

## Policy analysis of the Pre-submission Joint Local Plan October 2024.

Policy	Summary and comments
Vision and objectives	<p>Emphasises this is a carbon-neutral plan. SODC to be carbon neutral by 2045.</p> <ul style="list-style-type: none"> <li>• Unify and align policies and timetable of SODC/Vale</li> <li>• Help transition to net zero for both districts</li> <li>• Resilience to climate change for new build and retrofit</li> <li>• Nature recovery</li> <li>• Brownfield sites</li> <li>• Healthy active lifestyles</li> <li>• Natural and built heritage</li> <li>• New homes to meet our needs</li> <li>• New jobs, wide range of jobs, flourishing local economy</li> <li>• Create great places and great communities</li> <li>• Plan for infrastructure</li> <li>• Protect community infrastructure, support new facilities for healthier, more active lifestyles not reliant on cars.</li> </ul>
Policy CE1	<p>Sustainable design and construction</p> <ul style="list-style-type: none"> <li>• Fabric first; passive heat loss / gain, use the cooling heirarchy; resilience to flood, heat, etc.</li> </ul> <p>Impact on Thame: minor, future air quality and heat island effect improvements. Recommend: Support.</p>
Policy CE2	<p>Net zero carbon buildings</p> <ul style="list-style-type: none"> <li>• Minimum efficiency for space heat demand; no fossil fuels on new buildings; minimum efficiency for all energy used, by building type; energy generated on site must equal energy used on site; exceptions to energy generation; Passivhaus or similar; energy demand management such as battery storage.</li> </ul> <p>Impact on Thame: minor improvements to air quality and future grid stability. Recommend: Support.</p>
Policy CE3	<p>Reducing embodied carbon</p> <ul style="list-style-type: none"> <li>• Minimise use of materials; choose low carbon materials; prioritise retro-fit of existing buildings and follow the waste hierarchy; redevelop brownfield land; avoid substantial demolition and justify when necessary; ensure buildings can be dissembled; minimise construction waste, maximise local materials especially demolition waste; all development to have a whole-life carbon assessment; embodied carbon limits by building type per square metre.</li> </ul> <p>Impact on Thame: mostly neutral as much of this would be considered best practice the Town Council might choose to lead on, as at SRRG. An additional cost implication might arise from the need to provide a whole-life carbon assessment. Recommend: Support; built Thame Town Council-led projects are likely to remain rare.</p>
Policy CE4	<p>Sustainable Retrofitting</p> <ul style="list-style-type: none"> <li>• Improve existing for energy efficiency, resilience and renewables; developments offering significant improvements will be supported with significant weight; extensions should involve a whole building approach (encouraged), with significant weight given; audits should identify opportunities for retention and refit.</li> </ul> <p>Impact on Thame: minor, reduced site works and possible air quality improvements. Recommend: Support.</p>

Policy CE5	Renewable energy
	<ul style="list-style-type: none"> <li>• Encourage schemes at all scales; fossil fuel exploration / extraction not supported; support proposals for low carbon energy generation / energy storage and distribution infrastructure provided no adverse impacts (on landscape, biodiversity etc.); that are reversible at the end of their life; includes cumulative / cross boundary impacts.</li> <li>• Wind energy supported where located in areas identified as potentially suitable on policies map / in a neighbourhood plan.</li> <li>• Solar energy – ground mounted solar and infrastructure supported in areas identified as potentially suitable on policies map / in a neighbourhood plan; building-mounted solar thermal / PV panels and associated infrastructure supported and encouraged.</li> <li>• Energy storage and grid reinforcement – supported where proposed suitable for battery energy storage on policies map / neighbourhood plan; infrastructure and local smart grids supported where they have no adverse impacts; proposals for renewable or low carbon energy encouraged to provide at least 10% capacity for energy storage; proposals should show how options have been explored to reduce the need to upgrade the grid.</li> <li>• Community led renewable and low carbon energy encouraged and given positive weight; evidence of community support should be demonstrated; community profit sharing / benefits / community ownership encouraged and given positive weight; large commercial schemes of 10MW or more should provide an option for community ownership of 5% or more.</li> <li>• Decommissioning must be planned for and conditioned; biodiversity gain must be maintained for the minimum 30 years even following decommissioning.</li> <li>• New development must not harm renewable energy infrastructure.</li> </ul> <p>Impact on Thame: Moderate – major. Community groups / businesses have been calling for renewable energy schemes meaning it is probable that some model will be desired by the community within the next few years. Meanwhile, the policy proposes that sites for major wind, solar and energy stores are plan-led, meaning that wider landscape and heritage concerns, etc. will be considered as part of both the allocation and decision making processes. Any scheme of any scale may result in infrastructure such as sub-stations and new cable (“telegraph” pole or pylon) routes. Recommend: Support.</p>
Policy CE6	Flood risk
	<ul style="list-style-type: none"> <li>• Flood risk minimised by directing to lowest risk areas; does not increase risk offsite; ensures development is safe for its lifetime; uses natural flood management that also delivers environmental benefits; in areas prone to flooding use Sequential Test and if needed the Exception Test; Flood Risk Assessments appropriate to the scale of development; propose risk reduction and mitigation during design stages; safe access and escape routes; development in functional Flood Plane (Zone 3b) must be water-compatible or essential infrastructure (as described nationally); criteria on built footprint and flood storage, downstream risk and safe access must be met.</li> </ul> <p>Impact on Thame: minimal, current allocations are compatible with this policy and the majority of Thame is in FZ 1 and at low risk of other, non-river flooding. Recommend: Support.</p>
Policy CE7	Water efficiency

	<ul style="list-style-type: none"> <li>• New homes must not exceed 100 litres per person per day (or future, tighter standards); all new homes must have at least one water butt or greater harvesting system; compliance with exemplar water efficiency standards is encouraged; development at site allocations / major development should harvest water and recycle grey water where feasible and viable.</li> </ul> <p>Impact on Thame – minor positive in terms of water efficiency and slowing the speed with which runoff enters the drainage / sewage system. Recommend: Support.</p>
Policy CE8	Water quality, wastewater infrastructure and drainage
	<p>Protect and Enhance:</p> <ul style="list-style-type: none"> <li>• Development must protect and enhance water quality through means such as use of green infrastructure and Sustainable Drainage Systems (SuDS). Nature-based solutions will be favoured over mechanical means.</li> <li>• Identifying and implementing opportunities to fix historic water contamination issues where appropriate.</li> <li>• Development must identify potential impacts on human health, nature etc. including from new roads and provide suitable mitigation. The Environment Agency must agree the scope and content of evidence and mitigation be in place before environmental effects occur. Monitoring and reporting to SODC will be required.</li> <li>• Development must not harm the future attainment of “good” status under the Water Environment Regulations 2017 and must not prevent current or future national standards being met for protected waterbodies.</li> </ul> <p>Wastewater</p> <ul style="list-style-type: none"> <li>• There must be adequate wastewater treatment capacity to serve development with major development requiring a Sewage Capacity Assessment.</li> <li>• Development must not commence until necessary new / upgraded infrastructure has been agreed and programmed between the developer and the utility provider. Developments cannot be occupied until the upgrades have been completed.</li> </ul> <p>Drainage</p> <ul style="list-style-type: none"> <li>• All development must have a Drainage Strategy and should incorporate location-specific SuDS. These should provide a range of benefits for people and nature and reduce run-off to greenfield rates. Connections from gullies and rainwater pipes should be indirect, i.e., via water butts, swales and rain gardens.</li> <li>• No new water connections to foul sewers. For brownfield sites these should be removed where feasible or discharge rates lowered to greenfield rates / that agreed by Thames Water. When extending or refurbishing a property encouragement will be given to the removal of direct connections to surface water sewers.</li> <li>• All development will need suitable maintenance arrangements for drainage infrastructure.</li> </ul> <p>Impact on Thame – minor to moderate improvements to water quality and run-off over the life of the Plan. There may be concerns that minor schemes may be burdened by the need to provide multi-functional SuDS but this may be considered sound in order to address multiple policy impacts such as biodiversity loss, water quality, etc. Recommend: Support.</p>
Policy CE9	Air quality
	<p>Protect and enhance:</p> <ul style="list-style-type: none"> <li>• Avoid air quality impact / exposure during construction and the life of the development. Minimise impacts where possible.</li> </ul>

