, therefore, it is considered that the Assessment should be updated to consider these properties.

- 5.68 With respect to (b), noise measurements have been taken along Wenman Road and Thame Park Road which indicates that, due to traffic noise³, parts of the site fall within Noise Exposure Category B. In such areas, national guidance accepts that an appropriate quality internal living environment would be created in new properties by incorporating appropriate measures in the design and fabric of dwellings - such as double glazing and passive/mechanical ventilation. These matters could be controlled by condition.
- 5.69 Accordingly, and subject to the further assessment of impact on neighbouring properties, it is not considered that noise matters represent a constraint to the proposed development.

Air Quality

- 5.70 The Air Quality report indicates that, with the exception of potential risks arising from dust emissions during the construction phase, the proposals would not have any implications for air quality. The report therefore sets out a range of mitigation measures (that could be controlled by planning condition) to ensure that dust emissions at the construction stage of the development do not have any adverse off-site consequences. In all other respects relating to air quality, the proposed development is shown to fall within accepted tolerances and with no harmful amenity consequences.

Services

- 5.71 The Service Supply Report indicates that the full range of normal network service supplies can be delivered without the need for prohibitive reinforcements to the existing system.

³ The report indicates that noise from the industrial/commercial units to the north of the site are not a constraining factor.

Sustainability

5.72 The sustainability report advises that the scheme will be designed to achieve Level 4 of the Code for Sustainable Homes in accordance with the policies set out in the SOCS and TNP. This will principally be delivered through improvements to the fabric of the dwellings, but also by utilising renewable sources, for which photovoltaics are preferred.

Section 106 Agreement

5.73 Whilst there will, inevitably, follow a process of negotiation in relation to any Section 106 Agreement, the Planning Statement submitted with the application suggests the following Heads of Terms:

- Provision of up to 40% affordable housing (broadly 75% affordable rented and 25% intermediate housing).
- Financial contributions to education provision (if required)
- 0.33 hectares of allotments and management thereof
- On-site public open space and management thereof
- 10% of dwellings to meet lifetime homes standards
- Financial contribution towards burial space
- Financial contribution towards healthcare provision (if required)
- Financial contributions to community facilities (if required)
- Contribution towards the production of a Sports Facilities Strategy for Thame
- Contribution to support a Green Living Plan and the appointment of a Green Living Plan Co-ordinator.

5.74 There are, however, a number of other S106 matters covered in the completed Agreement for Site D that should also be reflected in the details for Site C.

6.0 Recommendation

- 6.1 It is recommended that an objection be raised to the details contained in the Element A component of the application in respect of the following:
- The proposed housing mix, that would fail to provide an appropriate mix of units, especially in respect of the private units, and does not demonstrably follow a Thame-specific study, contrary to the requirements of the TNP;
 - That the layout, form and design of the proposed scheme fails to create a development that reinforces the locally distinctive layout and design qualities of Thame.
- 6.2 In addition, the following requires further examination and consideration and gives rise to a Holding Objection until such matters are resolved:
- The routes to be provided through the controlled publicly accessible open space to the south of Element B;
 - Further interpretative material demonstrating how building form, design, layout and enclosure on Element B will reinforce the distinctive design qualities of Thame.
 - Pedestrian and cycleway improvements to Dormer Road/Chinnor Road;
 - Biodiversity improvements along the fully accessible open space adjacent to Cuttlebrook;
 - The provision of burial space on Site C; and
 - Information in respect of ground conditions on Element B to ensure that strip foundations are suitable and that development is thus acceptable in terms of the relationship with the pipeline running through the site.

DOCUMENT 1

South Oxfordshire Core Strategy

Policy	Summary
CS1	<p><i>Presumption in Favour of Sustainable Development:</i></p> <p>Advises that applications that accord with the Development Plan will be approved without delay, unless material considerations indicate otherwise.</p>
CSS1	<p><i>The Overall Strategy:</i></p> <p>Identifies Thame as one of the higher order settlements suitable for additional development.</p>
CSM2	<p><i>Transport Assessments and Travel Plans</i></p> <p>Requires the submission of a Transport Assessment where new development, either individually or in combination with other planned development, would have transport implications. In addition all major development will require the provision of a Travel Plan.</p>
CSH1	<p><i>Amount and Distribution of Housing</i></p> <p>States, in Table 7.3, that 775 new homes will be provided at Thame in the period up to 2026/27.</p>
CSH2	<p><i>Density:</i></p> <p>Seeks a minimum density of 25 dwellings per hectare (net) in residential development proposals, except where this would have an adverse effect on the character of the area.</p>
CSH 3	<p><i>Affordable Housing:</i></p> <p>Seeks 40% affordable housing on qualifying sites (such as the application site), with 75% of affordable units social rented and 25% intermediate housing. All such housing should meet required standards and be of a size and type meeting the</p>

