

THAME TOWN COUNCIL

NEIGHBOURHOOD PLAN (TNP2)

CONSULTATION STATEMENT

FEBRUARY 2024

VOLUME 1: OVERVIEW



THAME
Town Council

Thame Town Council
Thame Neighbourhood Plan (TNP2)
Consultation Statement: February 2024
Volume 1: Overview



Thame Town Council
Town Hall
High Street
Thame, OX9 3DP
www.thametowncouncil.gov.uk

1. Introduction

- 1.1 This document comprises Volume 1 of the Consultation Statement prepared in support of and submitted to South Oxfordshire District Council for the examination of the review of the Thame Neighbourhood Plan (TNP2).
- 1.2 This Volume acts as an introduction to the Consultation Statement which is then presented across the following documents:
- Volume 2a: This presents a summary of the consultation undertaken on the vision and objectives for TNP2, as well as sites identified as potential allocations for inclusion in TNP2. This consultation took place in Summer 2021.
 - Volume 2b: This presents a summary of the consultation undertaken on the Character Area study. Consultation on the Character Area study took place in Summer 2021 as part of the wider consultation on the vision, objectives and potential allocations.
 - Volume 3a: This presents a summary of the consultation undertaken on a wider selection of sites for potential allocation in TNP2 as well as emerging policy ideas. This consultation took place between December 2021 and February 2022.
 - Volume 3b: This is a supplement to Volume 3a and presents a summary of headline messages and next steps arising from the consultation on possible site allocations.
 - Volume 4: This presents a summary of the consultation undertaken at the Regulation 14 stage of the plan-making process and which took place between June and August 2023.

2. Background

- 2.1 The process of preparing TNP2 does not sit in isolation but forms part of the wider journey undertaken since Thame was originally designated for plan-making purposes in April 2012.
- 2.2 The first Neighbourhood Plan (TNP1) was subject to extensive consultation with the messages from that forming the basis of work on TNP2.
- 2.3 Work on TNP1 commenced ahead of designation in 2011, with a series of open events held at the Town Hall in 2011 and attended by more than 800 people. Following from this a set of working groups were established to investigate different themes. The groups included local residents and volunteers. Alongside these a series of meetings were held with various stakeholders, interest groups and service providers. This led to

production of a 'preferred options report' delivered to all households and inviting responses. The outcomes of this were used to prepare the draft of TNP1 that was subject to Regulation 14 consultation between August and September 2012.

- 2.4 The Examiner's Report of TNP1 stated that it has 'undergone an exemplary public consultation process and set out a clear and deliverable vision for the Neighbourhood area'. TNP1 was subject to referendum in May 2013, with 76% of all people who voted expressing support for it.

3. Reviewing TNP1

- 3.1 A Neighbourhood Plan Continuity Committee was established by Thame Town Council and met for the first time in October 2015. Other than through the period of lockdown associated with the Covid-19 pandemic, the Committee has met on a regular basis and continues to do so. All agendas and minutes are available on the Town Council website. All meetings are open to the public, with an opportunity for questions from the public to be heard and discussed at the meetings.
- 3.2 One of the key actions emerging from TNP1 was the production of the Thame Green Living Plan (TGLP). 'The Green Living' was established in 2014 by local volunteers who led production of the TGLP with the support of the Town Council. TGLP establishes a set of objectives and actions that are intended to help shape a 'greener' future. It is the first such community-led plan to have been adopted in the country. It was informed by a series of consultation events, including consultation on a draft in 2018, and was published in July 2020.
- 3.3 The TGLP has been reviewed as part of work associated with production of TNP2 and key recommendations from this embedded in TNP2 as appropriate. Meetings were held with representatives of TGLP in developing TNP2.
- 3.4 TNP2 thus benefits from and is informed by consultation that took place as part of both TNP1 and the TGLP.
- 3.5 In 2018, and in light of a new Local Plan being prepared by SODC, the Committee agreed to commence a review of TNP1. Neighbouring parishes were contacted to invite them to declare any matters of concern that might require attention in the review of TNP1. Meetings were held in January and February of 2019.
- 3.6 A 'Call for Sites' was then launched by the Town Council in March 2019 in the knowledge that the new SODC Local Plan would be requiring sites to be identified and allocated in an update of TNP1 to meet the housing requirements for Thame. Work on assessing the sites and commencing the formal review of TNP2 was delayed until 2021 as a result of the Covid-19 pandemic.

4. Overview of consultation on TNP2

4.1 Throughout the preparation of TNP2 the Neighbourhood Plan Steering Group (the Continuity Committee) sought to ensure that local residents, their representatives, local businesses, interest groups and wider interested parties, including statutory and regulatory bodies, were actively consulted and their views sought. Various communication channels were used to keep residents informed, invite participation and share views. These included:

- Regular updates on the Neighbourhood Planning page of the Thame Town Council website, including links to all reports and consultation material.
- Regular meetings of the Neighbourhood Plan Continuity Committee, with the agendas and minutes available for all to access via the Neighbourhood Planning page of the Thame Town Council website. All meetings were open to the public.
- Reporting on progress of the Neighbourhood Plan to Full Council and Annual Meeting of the Town Council. As above, all meetings were open to the public and minutes available to view on the Town Council website.
- Updates posted on social media channels and in the weekly newsletter prepared by the Town Council available on the Town Council website but also sent direct to subscribers.
- Direct mailshots to those who had registered for updates on the Neighbourhood Plan to advise on upcoming consultation events.
- Displaying of banners and posters around Thame leading up to and during consultation to help raise awareness of events and opportunities for people to respond.
- Creation of videos alongside the consultation events to help communicate the status of the Plan, how it has evolved, and how people could respond to the consultation. These were made available via the Town Council website and accompanied by a series of FAQs.

4.2 In addition to the above there has been regular communication with SODC throughout the process as well as dialogue with site promoters, agents and applicants bringing forward sites and development proposals in Thame.

‘Consultation 1’

- 4.3 This consultation took place in Summer 2021 and explored people’s views on potential sites to be allocated for development and the vision and objectives for Thame, as well as their views on the character of the area within which they live: what they considered to be positive features and qualities of the area, and what concerns they had, if any, about the impact of new development. Over 500 individuals, businesses and organisations submitted comments in response to the consultation.
- 4.4 Responses to this consultation showed strong support for the vision and objectives established in TNP1 and for these to continue to be used and form the basis of TNP2. There was also broad support for and agreement to the character areas and qualities of these. In terms of possible development sites, the consultation responses indicating some support for smaller sites, but concern with the larger sites put forward and that there should be an opportunity for consideration to be given to a wider range of potential development sites.
- 4.5 More information on this round of consultation can be found in Volumes 2a and 2b of the Consultation Statement.

‘Consultation 2’

- 4.6 In response to the feedback from the first consultation a second round of consultation was undertaken and which presented a wider range of potential development sites for feedback. This consultation took place over Winter 2021 / 2022 and, in addition to exhibitions and drop-in events, meetings were held with site promoters. The consultation also presented a set of wider ideas for policies in TNP2. Around 900 comments were made in response to the consultation.
- 4.7 The feedback indicated preference for sites to be taken forward in TNP2 as well as broad support for wider ideas presented.
- 4.8 More information on this round of consultation can be found in Volumes 3a and 3b of the Consultation Statement.

‘Consultation 3’

- 4.9 The third round of consultation comprised the formal Regulation 14 period. This took place in Summer 2023. Exhibitions and drop-in events were held with material presented that summarised the policies in TNP2 and the sites proposed for allocation within it. Statutory consultees and others were contacted directly about the consultation and comments invited. Around 700 people were contacted directly about the consultation, with close to 200 comments received.
- 4.10 Broad support was expressed for many of the policies and ideas in TNP2, although concern was expressed in respect of some of the policies and sites work has been

undertaken to respond to these, with changes made as appropriate within the submission version.

- 4.11 More information on this round of consultation can be found in Volume 4 of the Consultation Statement.

5. Summary statement

- 5.1 Work on the TNP2 commenced in 2018 / 2019 with the decision by the Continuity Committee to launch a review of TNP1 and begin the Call for Sites process, although, because of Covid-19, work did not commence in full until 2021. A series of consultation events were held between 2021 and 2023, culminating in the submission version of TNP2. However, work on the Neighbourhood Plan commenced as far back as 2011 and is informed by that.
- 5.2 The Town Council has endeavoured to seek the views of the local community throughout the plan-making process, organising various engagement activities and surveys. Efforts have been made to keep people informed of progress through circulation of regular newsletters, posters and leaflets, and updates made to the Town Council website and through social-media channels. Around 1,600 comments were received to TNP2 through the consultation process.
- 5.3 The Plan seeks to reflect the key messages raised through the consultation process and, so far as they are neighbourhood level matters, seeks to put in place policies (and projects) that respond to these.

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NEIGHBOURHOOD PLAN (TNP2)

CONSULTATION STATEMENT

FEBRUARY 2024

VOLUME 2a: REPORT OF
CONSULTATION ON THE VISION,
OBJECTIVES AND DEVELOPMENT
SITES



THAME
Town Council

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Thame Neighbourhood Plan (TNP2)

Consultation Statement: February 2024

Volume 2a: Report of consultation on the
Vision, Objectives and Development Sites



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TNP2 Consultation Summary Vision, Objectives and Sites

September 2021





THAME
Town Council

PREPARED ON BEHALF OF:

Thame Town Council

TNP2 Consultation Summary - Vision, Objectives and Sites

September 2021



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1. Introduction

In August 2021 consultation on the Thame Neighbourhood Plan was undertaken. The purpose of this was to determine whether the vision and objectives identified during earlier stages of the plan making process fairly reflected the community's aspirations for Thame or, if not, whether there were other challenges and issues to be addressed. The consultation also sought to gain feedback on a set of potential sites for development, presented following the Call for Sites process and assessment of all sites put forward.

This consultation took the form of a questionnaire that sought to capture feedback electronically (via the Town Council website) as well as by hand. All summary information material, including consultation boards, were also made available to view via the website and at drop-in sessions held in the Town Council offices, where all material (including supporting reports) was displayed. The display boards are appended to this summary report.

The consultation was advertised primarily through the Thame Town Council website. There were also posts made on the Town Council's social media page, emails sent to those who had opted in to updates, and banners placed around the town advertising the questionnaire. In addition, every household in Thame, Chinnor, Long Crendon and Haddenham was also sent a double-sided A5 flyer to advise them of the consultation. In total, leaflets were sent to 11,746 homes.

A total of 393 responses to the questionnaire were received, the vast majority of which (92%) were local residents. Other respondents included local businesses / organisations, people visiting the area or living nearby, those who work in the area, and site landowners / promoters.

There were slightly more responses from women (57%) than men (43%).

In terms of age of respondents, there was limited response from people aged 25 or under (just 7 responses in total), meanwhile less than 10% of responses were from those aged 35 or under. For the remaining categories (36-45, 46-55, 56-65, 65+) there was a fairly even split in the number of responses.

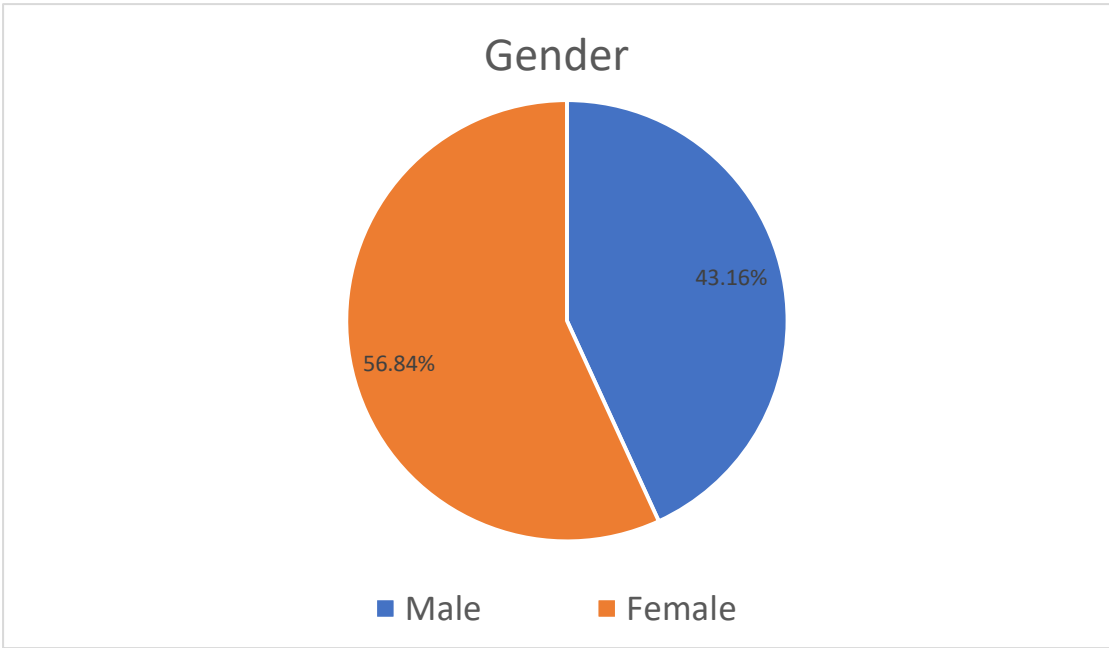


Figure 1. Gender breakdown of respondents to the Vision, Objectives and Site Selection questionnaire

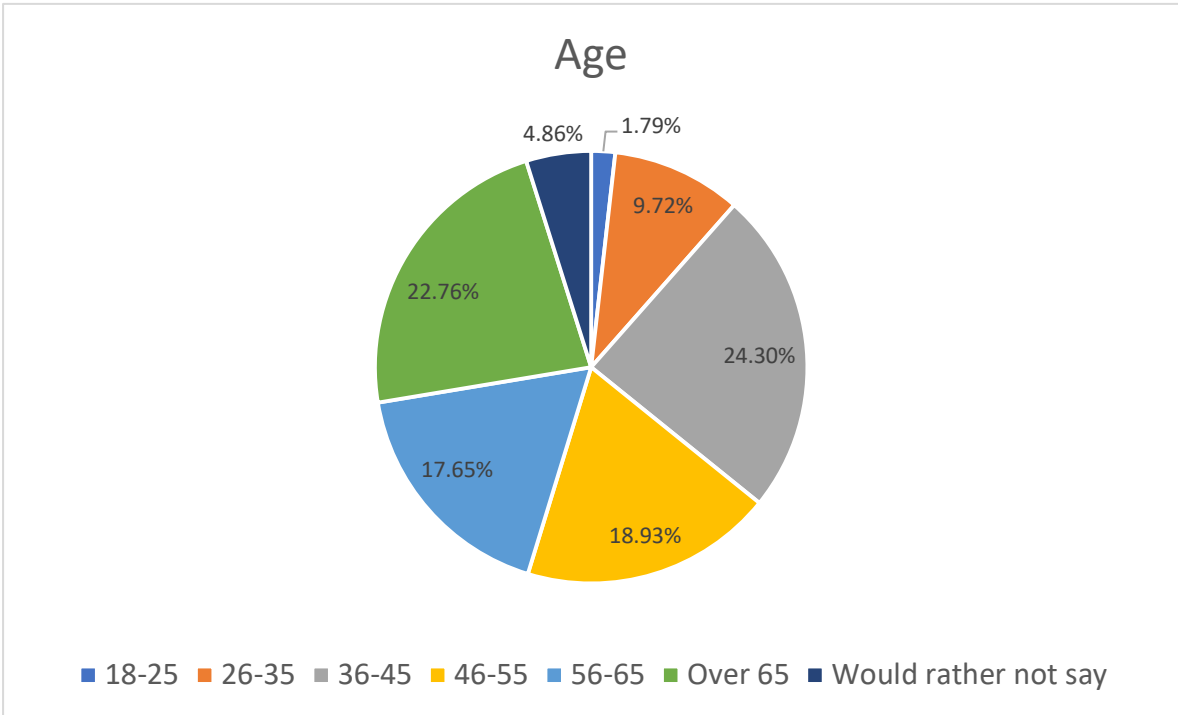


Figure 2. Age breakdown of respondents to the Vision, Objectives and Site Selection questionnaire

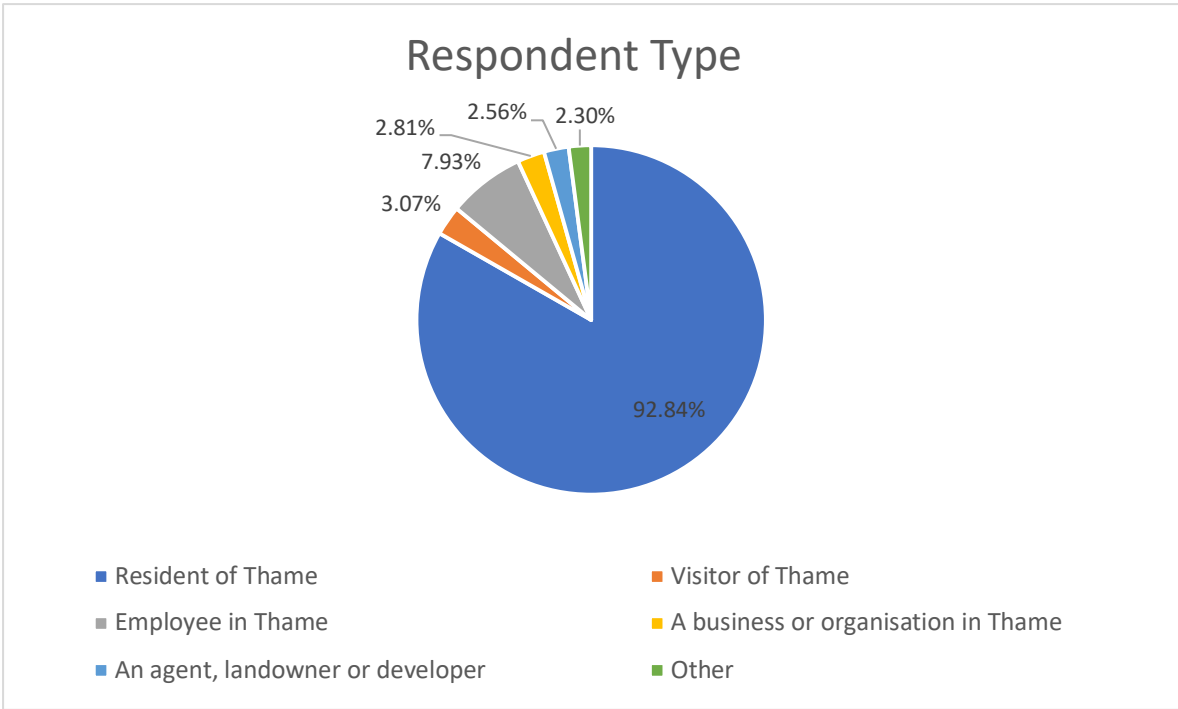


Figure 3. Breakdown of respondents based on their relationship with Thame

2. Vision and Objectives

2.1 Vision

The questionnaire presented the vision for Thame as:

“Thame must maintain its character as a real market town.”

Feedback and comments were invited. These expressed support for the vision. This is reflective of the extensive engagement undertaken through the first Neighbourhood Plan to establish the vision and feedback at public meetings held by the Town Council prior to commencement of the Neighbourhood Plan review during which attendees expressed ongoing support for the vision. Responses acknowledged that being a market town is one of the main reasons people choose to live in Thame and is what attracts people to visit.

2.2 Objectives

The questionnaire presented the objectives as established in the first Neighbourhood Plan and sought to understand whether they were still supported and relevant. These results are summarised below.

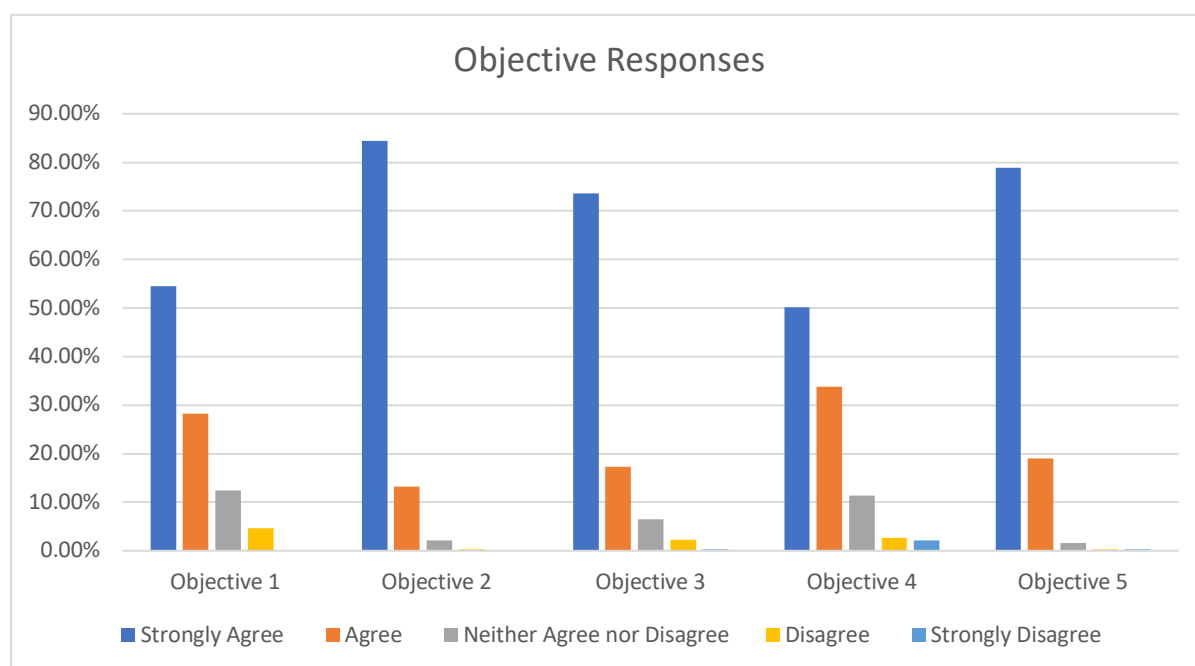


Figure 4. Graph displaying responses to each of the plan's objectives.

As shown above, each of the objectives received extremely high levels of support, with all of them receiving at least 80% of responses as either strongly agree or agree. Again, and as above, this is reflective of the process undertaken on the first Neighbourhood Plan and the engagement activities that were undertaken to inform and establish the objectives.

Respondents were also asked if they had any comments on each of the objectives, the key themes from the response for each objective is summarised below.

Objective 1 - Thame must continue to feel 'compact'

- There was strong agreement with the statement, with comments making it clear that respondents wanted to ensure Thame would not merge with adjoining towns.
- Respondents noted the natural barrier formed by the ring road that should act as a boundary for development.
- One of the key characteristics of Thame is its 'walkability' (i.e.: the distance and ease by which people can comfortably walk from home to services and facilities), and that this must be enhanced by all new development
- There was some concern that compact meant dense / detrimental to green space.
- While respondents were in support of keeping Thame walkable, it should not result in inappropriate density in new development.

Objective 2 – Thame must continue to have a close relationship with the open countryside around it

- Again, there was strong agreement with this objective, with several respondents suggesting this is the reason why they live in Thame.
- Comments noted the importance of the Phoenix Trail and Cuttle Brook nature reserve in maintaining this close relationship.
- Respondents noted how Covid-19 had highlighted the importance of the connection to the countryside, particularly for health and well-being.

Objective 3 - Thame must retain its markets

- It was suggested that Thame's markets are well established and vital to its character and individuality.
- However, multiple respondents noted that there was no need for the Cattle Market to still be located in the town centre, and that they felt it should be moved to the outskirts.

Objective 4 - Thame must continue to act as a centre for the surrounding area, not just residents

- Respondents noted the importance of this objective for independent retailers, who rely on residents from surrounding towns to be successful.
- Some noted that this objective must go hand in hand with better active travel and public transport connections, while others expressed the desire for parking to remain free in order to keep those from the surrounding areas attracted to Thame.

Objective 5 - Thame must remain attractive to residents and visitors

- A number of comments listed what makes Thame attractive, and what could be done to improve attractiveness
 - What makes Thame attractive:
 - Independent shops
 - Green Spaces
 - Countryside
 - Markets
 - Historic centre
 - How to improve attractiveness:
 - Pedestrianisation
 - Improve parking issues
 - Improve condition of roads
 - Cut back overgrown hedges/weeds
 - Outdoor seating areas

2.3 Wider comments

Next, respondents were asked:

In the 8 years since TNP1 was made we are now facing new development pressures, a climate emergency has been declared and we have experienced economic and social pressures during the COVID-19 pandemic. How should we respond to these in TNP2? Are there any changes to TNP1 you think we should consider, or new topics that you think should be included within TNP2?

The most significant responses to this question were:

- The desire to make Thame more friendly towards electric vehicles by installing charging points
- To place higher importance on improving/maintaining walking/cycling routes, with several responses mentioning the need for a cycle route to Haddenham station.
- In light of the growth of home working, several comments felt it would be beneficial for new developments to include facilities that make doing so easier e.g. office space in homes, fast broadband, shared office spaces in town centre (as an alternative to commuting / working at home) etc.
- Improve Thame's green spaces and ensure the conservation of the surrounding countryside.
- Introduce a requirement for environmentally friendly design for new builds e.g. zero carbon developments.

3. Site Selection

Respondents were presented with information on the process undertaken to assess the 'suitability' of potential sites for development, and how these had been refined to identify possible sites for allocation in the Neighbourhood Plan. The sites that were assessed were those submitted through the South Oxfordshire SHELAA and or the Call for Sites undertaken by Thame Town Council. The assessment process followed that established in guidance published by MHCLG and Locality for the purposes of Neighbourhood Planning. In terms of moving from a long-list of potentially suitable sites to a shorter list of possible allocation sites, it was explained that consideration had been given as to how the sites performed against the vision and objectives for the Plan.

Respondents were asked for their views on the shortlist of suitable sites that had been identified as potential allocations in the Neighbourhood Plan. Respondents were asked to score their level of agreement of each site, ranging from strongly agree to strongly disagree. The survey also asked if respondents had any comments on the potential for development and appropriate uses for each site (or indeed, whether they had any wider suggestions). The key comments in relation to each site are summarised below.

3.1 Housing Site Selection

There was a mixed set of results for each of the possible housing sites, as summarised in Figure 5.

- Around a fifth of all respondents were unsure as to whether development of each of the sites would be suitable, or not, and did not express a preference for these.
- Of the remainder, the CEG and Diagnostic Reagents sites received more responses in support of these being potential development sites than against:
 - 58% of respondents agreed or strongly agreed with the CEG site, compared to 22% against.
 - 53% of respondents agreed or strongly agreed with the Diagnostics Research site, compared to 24% against.
- There was no real preference for the Land at 'Site F', with similar numbers of respondents being both in favour of and against the site:
 - 38% agreed or strongly agreed with this site, compared to 40% against.
- Significantly more respondents were against both the Windmill Road and Moreton Lane sites than were in favour of these:
 - 23% of respondents agreed or strongly agreed with the Windmill Road site, compared to 53% against.
 - 18% of respondents agreed or strongly agreed with the Moreton Lane site, compared to 64% against.

Site specific comments and responses are presented in the following sections.