	<ul style="list-style-type: none"> <li>• Provide appropriate green infrastructure and have regard to latest Council air quality guidance.</li> <li>• Development must not individually / cumulatively result in areas that exceed national air quality objective levels or delay the date of compliance in areas that exceed these.</li> </ul> <p>Assessing air quality impacts</p> <ul style="list-style-type: none"> <li>• Air Quality Assessments required in areas of poor air quality / where major development is proposed; development requiring significant demolition, construction or earthworks resulting in dust impacts. These may need a Construction Management Plan.</li> <li>• Offsite contributions will be accepted where development cannot be mitigated but is in the public interest.</li> </ul> <p>Impact on Thame – minimal, this will continue best practice. Thame is not believed to be in an area at risk, Moorend Lane excepted. Recommend: Support.</p>
Policy CE10	Pollution sources and receptors
	<p>Impact of existing pollution on new development</p> <ul style="list-style-type: none"> <li>• New occupants to not be exposed to pollution; new development not to give rise to it; proposals will need to show mitigation if this is not possible; examples of pollution given include noise, vibration, smell, dust, odour, emissions, air pollution, contamination, light, land instability and “other relevant types of pollution”.</li> <li>• No significant adverse effect on people, natural or historic environment; agent of change principal in place.</li> <li>• Information on the circumstances when the EA, HSE or Officer for Nuclear Regulation will be contacted.</li> </ul> <p>Impact on Thame – minimal, this represents best practice. Recommend: Support.</p>
Policy CE11	Light Pollution and dark skies
	<ul style="list-style-type: none"> <li>• All proposals to minimise light pollution from both external and internal sources.</li> <li>• External lighting must be warranted and be the minimum for its purpose. Development will need to meet the SODC/Vale Lighting Design Guide, appropriate to its zone.</li> <li>• Does not cause glare, spillage, trespass; is the lowest appropriate colour for its function.</li> <li>• Heed specific guidance given in National Landscape (AONB) planning advice.</li> <li>• Within dark zone E1 specific design guidance will apply.</li> <li>• Where possible, developments are encouraged to restore and improve dark skies / reduce light pollution.</li> </ul> <p>Impact on Thame: focus on improvement in lighting design could be notable following any development or refurbishment proposals. Recommend: Support.</p>
Policy CE12	Soils and contaminated land
	<ul style="list-style-type: none"> <li>• Development directed to suitable brownfield land where possible; poorer soils should be preferred for development first; proposals on best and most versatile agricultural land must include a soil handling plan / sustainable soil management strategy based on detailed surveys.</li> <li>• Soils should be protected for their role in ecological connectivity, carbon storage and drainage. Soils disturbance should be minimised with soil reused on site; permeable</li> </ul>

	<p>surfaces should be maximised; topsoils stored during development should be kept in small bunds to prevent anoxic conditions.</p> <ul style="list-style-type: none"> <li>• Development should not add to or be put at risk from land instability. Consider the SODC Karst Susceptibility Hazard Map.</li> </ul> <p>Impact on Thame: it could be necessary to prove there is no brownfield land to develop ahead of greenfield land. Recommend: Support.</p>
Policy CE13	<p>Minerals safeguarding areas</p> <ul style="list-style-type: none"> <li>• This policy is not believed to apply to Thame as there are no minerals safeguarding areas in the Parish (there are safeguarded areas for sands and gravels over the border into Bucks).</li> </ul> <p>Recommend: no comment.</p>
Policy SP1	Spatial strategy
	<ul style="list-style-type: none"> <li>• Conserve and enhance protected landscapes (Chilterns and North Wessex Downs).</li> <li>• Maintain the openness of Oxford Green Belt. Development in the GB will be in accordance with the NPPF. Substantial weight will be given to any harm in the GB.</li> <li>• Development on well-located brownfield sites will be supported.</li> <li>• Support will be given for windfall housing developments that maximise brownfield land redevelopment and are appropriate to the site’s location within the settlement hierarchy (Policy SP2).</li> <li>• Redevelopment of existing employment sites will be encouraged for employment proposals.</li> <li>• Development in the countryside will not be appropriate unless specific development plan / national policy supports it.</li> <li>• Viable and developable site allocations and commitments in existing plans will be supported.</li> <li>• Sufficient allocations will be made for the existing agreed unmet housing needs of Oxford.</li> <li>• Support will be given to the preparation of neighbourhood plans that reinforce this spatial strategy. Ambitious NPs will be supported to achieve something specific. Thame has an outstanding housing requirement of at least 143 homes. All other designated NPs have a zero outstanding housing requirement, although communities can choose to exceed this.</li> <li>• Development proposals that reflect the presumption in favour of sustainable development within the NPPF will be viewed positively.</li> </ul> <p>Impact on Thame: the emphasis on brownfield land is positive, as is the support for ambitious NPs who may wish to achieve “something specific” (e.g. the Cattle Market in TNP2).</p> <p>Recommend: Support but recommend a definition for what “well-located” means for brownfield sites.</p>
Policy SP2	Settlement hierarchy

	<ul style="list-style-type: none"> <li>• Sets Tiers for settlements, 1-4. Thame is a Tier 1 settlement along with Didcot, Henley-on-Thames and Wallingford. Thame is Tier 1 “Settlements which have the ability to support the most sustainable patterns of living through their current levels of facilities, services and employment opportunities. These settlements have a full range of services and a good level of accessibility by public transport. There is a presumption in favour of sustainable development in the built-up area of Tier 1”.</li> <li>• There is a Settlement Boundary shown on the Policies Map for the Vale of White Horse built-up areas for Tier 1 and 2 settlements but these are not available / used for SODC areas.</li> <li>• Moreton is considered as “The Countryside” where development will not be appropriate unless specifically supported by other relevant development plan / national policy, or a replacement dwelling consistent with its location in the countryside.</li> </ul> <p>Impact on Thame: Continues the 2035 Local Plan policy of Thame as a Tier 1 town. Recommend: Support settlement hierarchy table (to help protect the amenity of Moreton).</p>
<p>Policy SP3 Policy SP4 Policy SP5 Policy SP6</p>	<p>The Strategy for Didcot Garden Town A strategy for Abingdon-on-Thames A strategy for Faringdon A strategy for Henley-on-Thames</p>
	<p>Recommend: No comment necessary.</p>
<p><b>Policy SP7</b></p>	<p>A strategy for Thame</p>
<p>Note: this is the policy in full.</p>	<p>1) Neighbourhood development plan reviews are expected to, and the council will support development proposals that:</p> <ul style="list-style-type: none"> <li>a) deliver at least 143 homes (as of 1 April 2023) in accordance with the spatial strategy;</li> <li>b) strengthen the visitor economy, evening economy and local retail offer including the markets within Thame Town Centre, supporting Thame as a hub and place for markets, outdoor eating and socialising as well as supporting appropriate opportunities to increase Town Centre living;</li> <li>c) improve the attraction of Thame for visitors and businesses;</li> <li>d) Improve accessibility around Thame by: <ul style="list-style-type: none"> <li>i) seeking alignment with the Local Transport and Connectivity Plan and have regard to corridor travel plans relevant to Thame;</li> <li>ii) supporting enhancements to the Strategic Active Travel Network and Mobility Hubs;</li> <li>iii) providing new secure cycle parking including covered cycle parking or storage, and bicycle charging and updating existing unsuitable cycle parking;</li> <li>iv) enhancing existing pedestrian and cycle routes and links between them, particularly where they are identified in the Local Cycling and Walking Infrastructure Plan;</li> <li>v) creating new pedestrian and cycle links connecting with new development and opportunities to enhance access to Haddenham and Thame Parkway station;</li> <li>vi) enhancing bus services and supporting infrastructure, especially with links to Haddenham and Thame Parkway station;</li> <li>vii) providing new electric vehicle charging points; and</li> <li>viii) supporting mobility hubs at key destinations in Thame.</li> </ul> </li> <li>e) enhance the town’s natural environment, having regard to the councils’ Green Infrastructure Strategy and Open Spaces Study, exploring opportunities for urban greening;</li> </ul>