	requirements of those in housing need.
CSH4	<i>Meeting Housing Needs:</i> States that a mix of dwelling types and sizes will be sought on all new residential developments. On sites such as the application site, 10% of market housing should be designed to achieve Lifetime Homes standards with, in the case of affordable housing, all ground floor properties designed to achieve this standard. In addition, the provision of dwellings for those with special need will be sought as part of the affordable housing provision.
CSTHA 1	<i>The Strategy for Thame</i> States that proposals for development in Thame should be consistent with the strategy, which is to, inter alia: <ul style="list-style-type: none">• Identify land for 775 new homes;• improve accessibility, car parking, pedestrian and cycle links;• Support schemes which enhance the quality of the town's environment;• Support the schools, health and other service providers meet their accommodation needs.
CSTHA2	<i>New Allocations at Thame</i> Advises that the Neighbourhood Plan for Thame will allocate land for 775 new homes.
CSQ2	<i>Sustainable Design and Construction:</i> Advises that on schemes of the scale proposed: <ul style="list-style-type: none">• 20% of energy demand should be from decentralised and renewable or low carbon energy sources;• Development should achieve at least Code Level 4 of the Code for Sustainable Homes;• Sustainable Urban Drainage Schemes should be implemented in accordance with current policy and good practice;• Proposals should incorporate measures that address issues of adaptation to climate change.
CSQ3	<i>Design:</i>

	<p>Permission will be granted for development that is of a high quality and inclusive design. Development should:</p> <ul style="list-style-type: none"> • Respond positively to and respect the character of the site and its surroundings; • Improve the quality of the public realm, with a clear structure of open spaces; • Provide Green Infrastructure where available; • Create safe communities and reduce the likelihood and fear of crime; • Create a distinctive sense of place; • Ensure high levels of accessibility; and • Be adaptable to changing requirements and constructed with materials appropriate to the area.
CSQ4	<p><i>Design briefs for Greenfield Allocations and Major Development Sites</i></p> <p>Proposals for such should be accompanied by a Design Brief that includes a Vision, a Masterplan and a Design Brief.</p>
CSG1	<p><i>Green Infrastructure</i></p> <p>States that, where appropriate, development proposals will be required to contribute to the delivery of green infrastructure.</p>
CSB1	<p><i>Conservation and Improvement of Biodiversity</i></p> <p>Seeks to avoid the loss of biodiversity and achieve a net gain of biodiversity across the District</p>
CSI1	<p><i>Infrastructure Provision</i></p> <p>Advises that new development must be served by, and supported by, appropriate on and off-site infrastructure and services. Permission will only be granted where infrastructure and services to meet the new development is in place, or mitigation provided to ensure such is in place within an agreed timescale.</p>

Table 1: Relevant SOCS policies.

Thame Neighbourhood Plan

Policy	Summary
H1	<i>Allocate Land for 175 homes</i> Identifies those sites allocated for housing development, including the Application Site (Site D) for 175 homes.
H4	<i>Integrate Allocated Sites</i> Advises that new homes within allocated sites should be well connected within the site and with the wider town.
H6	<i>Design of new development to be of high quality</i> Housing on allocated sites should be of a high quality and designed to reflect Thame's character. Proposals should meet the requirements set out for each site in Section 3 of the TNP and adhere to the policies for good quality design.
H7	<i>Provide New Facilities</i> Requires provision of, or contributions to, facilities in accordance with Policy D1 of the TNP.
H8	<i>Provide Affordable Housing</i> On sites where there is a net gain of three or more dwellings, affordable housing should be provided in accordance with the Core Strategy. This should be integrated with the market housing, and of a type and size to meet Thame specific needs.
H10	<i>Provide a Thame-Specific Affordable Housing and Dwelling Mix Strategy</i> Schemes of the scale proposed should submit a Thame-Specific Affordable Housing and Dwelling Mix Strategy, identifying housing needs within Thame and