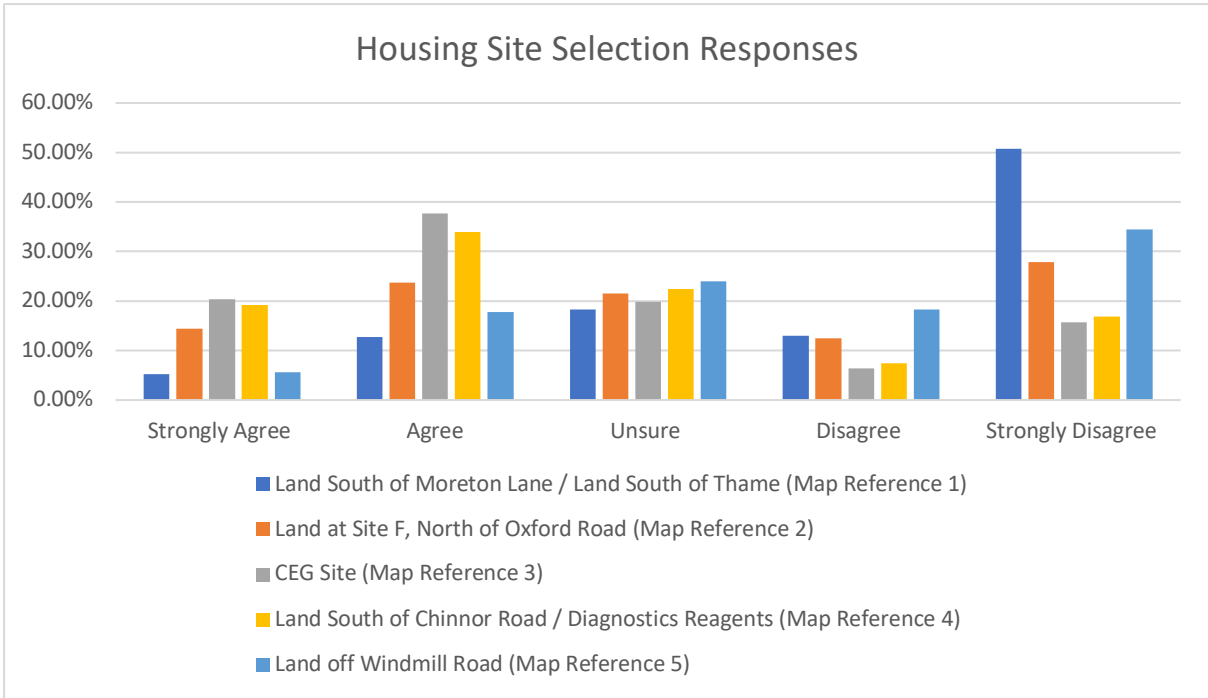


Figure 5. Graph displaying respondents' preferences for potential sites for housing development

Land South of Moreton Lane / Land South of Thame

The first site presented to respondents – Land South of Moreton Lane / Land South of Thame (Figure 6) – received the most negative feedback. 64% of responses either strongly disagreed or disagreed with the site, while only 13% answered agree, and 5% strongly agree (Figure 7).

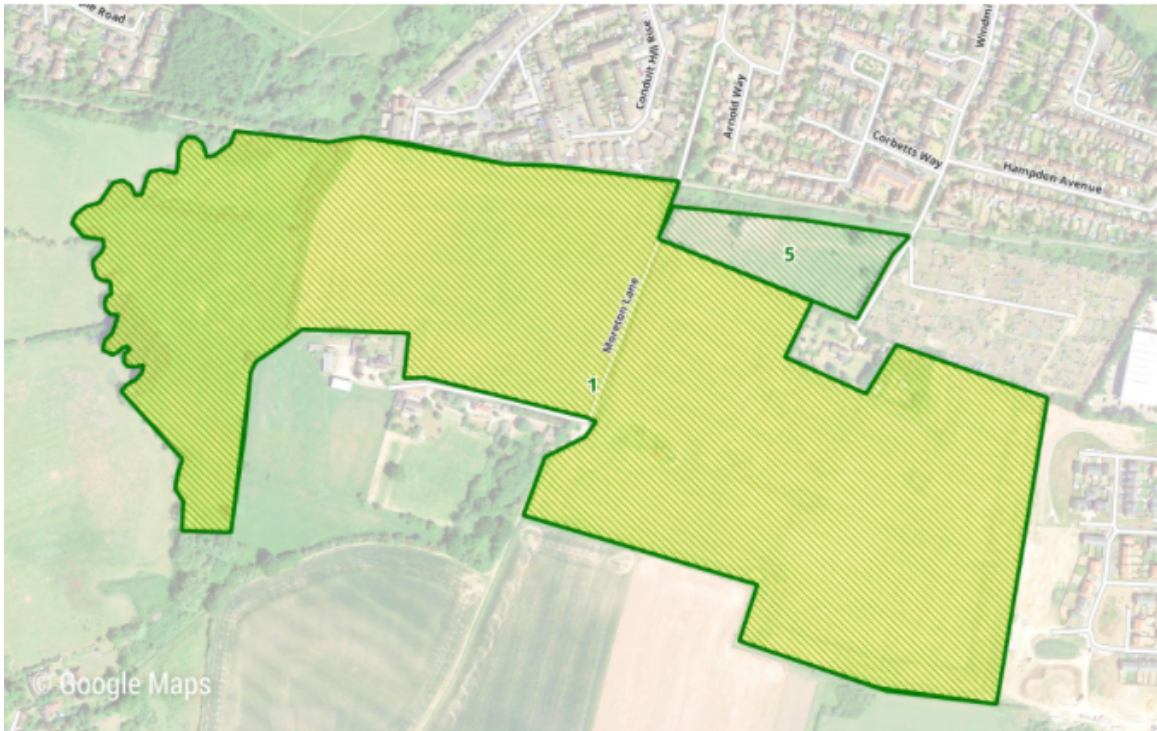


Figure 6. Map displaying boundary of the Land South of Moreton Lane / Land South of Thame site

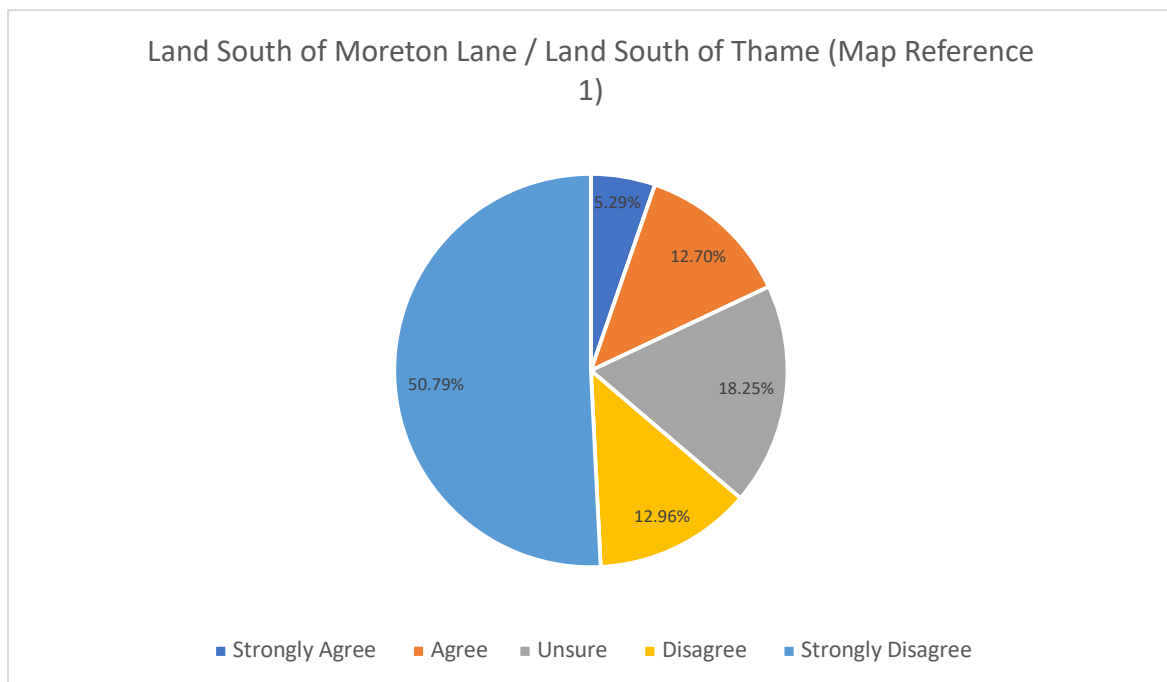


Figure 7. Breakdown of respondents answers for the Land South of Moreton Lane / Land South of Thame site

The site as mapped above reflects the entire extent of the site boundary submitted through the SHELAA / Call for Sites process. Notes to the consultation material indicated that the likely developable area would need to be reduced, reflecting for example the extent of the green corridor and flood plain associated with the Cuttle Brook to the west of the site.

Comments from respondents can be summarised as:

- Respondents felt that development of this site would result in the loss of too much of the adjacent countryside. However, site promoters CALA noted that the site boundary indicated on the display material was not representative of the actual extent of the development area that might occur on the site, stating that 35% of the site will remain as open space.
- Another key concern was to do with the level of accessibility to the site, with many comments suggesting that if access were to be via the Sycamore Rise development to the east, then the road would be far too narrow to do so and would lead to high levels of traffic. JCPC (site promoters for an alternative site) commented that they assume and expect that a full assessment of the access arrangements and transport implications will be considered as part of establishing the ongoing suitability and deliverability of this site. Linked to this, some respondents suggested that because of legal covenants and ransom strips, that it might not be possible to achieve access to the site from the east.
- There was concern as to what development on this site would mean for the Phoenix Trail, and if vehicle access were to be granted across the trail it would be extremely detrimental to the safety of those who use it.
- Finally, a number of comments mentioned their concern over the proximity of this development to Moreton, with DLA (on behalf of Hallam Land Management Ltd), noting the difficulty of retaining the separate identities of the proposed development in Thame from Moreton, particularly given the key walk and bridleways that link Moreton and Thame either side of the site

Land at Site F, North of Oxford Road

Land at Site F (Figure 8), North of Oxford Road received a balanced set of responses. 38% of responses were either agree or strongly agree, while 41% were either disagree or strongly disagree (Figure 9).

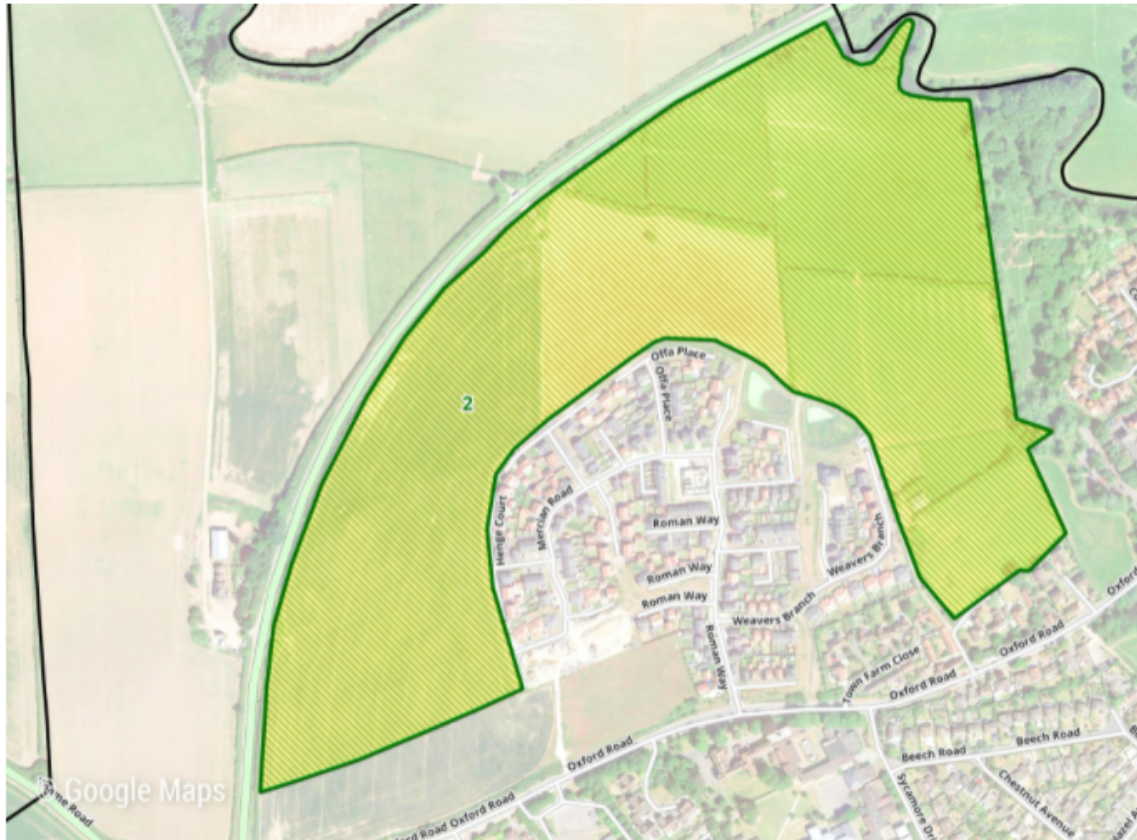


Figure 8. Map displaying the boundary of the Land at Site F, North of Oxford Road site

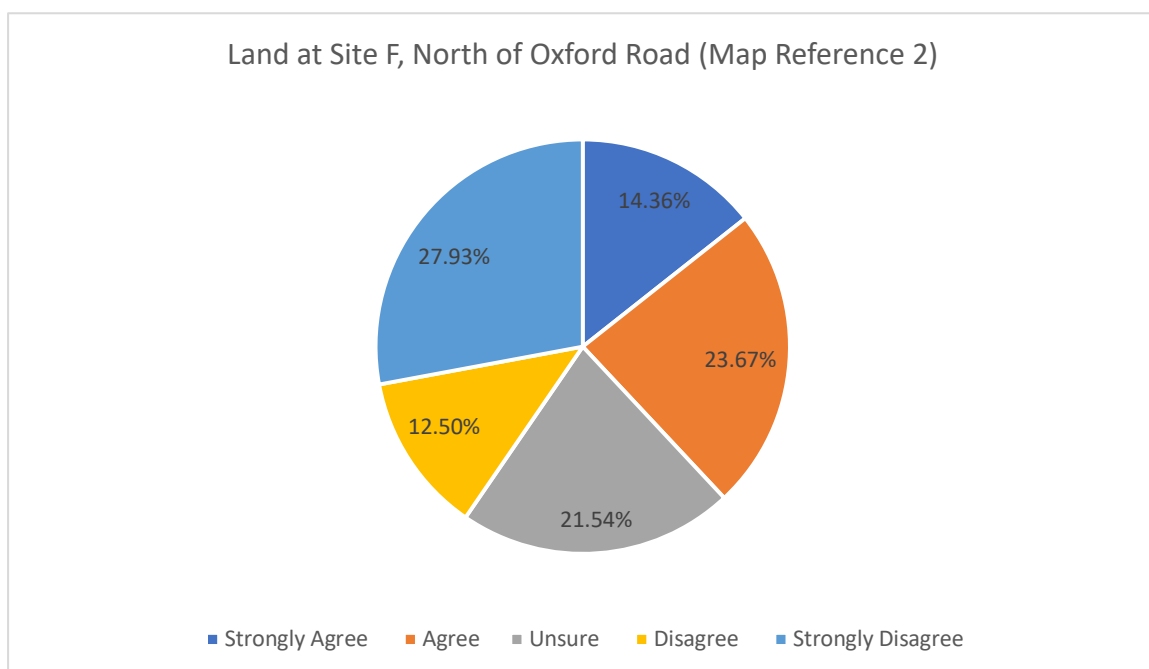


Figure 9. Chart displaying respondents' answers for the Land at Site F, North of Oxford Road site

This site was presented in its entirety in the consultation material, following the boundary submitted through the SHELAA / Call for Sites process. However, the notes to the site on the consultation material indicated that, should the site be allocated, then the actual extent of the developable area would be limited, reflecting the extent of the floodplain and proximity to the 'by-pass'. Responses picked up on this. Comments can be summarised as:

- Many comments expressed concern over the issue of flooding on the site.
- Comments seemed generally happy with accessibility to the site, both from the main road and existing development
- There were some concerns that development on this site would lead to 'the destruction' of Thame's countryside, however others took a different view, suggesting that this area of countryside was not utilised by Thame's residents.
- Some argued that this site would go against the objective of ensuring Thame is kept compact.
- Some respondents seemed concerned by the impact the development might have in terms of traffic on Oxford Road, which was noted as already being busy.
- Savills (site promoters) argue that the south western portion of the site would be suitable for development, but that the south eastern section of the site also offers potential as it is outwith both Flood Zone 2 and 3.
- Ridge and Partners LLP (Site promoters) suggest that the western side of the site has archaeological issues warranting it as undevelopable, and that, similarly, the eastern part is constrained by a combination of the floodplain and Cuttle Brook Nature Reserve.

CEG Site

The CEG Site (Figure 10) received strong support from respondents. 58% of respondents either strongly agree or agree with this site (Figure 11).

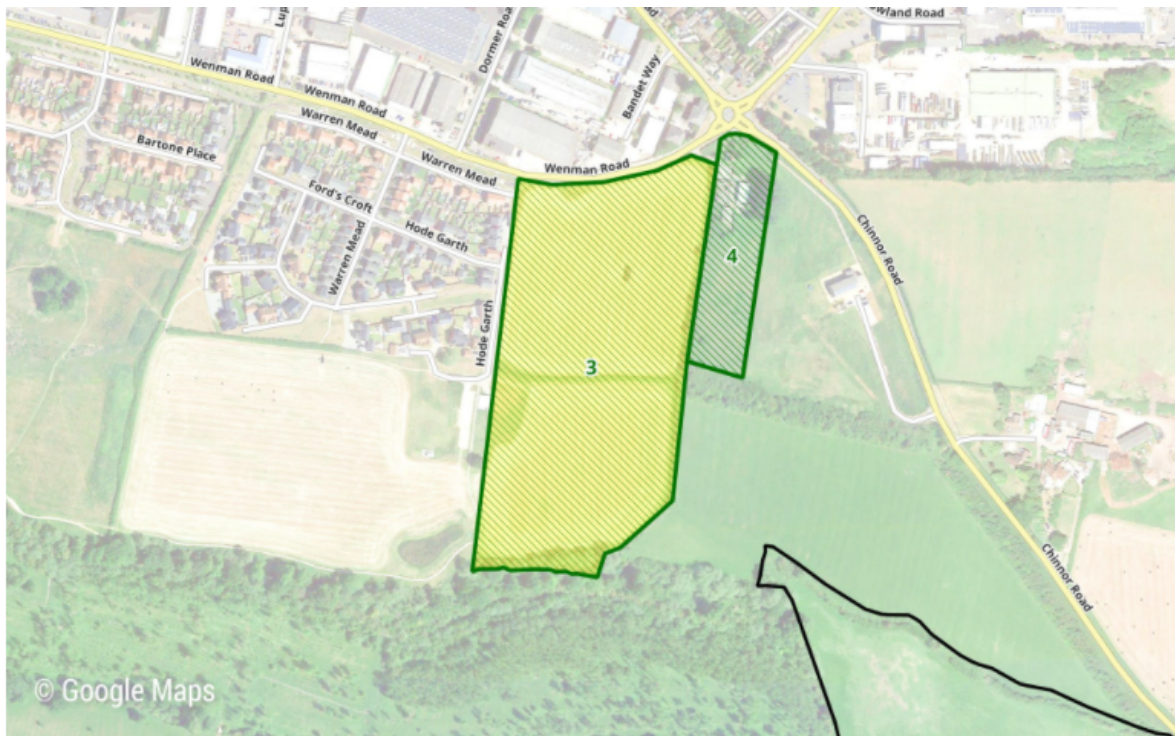


Figure 10. Map displaying the boundary of the CEG Site

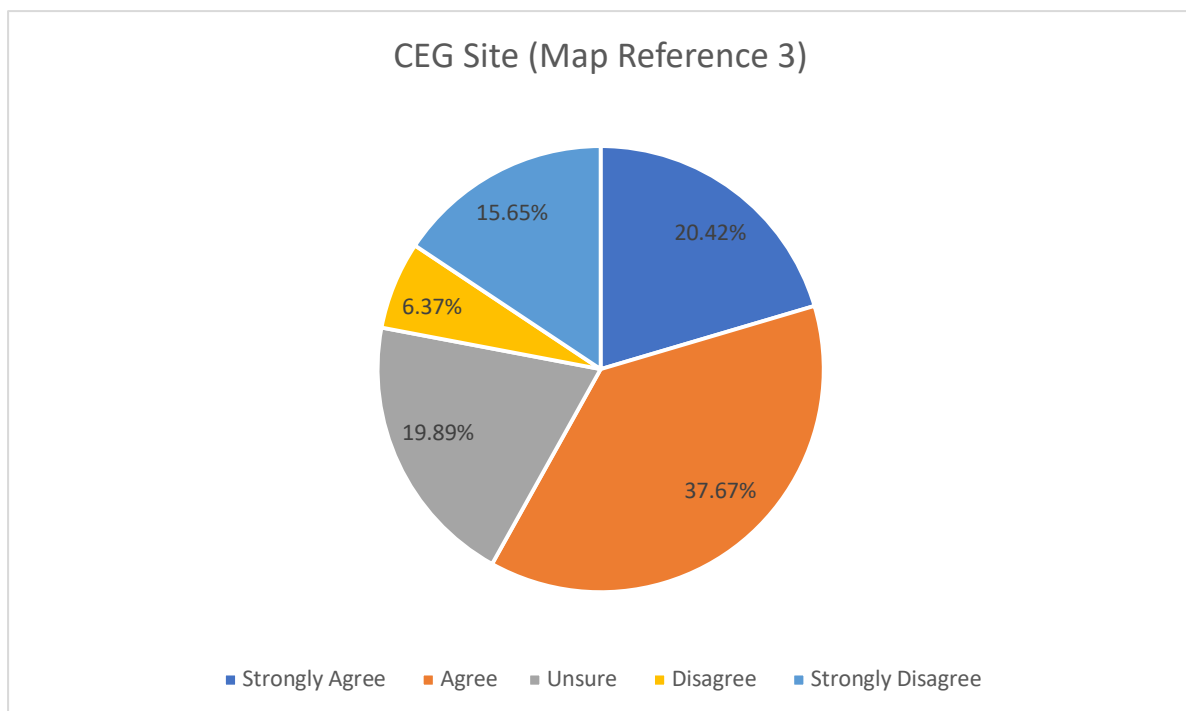


Figure 11. Chart displaying respondents' answers for the CEG Site

The site as mapped above reflects the entire site boundary submitted through the SHELAA / Call for Sites process. Notes on the consultation material suggested that the extent of the developable area would likely need to be reduced, reflecting the green corridor along the south of the site established by adjacent development and the route of the oil pipeline run cutting across the site.

Comments from respondents can be summarised as:

- One of the most common concerns that was evident from the comments was that while many respondents approved of the site, this was caveated in that support would not extend to development of the southern half of the site, which should not be developed, reflecting the existing urban edge established by adjacent sites.
- Furthermore, the concern about development extending into the southern part of the site and thus the wider countryside was expressed in several comments.
- However, Ridge and Partners LLP (site promoters), acknowledge that the site falls within Flood Zones 2 and 3 along its southern boundary and that any development would be designed to incorporate green space to help mitigate against any flooding impacts.
- There was concern that the site has poor pedestrian/cycle accessibility into Town Centre from here

Land South of Chinnor Road / Diagnostics Reagents

The Land South of Chinnor Road / Diagnostics Reagents site (Figure 12), which is adjacent to the CEG site, also received a fairly strong level of support from respondents. Over 50% of responses were either strongly agree or agree, with less than 25% of responses being disagree or strongly disagree (Figure 13).



Figure 12. Map displaying the boundary of the Land South of Chinnor Road / Diagnostics Reagents site

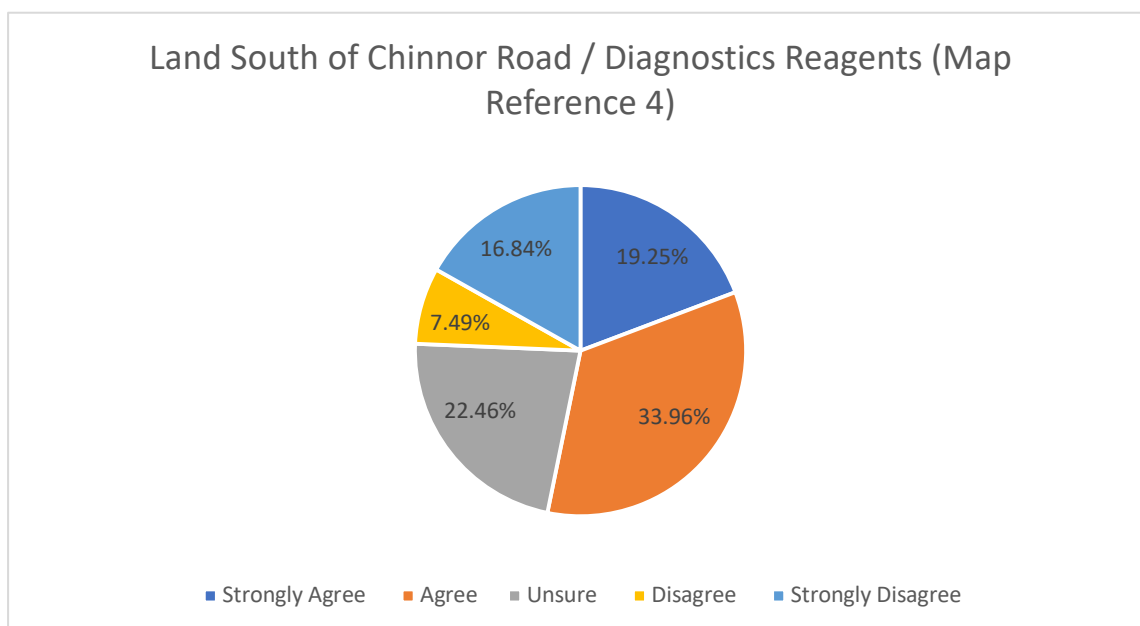


Figure 13. Chart displaying respondents' answers for the Land South of Chinnor Road / Diagnostics Reagents site

Comments from respondents can be summarised as:

- A large number of comments made expressed support this site for development, but only on condition that the adjacent CEG site should also come forward, noting that, otherwise, it would result in an unnatural protrusion of the built form
- Similar to the CEG Site, comments suggested that the site was too far from the Town Centre, and if it was to be approved would need good cycle paths and footpaths into Town Centre.
- There seemed to be concerns over what surrounded the site, with some expressing concern about its proximity to industrial areas, while others worried about the site's potential impact on the 'already busy' roundabout next to the site.
- JCPC (site promoters) make it clear that the entire extent of the site is suitable for development and that the existence of the oil pipeline, over which a single road access would be permissible, would not preclude development on this section of the site.

Land Off Windmill Road

Land off Windmill Road (Figure 14) received mostly negative feedback. Only 24% of respondents answered either agree or strongly agree, while over 50% answered disagree or strongly disagree (Figure 15).