	<p>f) conserve and enhance the town’s heritage assets including the Thame Conservation Area;</p> <p>g) provide new employment opportunities and improve the building stock within existing employment sites and brownfield sites within the built-up area; and</p> <p>h) provide new, or enhanced, community and leisure facilities that meet an identified need, having regard to the councils’ Leisure Facilities Assessment and Strategy and Playing Pitch Strategy.</p> <ul style="list-style-type: none"> <li>• 2) Neighbourhood development plans are encouraged to meet bespoke local needs.</li> </ul> <p>Relevant supporting text to this policy reads:</p> <p>Paragraph 5.33 Policy SP7 (A strategy for Thame) provides an individual strategy for Thame as a Tier 1 settlement and sets the policy framework for neighbourhood plans and new development proposals in the town to consider. This policy should be read alongside Policy SP1 (Spatial strategy), to make sure that any specific growth or infrastructure needs for Thame are planned for holistically, having regard to other strategies and evidence supporting the Joint Local Plan (or published following its adoption). The strategy for Thame sets out a high-level delivery framework, based on our evidence and consultation feedback, outlining what we could improve or should protect within the town. Without being overly detailed or prescriptive, this policy allows town or parish councils or other neighbourhood planning groups the freedom and flexibility to steer future development in their local area.</p> <p>Impact on Thame:</p> <p>Thame’s Town Centre has a finite number of opportunities for the provision of retail, restaurants, pubs, etc. although the closure of banks has provided a few extra spaces which lend themselves well to food or pub uses. This policy has been written with the assumption that town centres will be saved by more food, leisure, markets and homes. This is a little simplistic; the reduction in demand for stalls at Thame’s Tuesday market, for example, may be because of the increasing opportunities available to stall holders. Nevertheless, the policy appears compatible with Policy GDR2: Town Centre Uses within the emerging TNP2.</p> <p>Part d) above focuses on encouraging active travel and public transport. Support for the Thame – Haddenham pedestrian / bicycle route and Thame’s proposals for mobility hubs are welcome.</p> <p>Similarly, the support for redeveloping existing employment land and buildings is helpful and compatible with TNP2.</p> <p>Recommend: Support, but request that SODC extend the Primary Shopping Area for Thame on the emerging Policies Map to include the east side of North Street down to the Cattle Market. Our justification is this will encourage increased footfall between the CM and North Street especially following the redevelopment of the CM.</p>
Policy SP8 Policy SP9	A strategy for Wallingford A strategy for Wantage
	Recommend: no comment necessary
Policy HOU1	Housing Requirement

	<ul style="list-style-type: none"> <li>• For South Oxfordshire the requirement is for 909 homes per annum up to 2035/36 and then 579 from 2036/7 to 40/41.</li> <li>• Supporting text explains that aside from housing need SODC are still meeting agreed unmet need from Oxford City. The requirement is therefore stepped in line with previous agreements.</li> </ul> <p>Impact on Thame: The District are using the Standard Methodology set out in current guidance. The figure is the minimum that could be used and builds in extra provision to take account of local affordability issues. The impact on Thame is considered neutral. Recommend: Support.</p>
Policy HOU2	Sources of housing supply
	<ul style="list-style-type: none"> <li>• Thame’s outstanding commitment of 143 is noted in Policy HOU2.</li> <li>• It is noted the table of supply does not take account of recent planning permissions. The major sites carried forward from the 2035 Plan are Ladygrove East, Didcot North East, Land West of Wallingford, Land at Wheatley, Joyce Grove Nettlebed.</li> </ul> <p>Impact on Thame: this confirms Thame’s commitment which we can achieve through TNP2. With the withdrawal of Chalgrove as a strategic allocation the impact on Thame is considered neutral. Recommend: Support.</p>
Policy HOU3	Affordable housing
	<ul style="list-style-type: none"> <li>• Development for older person’s accommodation (residential institution or restricted ownership home) and Build to Rent will provide affordable housing contributions if major development (10 or more dwellings, or &gt; 0.5ha land).</li> <li>• Development for housing (including specialist older person’s housing with support) will provide 50% of homes as affordable housing. This will be 25% social rent, 2.5% affordable rent, 3% First homes, 19.55 Intermediate home ownership.</li> <li>• Specialist older person’s housing with care will provide 30% of dwellings as affordable homes. Proposals will need to demonstrate an appropriate mix of affordable tenures and have regard to the councils’ latest evidence. 7.5% social rent, 15% affordable rent, 7.5% Intermediate home ownership.</li> <li>• Build to Rent housing will provide 20% of dwellings on site as affordable private rent.</li> <li>• First Homes discount will be 30% off the market value.</li> <li>• Proposals will need to create mixed and balanced communities. Neighbourhood planning groups are encouraged to establish local needs for affordable housing and, where appropriate, allocate sites for 100% affordable homes.</li> <li>• Open book viability assessments will be required where sites cannot meet the above requirement (to establish what can be provided). Overage will be sought where levels of affordable housing do not meet policy targets (this means monies will be clawed back where sites are more successful than the viability assessment suggested).</li> <li>• Affordable housing must be indistinguishable from market housing on site and be distributed evenly, with no greater cluster than 15 units.</li> <li>• The usual clauses regarding alternative financial contributions and the sub-division of sites to avoid affordable housing contributions are stated.</li> </ul> <p>Impact on Thame: The clear requirement for affordable housing across all older person hosing development is welcome. The mix will, however, supersede that proposed through TNP2 and no longer refers to the “latest evidence” on mix and tenure being taken into account, which would allow for robust neighbourhood plan evidence to be used. This means the only way in future for NP groups to be able to affect the mix and tenure of affordable homes will be through running community housing schemes with</p>