	how the proposed development addresses those needs.
GA1	<p><i>New Development to provide good pedestrian and cycle connections to the town centre and other local destinations:</i></p> <p>Proposals on allocated sites should deliver good pedestrian and cycle connections as part of a comprehensive approach to movement that encourages walking and cycling.</p>
GA3	<p><i>Developer Contributions required to support the provision of a cycle route to Haddenham and Thame Parkway Rail Station:</i></p> <p>Advises that contributions will be sought from all new developments to fund the design and delivery of a cycle route to the rail station.</p>
GA6	<p><i>New development to provide parking on site for occupants and visitors</i></p> <p>Development outside the town centre must provide on-site parking in accordance with the District Council's standards.</p>
CLW1	<p><i>Allocate Land for a new community facility</i></p> <p>Expects developer contributions from all new homes towards the funding of a community facility.</p>
CLW2	<p><i>Actively involve local people in on-going consultation</i></p> <p>Encourages community involvement in development proposals prior to the submission of an application, demonstrated through the Statement of Community Involvement. The Sports Facility Strategy and Green Living Plan, to be funded by developers, must include consultation with local people.</p>
CLW4	<p><i>Contributions required from developers of new housing to fund additional healthcare facilities:</i></p> <p>States that financial contributions will be required from developers of new housing sites to fund additional healthcare services.</p>
ESDQ2	<p><i>Allocated Sites to provide open space in locations specified in Section 3.</i></p> <p>Publicly accessible open space must be provided in the locations required by the site specific policies in Section 3.0.</p>

ESDQ3	<i>Provide New Allotments</i> Allocated residential sites to provide allotments, including 0.33 hectares connected to Site D.
ESDQ5	<i>Provide New Burial Space on Site C or D.</i> New burial space must be provided as part of the development on allocated housing sites C or D.
EDQ9	<i>Sites C, D and F to provide riverside walks within natural green space.</i> Development proposals must on the above sites must include public routes adjacent to the Cuttle Brook.
ESDQ10	<i>Produce a Sports Facility Strategy</i> Developer contributions will be sought to fund a Sports Facilities Strategy and the subsequent implementation of sports facilities.
ESDQ11	<i>Incorporate Sustainable Urban Drainage in to New Development:</i> Sustainable Urban Drainage Systems should be included in new development to reduce surface water run-off.
ESDQ12	<i>Applications for New Development to Provide a Drainage Strategy</i> All allocated and windfall sites must be accompanied by a Drainage Strategy.
ESDQ13	<i>New Dwellings: Code for Sustainable Homes:</i> All new development will be expected to meet the requirements set out in the Core Strategy in respect of the Code for Sustainable Homes.
ESDQ14	<i>Produce a Green Living Plan:</i> Developer contributions will be sought from allocated sites to develop a Green Living Plan, such contributions to fund a Green Living Plan coordinator who will be responsible for producing the Plan.
ESDQ15	<i>Developers must demonstrate in a Design and Access Statement how their proposed development reinforces Thame's Character</i> Sets out a requirement that Design and Access Statements should demonstrate

	how the proposed development reinforces Thame's character having regard to the policies and guidance set out nationally and locally
ESDQ16	<i>Development must relate well to its site and its surroundings:</i> Proposals should respond to the specific character of a site and its surroundings, maintaining or enhancing its strengths and addressing weaknesses.
ESDQ17	<i>Development must make a positive contribution towards the distinctive character of the town as a whole</i> Development should incorporate design principles that reflect the most successful parts of the town.
ESDQ18	<i>New development must contribute to local character by creating a sense of place appropriate to its location:</i> New residential areas should be designed to create a sense of place by ensuring that the character varies within the development.
ESDQ20	<i>Building style must be appropriate to the historic context:</i> The design of new buildings should reflect the design principles of their time in order to contribute to the varied character of the town.
ESDQ21	<i>Development proposals, particularly where sited on the edge of Thame or adjoining Cuttle Brook, must maintain visual connections with the countryside</i> Requires that views along streets and/or open spaces to the countryside must be created in new developments.
ESDQ22	<i>The visual impact of new development on views from the countryside must be minimised:</i> The Design and Access Statement must include an assessment of views to and from the proposed development, with visual impact minimised through the site layout, buildings and landscape.
ESDQ23	<i>Streets within new development must be designed as pleasant places to be:</i> New residential streets should be designed with an equal emphasis on all modes of transport.

ESDQ24	<p>Pedestrian and Cycle Routes must link together potential destinations, such as new housing and the town centre:</p>
ESDQ26	<p>Design New Buildings to reflect the three-dimensional qualities of traditional buildings: Building should be designed as a three-dimensional whole, with various design guidance incorporated.</p>
ESDQ27	<p>Design in the 'forgotten' elements from the start of the design process: Sets out how detailed design elements must be integrated in to the scheme from an early stage.</p>
ESDQ28	<p>Provide Good Quality Private Outdoor Space: All new dwellings should be provided with a private outdoor garden amenity space, or a shared amenity area.</p>
ESDQ29	<p>Design Car Parking so that it fits with the character of the proposed development: Sets standards and requirements in respect of the provision of parking for new development.</p>
D1	<p>Provide appropriate new facilities: Development must provide, or contribute to, off-site facilities as required by the Delivery Strategy and by Core Strategy CSI1.</p>