Figure 14. Map displaying the boundary of the Land off Windmill Road site

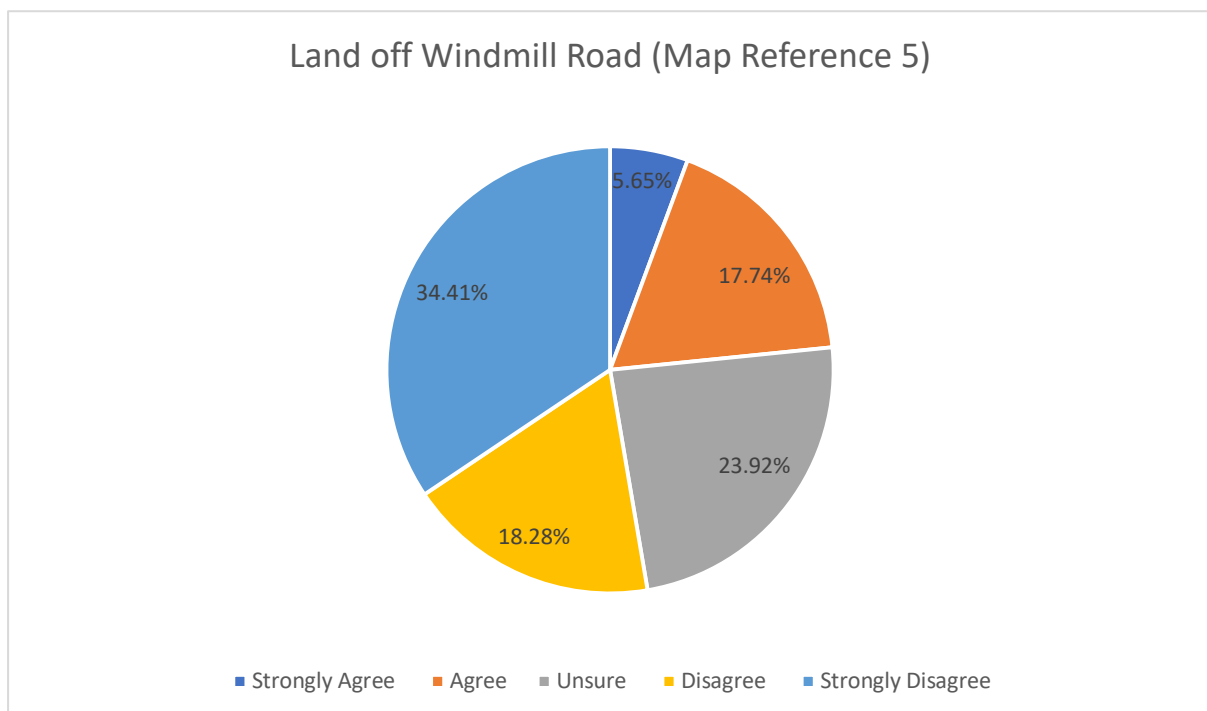


Figure 15. Chart displaying respondents' answers to the Land off Windmill Road site

Comments from respondents can be summarised as:

- Most comments for this site centered around issues of accessibility. Respondents felt that traffic was already bad in the area, and that Moreton Lane, Nelson Street, Rooks Lane and Windmill Road would not cope with the impact of new development.
- Further to the point on accessibility, a number of respondents specifically questioned the impact that development would have on the Phoenix Trail, and whether traffic would have to cross this to access the site.
- Some argued that this site should only be considered if the larger adjacent site (South of Moreton Lane) is also approved, as it would allow for alternative access to be provided (though note concerns above in respect of accessibility to that site).
- Concern was also expressed as to the impact development might have on the adjacent allotments.

Other housing sites and suggestions put forward

>> High Fields

Barton Willmore (site promoters) argue that the rejected Site at High Fields THA10 (Figure 16) should be considered suitable and a potential site for allocation in the Neighbourhood Plan.

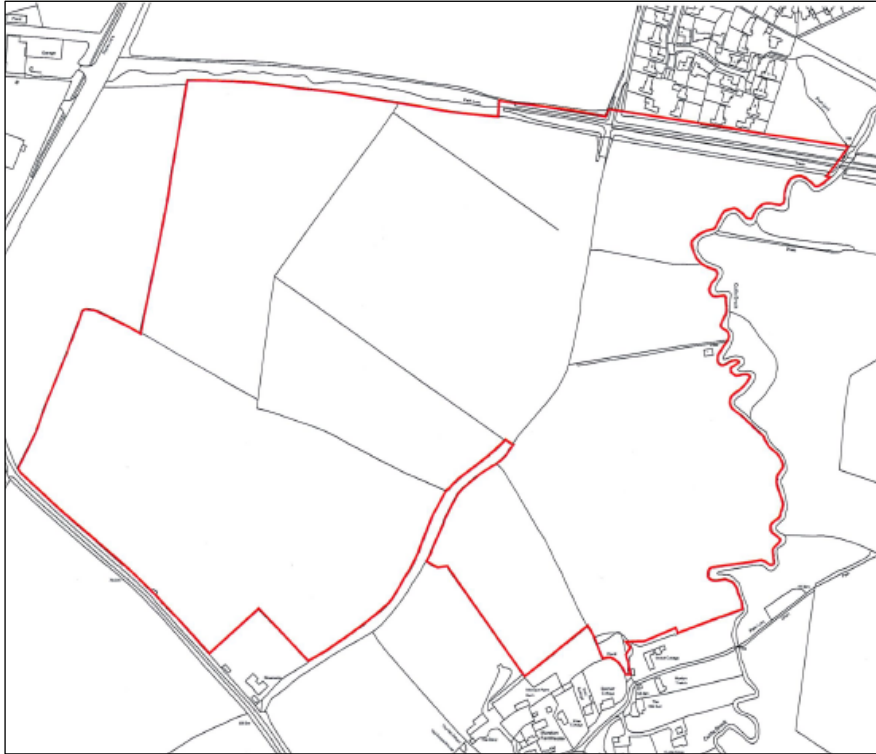


Figure 16. Map displaying the boundary of the Site at High Fields THA10 as submitted by Barton Willmore to the consultation

The representation notes that the site assessment work undertaken incorrectly states that the site did not pass the Phase 1 Landscape Capacity Assessment prepared by SODC and thus should not be ruled out on those grounds. They also disagree with the Phase 2 findings of that study, and make the following further points:

- Although the eastern extent of the Site is within Flood Zone 2, the extent of the developable area would not extend into this. The area of floodplain would form an extension to the Cuttle Brook corridor.
- Further work is being undertaken to confirm the agricultural land classification of the site, which is reported in the Site Assessment as being Grade 3.
- There are no greenspace designations associated with the site.
- The public right of way running through the site would be retained.
- Development would be designed such that it would be sympathetic to the setting of and relationship with the Moreton Conservation Area and listed buildings to the south of the site.

>> *Land at Moreton Road*

Ridge and Partners LLP (site promoters) challenge the assessment of the Land at Moreton Road, Moreton site (Figure 17). The site was rejected because it was deemed “too far outside Thame settlement boundary”. Ridge argue that the site is within suitable proximity to services and facilities in Thame and is therefore a sustainable development. They argue the site is within suitable walking and cycling distance from Thame and is located adjacent to a bus stop. Moreover, the site is located on a local highway network that provides direct, easy access to Thame and more widely sits in close proximity to the A418 which provides access to the M40.



Figure 17. Map displaying the boundary of the Land at Moreton Road, Moreton site, as submitted by Ridge and Partners to the consultation.

>> *Land east of Thame*

DLA on behalf of Hallam Land Management Ltd suggest that the Land east of Thame/south of Chinnor RFC site (Figure 18) should have been assessed as being suitable for development.

It is submitted that the site would be highly sustainable, performing well across a number of measures for this, such as public transport accessibility, strong placemaking principles, and ability to deliver community and green infrastructure for the town, and as such should be reconsidered a site suitable for development and put forward as a potential site.

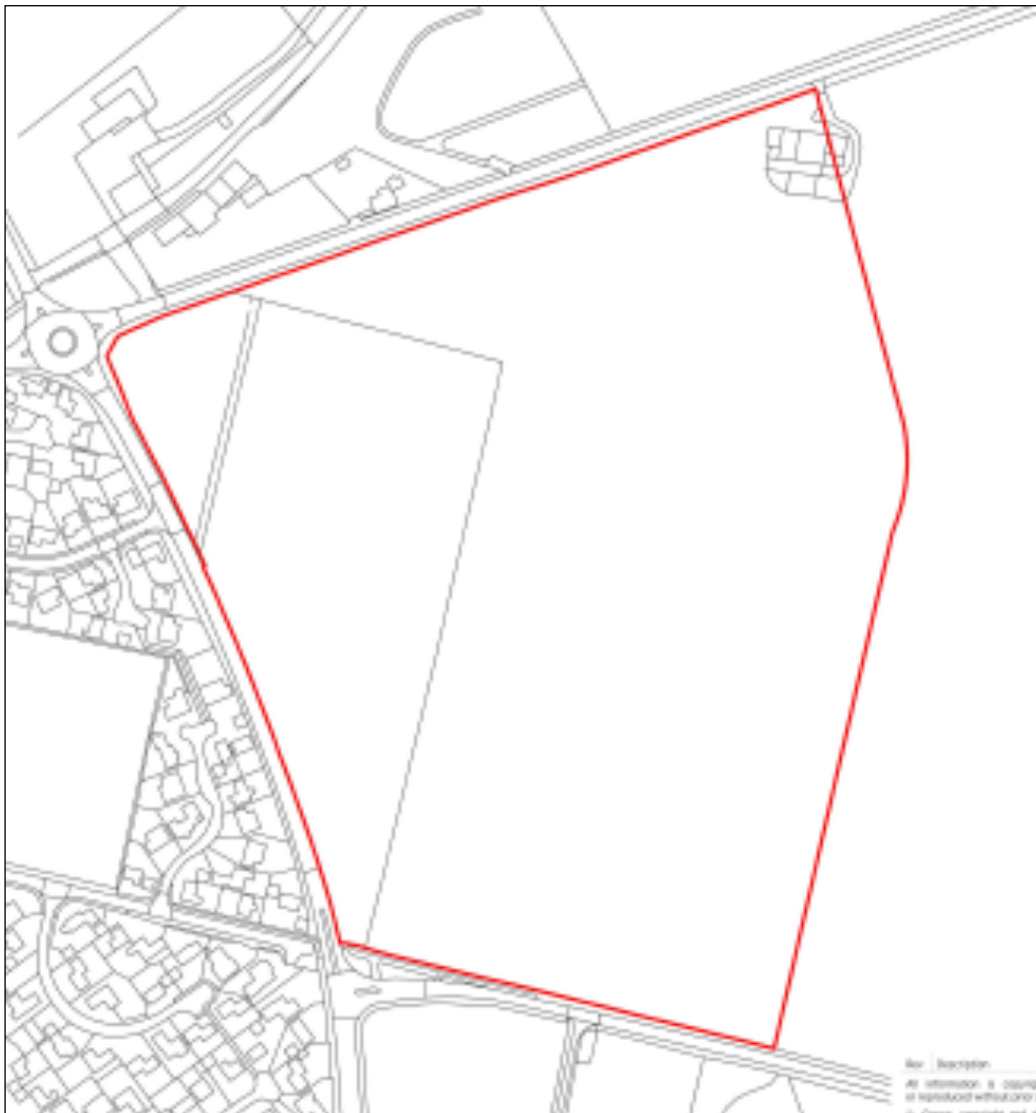


Figure 18. Map displaying the boundary of the Land east of Thame/Land south of Chinnor RFC, as submitted by Hallam to the consultation.

>> *Oakfield*

Ridge and Partners LLP put forward a site for residential development on a site known as Oakfield, located along Thame Park Road just South of Thame. The site is identified as having capacity for up to 4 dwellings, although the exact scale of development is being considered further following pre-application discussions with the Council.



Figure 19. Map displaying the boundary of the Oakfield, Thame site, as submitted to the consultation.

3.2 Employment Site Selection

Three employment sites were presented for comment. These were all located adjacent to each other, being to the east of Howland Road, east of Thame. This reflected the information submitted to the Thame Call for Sites which was more recent than the South Oxfordshire SHELAA. Within the SHELAA, the three sites, as well as adjacent land, were identified as one larger site. In the Call for Sites however, this land was subdivided into a series of parcels for consideration.

There was a mostly positive response to the possible employment sites, as summarised in Figure 20:

- Just over a fifth of all respondents were unsure as to whether development on each of the sites would be suitable
- Of the remainder, both the North of 'Windles' Site and East of Howland Road sites received more responses in support of these being potential development sites than against:
 - 53% of respondents agreed or strongly agreed with the North of 'Windles' site, compared to 25% against.
 - 48% of respondents agreed or strongly agreed with the East of Howland Road site, compared to 30% against
- There was no real preference for the Land south of Towersey Road (Cotmore Wells) site, with similar numbers of respondents being both in favour and against the site
 - 38% agreed or strongly agreed with this site, compared to 39% against

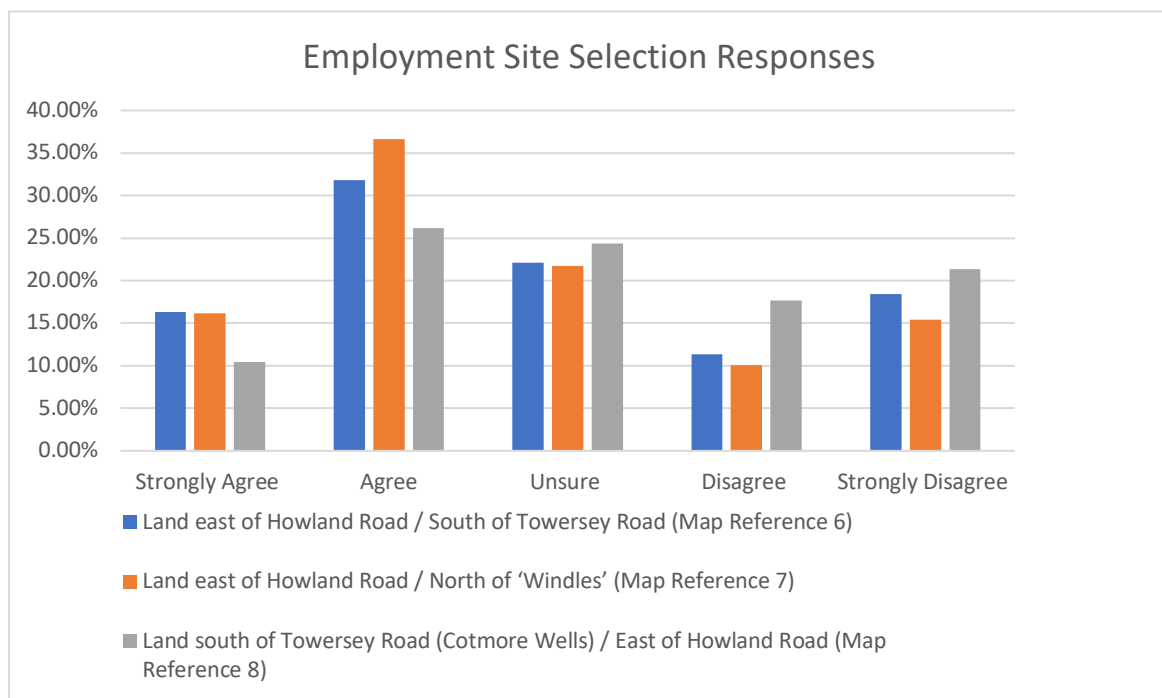


Figure 20. Chart displaying respondents' preferences for the potential sites for employment development

Land east of Howland Road / South of Towersey Road

Land east of Howland Road / South of Towersey Road (Figure 21) received mostly support, with 48% of responses being agree or strongly agree, compared to 29% that were either strongly disagree or disagree (Figure 22).



Figure 21. Map displaying the boundary of the Land east of Howland Road / South of Towersey Road site

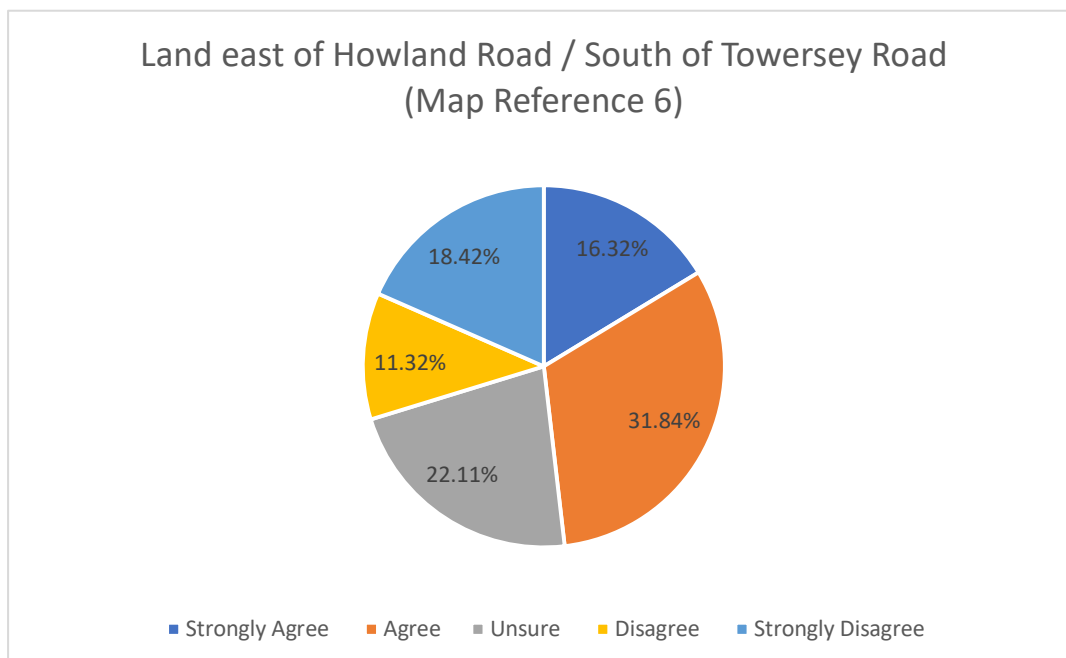


Figure 22. Chart displaying respondents' answers to Land east of Howland Road / South of Towersey Road

Comments from respondents can be summarised as:

- A number of respondents were happy with the site, feeling it was a logical extension of the existing employment area.
- However, as a counter-point to this, some respondents which raised concern that development in this location would act as a precedent for future development outside of the ring road, which could eventually blur the distinction between Thame and Towersey.
- Some other respondents commented on the proximity of the site to existing homes and that employment development here might detrimentally impact resident's quality of life.

The site promoters also responded to the site, this is summarised at the end of the employment section of this report.

Land east of Howland Road / North of 'Windles'

Land east of Howland Road / North of 'Windles' (Figure 23) received a positive response from survey respondents. 53% of answers for this site were either strongly agree or agree, with only 25% being disagree or strongly disagree (Figure 24).



Figure 23. Map displaying the boundary of the Land east of Howland Road / North of 'Windles' site

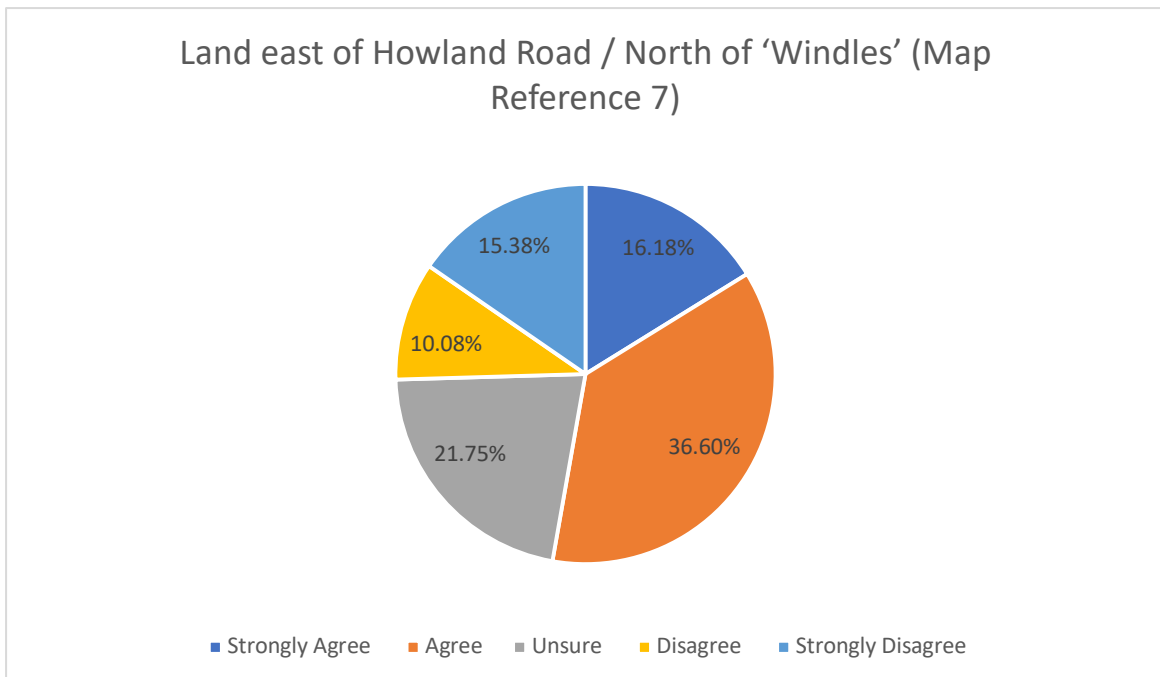


Figure 24. Chart displaying respondents' answers for the Land east of Howland Road / North of 'Windles' site

Comments from respondents can be summarised as:

- Many of the comments received in response to this site were a repeat of those outlined above in respect of the adjacent site.
- Several comments expressed support for the site as it directly adjoins the existing employment area and doesn't extend any further into the surrounding area.

The site promoters also responded to the site and this is summarised at the end of the employment section of this report.

Land South of Towersey Road (Cotmore Wells) / East of Howland Road

Land south of Towersey Road (Cotmore Wells) / East of Howland Road (Figure 25) was the least popular employment site among respondents. 36% of responses for this site were either strongly agree or agree, and 39% of responses were either disagree or strongly disagree (Figure 26).



Figure 25. Map displaying the boundary of the Land south of Towersey Road (Cotmore Wells) / East of Howland Road site

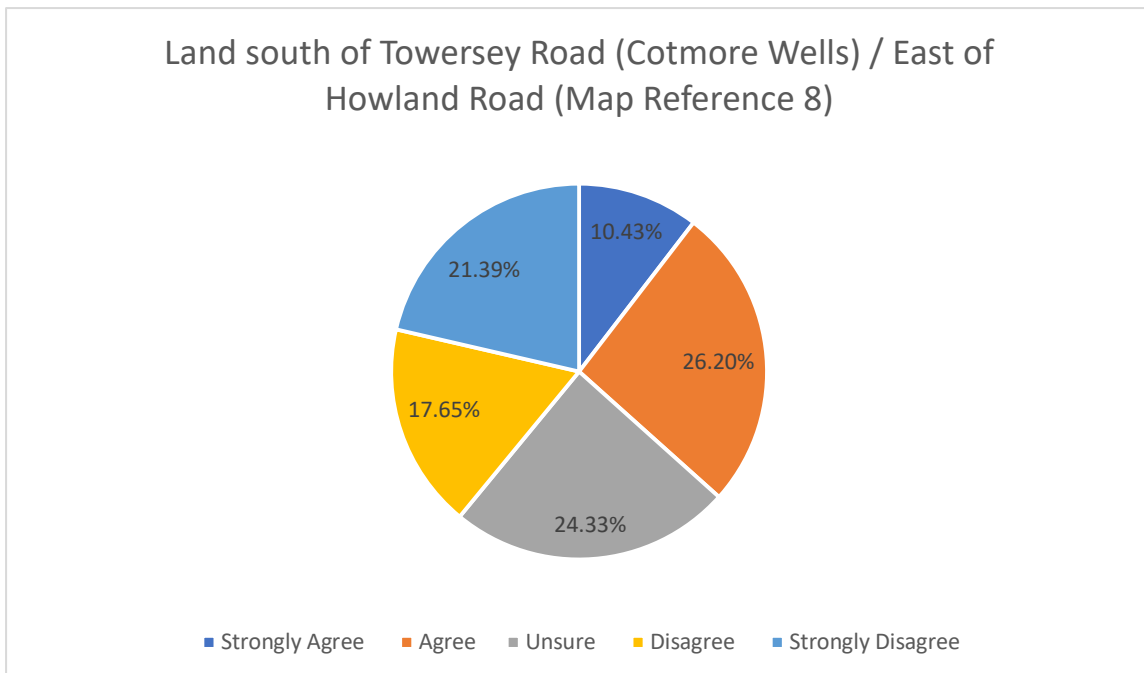


Figure 26. Chart displaying respondents' answers to the Land south of Towersey Road (Cotmore Wells) / East of Howland Road site

Comments from respondents can be summarised as:

- A key concern with this site was that it was felt that it extended too far into the surrounding countryside, and that it exceeded the existing pattern of development of the employment area to the south.
- A number of comments suggested they were only in support of this site if adjacent sites 6/7 were also to come forward for development

The site promoters also responded to the site, this is summarised at the end of the employment below.

Other employment sites and suggestions put forward

>> Wider area of land to east of Howland Road

Stoford's (site promoters) put forward reasoning for two more sites to be considered for potential employment development, these are located directly to the east of the three proposed sites as shown on Figure 27.



Figure 27. Collection of maps displaying the three suggested sites for employment development at consultation (top), and the two further sites submitted by Stoford's to the consultation.

The response suggests that it is incorrect to rule out the two additional parcels on the grounds of distance from the existing built-up area of Thame and that the sites have better access to facilities, including shops and the town centre, than other sites identified as being potentially suitable for housing. It is also suggested that the presence of the ridgeline to the east of the sites will mean that they will not encroach into the open countryside nor reduce the openness between Thame and Towersey.

Furthermore, Stoford's suggest there is a requirement in Thame more than the 3.9 hectares of employment land as set out in the Local Plan and that this can be satisfied through allocation of the additional parcels of land.

>> Land south of the A418

Savills suggest that Land South of A418, Thame site (Figure 28) should be considered as a site for potential employment development.