	<p>criteria beyond the reach of SODC’s housing team, which will be beyond the scope of many. The test for viability and claw back is welcome.</p> <p>Recommend: Broad support but note that the inability to affect the very local affordable housing needs of their communities means that NP groups will be disincentivised from allocating sites in order to provide affordable housing. With no new large allocations being granted to NP areas this policy is self-defeating as it will reduce voluntary supply. Recommend to SODC that account be taken of the latest robust local evidence emerging through the development plan process.</p>
<b>Policy HOU4</b>	Housing mix and size
	<ul style="list-style-type: none"> <li>• Different mixes of affordable housing is proposed for market and affordable housing: Market: 1 bed 5%, 2 bed 20%, 3 bed 69%, 4 bed 6% Affordable: 1 bed 8%, 2 bed 37%, 3 bed 46%, 4 bed 9%</li> <li>• All affordable 1&amp;2 bed homes should meet the Nationally Described Space Standards.</li> <li>• All homes must be built to be accessible and adaptable dwellings. For schemes of 10 homes or more 3% of market homes must be built for wheelchair use and 2% of affordable homes.</li> <li>• Major development must include a provision or financial contribution towards specialist housing for social care.</li> <li>• This policy applies to all new homes including those arising from conversion or subdivision.</li> </ul> <p>Impact on Thame: Again, this policy would supersede our own housing mix, which applies equally to market and affordable housing. Against our local assessment, larger homes (4+) would be under provided across market and affordable housing. Affordable housing would be overprovided in terms of 2-bed homes but still comply with the “blended” 1-3 bed range provided within TNP2 Policy GDH2.</p> <p>Recommend: Broad support but note that the inability to affect the very local mix required for their communities means that NP groups will be disincentivised from allocating sites. Recommend to SODC that account be taken of the latest robust local evidence emerging through the development plan process.</p>
<b>Policy HOU5</b>	Housing for older people
	<p>Specialist housing with care</p> <ul style="list-style-type: none"> <li>• Communities encouraged to identify suitable sites of specialist housing with care for older people through neighbourhood plans.</li> </ul> <p>Specialist housing with support</p> <ul style="list-style-type: none"> <li>• Major developments – at least 5% of homes should be designed as housing with support for older people. This should incorporate housing designed for older people (including extra care housing or housing with care) e.g. retirement living, bungalows, ground floor accommodation etc.</li> <li>• It should be located within walking distance to proposed on site amenities or within walking distance of existing amenities.</li> <li>• Communities encouraged to identify suitable sites for specialist housing with support for older people through neighbourhood plans.</li> </ul> <p>Proposals for specialist housing for older people.</p> <ul style="list-style-type: none"> <li>• Proposals for either specialist housing with care, or housing with support specifically accommodating older persons (55+) will be supported subject to: <ul style="list-style-type: none"> <li>○ Scale and location supported by Policy SP1</li> <li>○ The form, scale and design is appropriate for older residents</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Local healthcare / social service provision can meet the needs without detriment to the local community;</li> <li>○ The proposal enables community interaction and connection and will support residents being independent for longer;</li> <li>● All specialist, extra care housing for older people should be delivered to fully wheelchair accessible standards.</li> </ul> <p>Impact on Thame: this policy may require Thame to undertake specific housing needs assessments for older people at least once every 5 years. Nevertheless, the cross-reference to Policy SP1 could be sufficient to prevent windfall supply of such homes in inappropriate locations.</p> <p>Recommend: Support.</p>
Policy HOU6	Self-build and custom-build housing
	<ul style="list-style-type: none"> <li>● Neighbourhood plans are encouraged to consider the local need for this type of housing and allocate sites where appropriate.</li> <li>● Major self / custom build developments (10 or more) are expected to deliver affordable self / custom build in accordance with HOU7 and deliver an appropriate mix of plot sizes in accordance with HOU4, Housing mix and size.</li> <li>● Large scale developments (200 units or more) are required to provide 55 of units as self or custom-build, appropriately designed and incorporated into the masterplan and first planning application. Serviced plots will not count as affordable housing unless provided in accord with Policy HOU7.</li> <li>● Arrangements made if plots are not sold after 6 months. Developers must build to a shell and advertise for a further 6 months after which they can complete as market housing.</li> <li>● Self and custom build homes should have regard to the Joint Design Guide and Neighbourhood Plan character assessments and design codes.</li> </ul> <p>Impact on Thame: almost every piece of land around Thame is controlled through site options between landowners and planning agents / developers. Thame could establish a “need” (it could be argued that this is more a preference rather than a need) but fail to find sites. It is unclear whether control through plot size would automatically lead to an appropriate mix and size.</p> <p>Recommend: Support but recommend adding a clause. Conditions should require that self or custom build homes are built according to the agreed mix and size as proposed in the first application. Reason: to prevent inappropriate development or subdivision of plots or buildings.</p>
Policy HOU7	Affordable self and custom-build housing
	<ul style="list-style-type: none"> <li>● Homes will be secured in perpetuity at affordable housing prices and can be delivered by: <ul style="list-style-type: none"> <li>○ Serviced plots available below market value. These will be restricted to resale after completion below market value.</li> <li>○ Homes built to shell by a Council or registered provider with completion by the owner / occupier. This grants the owner an equity share in the property, which lowers the deposit / mortgage.</li> <li>○ The developer / landowner can work with a registered provider, or community led housing group such as a land trust or cooperative to develop plots to provide for houses for affordable rent or sale;</li> <li>○ Where a self-builder agrees the resale price of a completed dwelling be restricted to eligible households at minimum 20% discount on market price.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>Proposals will be in line with Policy HOU4 Housing mix and tenure where appropriate.</li> <li>Purchase or occupancy will be restricted to households meeting the council's / national eligibility criteria for affordable home ownership or rent.</li> <li>Plots will be marketed for 3 months to those on the Council's housing register, those with a local connection on the council's self / custom build register, registered with a registered provider and to local community led housing groups. For the following 3 months this can be widened to those without a local connection, but eligible for affordable home ownership or rent. If unsold, the plots can be sold on the open market.</li> </ul> <p>Impact on Thame: Neutral. At first glance, this might look to provide another route for the Thame Community Land Trust to access land and provide local housing for those with a local connection. Opportunities may be limited, however, to fully-self build sites of 10 or more homes or a small percentage of 200+ unit developments. We would hope the latter do not arise through windfall.</p> <p>Recommend: Support. This policy is seeking to maximise local benefit for an aspirational national policy.</p>
Policy HOU8	Replacement dwellings in the countryside
	<ul style="list-style-type: none"> <li>Proposals outside Tier 1-4 areas (e.g. Moreton) will be permitted where the development is in accord with Policy CE3 (reducing embodied carbon) to prioritise the retention and refit of existing buildings.</li> <li>The new dwelling must replace an existing one on a one-for-one basis and be on the site of the original dwelling (unless an alternative site can show equal or greater benefits for the locality).</li> <li>The replacement does not harm the character of the site and its surroundings over the existing dwelling due to scale, height, size, form and materials.</li> </ul> <p>Impact on Moreton: This would need to be read in line with other policies. In Moreton it is not clear if any buildings are of local note as there is no conservation area appraisal for Moreton. The threat to buildings of local character (i.e. not Listed) is not necessarily greater because of this policy. Demolition and rebuild have always been possible. Due, however to the effective moratorium on building new homes in such locations proposed through Policy SP2 there may now be greater pressure on acquiring an existing home to replace it.</p> <p>Recommend: Support, with recommendations that attention be drawn to preserving non-designated heritage assets via a cross reference to Policy NH8.</p>
Policy HOU9	Sub-division of houses
	<ul style="list-style-type: none"> <li>Permitted where each dwelling would be self-contained, appropriate in terms of size and internal layout, access, private amenity space, bin storage, bicycle and car parking provision and there being no demonstrable harm to amenity for occupiers and neighbouring properties.</li> </ul> <p>Impact on Thame: Neutral. Recommend: Support.</p>
Policy HOU10 Policy HOU11	Meeting the needs of Gypsies, Travellers and Travelling Showpeople Safeguarding existing Gypsy, Traveller and Travelling Showpeople sites
	Recommend: no comment necessary

Policy HOU12	Rural and First Homes exception sites
	<p>Affordable homes on rural exception sites and First Homes exception sites:</p> <ul style="list-style-type: none"> <li>• Permission granted for small sites used for affordable homes on rural exception sites where they meet a clearly established local need identified through a robust housing needs assessment in accordance with a methodology agreed with the council;</li> <li>• At least 75% of the site is brought forward as affordable homes.</li> <li>• Is within or adjacent to a settlement and is of a size and scale commensurate with it. Does not form an isolated development and have access to local services and facilities.</li> <li>• They remain affordable in perpetuity</li> <li>• A minimum level of market housing to make a development viable will be favourably considered to deliver affordable housing to meet local needs. Market housing will be indistinguishable from the affordable in appearance and be integrated into the site.</li> <li>• Explanatory text provides further information on how to establish needs.</li> </ul> <p>Impact on Thame and Moreton: Thame has delivered “exception” housing through the Thame CLT. This policy could ease the provision of similar sites in the future. Due to the clause that there must be access to a range of local services and facilities, Moreton may not be eligible for consideration as a suitable location.</p> <p>Recommend: Support.</p>
Policy HOU13	Community-led housing development
	<ul style="list-style-type: none"> <li>• Must be within or adjacent to a settlement and proportionate to it (5% of number of dwellings or no greater than 1ha).</li> <li>• It must be instigated and taken forward by a not-for-profit organisation primarily run to meet the housing needs of the local community and be managed / stewarded by the organisation or through an agreed management plan.</li> <li>• The local community has been meaningfully engaged with and involved in preparing the proposal, there is local support for it and benefits are locked in perpetuity.</li> <li>• Market housing up to 25% will be permitted where robust evidence proves it necessary to provide for the local affordable needs.</li> </ul> <p>Impact on Thame and Moreton: this would be applicable to Moreton.</p> <p>Recommend: Support, but note that the 1 ha limit was strangely imposed in an earlier draft of the NPPF. We can recommend this be lifted in line with the emerging NPPF as that is quite restrictive and would have prevented Thame’s CLT site from coming forward.</p>
Policy HOU14	Build to Rent proposals
	<ul style="list-style-type: none"> <li>• Such sites will need an agreed management plan to include long term tenancy and nomination arrangements.</li> <li>• The mix of dwelling sizes will be determined at the application stage having regard to the site, market signals, viability and the council’s latest evidence.</li> <li>• 20% affordable homes on site set at least 20% below market rent (inclusive of service charges). They should be under common management control with the market Build to Rent homes and be indistinguishable from them in appearance and quality.</li> <li>• Where affordable build to rent is unviable, other affordable tenures will be considered.</li> <li>• The supporting text states that evidence includes neighbourhood plan evidence.</li> </ul>