Table 2: Relevant TNP Policies

South Oxfordshire Local Plan (Saved Policies)

Policy	Summary
C4	<p><i>The landscape setting of Settlements</i></p> <p>Advises that development which would damage the attractive landscape setting of the settlements of the district will not be permitted.</p>
C6	<p><i>Biodiversity Conservation</i></p> <p>In considering proposals for development, the maintenance and enhancement of the biodiversity resource of the district will be sought.</p>
C8	<p><i>Species Protection</i></p> <p>Development that would have an adverse effect on a site supporting a specially protected species will not be permitted, unless damage to the ecological interest can be prevented through the use of planning conditions or planning obligations.</p>
C9	<p><i>Landscape Features</i></p> <p>States that any development that would cause the loss of landscape features will not be permitted where those features make an important contribution to the local scene, and/or provide all or part of an important wildlife habitat and/or have important historical value.</p>
CON 12	<p><i>Archaeology and historic building analysis and recording</i></p> <p>Advises that before the determination of an application for development which may affect a site of archaeological interest or potentially of archaeological importance, provision should be made for an archaeological field evaluation.</p>
EP1	<p><i>Prevention of Polluting Emissions</i></p>

	<p>Proposals which would (by reason of smell, fumes, smoke, soot, ash, dust, grit, or other forms of polluting emissions) have an adverse effect on people and other living organisms, the atmosphere, the land, underground water supplies or watercourses will not be permitted, unless effective mitigation measures will be implemented.</p>
EP2	<p><i>Noise and Vibrations</i></p> <p>Proposals which would by reason of noise or vibrations have an adverse effect on existing or proposed occupiers will not be permitted, unless effective mitigation measures will be implemented.</p>
EP7	<p><i>Groundwater Protection</i></p> <p>Development that may have an adverse effect upon groundwater resources will not be permitted unless effective preventative measures are taken to ensure that the quality and quantity of these resources are maintained.</p>
D1	<p><i>Good Design and Local Distinctiveness</i></p> <p>The principles of good design and the protection and reinforcement of local distinctiveness should be taken into account in all new development through, <i>inter alia</i></p> <p class="list-item-l1">(i) the provision of a clear structure of spaces;</p> <p class="list-item-l1">(ii) respecting existing settlement patterns;</p> <p class="list-item-l1">(iii) providing for a choice of routes and transport modes to, from and within the development;</p> <p class="list-item-l1">(iv) providing a development that users find easy to understand through the use of landmarks, vistas and focal points;</p> <p class="list-item-l1">(v) providing landscape structure as a framework for new development;</p> <p class="list-item-l1">(vi) respecting the character of the existing landscape;</p> <p class="list-item-l1">(vii) providing good quality site and building design and appropriate materials; and</p> <p class="list-item-l1">(ix) providing well-designed external areas.</p>
D12	<p><i>Public Art</i></p> <p>On all housing developments in excess of 1 hectare and on all employment or commercial developments in excess of 2,000 square metres gross floorspace, a contribution towards public art will be sought.</p>
R2	<p><i>Formal Recreation</i></p> <p>When granting planning permission for new residential development, developers will be required to provide outdoor playing space for the new residents to a minimum standard of 2.4 hectares per 1000 persons.</p>

R6	<p><i>Informal Recreation</i></p> <p>When granting planning permission for new residential development, developers will be required to provide public open space for informal recreation to meet the needs of the new residents in accordance with an amount appropriate to the locality and the size of the development proposed.</p>
T1	<p><i>Transport Requirements for New Development</i></p> <p>Proposals for all types of development will, where appropriate:</p> <ul style="list-style-type: none">(i) provide for a safe and convenient access to the highway network;(ii) provide safe and convenient routes for cyclists and pedestrians;(iii) be accessible by public transport and have a safe walking route to nearby bus stops or new bus stops and appropriate infrastructure should be provided;(iv) be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment;(v) where new roads, pedestrian routes, cycleways and street lighting are to be constructed as part of the development, be constructed to adoptable standards and be completed as soon as they are required to serve the development; and(vi) make adequate provision for those whose mobility is impaired.
T2	<p><i>Transport Requirements for New Development</i></p> <p>Proposals for development will, where appropriate, make provision for:</p> <ul style="list-style-type: none">(i) loading, unloading, circulation and turning space;(ii) parking for people with disabilities;(iii) the parking of vehicles in accordance with the Council's maximum parking standards;(iv) measures to reduce the need for vehicle parking where appropriate; and(v) cycle parking in accordance with the Council's standards.