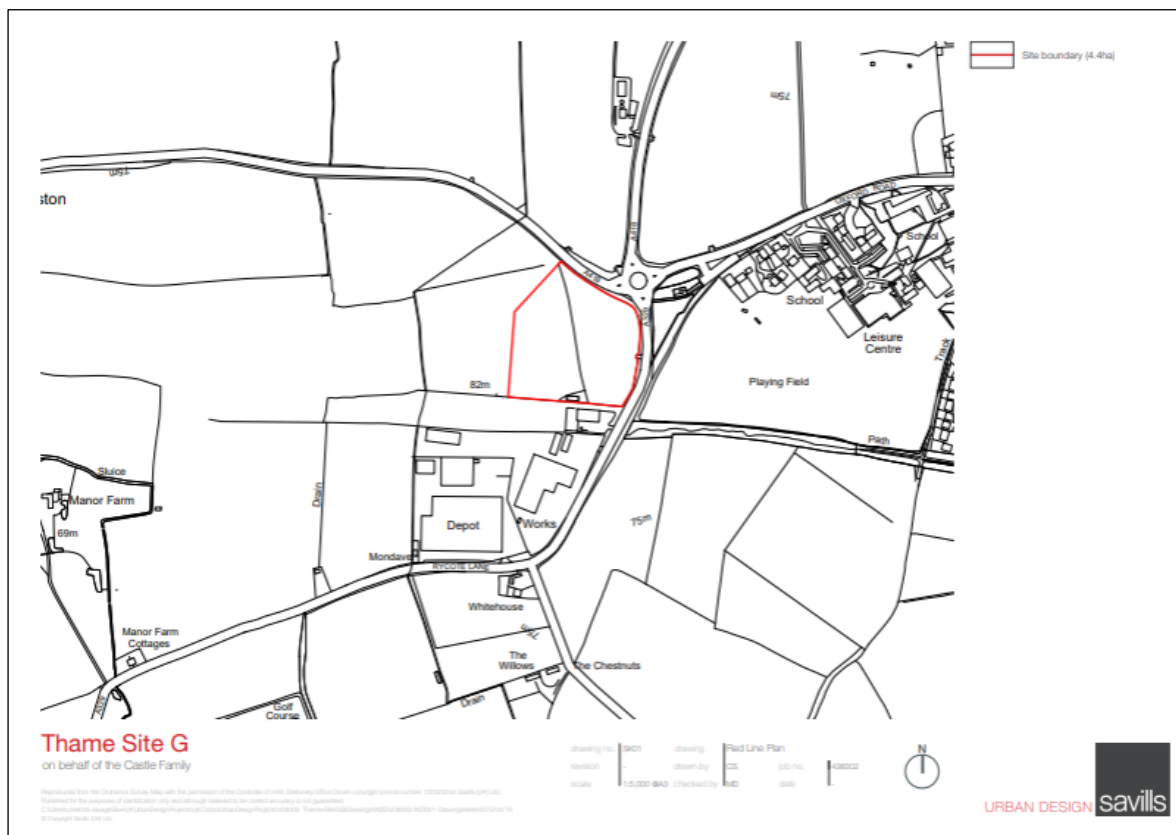


Figure 28. Map displaying the boundary of the Land South of A418, Thame site, referred to as Thame Site G in the image, as submitted by Savills to the consultation.

The responses notes that the site was rejected based on it not being well integrated with the existing residential development of the settlement of Thame as well as landscape impact, countryside encroachment, and the potential reduction in the compactness of Thame.

However, Savills suggest the site's location west of Rycote Lane means that the site is immediately to the north of an existing employment area. It is therefore suggested by Savills that the site integrates very effectively with the existing employment offering. Furthermore, they state that the landscape impact and countryside encroachment are able to be mitigated with appropriate landscape buffers.

Finally, Savills argue that the proximity of the site to the bus route for the Sapphire 280 service by Arriva which links to Thame Oxford and Aylesbury means the site can contribute towards more sustainable patterns of movement.

3.3 Mixed Use/ Retail Site Selection

Respondents were asked their opinion on two sites designated for mixed use / retail purposes.

There was a positive response to the two possible mixed use / retail sites, as shown in Figure 29.

- Just over a fifth of all respondents were unsure as to whether development on each of the sites would be suitable
- Of the remainder of respondents, both the Goodsons Industrial Mews and Cattle Market sites received more responses in support of these being potential development sites than against
 - 64% of all respondents agreed or strongly agreed with the Goodsons Industrial Mews site, compared to 13% against
 - 50% of all respondents agreed or strongly agreed with the Cattle Market site, compared to 28% against.

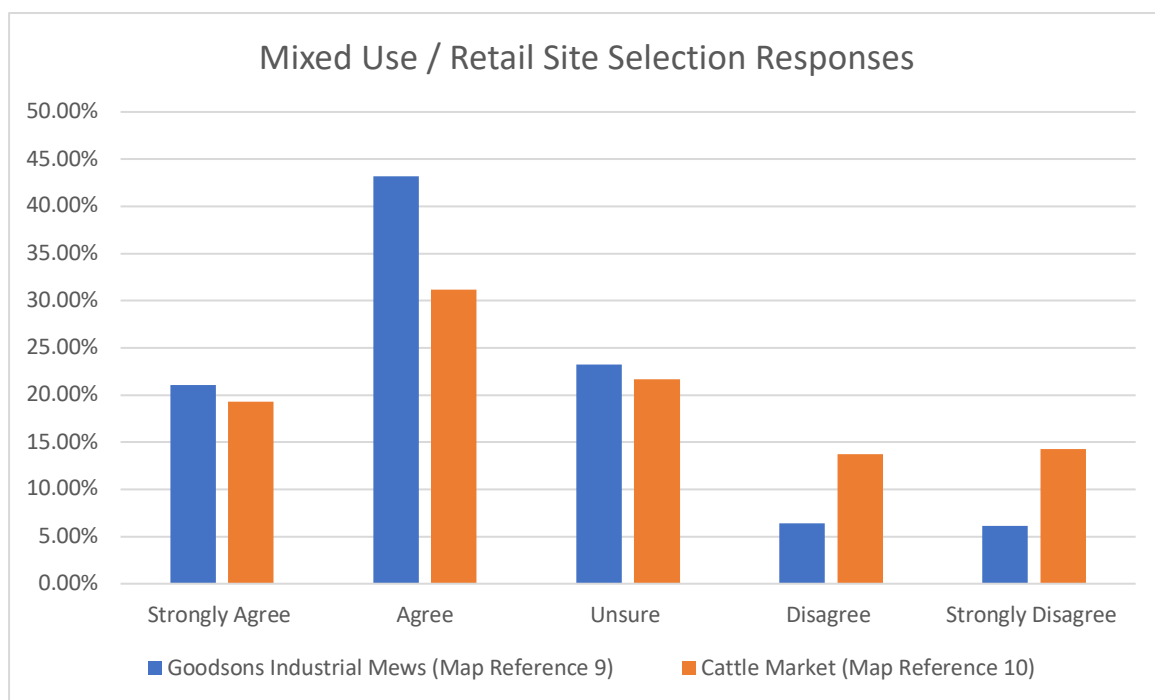


Figure 29. Chart displaying respondents' preferences for potential sites for mixed use / retail uses

Goodson Industrial Mews

Goodsons Industrial Mews (Figure 30) received a strong level of support from respondents. 64% of responses were either agree or strongly agree, compared to just 13% against (Figure 31).

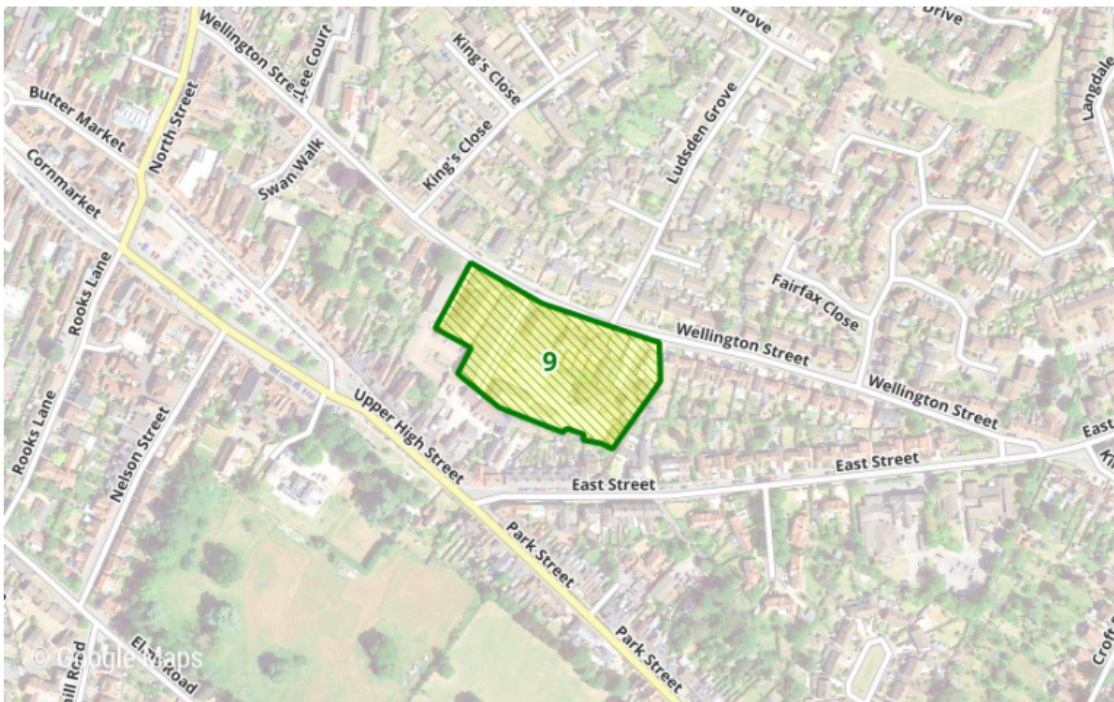


Figure 30. Map displaying the boundary of the Goodson Industrial Mews site

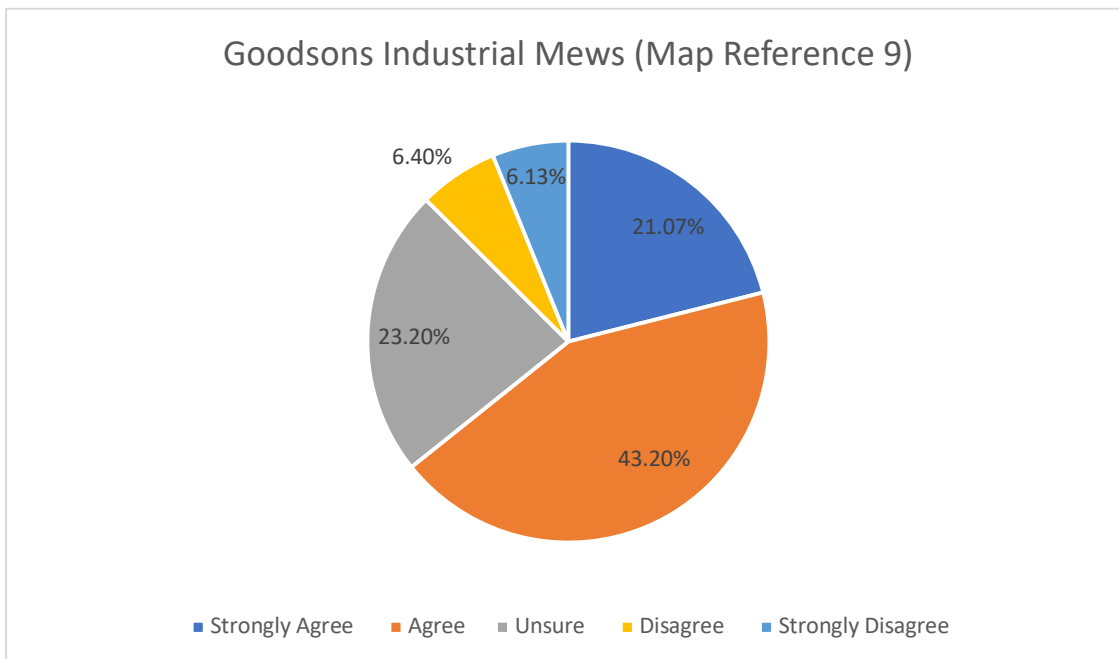


Figure 31. Chart displaying respondents answers for the Land south of Towersey Road (Cotmore Wells) / East of Howland Road site

Comments from respondents can be summarised as

- Multiple comments were made suggesting that Wellington Street would not be able to cope with any increased pressure, suggesting that congestion and incidents are already common here
- Respondents commented that any development would need to provide internal parking
- Others noted that the proximity of the site to the town centre makes it suitable for retail development, but less support was put forward for housing.

Cattle Market

The Cattle Market (Figure 32) site received a strong level of support, albeit slightly less than the Goodsons Industrial Mews site: 50% of responses were either agree or strongly agree, compared to 28% against (Figure 33).

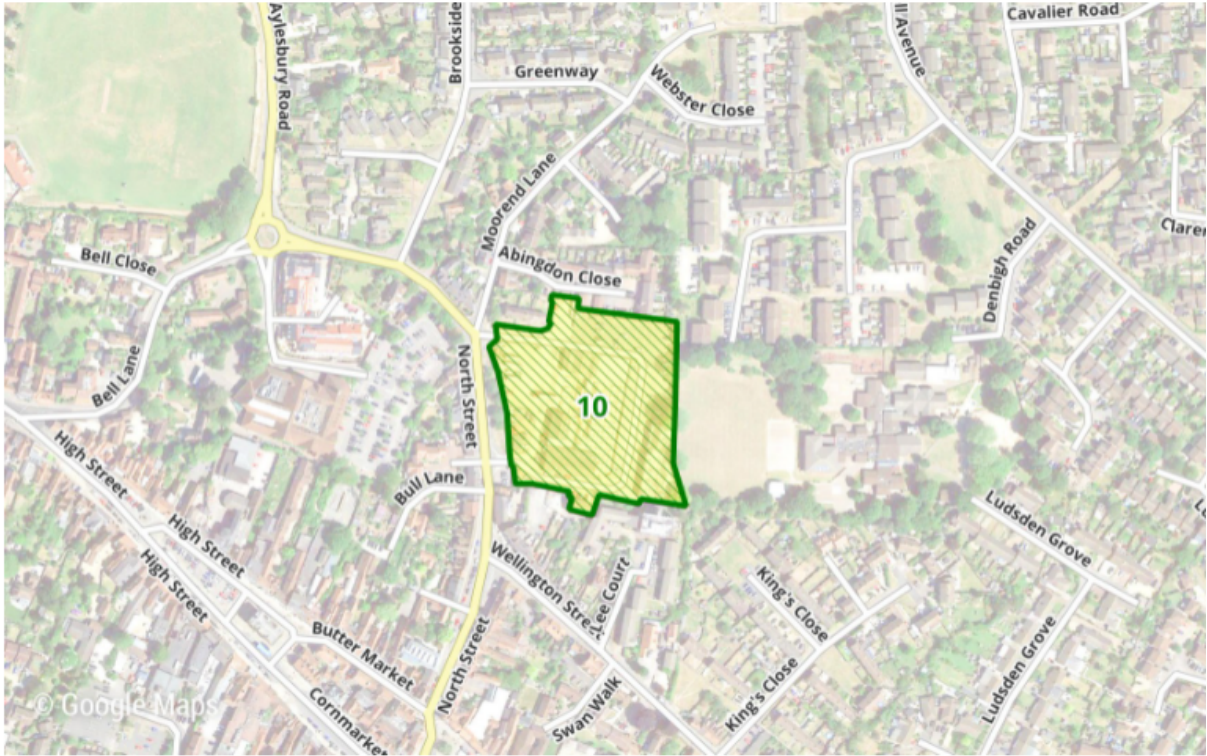


Figure 32. Map displaying the boundary of the Cattle Market site

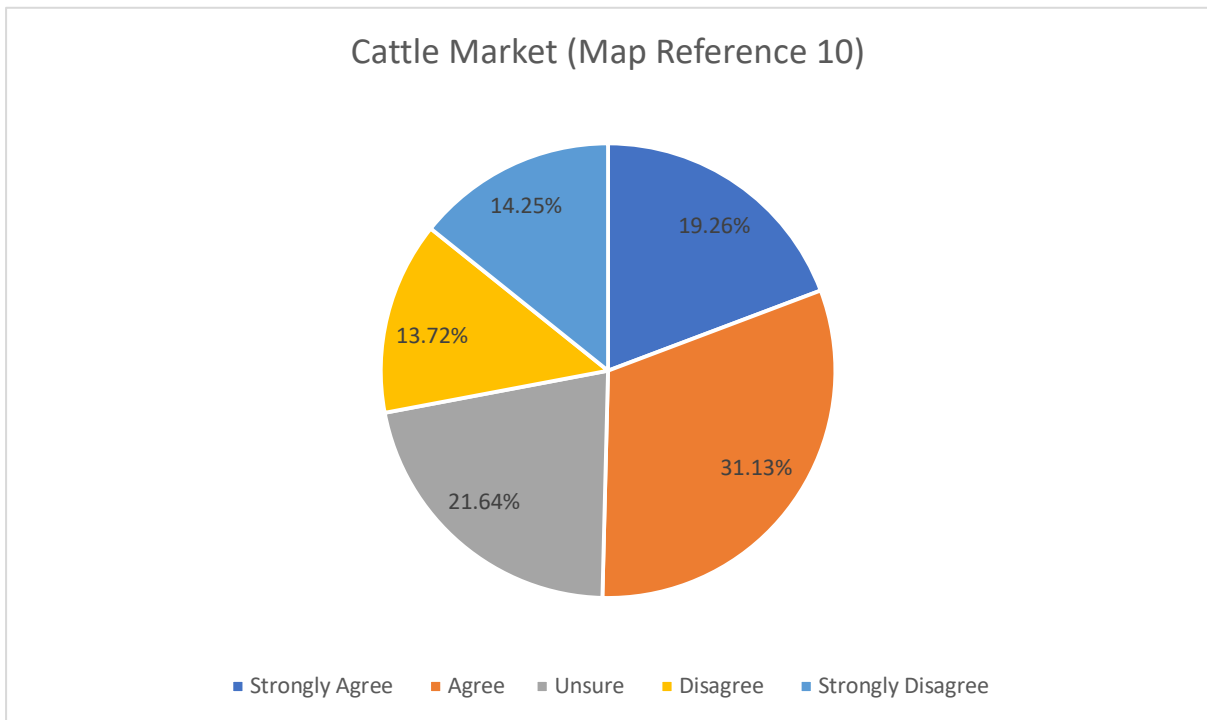


Figure 33. Chart displaying respondents' answers to the Cattle Market site

Comments from respondents can be summarised as

- Respondents noted that the site currently provides vital parking in Thame, being used by parents collecting children from school as well as for overflow parking for those visiting the town centre.
- The importance of the Cattle Market was disputed among respondents: while some felt it added to the character of Thame, others had no issue with it being removed, however most noted that it should be relocated somewhere fairly nearby.
- There were several comments made that suggested the site should be redeveloped for community use, for example to create an arts centre.

4. Summary and recommendations

Vision and Objectives

There was a positive response to the proposed vision and objectives, with at least 80% of responses to all objectives expressing agreement or strong agreement to these, with Objectives 2 and 5 receiving the highest level of support (97% and 98% respectively agreed or strongly agreed to these objectives:

- Objective 1 (Thame must continue to feel 'compact') received overwhelmingly positive support, but respondents did note that if development were to extend beyond Thame's ring road it would undermine the objective.
- For Objective 2 (Thame must continue to have a close relationship with the open countryside around it), respondents noted the importance of the Cuttlebrook Nature Reserve.
- Comments on Objective 3 (Thame must retain its markets) highlighted the importance of Thame's markets in giving its identity, but the general consensus was that respondents would be happy for the Cattle Market to be relocated away from its current location.
- Responses to Objective 4 (Thame must continue to act as a centre for the surrounding area, not just residents) suggested that the presence of independent retailers in the town play an important role in attracting residents from surrounding areas to visit Thame. It was also suggested that the availability of free-parking in the centre is important and that if removed or charged for this might deter visitors. This needs balance with wider comments made about the impact of parking and traffic in the centre.
- revealed some level of contention over the importance of free parking in Thame, as well as suggesting that independent retailers were crucial to achieve the objective
- For Objective 5 (Thame must remain attractive to residents and visitors), respondents noted that Thame's green spaces, historic centre, markets, independent shops, and proximity to the countryside make it an attractive place. Suggestions were also made as to what could be done to improve the attractiveness of the town. Comments include improve parking issues, introducing outdoor seating areas, and creating more pedestrianised areas.

Respondents were asked how the Plan should respond to changes since the first Neighbourhood Plan was made, including new development pressures, the climate emergency, and the impact of Covid-19. A key theme here was support for the introduction of electric vehicle charging points within Thame and other 'green' interventions. Others mentioned how the Covid-19 pandemic had increased the importance the surrounding countryside for them, and that the Plan should do whatever it could to preserve this. Similarly, a number of comments expressed support for improving walking/cycling routes within Thame and connecting into the surrounding areas of countryside. Many also noted how their working patterns had shifted to become more 'home-based', and that future development should be able to accommodate this shift.

Site selection

Housing

The CEG Site and Diagnostic Reagents sites were the most popular housing sites among respondents: both received over 50% of responses in favour, with less than 25% against. However, for the CEG site, responses suggest that that the entire site area would be unsuitable for development and that it should not extend south past the existing development to the west of the site.

The least popular sites were the Windmill Road and Moreton Lane sites, both received over 50% of responses against, and less than 25% in favour. These sites are located next to each other and both received strong concern about accessibility issues, as well as their potential impacts on the Phoenix Trail and surrounding countryside.

There was no real preference for the Land at 'Site F', with an even split between those in favour and against. Comments most noted that a portion of the site would not be suitable due to being located on a floodplain – but that small parts may be suitable.

In terms of other sites put forward:

>> *High Fields:*

Having reviewed the Landscape Capacity Assessment, Phase 1 of that assessment does recommend that there *'may be potential for housing subject to landscape and visual mitigation and protection of the landscape setting to the River Thame'*. However, the Phase 2 assessment of the site concludes that:

- *It is not recommended that THA10 is considered any further as a potential developable area as development with a part of the area would adversely affect the whole.*
- *The strong intrinsic rural character and contribution the area makes to the setting of the rural village of Moreton and the wider landscape is important.*
- *The area is distinct from the urban fabric of Thame and is separated by a very well defined edge to the town.*
- *The site lies on ground falling away from the town where there is no precedent for development south of the old railway line / Phoenix Trail.*

The study is clear that the site is not appropriate for development. However, this could be further reviewed alongside other sites.

>> *Land at Moreton Road*

As above, this site could be further reviewed, though it is noted that it would involve development within Moreton, and thus outside the main built-up area of Thame and catchment of services and facilities, thus being contrary to the vision and objectives for Thame (that were strongly supported).

>> *Land east of Thame*

As above, this site could be further reviewed. As with the High Fields site, it was considered in the SODC Landscape Capacity Assessment. That recommends that development might be suitable, but only on a reduced area of land, and only in conjunction with smaller parcels north and south of this. It notes that, development, on its own, would appear incongruous, and that development of the whole area would involve a major expansion of Thame to the *'detriment of the town and its open landscape setting'*.

>> *Oakfield*

The Oakfield site has been put forward as having potential for four new dwellings. This scale of development (less than five homes) is typically captured by 'windfall' and rather than comprising a site allocation might instead be subject to wider policies in the Plan with regard to matters such as design, suitable uses, green space and accessibility etc. It is noted that there is a planning application for a public burial site on the immediately adjacent land. Due to matters of proximity, if approved, this may have implications for the potential for development of the Oakfield site.

Employment

Three potential employment sites were presented, comprising three adjacent parcels. The most popular sites were the two that protruded the least from the existing settlement pattern: 'North of Windles' and 'East of Howland Road'.

These both received more responses in support of them being potential development sites than against. For the 'North of Windles' site, 53% of responses agreed or strongly agreed, compared to 25% against, while 48% of responses were in favour of the 'East of Howland Road' site compared to 30% against.

The least popular site, Land south of Towersey Road (Cotmore Wells) received 38% of responses in support, and 39% against. Comments suggested this was because the site was not adjacent to and extended beyond the existing urban settlement boundary.

In terms of other sites put forward:

>> *Wider area of land to east of Howland Road*

Two further parcels of land were put forward for submission and which included the wider area forming part of the earlier submission to the SODC SHELAA. These could be further reviewed. The wider site was considered in the SODC Landscape Assessment. This recommends that development might be considered appropriate, but that it should be limited to the western edge of the site. This includes land to the south of the 'Cotmore Wells' site presented in the consultation, but not east of this. The Landscape Study notes the potential erosion on the separate identity between Thame and Towersey and the need for woodland planting on the eastern boundary.

>> *Land south of the A418*

This site was not assessed in the SODC Landscape Capacity assessment in the same way that land east of Howland Road was, but, as with other sites put forward through consultation, could be reviewed further. As with other sites, the relationship with the objectives would need to be considered.

Mixed use/retail

Both of the suggested mixed use sites received positive feedback, with 64% of all respondents agreed or strongly agreed with the Goodsons Industrial Mews site, compared to 13% against, and 50% of all respondents agreeing or strongly agreeing with the Cattle Market site, compared to 28% against.

The importance of the Cattle Market was disputed among some respondents: while some felt it added to the character of Thame, others had no issue with it being removed, but many noted that it could be relocated elsewhere.

Implications for next stages

The vision and objectives for Thame were strongly supported and provide a good basis for ongoing work on the review of the Neighbourhood Plan, particularly in terms of updating this to address climate change matters, integrating ideas and initiatives from the Thame Green Living Plan for example, into policies where appropriate, or as wider projects that the might be delivered (but which are not necessarily 'land use or development' related).

However, there is some tension between the objectives and how these are reflected within potential sites and locations for growth, particularly residential.

Although there is support for the compact, walkable nature of Thame and its relationship with the surrounding countryside and landscape setting, growth and development would impact upon this. The majority of respondents said they were against potential development to the south of Thame for new homes, citing reasons such as access constraints and impact on the countryside. But if these sites were not to come forward then alternatives need exploring. Several were put forward through the consultation, having previously been considered through the site assessment and selection process. These can be reconsidered, alongside the sites subject to this round of consultation. However, similar issues exist with these sites.

In terms of employment, there are questions about whether additional land is required for employment purposes, and where that should be provided. In the case of the sites submitted, all would contribute to the outwards expansion of Thame beyond the built-area.

For mixed-use / retail, both sites (the Cattle Market and Goodsons Mews) were broadly supported as sites, and should be taken forward for further review within the Neighbourhood Plan.

Appendix: Copy of display material and survey



TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW

THAME
Town Council
BOARD 1/7

INTRODUCTION

The Thame Neighbourhood Plan (TNP1) was made in 2013. It was one of the first Neighbourhood Plans in the country and was prepared by the Town Council with support and input from the local community.

TNP1 was a response to the Core Strategy published by South Oxfordshire District Council, which required land to be identified for new housing and employment growth in Thame. Through TNP1, a vision and set of objectives were established, setting out how Thame should grow and develop in the future.

A series of preferred locations for growth were identified around Thame to help link and integrate the new housing and future residents with the rest of the Town and contributions sought for infrastructure improvements.

The Neighbourhood Plan now needs to be reviewed (TNP2). This is because a new Local Plan has been adopted by South Oxfordshire District Council which says that further growth is required in Thame.

Through TNP2 the Town Council, with your support, has the opportunity to identify the best locations for future growth, as well as establishing principles and policies in respect of design quality, the mix and type of new housing, and improvements that might be required in Thame.

The material on display here presents the initial work undertaken on TNP2. Now we need your views. Our vision for Thame is:

‘Thame must maintain its character as a real market town’.

Which means:

- Thame must continue to feel ‘compact’.
- Thame must continue to have a close relationship with the open countryside around it.
- Thame must retain its markets, festivals and events.
- Thame must continue to act as a centre for the surrounding area not just its residents.

The vision was established through community consultation on TNP1 and was reviewed and agreed at the Annual Town Meeting in 2018.

To find out more about the Neighbourhood Plan please visit the Town Council website:
www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan-revision/

To comment on the Neighbourhood Plan please complete the survey on the website by 23rd August 2021
Alternatively, a paper copy can be downloaded and returned to the Town Council.



SCAN FOR MORE INFO

TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW



SITE ASSESSMENT PROCESS

The District's new Local Plan says Thame must accommodate 339 new homes, 3.5 hectares of new employment land, and 1,500 sqm of convenience retail floorspace between 2020 – 2035.