	<p>Impact on Thame: Neutral, Build to Rent is a national initiative within national policy. It will be possible for neighbourhood plans to examine the use of Build to Rent as part of their housing need solution.</p> <p>Recommend: Support.</p>
Policy HOU15	Houses in Multiple Occupation
	<ul style="list-style-type: none"> <li>Proposals for conversion to a large HMO (7 or more residents, sui generis) will be permitted where it does not harm the character of the local area, the amenity of occupants of nearby properties, is appropriate in size, internal layout, access, amenity space, bin, bicycle and car parking.</li> <li>Would not bring the proportion of registered HMOs in a street to more than 20% of homes in 100 metres of frontage, measured in any direction from the property.</li> <li>New, purpose-built HMOs will be permitted where they comply with the above.</li> </ul> <p>Impact on Thame: Opportunities to convert large houses may be infrequent. However, there is scope for the conversion of properties to large HMOs such as Town Centre offices and some commercial premises. The policy contains some mitigation against very conspicuous dwellings from dominating a frontage.</p> <p>Recommend: Support.</p>
Policy HOU16 Policy HOU17	Residential extensions and annexes Rural workers' dwellings
	Recommend: no comment necessary.
Policy JT1	Meeting employment needs
	<ul style="list-style-type: none"> <li>SODC proposes 25.8 ha, no mention made of TNP2's proposed allocation.</li> <li>Proposals on allocated and unallocated sites should provide for a range of size and types of premises including flexible business space. Those for SMEs and startup / incubator businesses, pop-up and grow-on space supported.</li> <li>Proposals on unallocated sites will be supported within existing employment areas / brownfield sites within the built-up area of Tier 1-4 settlements where of an appropriate scale. Proposals elsewhere will not be supported except under JT5 Supporting the rural economy or JT6 Supporting sustainable tourism and the visitor economy.</li> <li>Proposals must use the site efficiently and maximise opportunities for sustainable transport including active travel and include uses that are suitable for the location.</li> <li>Supporting text notes that employment allocations made in neighbourhood plans contribute towards the supply of employment land.</li> </ul> <p>Impact on Thame: neutral Recommend: Support.</p>
Policy JT2	Protecting our employment sites
	<ul style="list-style-type: none"> <li>The familiar clauses about protecting land, requiring marketing and viability evidence if looking to change use, preference for redevelopment as employment uses have been included.</li> <li>Proposals for ancillary uses on existing employment land will be supported if the following criteria are met: <ul style="list-style-type: none"> <li>The proposal is primarily for users of the employment land; the use is ancillary to the main business or employment function of the wider site; and the use, either alone or combined with other existing or proposed uses would not adversely affect the vitality and viability of any town, local service centre or village.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>The supporting text (paragraph 7.25) gives examples of what are considered ancillary uses. Childcare nurseries, convenience shops, hairdressers, gyms and cafes are all mentioned.</li> </ul> <p>Impact on Thame: the continuing protection of employment land is welcome, as is the proposed clarification for what is considered an ancillary use and how it should only benefit the local employment land function, not act as an alternative centre that will cannibalise trade from elsewhere.</p> <p>Recommend: Support but recommend that ancillary uses must have safe access and adequate vehicle and bicycle parking to avoid vulnerable users from mixing with goods vehicles.</p>
<p><b>JT3</b></p>	<p>Affordable workspace</p>
	<ul style="list-style-type: none"> <li>Support for “genuinely” affordable workspaces, incubators, accelerators or co-working spaces within Tier 1-4 settlements or existing employment areas to assist the foundational economy, creative and arts sectors.</li> <li>Proposals for new employment / mixed use commercial are expected to provide affordable workspace. Either below market value or financial contributions.</li> <li>An affordable workspace strategy will guide these major developments with details about provision, function, management of these.</li> <li>Supporting text in paragraph 7.27 explains the “foundational economy” as that which provides the everyday needs in terms of goods and services of people and can add social value. The Glossary notes this would include basic and everyday needs such as care and health services, food, energy, housing and retail.</li> </ul> <p>Impact on Thame: Affordable workspace policy is overdue. However, there are concerns. It could be possible for a food retailer or builders merchant, for example, to access space on a commercial site at a reduced cost. They would comply with the principle of being a “foundational economy” business but undermine local businesses which would be harmful to competition. Or housing within an industrial estate setting... there is also no guidance on what the discount should be, which means a developer could offer a meaningless reduction.</p> <p>Recommend: Object and recommend a clause specifically excludes uses that would be unsuitable within an employment or commercial space and / or that should not be able to access spaces at reduced rates for fear of harm to local vitality. Also recommend a discount be identified (or signposted to a SPD).</p>
<p><b>JT4</b></p>	<p>Community Employment Plans</p>
	<ul style="list-style-type: none"> <li>Commercial, retail or employment schemes over 1,000 sq.m. and all residential schemes of over 500 homes must submit a site-specific Community Employment Plan (CEP) for their construction and end use.</li> <li>The CEP must be prepared in partnership with the council and Local Enterprise Partnership (LEP) and cover matters such as supply chain, apprenticeships and training, initiatives for those from disadvantaged groups, inclusive economic, social / environmental initiatives.</li> <li>Supporting text explains the LEP has prepared a developers handbook for the preparation of CEPs.</li> </ul> <p>Impact on Thame: This is a positive policy worthy of support. While opportunities demanding Thame CEPs might be relatively rare they could provide interesting insights into local skills and the Thame employment market.</p> <p>Recommend: Support.</p>

Policy JT5	Supporting the rural economy
	<ul style="list-style-type: none"> <li>• This provides much more detail than the existing Policy EMP10 in terms of mentioning specific harms and impacts.</li> <li>• There would be a requirement to supply a business plan showing any business proposed would be viable into the future.</li> </ul> <p>Impact on Thame: Neutral. Recommend: no comment necessary.</p>
Policy JT6	Supporting sustainable tourism and the visitor economy
	<ul style="list-style-type: none"> <li>• The emphasis on supporting visitor attractions in existing settlements subject to tests for harm / impact remains.</li> <li>• Attractions will need to have good access to public transport / cycle routes, shops, food and drink and other supporting infrastructure (e.g. public toilets and seating areas) and be accessible to all visitors including families / those with disabilities.</li> <li>• New attractions will be expected to retain an use existing buildings where possible. Where new buildings are required the applicant will need to submit an assessment that demonstrates long term viability.</li> <li>• Support will be given to schemes that improve public access to green spaces and the countryside via active travel routes.</li> </ul> <p>Impact on Thame: Minor – moderate benefits that depend on opportunities to access sites and property.</p> <p>Recommend: Support</p>
Policy JT7	Overnight visitor accommodation
	<ul style="list-style-type: none"> <li>• Emphasis has moved from merely protecting existing accommodation to also supporting proposals for new. There is a requirement that it be well located (larger schemes will require an impact assessment), have good accessibility by active travel and public transport. Dual use of suitable sites is promoted especially if they are sited near to major walking and cycling routes.</li> <li>• Proposals that provide new visitor accommodation maximising opportunities for promoting eco-tourism will be supported.</li> <li>• Proposals to relax seasonal planning restrictions will be supported where this would help support a year-round local visitor economy. New conditions will be required to prevent permanent residence or long-term use by occupiers.</li> </ul> <p>Impact on Thame: Potentially positive, should suitable sites arise locally. Thame benefits from National Cycle Route 57 and its proximity (and hoped for extension to connect to) the Buckinghamshire GreenWay network.</p> <p>Impact on Moreton: The Dairy campsite could benefit from this policy which should come with new planning conditions to help protect the amenity of local residents.</p> <p>Recommend: Support.</p>
Policy LS1 Policy AS1 Policy AS2 Policy AS3 Policy AS4	Proposals for large scale major development Land at Berinsfield Garden Village Land at Culham Campus Land south of Grenoble road, Edge of Oxford Land at Northfield, Edge of Oxford