To do this Thame needs to review the Neighbourhood Plan. If we cannot find the land and update the Neighbourhood Plan by the end of 2021 then applications for development will be considered on their merits by the District Council, irrespective of their location.

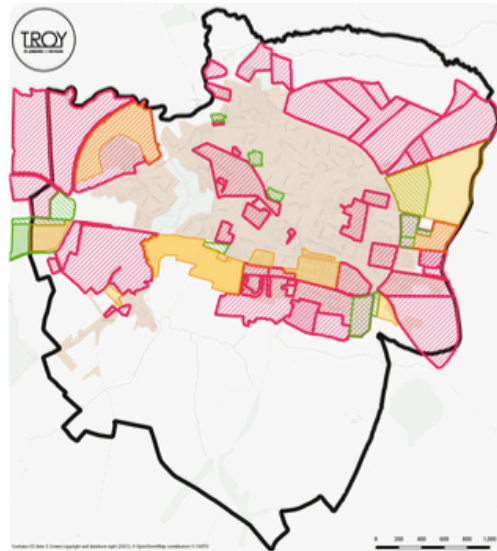
Landowners, developers and their agents have put forward a large number of potential sites for future growth and development in Thame. The Town Council has assessed these to determine which might be considered suitable for development, in principle.

This has followed national guidance published by Central Government (Ministry for Housing, Communities and Local Government) and supporting material for Neighbourhood Planning groups prepared by Locality.

The range of criteria include, but are not limited to, matters such as environmental constraints, areas of biodiversity and nature conservation, accessibility, landscape impacts, proximity and access to important services and facilities.

Colour coding is used to assess the suitability of each site. This reflects the following:

- **Green:** Those sites considered potentially suitable.
- **Amber:** Those sites which are potentially suitable but which might be less favourable, and where issues impacting on delivery may need addressing.
- **Red:** Those sites not considered suitable.



- Thame Boundary
- Built Up Area
- Sites considered suitable for development
- Sites which are suitable but less favourable, and where issues impacting on potential delivery may need addressing
- Sites not considered suitable for development

Assessed SHELAA sites* and Call for Sites** submissions

* - SHELAA sites are those submitted to South Oxfordshire District Council as part of the Local Plan process. The SHELAA is the Strategic Housing and Economic Land Availability Assessment

** - Call for Sites are those submitted to Thame Council for consideration in the Neighbourhood Plan

To find out more about the Neighbourhood Plan please visit the Town Council website:
www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan-revision/

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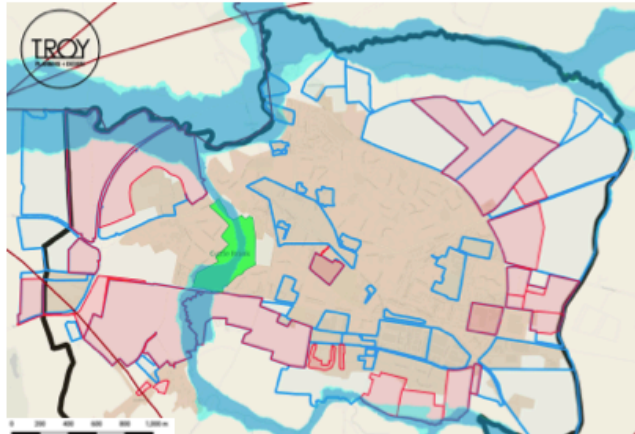
SCAN FOR MORE INFO

TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW



MAPPING OF ASSESSMENT CRITERIA

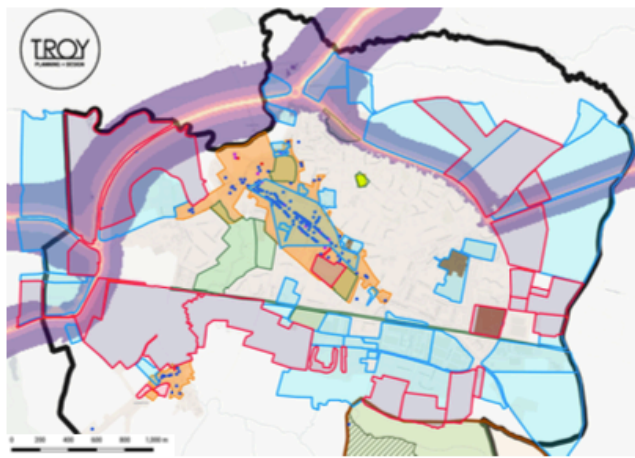
ENVIRONMENTAL CONSTRAINTS



The sites have been considered against a range of criteria to help inform the assessment process. These include environmental and planning policy constraints as illustrated on this panel. Other criteria mapped and assessed include the location of services and facilities, and proximity of sites to these, and the walking, cycling and public transport network in Thame.

- | | |
|---|--|
| <ul style="list-style-type: none"> Thame Boundary Call For Sites SHELAA Sites Built Up Area | <p>ENVIRONMENTAL CONSTRAINTS</p> <ul style="list-style-type: none"> Flood Zone 2 Flood Zone 3 Ancient Woodland Local Nature Reserves SSSI Impact Risk Zones |
|---|--|

POLICY CONSTRAINTS



- | | |
|---|---|
| <ul style="list-style-type: none"> Thame Boundary Call For Sites SHELAA Sites Built Up Area Scheduled Monuments Conservation Target Areas - LP Policy ENV2 Protected Green Spaces - NDP Policy ESD01 Registered Parks and Gardens Brownfield Land Register Conservation Areas | <p>Road Noise</p> <ul style="list-style-type: none"> 55.0-59.9 dB 60.0-64.9 dB 65.0-69.9 dB 70.0-74.9 dB >=75.0 dB |
| <p>Listed Buildings</p> <ul style="list-style-type: none"> I II II* | <p><small>Contains OS data. © Crown copyright and database right (2021).
Environment Agency © 2021.
Natural England © 2021.
Historic England © 2021.
© OpenStreetMap contributors © CC-BY</small></p> |

To find out more about the Neighbourhood Plan please visit the Town Council website:
www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan-revision/
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SCAN FOR MORE INFO

TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW

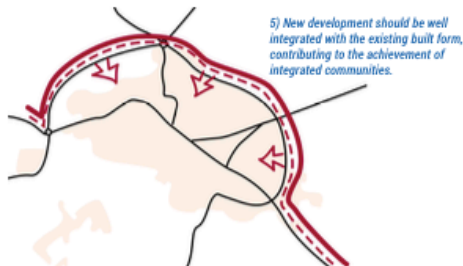
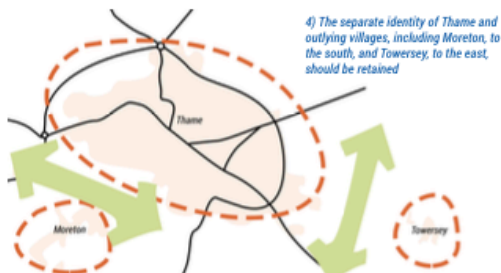
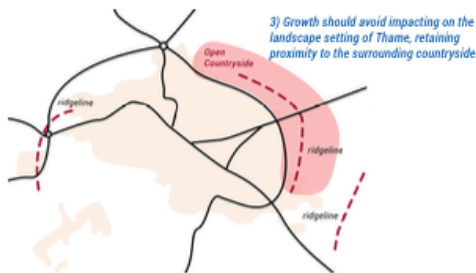
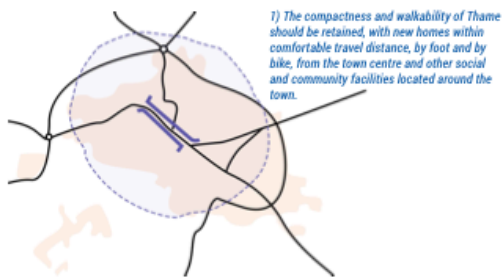


BOARD 4/7

SPATIAL GROWTH PRINCIPLES

The site assessment process identified a number of sites across Thame that might be potentially suitable for development and thus where choices need to be made before preferred sites can be allocated.

To inform this process the sites have been considered against the items that make up the vision for Thame, which are demonstrated in the diagrams below.



To find out more about the Neighbourhood Plan please visit the Town Council website:
www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan-revision/

To comment on the Neighbourhood Plan please complete the survey on the website by 23rd August 2021

Alternatively, a paper copy can be downloaded and returned to the Town Council.



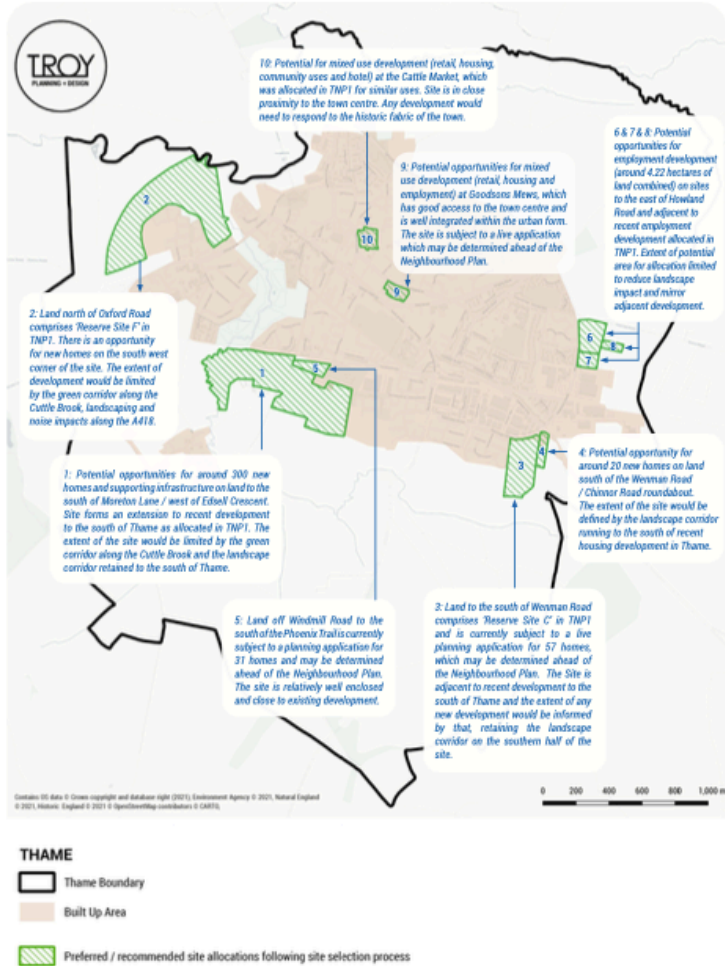
SCAN FOR MORE INFO

TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW



POTENTIAL GROWTH AREAS

This panel displays the potential areas for accommodating future growth in and around Thame. In addition to these, it is recognised that some smaller sites will come forward through opportunities for 'windfall' development, including, for example, the conversion of existing buildings or the redevelopment of small infill sites.



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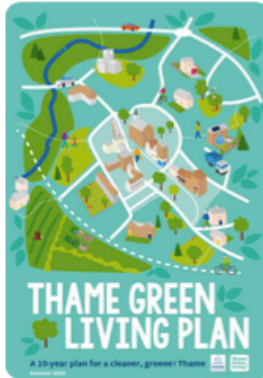
TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW



WIDER OPPORTUNITIES



TNP1, 2013



Thame Green Living Plan, 2020



Recent development in Thame

TNP1 covered a wide-range of issues. This review allows us to revisit and update the policies within this. In addition to the location of future development, TNP2 could allow consideration of design quality, infrastructure requirements and climate change.

A copy of TNP1 can be found on the Town Council website. Since it was adopted in 2013 there have been a number of changes that impact on the way people live, work and move around.

How can we capture and respond to these in TNP2?

We'd like to know:

- The Town Council has adopted a 'Green Living Plan' and will seek to embed ideas and principles from this into the Neighbourhood Plan, but what do you think we should do in Thame to respond to the climate emergency?
- The social distancing precautions put in place in response to the Covid pandemic has changed the way people work, travel and interact with their local shops and services. What do you think the long term implications of this might be and how should we respond to these changes in Thame?
- Since TNP1 was made the importance of high quality design in new development has been emphasised in national policy. What are the characteristics and qualities in Thame that should be reflected in new development?
- Are there any facilities or services in Thame that you think are missing and which money payable by new development through the Community Infrastructure Levy might help fund?
- Are there any other matters of concern related to the future of land use and ongoing growth of Thame that you think should be covered by TNP2?

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TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW



BOARD 7/7

NEXT STEPS

The timeframe for work on TNP2 has been established by the Local Plan, with progress on site assessment and selection required such that it can inform production of the new Plan for submission purposes in December 2021.

We would like to know your views on the progress made towards selecting potential sites for future development, and what you think about the sites.

We'd also like to hear your views on other opportunities for new and updated policies in TNP2.

Please let us know your views, and any other ideas or suggestions, by completing the survey and responding by 23rd August 2021.

Your comments are integral to the production of planning policies and projects that will help guide the growth and development of Thame over the next fifteen years.

We will continue to work with you to shape TNP2. We will consult on the draft Plan before it is submitted for examination, during which there will be further opportunity for comment. If it passes examination TNP2 will be subject to a referendum. This entails a public vote, whereby those of a voting age residing in Thame will be able to vote on whether the Plan should come into force.

If more than 50% of people who vote are in favour of the Plan it will be formally 'made' and become a statutory document which must be considered when determining planning applications in Thame.



To find out more about the Neighbourhood Plan please visit the Town Council website:
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To comment on the Neighbourhood Plan please complete the survey on the website by 23rd August 2021

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SCAN FOR MORE INFO



NEIGHBOURHOOD PLAN REVIEW
QUESTIONNAIRE
PLEASE RETURN BY 23rd AUGUST 2021

INTRODUCTION

The current Neighbourhood Plan for Thame (TNP1) was 'made' in 2013 and forms part of the Development Plan which is used by South Oxfordshire District Council to help determine planning applications for development in Thame.

However, following the adoption of the new South Oxfordshire Local Plan (SOLP) in December 2020 there is a need to update TNP1 to reflect new policies and pressures. It is equally important that this update is also reflective of your views on the future for Thame. A review of the Neighbourhood Plan is thus now taking place (TNP2).

The most significant challenge for TNP2 is the need to identify additional land for development: the Local Plan states that a minimum of 339 new homes need delivering in Thame, along with a minimum of 3.5 hectares of employment land as well as space for new retail uses.

The Neighbourhood Plan cannot be used to prevent homebuilding. But, as with TNP1, it can proactively shape the location of any new development, and establish principles that influence good design and high quality new development.

Initial work has been undertaken on potentially suitable sites for future development in Thame, which we are now seeking your views on.

We would also like to know if you have any ideas or suggestions for incorporation in the new Neighbourhood Plan, so that it can be as successful as the made Plan.

Please do let us know what you think by completing the survey.

This survey is open until 23rd August 2021.

PART 1: VISION AND OBJECTIVES

1) To what extent do you agree with the vision and objectives of TNP1?

A vision statement and set of core objectives were developed with the local community as part of TNP1 and form the foundation of the Plan. The vision statement is as follows:

*“Thame must maintain its character as a **real** market town.”*

It is proposed to retain the vision in the new TNP2. The vision encapsulated a series of overarching objectives which are outlined in the table below. We want to understand whether these are still relevant.

Please let us know how you feel about the objectives by ticking the relevant boxes below.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
Objective 1. Thame must continue to feel ‘compact’					
Objective 2. Thame must continue to have a close relationship with the open countryside around it					
Objective 3. Thame must retain its markets					
Objective 4. Thame must continue to act as a centre for the surrounding area, not just residents					
Objective 5. Thame must remain attractive to residents and visitors					



2) Do you have any comments on the vision and objectives, including any ideas you might have for updated or new objectives?

The Vision: "Thame must maintain its character as a real market town."	
Objective 1: Thame must continue to feel 'compact'	
Objective 2: Thame must continue to have a close relationship with the open countryside around it	
Objective 3: Thame must retain its markets	
Objective 4: Thame must continue to act as a centre for the surrounding area, not just residents	
Objective 5: Thame must remain attractive to residents and visitors	

3) General ideas for policies and projects in TNP2?

In the 8 years since TNP1 was made we are now facing new development pressures, a climate emergency has been declared and we have experienced economic and social pressures during the COVID-19 pandemic. How should we respond to these in TNP2? Are there any changes to TNP1 you think we should consider, or new topics that you think should be included within TNP2? Please outline these below.

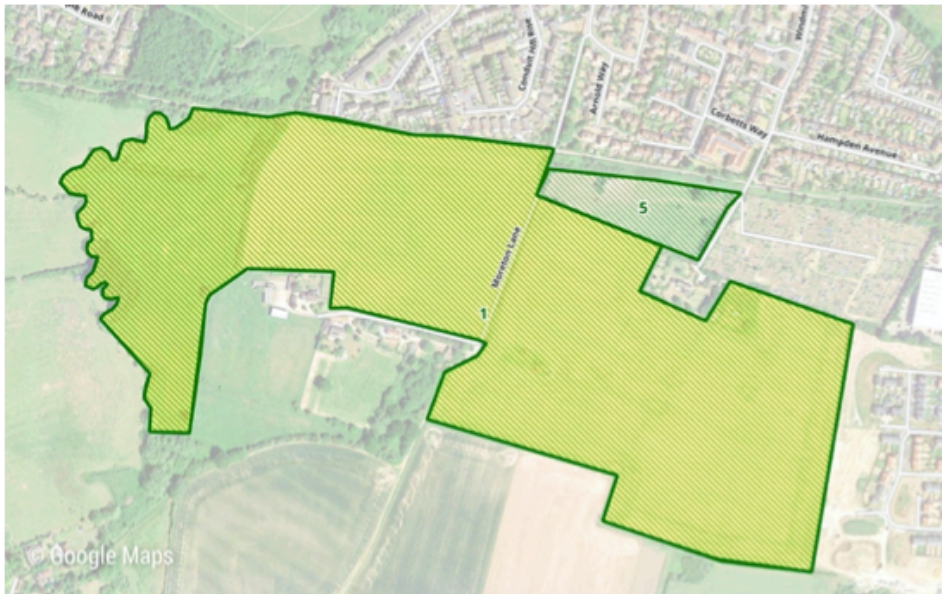


PART 2: SITE SELECTION

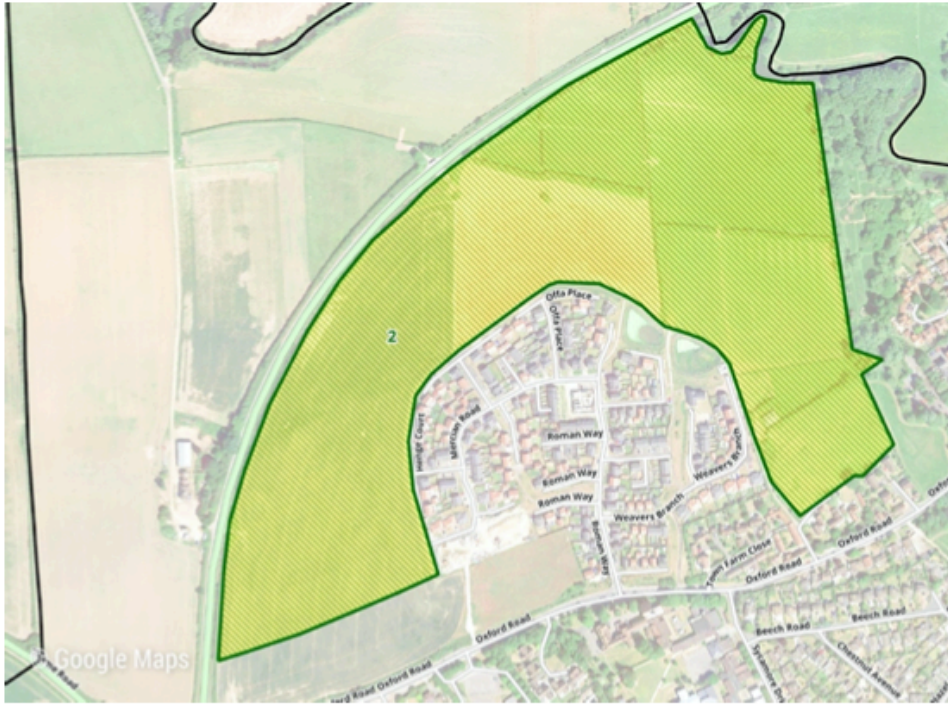
A number of sites have been put forward for development in and around Thame. The suitability of these have been assessed following guidance published by MHCLG and by Locality as part of their suite of resources prepared to support Neighbourhood Planning groups.

A shortlist of potentially suitable sites has been identified. The process is summarised on the information panels and reports available alongside this survey. We'd like to know your views on the shortlisted sites for development.

4) What are your views on the potential development sites that have been identified in Thame?



Potential Site Location	Potential Use	How do you feel about this as a potential development site	Do you have any comments on the potential for development at this location and appropriate uses
Land South of Moreton Lane/Land South of Thame (Map Reference 1)	Housing	Strongly Agree	
		Agree	
		Unsure	
		Disagree	
		Strongly Disagree	

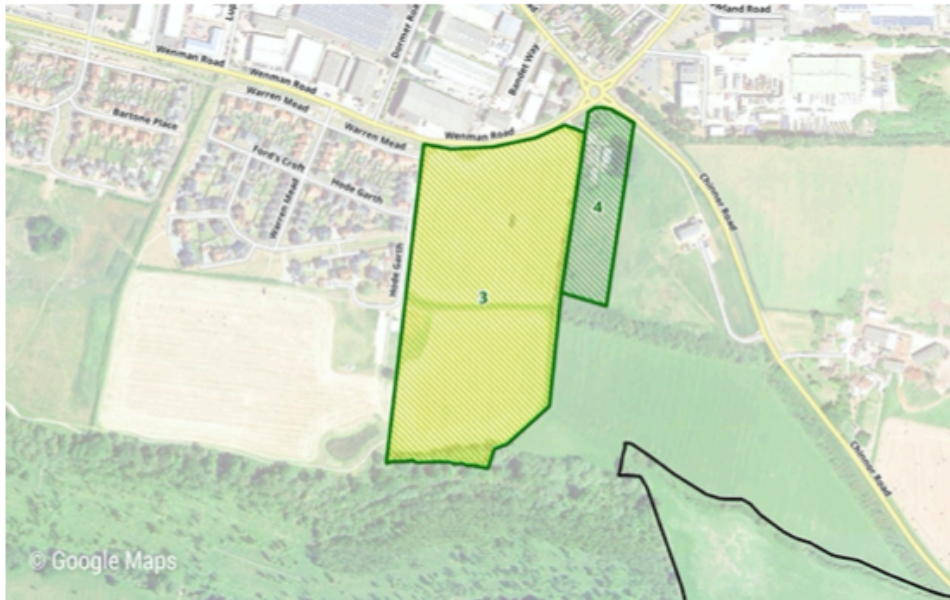


Potential Site Location	Potential Use	How do you feel about this as a potential development site		Do you have any comments on the potential for development at this location and appropriate uses
Land at Site F, North of Oxford Road (Map Reference 2)	Housing	Strongly Agree		
		Agree		
		Unsure		
		Disagree		
		Strongly Disagree		



THAME
Town Council

NEIGHBOURHOOD PLAN REVIEW
QUESTIONNAIRE
PLEASE RETURN BY 23rd AUGUST 2021



Potential Site Location	Potential Use	How do you feel about this as a potential development site	Do you have any comments on the potential for development at this location and appropriate uses
CEG Site (Map Reference 3)	Housing	Strongly Agree	
		Agree	
		Unsure	
		Disagree	
		Strongly Disagree	



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Potential Site Location	Potential Use	How do you feel about this as a potential development site		Do you have any comments on the potential for development at this location and appropriate uses
Land South of Chinnor Road/Diagnostics Reagents (Map Reference 4)	Housing	Strongly Agree	<input type="checkbox"/>	
		Agree	<input type="checkbox"/>	
		Unsure	<input type="checkbox"/>	
		Disagree	<input type="checkbox"/>	
		Strongly Disagree	<input type="checkbox"/>	



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Potential Site Location	Potential Use	How do you feel about this as a potential development site		Do you have any comments on the potential for development at this location and appropriate uses
Land off Windmill Road (Map Reference 5)	Housing	Strongly Agree	<input type="checkbox"/>	
		Agree	<input type="checkbox"/>	
		Unsure	<input type="checkbox"/>	
		Disagree	<input type="checkbox"/>	
		Strongly Disagree	<input type="checkbox"/>	



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NEIGHBOURHOOD PLAN REVIEW
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Potential Site Location	Potential Use	How do you feel about this as a potential development site	Do you have any comments on the potential for development at this location and appropriate uses
Land east of Howland Road/south of Towersey Road (Map Reference 6)	Employment	Strongly Agree	
		Agree	
		Unsure	
		Disagree	
		Strongly Disagree	



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Potential Site Location	Potential Use	How do you feel about this as a potential development site	Do you have any comments on the potential for development at this location and appropriate uses
Land east of Howland Road/north of 'Windles') (Map Reference 7)	Employment	Strongly Agree	
		Agree	
		Unsure	
		Disagree	
		Strongly Disagree	



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NEIGHBOURHOOD PLAN REVIEW
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Potential Site Location	Potential Use	How do you feel about this as a potential development site	Do you have any comments on the potential for development at this location and appropriate uses
Land south of Towersey Road (Cotmore Wells) / East of Howland Road (Map Reference 8)	Retail/Mixed-use	Strongly Agree	
		Agree	
		Unsure	
		Disagree	
		Strongly Disagree	



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Potential Site Location	Potential Use	How do you feel about this as a potential development site	Do you have any comments on the potential for development at this location and appropriate uses
Goodsons Industrial Mews (Map Reference 9)	Retail/Mixed-use	Strongly Agree	
		Agree	
		Unsure	
		Disagree	
		Strongly Disagree	



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Town Council

NEIGHBOURHOOD PLAN REVIEW
QUESTIONNAIRE
PLEASE RETURN BY 23rd AUGUST 2021



Potential Site Location	Potential Use	How do you feel about this as a potential development site		Do you have any comments on the potential for development at this location and appropriate uses
Cattle Market (Map Reference 10)	Retail/Community /Mixed- Use	Strongly Agree	<input type="checkbox"/>	
		Agree	<input type="checkbox"/>	
		Unsure	<input type="checkbox"/>	
		Disagree	<input type="checkbox"/>	
		Strongly Disagree	<input type="checkbox"/>	

5) Do you have any further comments on the potential sites?

Comments

 THAME Town Council	NEIGHBOURHOOD PLAN REVIEW QUESTIONNAIRE PLEASE RETURN BY 23rd AUGUST 2021
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PART 3: YOUR DETAILS

It is important to understand the demographics of those undertaking the survey to establish trends in different genders, age categories or stakeholders in Thame to provide a plan for the community. Please tell us the following:

6) Gender

Male	Female	Other	Would rather not say
------	--------	-------	----------------------

7) Age

Under 18	18-25	26-35	36-45	46-55	56-65	Over 65	Would rather not say

8) Are you:

A Resident of Thame	
A Visitor to Thame	
An Employee in Thame	
A business or organisation in Thame (if so, please provide the name of organisation)	
An agent, landowner, or developer (if so, please provide the name of organisation, and whom you are acting on behalf of)	
Other (please specify)	

KEEP IN TOUCH

9) If you would like to be kept updated on the Neighbourhood Plan, please provide your email address:

--

DATA PROTECTION

Data is being collected by Troy Planning and Design on behalf of Thame Town Council. Data in this questionnaire will be analysed to inform the contents of the Neighbourhood Plan. Anonymous data may be shared as evidence that the Plan reflects the aspirations of the community. Email addresses will only be used as stated and will not be shared with third parties.

If you wish your data to be removed or to change your contact preferences, please email: info@troyplanning.com. Please see our privacy and data retention terms at: <https://troyplanning.com>.

Thame Neighbourhood Plan Review: TNP2

Consultation Summary:

Vision, Objectives and Sites

September 2021

Thame Town Council

Thame Neighbourhood Plan (TNP2)

Consultation Statement, February 2024

Volume 2a: Report of consultation on the Vision, Objectives
and Development Sites

Thame Town Council

Town Hall

High Street

Thame, OX9 3DP

www.thametowncouncil.gov.uk

THAME TOWN COUNCIL

NEIGHBOURHOOD PLAN (TNP2)

CONSULTATION STATEMENT

FEBRUARY 2024

VOLUME 2b: REPORT OF
CONSULTATION ON THE
CHARACTER AREA STUDY

Thame Town Council

Thame Neighbourhood Plan (TNP2)

Consultation Statement: February 2024

Volume 2b: Report of consultation on the
Character Area Study



Thame Town Council

Town Hall

High Street

Thame, OX9 3DP

www.thametowncouncil.gov.uk



TNP2 Consultation Summary Character Area Study

September 2021





THAME
Town Council

PREPARED ON BEHALF OF:

Thame Town Council

TNP2 Consultation Summary – Character Area Study

September 2021



PREPARED BY:

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1. Introduction

In August 2021, alongside the consultation on the Neighbourhood Plan's vision, objectives, and site selection, consultation on Thame's character areas was undertaken. The purpose of this was to help understand residents' views on the character area within which they live: what they considered to be positive features of the area, what concerns they had about new development, how this might be shaped and how character might be strengthened or enhanced. The consultation also sought to understand the views on the character areas which have town-wide significance, including the historic core (town centre) and employment areas.

This consultation allows for an evaluation of the effectiveness of policies in respect of design quality and character of the built environment, to identify those qualities that new development should be sensitive and respond positively to.

This consultation took the form of a questionnaire that was able to capture feedback electronically as well as by hand. All summary information material, including consultation boards, were also made available to view via the Town Council website as well as at a series of drop-in events and exhibitions held at the Town Council offices.

The consultation was advertised through the Thame Town Council website, through social media, by emails sent to those who had opted in to updates, and through banners placed around the town advertising the consultation.

2. Response rate

A total of 99 responses to the questionnaire were received, the vast majority of which (89%) were from residents. Other respondents included local businesses / organisations, people visiting the area or living nearby, and employees of the area.

There were slightly more responses from men (56%) compared to women (42%) with only a handful (2%) declining to respond to the question.

In terms of the age of respondents, there was a very limited response from those people aged under 26 (just one response in total), even the representation from those aged under 36 was limited with only nine responses. There was a fairly even split between those in the, 46-55, 56-65 and over 65 age groups.

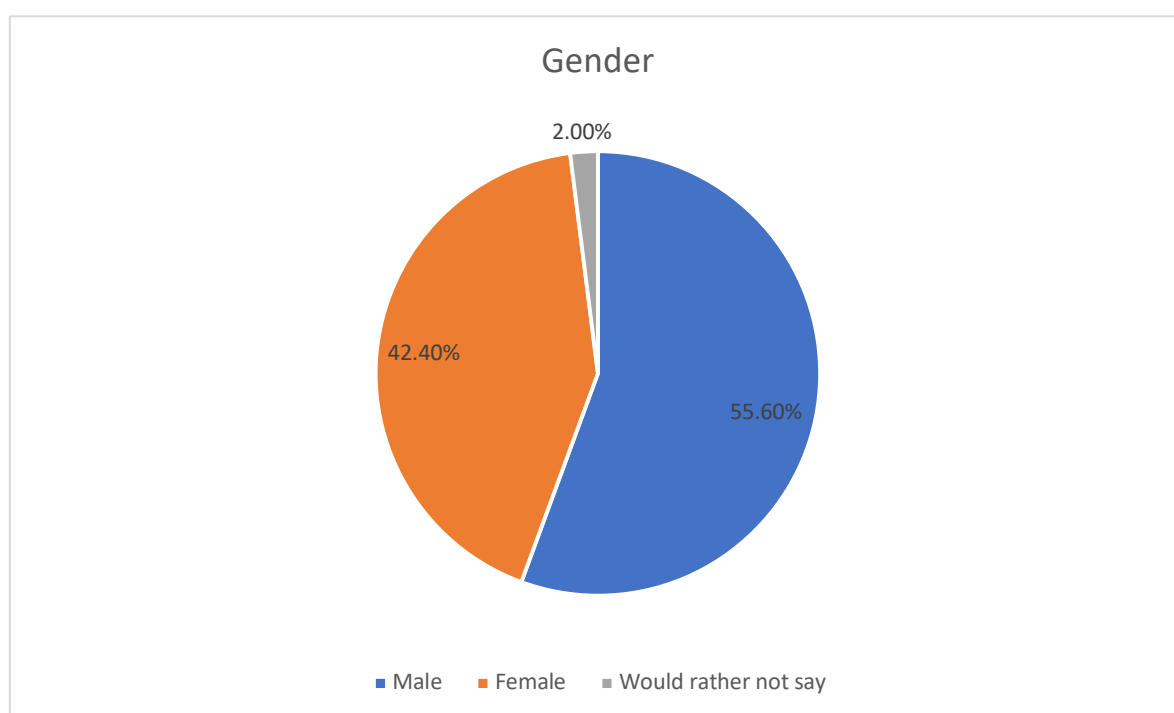


Figure 1. Gender breakdown of respondents to the character area questionnaire

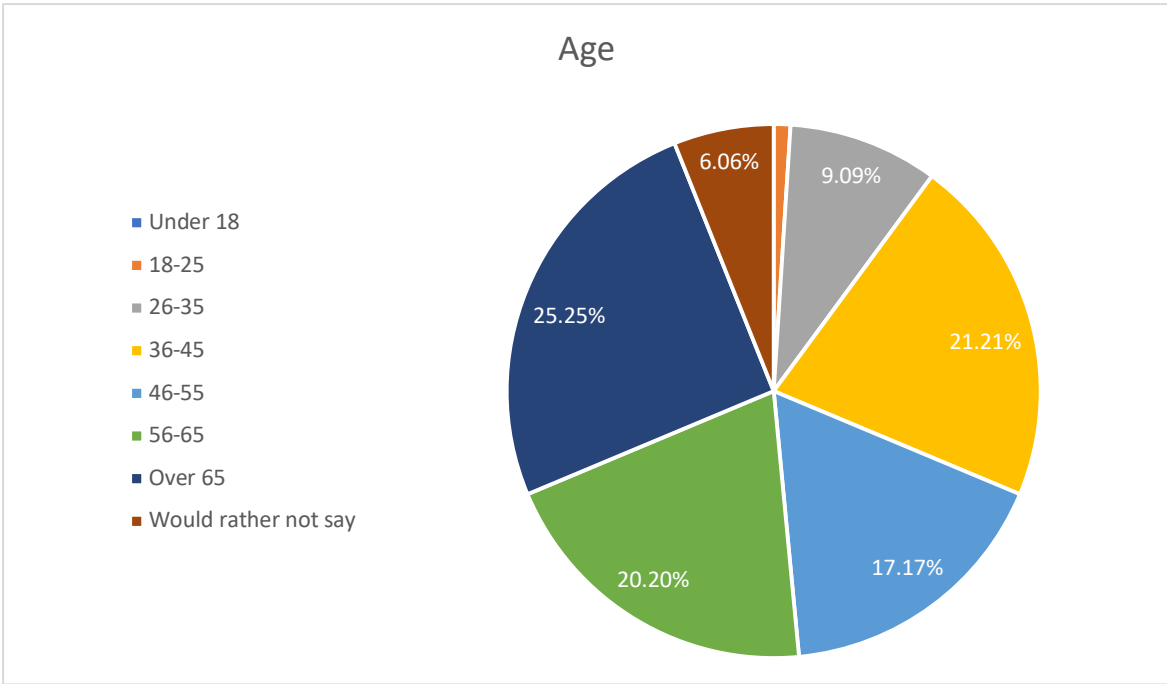


Figure 2. Age breakdown of respondents to the character area questionnaire

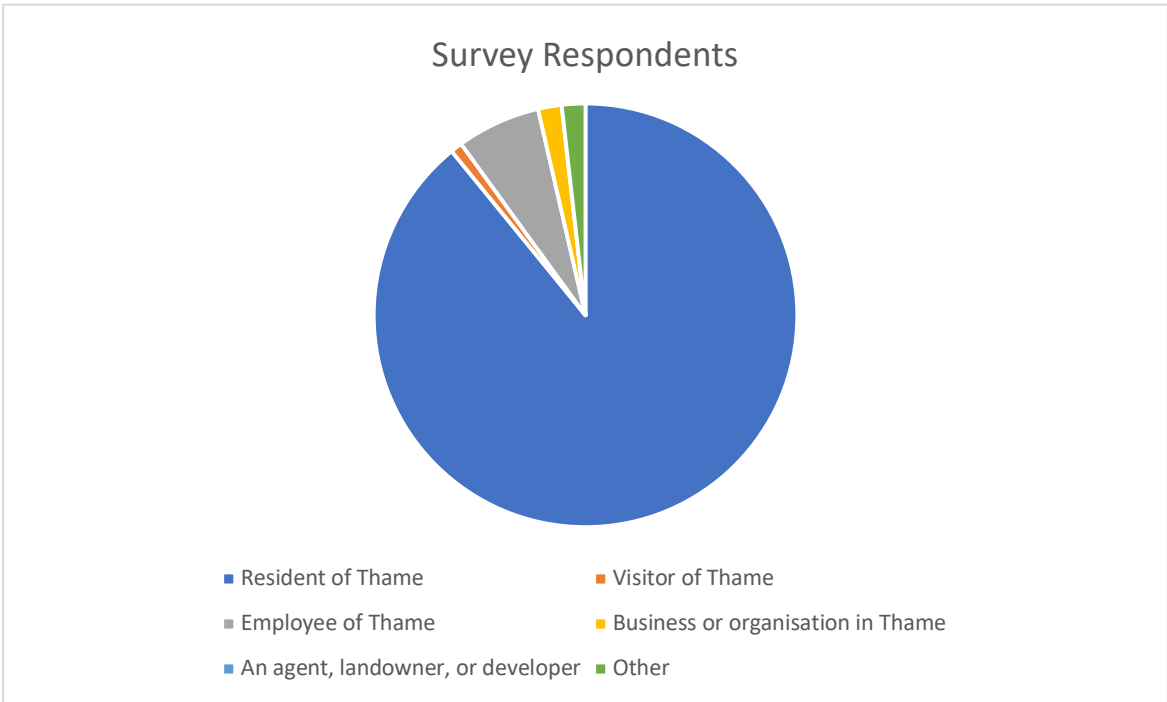


Figure 3 . Breakdown of respondents based on their relationship to Thame

3. Character Area Survey

Respondents were first asked to state which character area, based on a map provided (Figure 4), they lived in. The chart below (Figure 5) provides a breakdown of responses. There was a fairly even mix of respondents who lived in the Town Centre, Lea Park, Southern Thame, East Thame, and the Post 2013 areas of housing. There were fewer respondents from Chiltern Vale, Moreton Village, and the Employment areas, however it is felt this reflects their generally smaller size compared to other character areas.

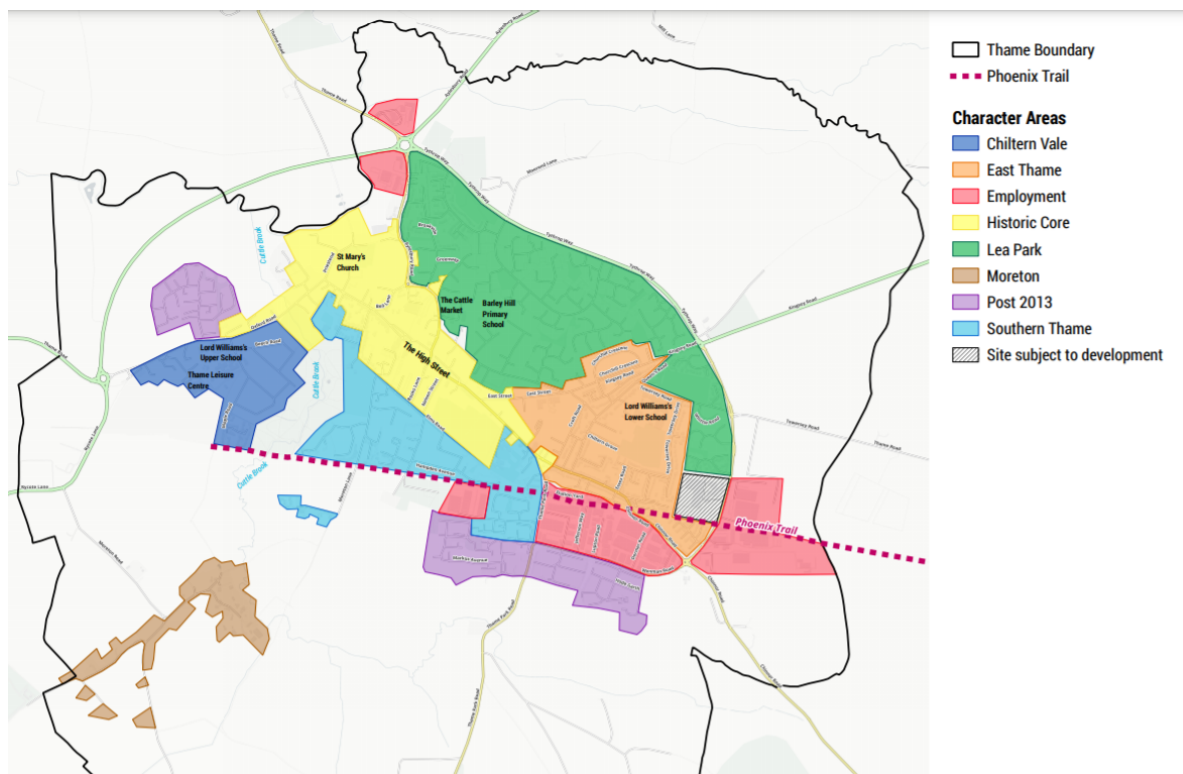


Figure 4. Map displaying the boundaries of Thame's character areas

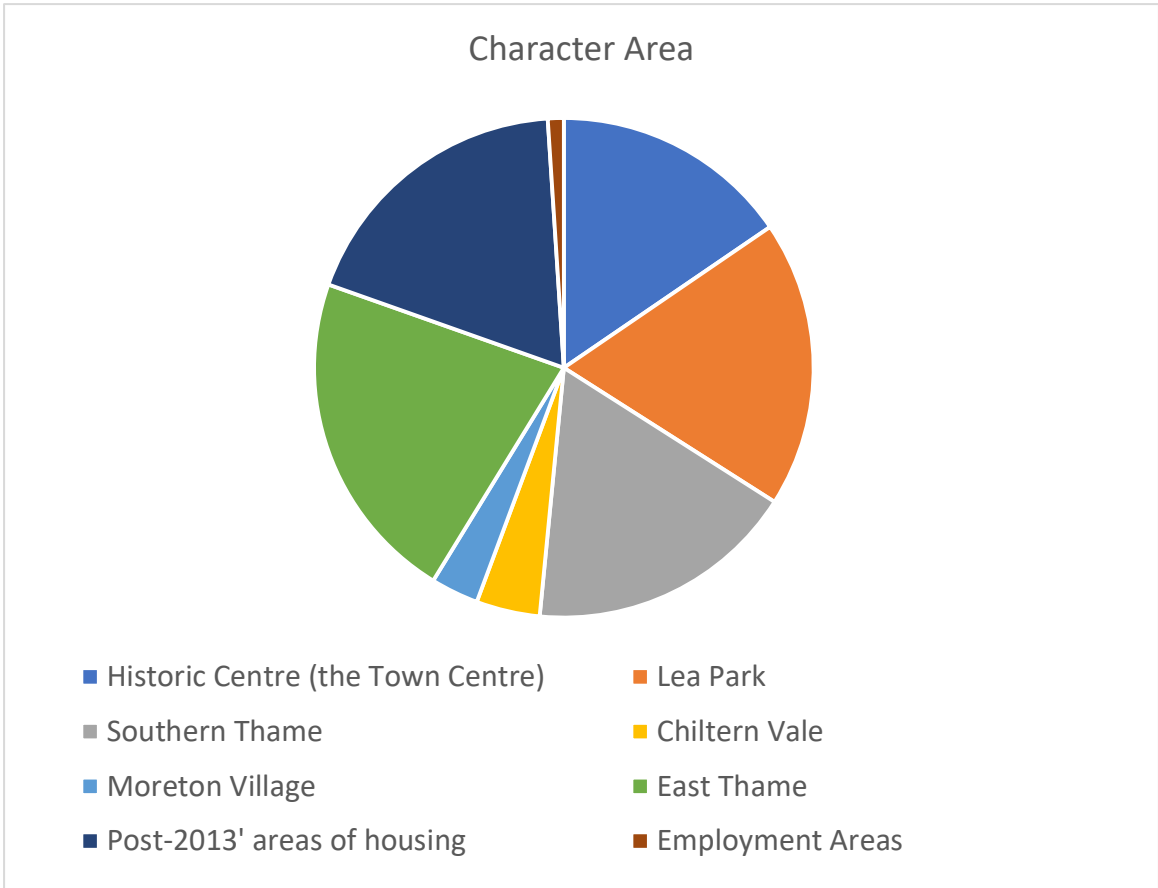


Figure 5. Breakdown of respondents based on where they live in Thame

Respondents were asked to respond to three questions about the character area they lived in. The questions were:

1. Please provide up to three words or phrases that you think best describe the character of the area you live in.
2. What are the positive features of the built environment in your character area? Please provide up to three words or phrases.
3. Are there any negative features that detract from the character of the built environment? Please provide up to three words or phrases.

Respondents were then asked whether they had any ideas for improvements for their character areas, again respondents were asked for up to three ideas, but for this question they could be more detailed in their responses.

Responses are summarised in the following sections and include the use of word clouds. Where a word or phrase was repeated frequently in responses this appears more prominently in the word cloud.

Southern Thame

The responses indicate that the things the residents of the Southern Thame feel describe the character of their area best are:

- The strong sense of community.
- The quiet feel of the area.
- Good access to the Phoenix Trail and wider countryside.

The positive features of the built environment in the Southern Thame character area are illustrated in the word cloud in Figure 8 and include access and proximity to green spaces, nature and the surrounding countryside.

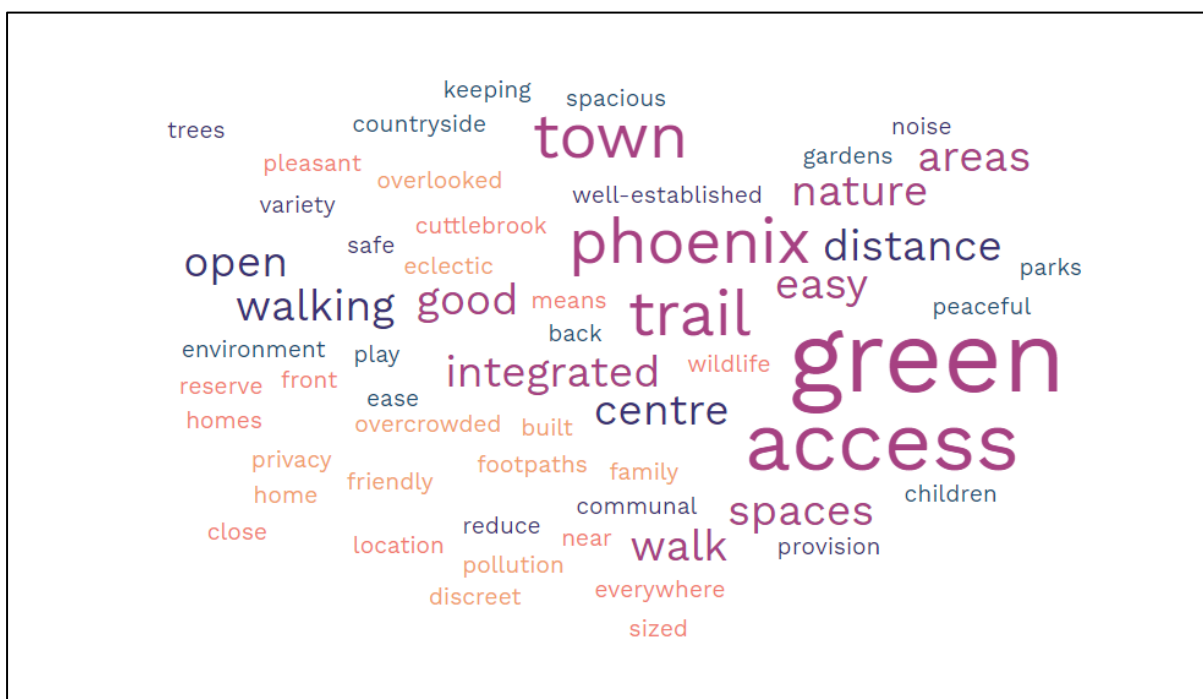


Figure 8. Word cloud of responses to what residents would say the positive features of Southern Thame are

The most common negative features of the built environment in their character area, as listed by respondents, were issues finding parking spaces and the condition of the roads.

Ideas for improvement included:

- Improve the condition of road surfaces.
- Preserve the area's open spaces, parks and play areas.
- Maintain/improve access to the Phoenix Trail.

Post-2013 areas of housing

The responses indicate that the things the residents of the newer 'post-2013 housing areas' (i.e.: those areas built since the first Neighbourhood Plan was 'made') feel describe the character of their area best are:

- The friendly atmosphere.
- Modern design.

The positive features of the built environment in this character area are presented in Figure 10 and include proximity to Thame's countryside and green spaces, and the integration of greenery within the streets in these areas.

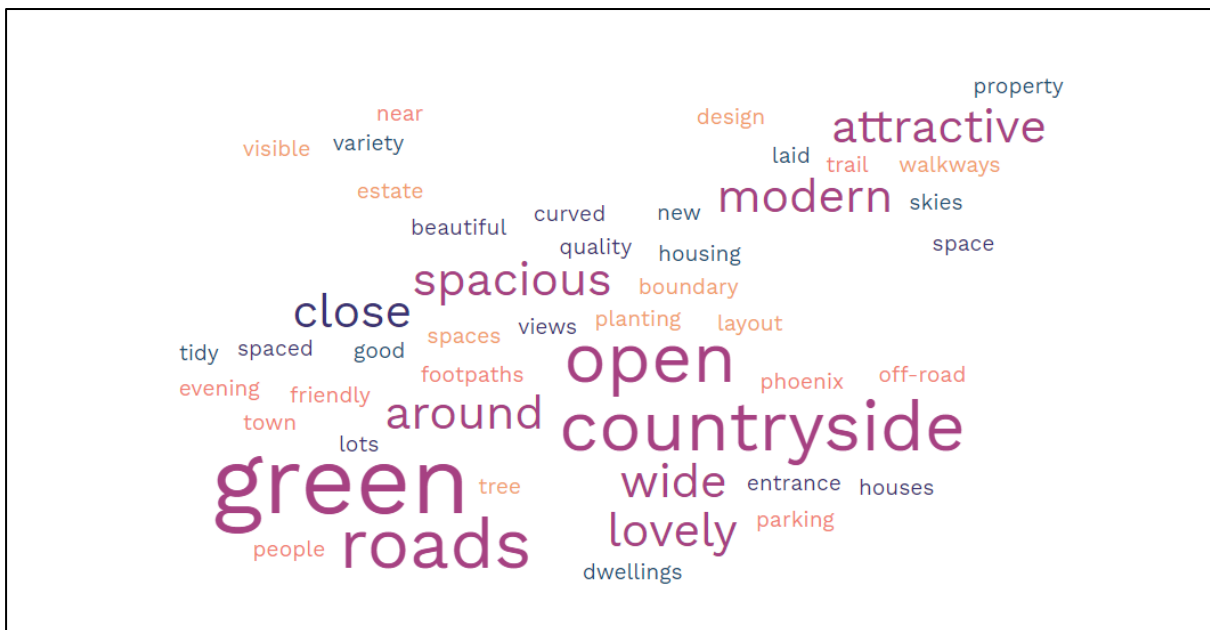


Figure 10. Word cloud of responses to what residents would say the positive features of the post-2013 areas of housing are

The negative features of the built environment in the character area were cited as:

- That the area generally feels unfinished, and needs 'polishing' off.
- That residents felt too far away from the Town Centre, commenting that it was too far to walk or cycle into town (but which may be linked to a lack of infrastructure connecting these areas to the town centre – see for example, the comment for improvement below).

Ideas for improvement included:

- Incorporate green spaces into new developments.
- Introduce better pedestrian / cycle connection into Thame town centre and to the Phoenix Trail Better.

Chiltern Vale

There were only a limited number of responses from residents of Chiltern Vale, and not enough to produce a useful word cloud. However, based upon the responses received, it is considered that the area is best described as being a quiet and pleasant residential area.

The positive features of the built environment in the Chiltern Vale character area were cited as:

- Quality design of houses, which come in a variety of building materials.
- Green and leafy streets, coupled with easy access to the Cuttle Brook Nature Reserve.

The negative features of the built environment in the character area were reported as:

- Poor quality road surfaces.
- Overflow parking from Lord Williams school which produces congestion issues.

Ideas for improvement included:

- Improve the condition of road surfaces.
- Introduce parking control measures.

Moreton Village

As with the Chiltern Vale area, responses from residents of Moreton were limited. However, based upon those received, it is considered that the area is best described as having a real sense of community and having a rural nature.

The positive features of the built environment in the Moreton character area were considered to be:

- The number of listed buildings in the area, which contributed to a feeling of historic character.
- Mixed variety of high-quality houses.
- Access to green spaces.

The negative features of the built environment in the character area thought to be:

- Some of the 'newer built' houses in the area did not match the historic character of buildings throughout the village.