Policy AS5 Policy AS6 Policy AS7 Policy AS8 Policy AS9 Policy AS10 Policy AS11 Policy AS12 Policy AS13 Policy AS14 Policy AS15 Policy AS16	Land at Bayswater Brook, Edge of Oxford Rich's Sidings and Broadway, Didcot Land at Didcot Gateway, Didcot North West of Grove, Grove North West of Valley Park, Didcot Land at Dalton Barracks Garden Village, Shippon Culham Campus Harwell Campus Berinsfield Garden Village Dalton Barracks Garden Village Harcourt Hill Campus Vauxhall Barracks, Didcot
	Recommend: no comment necessary.
Policy TCR1	Centre hierarchy
	<ul style="list-style-type: none"> <li>Thame is in the highest tier of the hierarchy for centres (Town, rather than Local / Village Centre). A Town Centre boundary is indicated on the Policies Map.</li> <li>The supporting text notes this reflects Thame provides a wide range of uses, particularly convenience goods, retail and services to meet the day to day needs of the local population.</li> </ul> <p>Impact on Thame: Neutral, this reflects the current and past policy.</p> <p>Recommend: Support / no comment necessary.</p>
Policy TCR2	Strategy for town and local service centres
	<ul style="list-style-type: none"> <li>To protect vitality and viability of TCs an "appropriate" mix of retail and other main town centre uses will be sought.</li> <li>The standard sequential test that directs retail and main town centre uses to the primary shopping area or town centre boundaries, then edge of centre, then out of centre.</li> <li>Impact tests will be retained with 500 sq.m. floorspace threshold, as before for proposed retail or commercial development above that size outside of the town centre.</li> <li>Notwithstanding permitted development rights (PDR) within primary shopping areas retail will be protected at ground floor unless 12 months of marketing demonstrates there is no realistic prospect of the site being used / redeveloped for retail in the foreseeable future, where planning applications are required. The proposed uses must not have an adverse impact on the vitality / viability of the centre as a whole.</li> <li>Residential use in appropriate locations will generally be supported.</li> <li>Retention and enhancement of existing community / farmers' markets will be encouraged and new ones supported where appropriate.</li> <li>The supporting text notes the potential protection for ground floor retail is to future proof the policy (should PDR rights change) and in case Article 4 Directions are required to prevent harm to centres through excessive use of PDR.</li> </ul> <p>Impact on Thame: Mostly neutral, the future proofing of the policy is welcome.</p> <p>Recommend: Support.</p>
Policy TCR3	Retail floorspace provision (convenience and comparison goods)
	<ul style="list-style-type: none"> <li>Town centre first approach as per TCR2 will be applied.</li> <li>Thame should through the review of the neighbourhood plan accommodate a single format food store with at least 1,500 sq.m. floorspace.</li> </ul>



	<ul style="list-style-type: none"> <li>• Didcot will remain the focus of additional comparison retail floorspace; no new comparison floorspace has been identified for Thame and other market towns. Any such application will be dealt with on its individual merits and be subject to sequential assessment if required.</li> </ul> <p>Impact on Thame: Neutral, the policy is similar to the existing.</p> <p>Recommend: Support.</p>
Policy TCR4	Retail and service provision in villages and local centres
	Recommend: No comment necessary.
Policy DE1	High quality design
	<p>Place and setting</p> <ul style="list-style-type: none"> <li>• “normal” clauses focusing on townscape, landscape and site-specific character.</li> </ul> <p>Natural environment</p> <ul style="list-style-type: none"> <li>• Landscape led, retaining and enhancing biodiversity as per Policy NH2 Nature Recovery.</li> <li>• A network of green spaces and links to existing green spaces providing a range of high-quality open space that meets the needs of all users, accessible.</li> <li>• New trees, tree-lined streets with soft landscaping and trees providing character and traffic calming. No fake grass!</li> </ul> <p>Movement and connectivity</p> <ul style="list-style-type: none"> <li>• Appropriate clauses including a network of paths and integrated cycleways creating an attractive choice of routes for all users that follow convenient, natural desire lines.</li> <li>• Prioritise the needs of active travel and public transport users, especially for those with disabilities, over motorists through design.</li> <li>• Include wayfinding to promote active travel.</li> </ul> <p>Space and layout</p> <ul style="list-style-type: none"> <li>• Usual clauses including: high quality public realm that supports an active life for all. Cohesive, walkable communities that allow places for people to gather and interact.</li> <li>• Incorporates public art into and / or within the vicinity of major developments to enhance their visual quality and character and create / enhance a sense of identity.</li> </ul> <p>Built form</p> <ul style="list-style-type: none"> <li>• Uncontroversial clauses including: does not differentiate between the design quality of market and affordable housing or the adjacent public realm.</li> <li>• Shopfronts to be in character with the building and street scene with historic shopfronts restored in a sensitive matter.</li> </ul> <p>Climate and sustainability</p> <ul style="list-style-type: none"> <li>• Development must be sustainable and resilient to climate change (including increasing temperatures, wind speeds, drought, rain and snow) in accordance with Policy CE1 Sustainable design and construction. Planting and landscaping mentioned as mitigation alongside orientation.</li> <li>• Fabric first approach again given regarding energy efficiency / emissions, net zero for energy in line with Policy CE2. Reduced embodied carbon in line with CE3.</li> </ul> <p>Other</p> <ul style="list-style-type: none"> <li>• Development must satisfy the Joint Design Guide and neighbourhood / local design guides or codes.</li> </ul>

	<ul style="list-style-type: none"> <li>The supporting text notes other national and local guidance on matters such as cycling, walking, Homes England, Sport England etc.</li> </ul> <p>Impact on Thame: Most of the design principles will operate at all scales so Thame should benefit from this sound policy. One or two clauses should benefit Thame, e.g. the emphasis on wayfinding and the relaxation of public art rules so that it can be provided off-site (but near). The policy now requires the housing and the public realm to be identical between market and affordable homes, possibly in response to poor outcomes as seen at the Aylesbury Road development.</p> <p>Recommend: Support.</p>
Policy DE2	Local character and identity
	<ul style="list-style-type: none"> <li>Uncontroversial policy requiring development to be informed by its site and surroundings, local character, landscape-specific advice, Conservation Area Appraisal / Management Plan.</li> <li>Character assessments noted as part of a made neighbourhood plan should demonstrate the positive features identified in the Assessment have been incorporated.</li> <li>The supporting text advises this policy should be read alongside Policy NH7 Tranquility and CE11 Light pollution and dark skies.</li> </ul> <p>Impact on Thame: Neutral or minor benefits, this policy has mostly carried over elements from the old. The new emphasis on tranquility is welcome.</p> <p>Recommend: Support.</p>
Policy DE3	Delivering a well-designed new development
	<p>Masterplans</p> <ul style="list-style-type: none"> <li>As before, allocations (including neighbourhood plan allocations) require a masterplan. Outline applications to submit an illustrative masterplan.</li> </ul> <p>Design Codes</p> <ul style="list-style-type: none"> <li>Allocations must be accompanied by a design code. This should set out detailed parameters for the development of the site, use graphic formats rather than detailed text and build upon details in the masterplan, where appropriate.</li> </ul> <p>Design and Access Statements</p> <ul style="list-style-type: none"> <li>As per existing but the community engagement section has been moved to the following section.</li> </ul> <p>Community Engagement</p> <ul style="list-style-type: none"> <li>Masterplans and design codes must demonstrate they have been prepared with the involvement of the local community and other stakeholders, from an early stage and throughout the planning process. Use innovative methods to engage the community.</li> </ul> <p>Design Review</p> <ul style="list-style-type: none"> <li>New – a Design Review Panel will likely consider: <ul style="list-style-type: none"> <li>Major residential / non-residential development nominated for Design Review by council officers or the applicant;</li> <li>The site is particularly sensitive for heritage, landscape, public interest etc.;</li> <li>Significant public realm schemes that create new / alter existing public spaces and streets;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>The design review to take place as early as possible, preferably prior to pre-application submission.</li> </ul> <p>Impact on Thame: much of this policy has been copied over from the existing Local Plan. The new elements cover design codes (like Thame's TNP2 codes) and design reviews. The latter would involve gathering professionals across disciplines who offer impartial advice on design proposals and issues. These have been found to raise the quality of design where used to raise issues early that might otherwise not emerge until after an application has been made.</p> <p>Recommend: Support.</p>
Policy DE4	Optimising densities.
	<ul style="list-style-type: none"> <li>Development must make an efficient use of land while including appropriate open and green space, facilities and transport networks.</li> <li>The density of development will be informed by a presumption to maximise capacity on site having taken account of local circumstances, site constraints, required housing mix, accessibility to services, etc.</li> <li>Tier 1 settlements (like Thame) will be expected to accommodate densities of more than 45 dwellings per hectare unless high quality design / other clearly justified planning reasons require lower density.</li> <li>Supporting text at paragraph 10.22 states "Where homes are built smaller to more traditional dimensions, they can be more affordable for the local community too".</li> </ul> <p>Impact on Thame: this continues the current policy under STRAT5 but extends the higher density presumption to the Tier 2 settlements of Chinnor, Goring-on-Thames, Watlington and Wheatley. It is assumed that local character and other concerns e.g. landscape will continue to provide a means of intelligently optimising development on a site rather than just assuming a minimum 45dph.</p> <p>Recommend: Support.</p>
Policy DE5	Neighbouring amenity.
	<ul style="list-style-type: none"> <li>Standard advice on nuisance, loss of privacy or day/sunlight, etc.</li> </ul> <p>Impact on Thame: A sound policy that only refers to the Joint Design Guide regarding neighbouring amenity.</p> <p>Recommend: Object. Recommend that neighbourhood design codes are given regard, too.</p>
Policy DE6 Policy DE7	Outdoor amenity space. Waste collection and recycling.
	Recommend no comment necessary.
Policy HP1	Healthy place shaping
	<ul style="list-style-type: none"> <li>Major development to submit a health impact assessment (HIA) demonstrating how the health and wellbeing impacts of new major development have been assessed and if necessary mitigated. The methodology should follow the Oxfordshire HIA Toolkit.</li> </ul> <p>Impact on Thame: The requirement to submit a HIA has been extended from strategic allocation sites to all major development. This should promote accessible, socially inclusive schemes that support healthy lifestyles.</p>

	Recommend: Support.
Policy HP2	Community facilities and services.
	<ul style="list-style-type: none"> <li>• Standard policy on protecting and preventing the loss of essential community facilities or services.</li> <li>• Added when considering proposals for new facilities are the provision of quality, safe active travel routes to the facility; cycle and scooter parking; accessible for a range of users including the disabled; has the potential for multiple uses by local community / sports groups; green infrastructure / food growing where possible.</li> <li>• Where appropriate, co-location of community, leisure, cultural or other facilities e.g. community workspaces will be supported.</li> <li>• Supporting text touches upon provision through neighbourhood plans, neighbourhood development orders, community right to build order, assets of community value.</li> </ul> <p>Impact on Thame: Minor positive, due to the inclusion of access and accessibility requirements.</p> <p>Recommend: Support.</p>
Policy HP3	Health care provision.
	<ul style="list-style-type: none"> <li>• Improvements and expansion of primary care facilities, dentists and hospitals etc. supported. New facilities supported in Tier 1-4 settlements in locations with good accessibility by walking, wheeling, or public transport.</li> <li>• Protection for existing facilities. Any application for loss or provision should demonstrate engagement with the Integrated Care Board and the OCC Public Health Team.</li> </ul> <p>Impact on Thame: Neutral.</p> <p>Recommend: Support.</p>
Policy HP4	Existing open space, sport and recreation facilities.
	<ul style="list-style-type: none"> <li>• Protect, maintain and where possible enhance existing open space, sport and recreation, play facilities and land including playing fields and allotments to contribute to health and wellbeing.</li> <li>• Protect from loss; replacement provision should be of equal or better accessibility and management arrangements and where possible provided before loss. Proposals should provide details for long-term ownership, management and stewardship. Supporting text notes S106 agreements may be used.</li> <li>• Proposals to improve access to open spaces by public transport and active travel are supported.</li> <li>• Use the Green Infrastructure and Open Space Study, Leisure Facilities Assessment and Strategy and the Playing Pitch Strategy for evidence.</li> <li>• Supporting text explains applicants will need to show how they have engaged with the local community, Sport England, relevant governing bodies, local sports groups and town and parish councils.</li> </ul> <p>Impact on Thame: Neutral.</p> <p>Recommend: Support.</p>
Policy HP5	New facilities for sport, physical activity and recreation.

	<ul style="list-style-type: none"> <li>• Provision will be encouraged where well related to the settlements they serve, being sited within / adjacent to settlements where: <ul style="list-style-type: none"> <li>○ Details are given of long-term ownership, management and stewardship;</li> <li>○ Co-located with other uses; offer “greatest accessibility to the public”.</li> <li>○ Involve brownfield land</li> <li>○ Provide alternative or specialist sports and recreational provision</li> <li>○ Scale appropriate to the settlement and accessible by active travel and public transport.</li> </ul> </li> <li>• New development expected to provide on-site, where possible; a financial contribution may be considered. This will be evidenced by the Council’s leisure studies and in accordance with the Infrastructure Delivery Plan.</li> </ul> <p>Impact on Thame: Neutral.</p> <p>Recommend: Support.</p>
Policy HP6	Green infrastructure on new developments.
	<ul style="list-style-type: none"> <li>• Additional focus on enhancing existing green infrastructure and greening public rights of way and active travel routes.</li> <li>• New text promoting “multifunctional, landscape-led sustainable drainage systems (SuDS) to deliver wider benefits” including for amenity, water management and biodiversity improvements.</li> </ul> <p>Impact on Thame and Moreton: Moderate benefit, it helps legitimise the community’s ambition and projects within TNP2 to “green” active travel routes. Maximising the purpose and functions of SuDS should be beneficial.</p> <p>Recommend: Support.</p>
Policy HP7	Open space on new developments.
	<ul style="list-style-type: none"> <li>• A standard has been introduced of supplying 3ha of accessible open space per 1,000 population, maximised on site. Arrangements are proposed for off-site / contributions where all the capacity cannot be met onsite.</li> </ul> <p>Impact on Thame: Depends on the standards used in the recent past, so assume neutral. The adoption of an identifiable standard will help provide certainty for communities and developers.</p> <p>Recommend: Support / no comment necessary.</p>
Policy HP8	Provision for children’s play and spaces for young people.
	<ul style="list-style-type: none"> <li>• New development should provide 0.55ha on site for children and teenagers per 1,000 population. Improvements to nearby / financial contributions where not possible on site.</li> <li>• The provision should (list follows, includes providing a stimulating environment, be safely accessible from the street, incorporate greenery, be overlooked, not segregated by tenure, etc.).</li> <li>• Developers of large-scale development to undertake an assessment of existing play facilities to ensure their offer will be complementary.</li> <li>• Supporting text splits the 0.55ha should be split 0.25 for play / playable spaces and 0.3ha for teenagers. The latter should provide an informal recreational offer and be in addition to need identified for new sports facilities.</li> </ul>