Ideas for improvement included:

- Introduce traffic calming measures to reduce speed
- Improve footpaths and cycle paths



Figure 15. Word cloud of responses to what residents would say the positive features of the Employment areas are

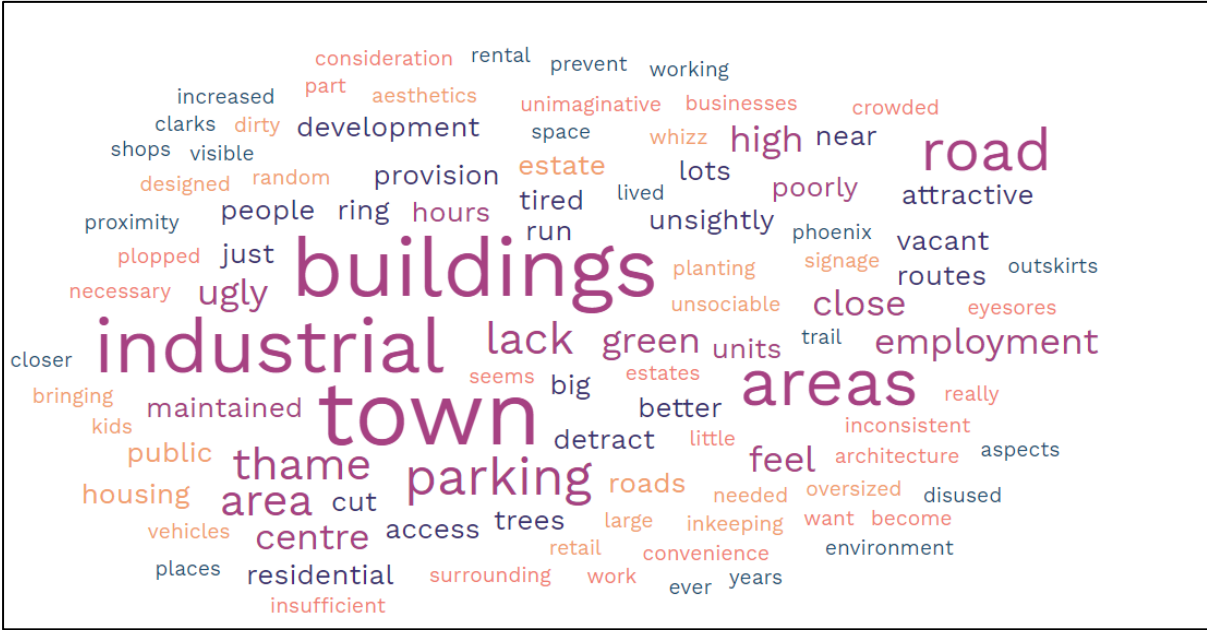


Figure 16. Word cloud of responses to what residents would say the negative features of the Employment areas are

5. Wider comments

Respondents were asked if they had any other comments on the character of Thame as a whole, including any wider opportunities for change that might benefit the town as a whole

The key themes that emerged from the responses were:

- The need to maintain Thame's identity as a market town / avoid losing its identity as a market town.
- Support for improving cycle and pedestrian connection both into Thame Town Centre and the surrounding countryside.
- Support for the above point was linked to the high number of concerns over increasing traffic in the town centre and the prioritisation that seems to be given to vehicles.
- The desire to introduce more pedestrianised and outdoor seating areas on the High Street.
- The importance of Thame's connection to the surrounding countryside, with many suggesting this connection should be reinforced, particularly through improvements to the Phoenix Trail.
- The need to be environmentally conscious and for the Neighbourhood Plan to respond to the Thame Green Living Plan.

6. Summary

Town Centre

Those who lived within the historic core felt that it was defined most strongly by its historic identity, the welcoming atmosphere, and its regular markets. The high quality buildings and well-maintained public spaces were listed as the biggest positive features of the area. Meanwhile, issues with traffic detracted from the quality of the area. Ideas for improvement included introducing more pedestrianised areas, green features and traffic calming measures, as well as improving parking opportunities for residents without off-street parking.

Responses from those who lived outside of the town centre followed a similar pattern in their answers. They noted the value in the walkability of the town centre, and how compact it was. They also highlighted the importance of the independent retailers on the High Street. Similar to residents of the area, responses acknowledged the issues of congestion and parking in the High Street, particularly on market days.

Ideas for improvement included developing more pedestrianised areas, improving cycle infrastructure, traffic calming measures, and support for independent retailers.

Lea Park

Responses from Lea Park residents indicated that the area is best defined by its friendly atmosphere and family-centred community. Positive features of the character area include the estate's spacious layout, the large number of green spaces, and its proximity to the town centre. The most common issue in Lea Park appears to be the lack of available parking spaces at peak times and traffic issues. Furthermore, ideas for improvement include better street maintenance and improving cycle/pedestrian infrastructure.

Southern Thame

Southern Thame is considered to be best characterised by its quiet atmosphere and proximity to the Phoenix Trail and wider countryside, with the latter point being noted as the key positive feature of the area. Negative features included issues finding parking spaces at peak times and the general condition of the roads. Ideas for improvement included improving the condition of the roads, preserving the area's open spaces, and to maintain/improve access to the Phoenix Trail.

East Thame

Residents from East Thame felt the quiet atmosphere and historic residential buildings were what described the area best. Positive features of the area were reported as being the high-quality houses and tendency for properties to have large rear gardens. Negative features included lack of access to green spaces and, for those without private driveways, parking. Ideas for improvement included street greening, improved cycle infrastructure, and developing a new community green space. Some respondents suggested that the character area was not correctly defined and should revert to that shown in TNP1.

Post-2013 areas of housing

Residents described these areas as having a modern design and friendly atmosphere. Positive features include proximity to Thame's countryside and the spacious street layout. However, residents reported that the area generally felt a little unfinished, and that they were distant from the Town Centre. Ideas for improvement included incorporating green spaces into new development and introducing better pedestrian/cycle connections into the town centre.

Chiltern Vale

Chiltern Vale was described by its residents as a quiet residential area. The positive features included the high-quality design of buildings and green streets, which connected well with the Cuttlebrook Nature Reserve. Negative features included poor quality road surfaces and parking issues during peak school times. Ideas for improvement focused on improving the conditions of the roads and introducing parking control measures.

Moreton Village

Responses from residents of Moreton Village felt the community feel and rural nature of the village best described it. The positive features of the area included the number of listed buildings, the mixed variety of high-quality houses, and good access to green spaces. Negative features suggested by residents were that the newer built houses did not match the historic character of the traditional buildings. Ideas for improvement focused on traffic calming measures and improved footpaths and cycle paths.

Employment Areas

For the employment area, responses indicated that while it was felt the buildings were not particularly attractive, they did serve their function well. Furthermore, respondents felt there was good accessibility to the area both from the ring road and the town centre, and that there was sufficient parking.

Ideas for improvement included making sure any future employment development was clearly separated from residential areas. Several responses suggested creating natural barriers/screens on the edge of development. Others suggested introducing smaller units and providing for public spaces for outdoor seating.

Wider Comments

General comments from respondents highlighted the importance in maintaining Thame's identity as a market town. There was also strong support for improving cycle and pedestrian connections across the town. There was a significant amount of concern over the level of car use in the town centre, with many responses suggesting a need for areas of pedestrianisation and outdoor seating in the town centre. Other comments highlighted the need for the Neighbourhood Plan to respond to the threat of climate change, as well as reinforcing Thame's connection to the countryside, particularly through improvements to the Phoenix Trail.

Appendix: Copy of Survey Form



INTRODUCTION

The current Neighbourhood Plan for Thame (TNP1) was 'made' in 2013 and forms part of the Development Plan which is used by South Oxfordshire District Council to help determine planning applications for development in Thame.

However, following the adoption of the new South Oxfordshire Local Plan (SOLP) in December 2020 there is a need to update TNP1 to reflect new policies and pressures. It is equally important that this update is also reflective of your views on the future for Thame. A review of the Neighbourhood Plan is thus now taking place (TNP2).

Through this review we are looking at the effectiveness of policies in respect of design quality and character of the built environment, to identify those qualities that new development should be sensitive and respond positively to.

The character of the built environment relates to but is not limited to matters such as the mix of uses in an area, the appearance of development, materials used, building heights and layout, the density of development, provision and type of greenery in the area, parking provision, local views, walking and cycling networks. Character is informed by existing development but can change and evolve in response to new development.

A set of character areas has been identified, building upon those identified in TNP1.

We would like to know your views on the character of the area within which you live: what do you consider to be positive features and qualities of the area, and what concerns do you have, if any, about the impact of new development.

We are also seeking your views on those character areas of town-wide significance, including the historic core (the town centre) and employment areas.

Your views will help further develop our understanding of each area and how we can create policies that influence the delivery of good quality design.

Please do let us know what you think by completing the survey.

This survey is open until 23rd August.

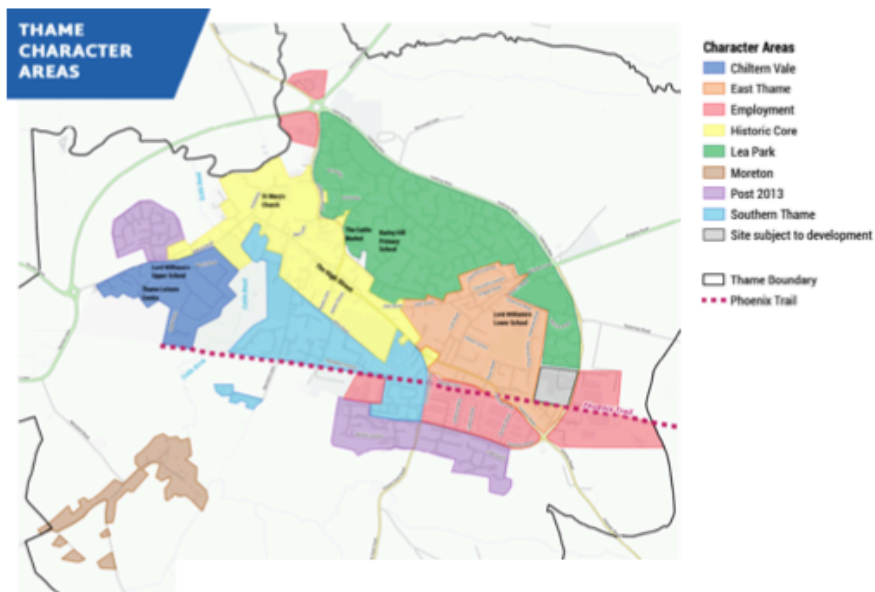


PART 1: YOUR CHARACTER AREA

1) Which Character Area do you live in?

The map below identifies the defined character areas in Thame. Based on this, please tell us which area you live in:

Character Area	Please tick which area you live in (please tick only one):
Historic Core (the Town Centre)	
Lea Park	
Southern Thame	
Chiltern Vale	
Moreton Village	
East Thame	
'Post-2013' areas of housing	
Employment Areas	



This map can be viewed online



- 2) Please provide up to three words or phrases that you think best describe the character of the area you live in.

1	
2	
3	

- 3) What are the positive features of the built environment in your character area? Please provide up to three words or phrases.

1	
2	
3	

- 4) Are there any negative features that detract from the character of the built environment? Please provide up to three words or phrases.

1	
2	
3	

- 5) Do you have any ideas for improvements in your character area? This could relate to the area as it is now, or be aspects for consideration in new development proposals or other initiatives. Please suggest up to three.

1	
2	
3	



PART 2: THE HISTORIC CORE (TOWN CENTRE)

The town centre represents the 'historic core' of Thame and is used by all residents. We'd like to know your views about the character of the built environment in the Town Centre.

If you have indicated that you live in this character area and have already completed the questions in Part 1 you can skip to Part 3.

6) Please provide up to three words or phrases that you think best describe the character of the town centre.

1	
2	
3	

7) What are the positive features of the built environment in the town centre? Please provide up to three words or phrases.

1	
2	
3	

8) Are there any negative features that detract from the character of the town centre? Please provide up to three words or phrases.

1	
2	
3	



- 9) Do you have any ideas for improvements in the town centre? This could relate to the area as it is now, or be aspects for consideration in new development proposals or other initiatives. Please suggest up to three.

1	
2	
3	

PART 3: EMPLOYMENT AREAS

There are a number of employment areas in Thame, including activities such as light industrial and manufacturing uses, storage and distribution.

We'd like to know your views about the character of the built environment in the Town Centre.

If you have indicated that you live in this character area and have already completed the questions in Part 1 you can skip to Part 4.

- 10) Please provide up to three words or phrases that you think best describe the character of the employment areas in Thame.

1	
2	
3	

- 11) What are the positive features of the built environment in the employment areas? Please provide up to three words or phrases.

1	
2	
3	



12) Are there any negative features that detract from the character of the employment areas? Please provide up to three words or phrases.

1	
2	
3	

13) Do you have any ideas for improvements in the employment areas? This could relate to the area as it is now, or be aspects for consideration in new development proposals or other initiatives. Please suggest up to three.

1	
2	
3	

PART 4: THE WIDER AREA

14) If you have any other comments on the character of Thame as a whole, including any wider opportunities for change that might benefit the town as a whole, please comment below:

--



PART 5: YOUR DETAILS

It is important to understand the demographics of those undertaking the survey to establish trends in different genders, age categories or stakeholders in Thame to provide a plan for the community. Please let us know the following:

15) Gender

Male	Female	Other	Would rather not say
------	--------	-------	----------------------

16) Age

Under 18	18-25	26-35	36-45	46-55	56-65	Over 65	Would rather not say

17) Are you:

A Resident of Thame	
A visitor to Thame	
An Employee in Thame	
A business or organisation in Thame (if so, please provide the name of organisation)	
An agent, landowner, or developer (if so, please provide the name of organisation, and whom you are acting on behalf of)	
Other (please specify)	

KEEP IN TOUCH

18) If you would like to be kept updated on the Neighbourhood Plan, please provide your email address:

DATA PROTECTION

Data is being collected by Troy Planning and Design on behalf of Thame Town Council. Data in this questionnaire will be analysed to inform the contents of the Neighbourhood Plan. Anonymous data may be shared as evidence that the Plan reflects the aspirations of the community. Email addresses will only be used as stated and will not be shared with third parties.

If you wish your data to be removed or to change your contact preferences, please email: info@troyplanning.com.

Please see our privacy and data retention terms at: <https://troyplanning.com>.

Thame Neighbourhood Plan Review: TNP2

Consultation Summary:

Character Areas

September 2021

Thame Town Council

Thame Neighbourhood Plan (TNP2)

Consultation Statement, February 2024

Volume 2b: Report of consultation on the Character Area Study

Thame Town Council

Town Hall

High Street

Thame, OX9 3DP

www.thametowncouncil.gov.uk

THAME TOWN COUNCIL

NEIGHBOURHOOD PLAN (TNP2)

CONSULTATION STATEMENT

FEBRUARY 2024

VOLUME 3a: REPORT OF
CONSULTATION ON
DEVELOPMENT SITES AND WIDER
POLICY IDEAS



THAME
Town Council

Thame Town Council
Thame Neighbourhood Plan (TNP2)
Consultation Statement: February 2024
Volume 3a: Report of consultation on
Development Sites and Wider Policy Ideas



Thame Town Council
Town Hall
High Street
Thame, OX9 3DP
www.thametowncouncil.gov.uk



TNP2 Consultation Summary Second Consultation

March 2022





THAME
Town Council

PREPARED ON BEHALF OF:

Thame Town Council

TNP2 Consultation Summary – Second Consultation

March 2022



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1. Introduction

A second round of consultation on the revision to the Thame Neighbourhood Plan took place between Monday 20th December and Monday 7th February: a period of seven weeks.

The purpose of the consultation was to seek feedback on potential future employment and housing sites in Thame. The consultation was undertaken as a response to feedback received during earlier consultation undertaken in summer 2021. Whilst some smaller sites were broadly accepted through that process it was suggested that a larger site or sites might need to be allocated in Thame to meet future growth requirements and that a wider pool of sites should be presented for consideration. The consultation thus sought views on two options for future employment land and four options for future housing land. In addition, a selection of wider ideas were presented in response to suggestions received during the summer consultation, including those related to walking and cycling routes and introducing more greenery into Thame.

This report summarises the feedback received with subsequent chapters presenting feedback in respect of (a) employment sites, (b) housing sites, and (c) other ideas.

Consultation material was made available to view online and in person at a series of drop-in events held at the Town Council offices. The material comprised a series of summary display boards, set of frequently asked questions (FAQs) and a short video. A survey was made available online and in paper for completion. Respondents were also free to submit responses by letter or email to the Town Council. Copies of display material are presented in the Appendix of this report.

In addition to the drop-in events a series of meetings were held with the promoters of the sites being consulted upon. Feedback from these is incorporated within the summary report.

In total, there were 894 responses to the survey, with additional responses received from site promoters and others. More than 200 people attended the drop-in events, with the majority spending in excess of 30 minutes at the events.

Of those responding to the survey, the vast majority (87.5%) indicated they were residents of Thame. Others included visitors to Thame (6%), residents of settlements close to Thame, including Towersey and Moreton (4%), and a small number who indicated they worked in Thame, represented a business, organisation or landowner (2.5%).

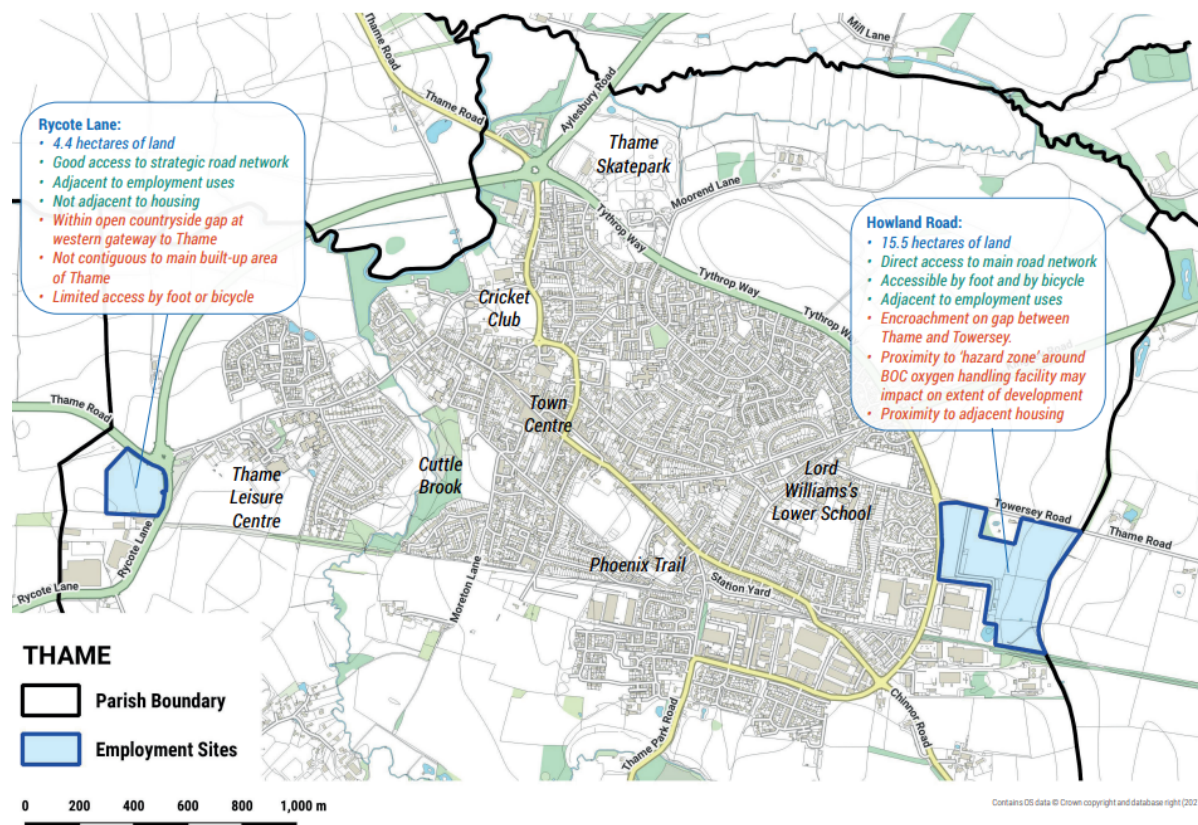
Of those how were inclined to respond, there was a fairly even split between males and females, and a good spread across all age groups, though with the greatest volume of responses (25%) coming from the over 65 age group. Conversely, those under 25 accounted for around 7% of the total responses received.

It is important to note that during the course of the consultation promoters of two of the possible housing sites also published material by way of a leaflet drop and website. It has not been possible to determine whether these have influenced views expressed through the Neighbourhood Plan survey.

2. Employment Sites

2.1 Sites

Respondents were presented with two potential employment sites – Rycote Lane and Howland Road. These sites, as shown below, were presented alongside a summary of key information about the site relating to its size, aspects in favour, and aspects against. Based on this information, respondents were asked which site they preferred for development.



Note: Aspects in favour of the sites are indicated with green text in the annotations, with those against in red text.

Figure 1. Extract from the consultation material, which presented respondents with potential employment sites

2.2 Preferences

821 responses were received to this question, with a preference expressed for Rycote Lane, as set out below:

Site	People expressing preference for this site	% of respondents expressing preference for this site
Rycote Lane	530	64.4%
Howland Road	321	35.5%
Total	821	100%

2.3 Commentary

Respondents were also given the opportunity to leave any comments they had on either of the sites. A summary of these responses for each site is provided below.

Rycote Lane

<i>For</i>	<i>Against</i>
<ul style="list-style-type: none"> • The site is further away from residential areas, reducing potential impacts on existing residents. • Adjacent to existing employment space, therefore represents a suitable extension • Good access to strategic roads, including the M40 • Respondents noted the site is well served by bus and cycle routes, despite consultation material suggesting limited access by foot or bicycle • Potential for the site to link to an extension of the Phoenix Trail, promoting better town-wide accessibility 	<ul style="list-style-type: none"> • Suggestion that as there has already been extensive industrial development here, then additional development should be provided elsewhere to balance growth around Thame. • Concern over impacts development would have on Moreton residents, particularly in terms of light pollution • Development would encroach on open countryside and the natural ridge line. • Disconnected from the rest of the town

Howland Road

<i>For</i>	<i>Against</i>
<ul style="list-style-type: none"> • More central location means development here would help keep Thame compact • The overall size of the site could cater for any future development pressure, and reduce the need for multiple sites to come forward for development • Site would represent a natural continuation of existing employment area • Better access by foot or bike for local workers 	<ul style="list-style-type: none"> • Existing traffic on roads nearby to the site would most likely be 'worsened' • Close to residential areas, meaning development could have adverse effects on the local residents. • Encroachment into Thame countryside; potential to spoil the gap between Thame and Towersey

2.4 Other Responses

A number of responses were also received from site promoters, as well as from Oxfordshire County Council's Archaeology, Minerals and Waste, and Estates teams. These responses are summarised below for each site.

Rycote Lane

>> Savills, Site Promoters (Rycote Lane), on behalf of the JM Castle Trust

- The site would meet the employment needs of Thame whilst allowing the remaining space to be used for future expansion and complimentary uses plus landscaping.
- Agree with the listed 'pros' for the site, noting that the easy access to the M40 from the site also means no large vehicles would need to travel through the town to access the strategic road network.
- Connectivity: The site can be easily linked to the local public right of way network to encourage people to walk or cycle to the site, with the site featuring two natural crossing points where a new or upgraded crossing would lead directly into the site.
- Landscape and Archaeology: There is an ability to provide new buffer planting to the north and west of the site to assist in assimilating the new site into its surroundings. Suggestion that the site is not on the ridge line, which is to the north: the land drops off to the south and therefore no landscape impact is expected. This landscaping will also enhance the entrance to the Town and the views of the existing employment buildings to the south. Archaeological investigations are ongoing, and should the site be allocated a Landscape Architect is to undertake a Visual Appraisal of the site to inform future design work.
- Demand: Savills note that they have been marketing the existing employment site to the south of this site which is currently under construction. There has been exceptionally strong demand from a range of interested parties covering the former B1, B2 and B8 uses. Their view is that Rycote Lane would be equally, if not more attractive (due to its better prominence), than that site and as such would have no issues with take up.

>> Stofords, Site Promoters (Howland Road)

- Site Size: The site is only 4.4ha and given the South Oxfordshire Local Plan requires at least 3.5ha of employment land, this site is only marginally large enough to satisfy that requirement, once the net developable area is taken into account. Stoford considers that TNP2 should allocate at least 10ha of developable land. They note that this is also the verbal position stated by the Town Council at the SODC Local Plan Examination in 2020.
- Good access to the strategic road network: Stoford accept that the site has good access to A-roads (A418 to the west towards the M40 J8A and Oxford, the A329 to the south towards the M40 J7 and the A418 ring road to the north).
- Adjacent to employment uses: Stoford accept that the site is located adjacent to other employment uses/consented sites, all located west of Rycote Lane, and separated from the existing residential area.
- Not adjacent to housing: To encourage the use of non-motorised modes of travel, Stoford suggest that employment and housing should be located, where possible, within proximity that lends the developments to being 'walkable neighbourhoods'.
- Within open countryside gap within western gateway to Thame: The site is within the open countryside, and as demonstrated by advice from Potterton (Landscape Architects), with paragraph 4.2 of particular note:

'In terms of short-distance views, the site is extremely visible from the A418 and the A329... Development on this site would be very visible and harmful'

- Not contiguous to the main built-up area of Thame: The Rycote Lane site is not contiguous with the built up area, and remains somewhat isolated.
- Limited access by foot or bicycle: Stoford's Transport Technical Note note from BWB Consulting concludes at paragraph 3.13

'Although the site would have good access to A-roads (A418 to the west towards the M40 J8A and Oxford, the A329 to the south towards the M40 J7 and the A418 ring road to the north), the surrounding roads also create a barrier for local residents who could be accessing the site on foot or by cycle.'

>> Hallam, Site Promoters (East of Thame, Housing site)

- Allocation of this site would result in the consolidation of poorly or unplanned employment
- The development would focus employment in a location where there is little opportunity to gain access other than by private vehicle
- The development would always suffer from a range of incoherent neighbours – often focussed on roadside presence – which is more likely to detract from the image of, and potential for new investment at, Thame, than make any positive contribution.

>> Oxfordshire County Council

- Archaeology
 - It is likely that archaeological deposits related to Neolithic, Iron Age, Roman and Saxon periods could survive within the area of the proposed site. Further archaeological remains related to the Neolithic causewayed enclosure could be considered to be of equivalent significance to a scheduled monument which would need to be physically preserved as set out in the NPPF. This could cause a significant constraint to any development.
 - Historic Landscape characterisation (HLC) can be used to help secure good quality, well designed and sustainable places. It is a method of identification and interpretation of the varying historic character within an area that looks beyond individual heritage assets as it informs understanding of the whole landscape and townscape. The HLC defines the site as forming part of a wider pattern of reorganised enclosures that lie to the west of the urban settlement core. As such there are currently no known historic landscape constraints.
 - Whilst there are currently no significant known constraints to the principle of this site being included in the Plan, OCC would require a programme of archaeological evaluation, both invasive and non-invasive, in advance of determination of any planning application to ensure that an appropriate mitigation is recommended. Any such mitigation may require the physical preservation of any significant archaeological deposits identified within the site.
- Minerals and Waste
 - The site is in close proximity to a safeguarded waste operation, ASM Autos, and therefore Policy W11 Safeguarding waste management sites within the Minerals and Waste Local Plan Part 1: Core Strategy would be applicable.