	<p>Impact on Thame: Moderate benefits. A separate policy for play and teenager provision raises the importance of the provision while the adoption of “in plan” standards will help provide certainty for communities and developers.</p> <p>Recommend: Support.</p>
Policy HP9	Provision of community food growing opportunities.
	<ul style="list-style-type: none"> <li>• Support provision of community food growing as part of new housing developments and other appropriate locations.</li> <li>• Major residential development must include at least 0.4ha per 1,000 population / provide contributions in line with the Green Infrastructure Strategy and Open Space Study.</li> </ul> <p>Impact on Thame: Contributions may enable improvement or expansion of existing facilities, even if new sites are not necessary.</p> <p>Recommend: Support.</p>
Policy HP10	Watercourses.
	<ul style="list-style-type: none"> <li>• Protection required for watercourses and the function / setting should be enhanced, as should its biodiversity. Mitigation is allowable as a last resort.</li> <li>• Minimum 10m buffer should be used, more or larger sites. Construction within 20m of a watercourse will require a Construction Management Plan to be agreed with the Council.</li> <li>• De-culverting supported.</li> <li>• Supporting text defines watercourses as large rivers down to streams and ditches.</li> </ul> <p>Impact on Thame and Moreton: Neutral, although it is possible that sites like Aylesbury Road (culverted water course, close to river) would have been improved through this policy.</p> <p>Recommend: Support.</p>
Policy NH1 Policy NH4 Policy NH5 Policy NH6	<p>Biodiversity designations. Chilterns and North Wessex Downs National Landscapes. District-valued landscapes. Landscape.</p>
	Recommend: No comment necessary
Policy NH2	Nature Recovery
	<ul style="list-style-type: none"> <li>• Development must deliver at least 20% biodiversity net gain (above the guidance minimum 10%) where applicable. Conserve, protect, enhance / restore habitat connectivity within the district’s ecological networks. These include Conservation Target Areas, those identified in the Local Nature Recovery Strategy; local ecological networks identified in neighbourhood plans; other areas that contribute including those that cross borders.</li> <li>• Where not subject to the statutory BNG framework loss of biodiversity must be avoided and gains encouraged.</li> <li>• Hierarchy introduced. On site where possible; where off site, where habitat connectivity within ecological networks would be enhanced; if not possible, within the same district; or Joint Local Plan area; or elsewhere; then purchase statutory biodiversity credits.</li> </ul>

	<ul style="list-style-type: none"> <li>• For householder extensions etc. inclusion of wildlife supporting features is encouraged. For residential development of 2 or more units features at the rate of one feature per 2 units.</li> <li>• For minor non-residential the introduction of wildlife features is encouraged; for major non-residential, proportionate / appropriate features must be provided.</li> <li>• Features should be integrated into the fabric of buildings wherever possible. Boundary treatments must include appropriate wildlife corridors.</li> <li>• Supporting text explains wildlife features should be clustered for maximum benefit.</li> </ul> <p>Impact on Thame and Moreton: Modest benefits for wildlife and therefore health and wellbeing. The support for ecological networks identified in NDPs is welcome.</p> <p>Recommend: Support but suggest single new-build also provide wildlife features.</p>
Policy NH3	Trees and hedgerows in the landscape.
	<ul style="list-style-type: none"> <li>• Specific policy to retain, protect and enhance trees, woods, hedgerow. Where removal is required compensatory planting should provide a net gain in canopy cover, with a variety of tree species including long lived canopy species. Trees and hedgerow should be suited to the site growing conditions.</li> <li>• Long term management and maintenance; design must take account of future growth and prevent poor relationships between new and existing trees.</li> </ul> <p>Impact on Thame and Moreton: Positive given the roles of hedges, trees and woodlands in providing habitat, environmental services etc.</p> <p>Recommend: Support.</p>
Policy NH7	Tranquility.
	<ul style="list-style-type: none"> <li>• Development should conserve and enhance tranquility, preserving areas prized for tranquility (zone 1 in the Tranquility Assessment). Development in these areas should protect and enhance features which contribute positively to tranquility and incorporate features to reduce negative factors as shown within the Tranquility Assessment.</li> <li>• Supporting text explains the Assessment has mapped features that provide calm and connection to nature, e.g. sight or sound of water, sizeable woodland etc. and features that can harm it such as sight or sound of roads, settlements, light pollution etc. Following the mapping, much of the area around Thame is in Zone 2 “some tranquility” with pockets of Zone 1.</li> <li>• Visual and aural impacts, direct and indirect impacts and impacts on users of public rights of way and other accessible locations will be considered when measuring the impact of development.</li> <li>• Development should take opportunities to enhance tranquility where these exist through providing green infrastructure, high quality design and layout, etc.</li> </ul> <p>Impact on Thame and Moreton: Positive. The importance of tranquility in providing health and well being has been relatively overlooked. Much of the footpath network around Thame and Moreton could benefit from protection and popular routes and pockets of land e.g. Moreton Lane should be protected from harm.</p> <p>Recommend: Support.</p>
Policy NH8 Policy NH9 Policy NH10 Policy NH11	The historic environment. Listed Buildings. Conservation Areas. Archaeology and Scheduled Monuments.

Policy NH12	Historic Battlefields, Registered Parks and Gardens and Historic Landscapes.
	Recommend: No comment necessary.
Policy NH13	Historic environment and climate change.
	<ul style="list-style-type: none"> <li>• Proposals for small-scale renewable and low carbon energy generation affecting the historic environment will be assessed on an individual basis provided they avoid or minimise harm to the significance of designated and non-designated assets and their settings.</li> <li>• Proposals improving the energy efficiency of historic buildings should demonstrate traditional / reversible methods have been fully explored before proposing irreversible / harmful interventions to historic fabric.</li> </ul> <p>Impact on Thame: Neutral. This new guidance is welcome as it will allow for adaption of buildings while providing a high bar to help prevent inappropriate works being carried out.</p> <p>Recommend: Support.</p>
Policy IN1	Infrastructure and service provision.
	Recommend: no comment necessary.
Policy IN2	Sustainable transport and accessibility.
	<ul style="list-style-type: none"> <li>• Development proposals must demonstrate: <ul style="list-style-type: none"> <li>○ Location and layout will maximise active / sustainable travel opportunities, minimise the need to travel by car</li> <li>○ Viable active / sustainable travel choices have been assessed for suitability where available / will be delivered where levels are insufficient for users of the development to access day-to-day amenities. Identified improvements to be delivered ahead of occupation</li> </ul> </li> <li>• All major development to be consistent with principles of Oxfordshire’s Local Transport and Connectivity Plan and other guidance; the Active Travel England Planning Application Assessment Toolkit has been used. <ul style="list-style-type: none"> <li>○ Provision of infrastructure and services prioritised in accordance with Oxfordshire’s Transport User Hierarchy; addresses any road safety issues in accordance with Oxfordshire’s Vizion Zero Approach.</li> <li>○ Oxfordshire’s Implementing Decide and Provide: Requirements for Transport Assessments used to assess infrastructure / provision of transport services.</li> <li>○ Reasonable provision of car club and lift sharing opportunities; provision of community transport / innovative transport projects will be encouraged to promote choice.</li> <li>○ Proposals align with and help deliver planned transport infrastructure as set out in Policy IN3 Transport infrastructure and safeguarding.</li> </ul> </li> </ul> <p>Impact on Thame: Emphasis on providing infrastructure up front is welcomed, as is the support for options like community transport schemes. The focus on active travel fits well with the Town’s geography and TNP / TNP2 20 minute neighbourhood principles.</p> <p>Recommend: Support.</p>
Policy IN3	Transport infrastructure and safeguarding.
	Impact on Thame: This policy lists what will be protected and enhanced in line with the Local Cycling and Walking Infrastructure Plans; supports rail facilities and lines as public transport corridors for active travel; mobility hubs for transport interchange; and lists



	<p>new facilities e.g. Wantage and Grove Railway Station on top of existing safeguarded land and routes.</p> <p>Recommend: Support.</p>
<p>Policy IN4 Policy IN5 Policy IN6 Policy IN7 Policy IN8</p>	<p>Wilts and Berks Canal safeguarding. Cycle and car parking standards. Deliveries and freight. South East Strategic Reservoir Option safeguarding. Digital connectivity.</p>
	<p>Recommend: no comment necessary.</p>