Howland Road

>> Stoford, Site Promoter (Howland Road)

- Site size: The size of the site outlined within the TNP2 consultation is 15.03ha, however the net developable area is 9.7ha.
- Access to main road network: The B4012 Howland Road, forms part of a ring road around the north/east of Thame, providing a route towards Aylesbury via the A418, Chinnor via the B4445 and to various junctions of the M40 Motorway.
- Accessible by foot and bicycle: A significant benefit of the Howland Road site is its accessibility for pedestrians and cyclists, being adjacent to the Phoenix Trail. The former TNP1 allocation, that was developed by Stoford, included improvements to the trail and through this development similar opportunities are available and could be secured via a Section 106 contribution.
- Adjacent to Employment uses: The site is immediately adjacent to the current TNP1 allocation that was developed by Stoford and is now occupied by Windles and Groves. It is within an area that the TNP1 process identified for potential future development. In developing the Windles and Groves site, Stoford installed infrastructure that will facilitate the opening up of this site - the access junction already being in place, and power/utilities already connected to and serving the site.
- Encroachment on the gap between Thame and Towersey: Advice prepared by Landscape Architects Potterton on behalf of Stoford noted that there is no intervisibility between Towersey and Thame and therefore Stoford suggest that the TNP2 consultation boards were incorrect.
- Proximity of the Hazard Zone: The TNP2 Consultation Boards make reference to this potential constraint, but Stoford feel this is not evidenced. The material submitted by Stoford states:

'In consideration of the Howland Road (Thame) Site, the proposed outline masterplan (i.e. developable built areas) and nature of the proposed development have been considered in accordance with the relevant HSE guidance. The proposed development, based on assumed operations (outlined in more detail in sections below), is understood to comprise Level 1 sensitivity (the lowest sensitivity of development). Therefore, using the HSE assessment methodology there would be no constraints at all from the off-Site hazardous facility.'

- Proximity to adjacent housing: It is considered that the proximity of the site to housing west of Howland Road is not a factor that goes against the site. Rather, Stoford feel the proximity of housing reinforces an integrated approach to development, and can support walking and cycling, and reduced vehicle trips for those seeking local employment.
- Green Infrastructure: Allocation of the site within TNP2 can support almost 40% of the site area being green infrastructure: Stoford argue the alternative site at Rycote Lane cannot offer this.
- Stoford also note that the website of the East Thame Residents Association includes a series of statements about the site which Stoford does not agree with and which their response sought to clarify.

>> Hallam, Site Promoters (East of Thame, Housing site):

- The site would build upon the demonstrable success of this part of Thame in attracting high quality and modern employment uses – such as Groves and Windles;
- The site would build on the success of the TNP1 allocation in delivering not only employment for the town but in securing important improvements in the environment of Howland Road – avenue planting and the implementation of a dedicated footpath/cycle route transforming this part of Howland Road;
- Allocation of the site would result in the creation of a consolidated, coherent, employment location of high quality that delivers the jobs that the town needs, and raises the profile of Thame, thereby increasing the prospect of investment in the town as a whole;
- Allocation of the site would deliver further avenue planting and a substantial expansion of the footpath/cycleway northwards to Towersey Road (in the first instance) – thereby delivering on the TNP1 policy aspirations for transforming the environment of Howland Road;
- The site capitalises on a location well served by routes for all modes of transport, including public transport services and footpath and cycleways, adjacent to the site; and
- The site capitalises on the site infrastructure already in place serving Windles and the land to the north.

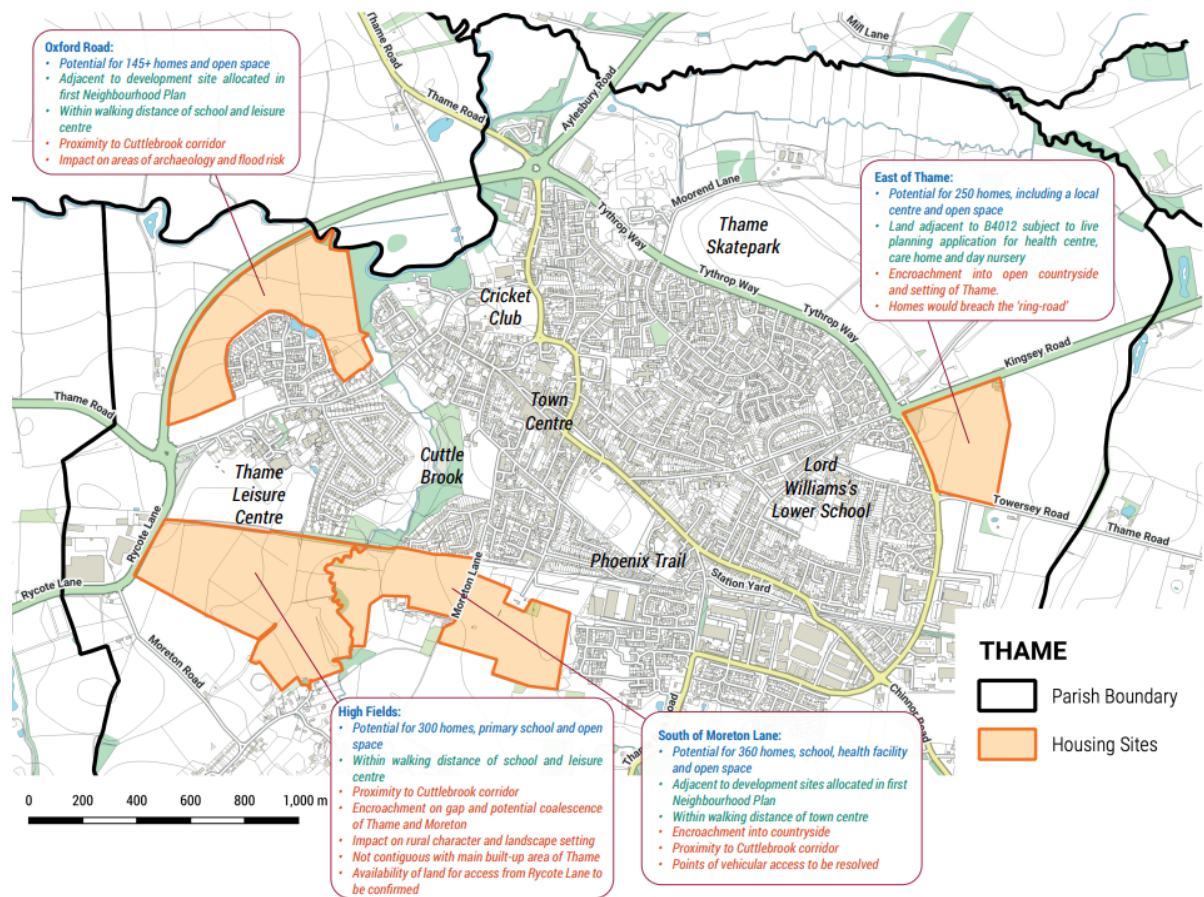
>> Oxfordshire County Council

- The site is located in an area of archaeological potential, being in close proximity to a Roman burial site and associated features comprising at least six cremation burials, some with associated grave goods.
- Further evidence for the presence of Iron Age and Roman settlement is recorded to the south of the site, whilst a probable Iron Age or Roman enclosure has also been identified from aerial photographs approximately 350m to the north.
- It is therefore likely that further archaeological features and deposits from the prehistoric and Roman periods could survive on the site.
- Cotmore Wells Farm itself, although not listed, is shown on the 1st edition OS map and recorded on the Davis Map of 1797 and archaeological deposits related to the 18th century farmhouse may also survive on the site. It is also possible that the farm itself may have been built on an earlier medieval farm and archaeological deposits related to this could survive on the site.
- HLC defines the site as forming part of a wider pattern of reorganised enclosures that lie to the east of the urban settlement core. As such there are currently no known historic landscape constraints.
- Whilst there are currently no significant known constraints to the principle of this site being included in the Plan, OCC would require a programme of archaeological evaluation, both invasive and non-invasive, in advance of determination of any planning application to ensure that an appropriate mitigation is recommended. Any such mitigation may require the physical preservation of any significant archaeological deposits identified within the site.

3. Housing Sites

3.1 Sites

Respondents were presented with four potential housing sites – Oxford Road, East Thame, High Fields, and South of Moreton Lane. Similarly, these were presented to respondents alongside a summary of key information regarding each site, including development capacity figures, aspects in favour, and aspects against. Based on this information, respondents were asked which site they preferred for development.



Notes: Aspects in favour of the sites are indicated with green text in the annotations, with those against in red text. All development figures based on information provided by site promoters, except for Oxford Road, where the figure is estimated based on the area of land outside areas of flood risk and archeological interest, with an average density of 30 homes per hectare then applied to this

Figure 2. . Extract from the consultation material, which presented respondents with potential housing sites

3.2 Preferences

1,128 responses were received to this question, demonstrating that many respondents expressed a preference for more than one site. The preferred site was for land at Oxford Road, as set out below.

Site	People expressing preference for this site	% of respondents expressing preference for this site
Land at Oxford Road	478	42.4%
South of Moreton Lane	268	23.8%
Highfields	198	17.6%
East of Thame	184	16.2%
Total	1,128	100%

3.3 Commentary

Respondents were also given the opportunity to leave comments they had on any of the sites. A summary of these responses for each site is provided below.

Land at Oxford Road

For	Against
<ul style="list-style-type: none"> • Would keep development within, and provide good access to the ring road • Would produce a sensible extension of the existing modern development on Oxford Road • Close proximity to Lord Williams’s Upper School • The development would not result in encroachment on the countryside, and the space is not currently used for agricultural or recreational purposes 	<ul style="list-style-type: none"> • Flood risk on the eastern part of the site • Concern over impact on existing wildlife along river corridor • Archaeological concerns on western corner of site • In close proximity to a noisy road (A418), and this site might require noise buffers

South of Moreton Lane

For	Against
<ul style="list-style-type: none"> • Close to the town centre, ties into the objective of a compact Thame • Would represent a continuation of the pattern of development promoted in the first Neighbourhood Plan • Provides the opportunity to extend the Cuttlebrook Nature Reserve • The site would provide enough space for all development in one go, rather than requiring the splitting of development across multiple sites 	<ul style="list-style-type: none"> • Access arrangements: roads in Sycamore Rise immediately adjacent to the site are not suitable for additional traffic and concern over whether this has been confirmed • Would result in encroachment on the countryside and would negatively impact on the gap between Thame and Moreton

High Fields

For	Against
<ul style="list-style-type: none">• Good pedestrian/cycle accessibility via Phoenix Trail• Potential for expansion of Nature Reserve• The site would provide enough space for all development in one go, rather than requiring the splitting of development across multiple sites• Good access to Lord Williams's Upper School	<ul style="list-style-type: none">• Would result in encroachment on the countryside and would negatively impact on the gap between Thame and Moreton• Access arrangements not confirmed• Site location means development would result in houses isolated from the rest of Thame

East of Thame

For	Against
<ul style="list-style-type: none">• Could represent a contiguous boundary with the existing built form if the site were to come forward together with the Howland Road employment development• Well located for schools and health centre• Least intrusive area on central Thame (outside of the ring road)	<ul style="list-style-type: none">• Proposals would negatively affect the landscape of the area• Health Hub application has not been determined• Encroachment on countryside, and could impact on the separate identity of Towersey• Development would breach the ring road, doesn't represent a compact Thame• Not an easy walk into town centre

3.4 Other Responses

Similar to the employment sites, a number of responses were received regarding the housing sites from site promoters as well as the relevant departments at Oxfordshire County Council. Again, these responses are summarised below for each site.

Oxford Road

>> Savills, Site Promoters (Oxford Road), on behalf of Regeneration Thame Ltd and Bloor Homes

- New housing on this site will build on the suitability of the site that was assessed under the Neighbourhood Plan 1 document without impacting on the settlement pattern, its compactness and appearance.
- The design work has concluded that, excluding land within the flood plain and other constraints the site can accommodate between 90 - 110 dwellings subject to a detailed layout and design.
- Also suggest that the adjoining land offers a sizeable open area which would provide an amenity in this part of the town. The promoters would be pleased to discuss this area further with the neighbourhood plan group.
- In combination with Reserve Site, the two sites could deliver around 165 – 190 new homes.
- Savills notes that they understand that the Council has sought confirmation from South Oxfordshire District Council regarding the housing need that it should be targeting in the new plan. They request that this information is made available and is subject to consultation/review given that it is a fundamental component of the new plan.

>> Hallam, Site Promoters (East of Thame, Housing site)

- The existing Neighbourhood Plan allocates most of the site as publicly accessible open space and landscape – a policy which would have to be reversed undermining the Neighbourhood plan process. The reserve site in this location was to accommodate only some 78 dwellings were it to have been necessary.
- Parts of the site are within Flood zones 2 and 3 and while development outside of the flood zone may be possible, the sequential test enshrined in national planning policy and guidance, does not support the allocation of a site with floodplain ahead of a site that does not;
- If development limited to some 70 homes then there remain issues such as the relationship with the setting of listed buildings and the conservation area and the separating effect of the Cuttle Brook corridor
- Noise and air quality concerns – which relate to this site alone – are vividly portrayed on Figure 3 of Site Assessment Report (July 2021)

>> Ridge and Partners LLP on behalf of Lucy Developments, Land at Moreton Road, Moreton

- The site along its northern and eastern extent sits within Flood Zones 2 and 3, and also near to the confluence of the River Thame and Cuttle Brook confluence. The western part of the site is also known for its archaeological issues warranting that part of the site as undevelopable

>> Ridge and Partners LLP on behalf of a resident adjacent to the Oxford Road and neighbours in Oxford Road, Cuttlebrook Gardens, Old Union Way and Town Farm Close

- This representation comments upon the undeliverability of proposed allocation 'Oxford Road', demonstrating it as an unsuitable site for residential development.
- The northern and eastern extent of the site being located within Flood Zones 2 and 3, areas at high risk of flooding as defined by the Environment Agency.
- The majority of the emerging allocation is proposed within the current Thame NP as Natural Green Space extending to the Cuttle Brook Nature Reserve that is publicly accessible, and landscape publicly accessible open space.
- The encroachment of development into the Cuttle Brook Nature Reserve and its impact on biodiversity
- The importance of the gap in which the site provides, affording views toward the open countryside, and its importance as a green corridor which runs along Cuttle Brook.
- The south eastern portion of the site lies within the Thame Conservation Area and within the setting of several Grade II listed buildings.
- The south western portion of the site is known to have archaeological interest.
- Impact on amenity of existing neighbouring properties.

>> Nexus, Site Promoters (Residual Site C – Land South East of Thame, Housing Site) on behalf of CEG and Taylor Wimpey (TW)

- It is accepted that the full extent of the Oxford Road site has the potential to deliver 145+ dwellings, but in doing so, land retained as agricultural land as part of the existing Thame Neighbourhood Plan Site F allocation (Policy HA1) would be required. On the basis that the 145+ dwellings is being put forward as a reasonable option as part of the Neighbourhood Plan process, Nexus question the basis for excluding the 'Residual Site C' land as a reasonable alternative option given that it comprises retained agricultural land¹.

>> Oxfordshire County Council

- Archaeological investigation and mitigation in advance of consented development has been implemented within the site area. These investigations have revealed over 5000 years of human occupation to be present in this area, most significantly represented by the discovery of a triple ditched early Neolithic causewayed enclosure. Other Neolithic features such as a possible henge and a series of pits were also recorded as was considerable surviving remains of an Iron Age, Roman and Saxon settlement.
- HLC defines the site as forming part of a wider pattern of reorganised and planned enclosures that lie to the west of the urban settlement core. As such there are currently no known historic landscape constraints.
- Should this site be pursued then careful consideration will be required to establish which parts of the site could be suitable for inclusion given the existing requirements for the preservation of nationally important archaeological remains across its western extents. OCC would, should consent be granted, require a programme of archaeological investigation in advance of development to ensure that an appropriate mitigation is recommended.

¹ See Section 3.5 for clarification of 'Residual Site C'

South of Moreton Lane

>> *CALA Homes (Land South of Moreton Lane)*

- CALA homes, through the provision of a Technical Note, carried out by RPS, has shown that a sustainable access strategy can be provided.
- Vehicular access would be taken from the east through the Sycamore Rise development.
- The appraisal concluded the following:
 - The access junction from Thame Park Road via Sycamore Rise is safe and suitable for access to Land South of Thame;
 - There is no policy or technical basis for requiring a second vehicular access; and
 - The route through Sycamore Rise along its streets is consistent with national guidance and the adopted OCC 'Street Design Guide'.
- However, CALA Homes has also confirmed that the original landowner (of the Persimmon Estate) has retained a ransom strip along the western boundary (as additional protection in the event that the roads and services are built right up to the boundary and then adopted) but that this is purely a financial issue that can be resolved and discussions are already in progress with the original landowners' agent.

>> *Hallam, Site Promoters (East of Thame, Housing site)*

- Parts of the site are within Flood zones 2 and 3 and while development outside of the flood zone may be possible, the sequential test enshrined in national planning policy and guidance, does not support the allocation of a site with floodplain ahead of a site that does not;
- There are significant access constraints if access is to be taken through Thame Park Road. The absence of a robust and permeable connection into the town is a significant problem in terms of movement, the environment of neighbouring development and the inability to serve the development with public transport (the site is remote from existing public transport routes). Fundamentally access is provided by an extension to the cul-de-sac albeit that there are pedestrian routes connecting north;
- The impact on the existing PROW which runs through the site, including visual impact,
- The visibility of the site from well-worn routes;
- The relationship with Moreton – the heart of which is just some 500 metres away and which is connected by key pedestrian and bridleway routes which would be fundamentally impacted visually and in terms of character – resulting in considerable coalescence – physically and as experienced by the many users of the public rights of way

>> *Ridge and Partners LLP on behalf of Lucy Developments, Land at Moreton Road, Moreton*

- The western part of the site sits adjacent to the Cuttlebrook corridor and consequently that part of the site lies within Flood Zones 2/3, making that area undevelopable. The emerging NP recognises this constraint and also considers the site would encroach into the countryside and that access into the site is difficult. It is therefore questionable whether that site can be delivered.

>> Oxfordshire County Council

- The site is located in an area where little formal archaeological investigation has been undertaken and therefore little is known regarding the potential of the site.
- Previous archaeological investigation conducted on land to the east of the site in advance of development produced limited evidence for any previous archaeological activity beyond its use as a brickworks in the late 19th and 20th centuries
- HLC defines the site as forming part of an area of post-medieval and later piecemeal and reorganised enclosures created out of former medieval open fields that lie to the south of the urban settlement core. As such there are currently no known historic landscape constraints.
- Whilst there are currently no significant known constraints to the principle of this site being included in the Plan, OCC would require a programme of archaeological evaluation, both invasive and non-invasive, in advance of any planning application being determined to ensure that an appropriate mitigation is recommended

>> Nexus, Site Promoters (Residual Site C – Land South East of Thame, Housing Site) on behalf of CEG and Taylor Wimpey

- Remain fundamentally concerned over the continued lack of clarity of any vehicular access to the South of Moreton Lane site. Land Registry information indicates there is a c. 2.5m strip of third party land between the eastern boundary of the South of Moreton Lane site and the adjoining Site D land.
- There also appears to be third party land associated with the designated Phoenix Trail cycle route along the sites northern boundary.
- Concerns regarding the promotion and need for land for a new primary school or satellite provision i.e. a new school is not necessarily required based on the latest Education Authority evidence, but if a new school or satellite provision is required, land has already been allocated as part of the Thame neighbourhood Plan Site F allocation (Policy H1). Any new housing allocations therefore do not need to make, or offer the provision of land for a new primary school.

Highfields

>> Barton Willmore, on behalf of Rectory,

- **Sustainable Location:** The Site benefits from a sustainable location in close proximity to Thame and its higher order facilities, with good access to schools and shops. It is considered that a high-quality residential development on this Site would align with Objective 1 of the Thame Neighbourhood Plan Revision, which confirms that the compactness and walkability of Thame should be retained, with new homes within comfortable travel distance, by foot and by bike, from the town centre and other social and community facilities around the town.
- **Infrastructure needs:** The Site includes land for an additional pitch/es for Lord Williams's Upper School and/or land and contribution for school use, a community health hub, an extension and upgrade to the Phoenix Trail and significant extension to the Cuttle Brook Nature Reserve.
- **Access Arrangements:** Rectory Homes have commissioned Glanville as Highways Consultant to review the proposed access off Rycote Lane. Glanville consider the proposed access arrangements are suitable to serve the site.
- **Proximity to Cuttle Brook corridor:** Whilst the existing Cuttle Brook Nature Reserve is outside of the land being promoted by Rectory Homes, it is proposed to provide further land and extend the Nature Reserve, to the benefit of the Reserve and also the health and well-being of the existing community of Thame.
- **Encroachment on gap and potential coalescence of Thame and Moreton:** The development of the Site would be sympathetic to the potential relationship between the Site and Moreton itself, as well as the location of Listed Buildings and Moreton Conservation Area. A significant gap is proposed to the south in order to maintain a clear separation between the settlements of Thame and Moreton.
- **Impact on rural character and landscape setting:** it is Barton Willmore's view that proportional growth in the right place, will not have a detrimental impact on existing and future residents' access to the open countryside, or other high quality public open space within Thame (such as the Cuttle Brook Nature Reserve). It could also make available currently non accessible parts of the countryside to the public by providing large parts of publicly accessible land were the land at Highfields allocated.
- **Not contiguous with main built-up area of Thame:** Whilst the Site may appear to be partially separated from the main built-up area of Thame, given the playing fields associated with Thame Leisure Centre to the north, in reality the Site forms a natural extension to the built up area and existing residential neighbourhoods located off Sycamore Drive/Maple Road to the north. The Site is only separated by the Phoenix Trail, which is proposed to be upgraded and extended as part of the proposals for Highfields to enhance connectivity.
- **Availability of land for access from Rycote Lane to be confirmed:** Barton Willmore admit It is not known if or when access could be agreed across the land. However, they suggest that they believe that if the Highfields Site was to be allocated, access could be delivered.

>> Ridge and Partners LLP on behalf of Lucy Developments (Land at Moreton Road, Moreton)

- It is suggested that this site presents a number of constraints including encroachment into the gap between Moreton and Thame, as well as its proximity to the Cuttlebrook corridor, impact on the landscape and issues with access into the site.

>> Nexus, Site Promoters (Residual Site C – Land South East of Thame, Housing Site) on behalf of CEG and Taylor Wimpey

- In direct contradiction to the key Site Selection objective 4, development on the site would fundamentally erode the visual and physical green gap between Thame and Moreton Conservation Area.
- In conflict to Site Selection objective 6, development within the area associated with the High Fields site is therefore also likely to have adverse impacts on the setting and character of the Moreton Conservation area.
- Question the availability of access, noting that Land Registry details would suggest that third party land is required to provide a suitable and safe vehicular access point.
- It is noted that the made Thame Neighbourhood Plan already allocates 2 hectares of land at Site F (Policy HA1) for provision of a new primary school. Two hectares being the area associated with a 2-form entry primary school. In view of this existing allocation, clarity would be welcomed as to why land for an additional primary school is being proposed as part of the High Fields site option, or indeed any alternative option as part of the Neighbourhood Plan review process.

>> Oxfordshire County Council

- Archaeology
 - The site is located in an area where little formal archaeological investigation has been undertaken and therefore little is known regarding the potential of the site.
 - HLC defines the site as forming part of an area of post-medieval and later piecemeal enclosures created out of former medieval open fields that lie to the south and north-west of urban and rural settlement cores. As such there are currently no known historic landscape constraints.
 - Whilst there are currently no significant known constraints to the principle of this site being included in the Plan, OCC would require a programme of archaeological evaluation, both invasive and non-invasive, in advance of any planning application being determined to ensure that an appropriate mitigation is recommended.
- Estates
 - The allocation of this site would need to take into account any safeguarding matters of the school playing fields to ensure appropriate boundary treatments and separation distances are implemented. This would be to maintain security of the OCC owned playing field from proposed dwellings.

East of Thame

>> Hallam, Site Promoters (East of Thame, Housing site)

- The Land East of Thame site is the only one of the four housing sites being consulted upon that was identified as Green in the RAG Assessment contained in the Site Assessment Report
- Hallam suggests that the Site Assessment Report provides a fair assessment of the sites merit – in particular in the following regards:
 - there are no statutory environmental designations affecting the site;
 - there are no areas subject to any flood risk within or adjacent to the site;
 - there are no heritage constraints;
 - the provisions for access into the site are supported in principle by OCC (as evidenced in the current application in the north west part of the site);
 - there are no TPOs, nor contamination, nor significant woodland or vegetation (although there is some scrub in the very north west of the site);
 - the site has high quality access to bus stops, public transport routes, open space; with primary school, secondary school and town centre all assessed as being within the good accessibility thresholds included in the assessment – see Appendix C and additional commentary below;
 - access to Haddenham station significantly assists sustainable transport opportunities and outcomes.
- The positive attributes arising from the site opportunities and the development proposals are compelling and demonstrate a highly sustainable proposition East of Thame and for the town as a whole
- The placemaking principles that can be delivered on the site, including its relationship to employment to the south, enhancing existing as well as new sustainable transport infrastructure, and the delivery of community facilities are a compelling factor in the Council being able to demonstrate the sustainable outcomes of its policies and their deliverability.
- It is suggested that the East of Thame Option performs very strongly against the principles set out in Consultation 2. This is consistent with the evidence that the Council has assembled in the South Oxfordshire Landscape Capacity Assessment identifying the opportunity for the development of the East of Thame option, and the particular advantages of bringing forward the east of Thame option in a co-ordinate set of proposals with employment land to the south of Towersey Road.

>> Nexus, Site Promoters (Residual Site C – Land South East of Thame, Housing Site) on behalf of CEG and Taylor Wimpey

- Serious concerns over the sites encroachment into the open countryside and impact on the rural setting of Thame, particularly from the east. This concern relates to any residential option that would breach the ring-road to the east.
- One of the key Site Selection objectives (objective 3) is to protect the town's landscape setting and retain the open countryside around Thame. Development to the east of the ring-road fundamentally conflicts with this objective.

>> Oxfordshire County Council

- The site is located in an area of archaeological potential
- The site has in part been subject to previous archaeological investigation in conjunction with application P20/S2593/O. These works to date have been undertaken within its north western extent only but have recorded no noted archaeological features or deposits.
- Further archaeological investigation over the remaining and currently un-investigated area of the site will need to be undertaken, given its closer proximity to recorded cropmark remains and inclusion of noted linear features as identified from Lidar imagery.
- HLC defines the site as forming part of an area of prairie and amalgamated enclosures that lie to the east of the urban settlement core. As such there are currently no known historic landscape constraints.
- Whilst there are currently no significant known constraints to the principle of this site being included in the Plan, OCC would require a programme of archaeological evaluation, both invasive and non-invasive, in advance of any planning application being determined to ensure that an appropriate mitigation is recommended.

3.5 Other suggested housing sites

Land at Moreton Road, Moreton

A response was received from Ridge and Partners LLP in respect of land at Moreton Road, suggesting the site should be allocated.

The response confirms that the site is currently subject to a live planning application for five new homes. It will thus be determined ahead of the Neighbourhood Plan and, given the number of new homes proposed, would comprise an element of windfall should it be approved now or at a later date.

Cattle Market

The Cattle Market site was consulted upon in earlier consultation and broadly accepted as a location for future development, potentially comprising a mixed use development scheme with some homes delivered as part of this. This is reflective of the support expressed for the site in the first Thame Neighbourhood Plan and the allocation of the site within that.

Although not being consulted upon in this round of consultation, officers at SODC confirmed that feasibility work is currently ongoing, exploring different layouts and mix of uses on the site, and which will be subject to ongoing discussion with District and Town Councillors.

Residual Site C - Land South East of Thame

A response was received from Nexus in respect of 'Residual Site C' (Land South East of Thame), suggesting that the site should be reconsidered and allocated. This response sought to clarify how the site meets the objectives for the Thame Neighbourhood Plan and thus why it should be allocated.

For clarification, the response refers to land known as 'Reserve Site C' identified in TNP1, as well as additional land to the south of this and land allocated and now built-out at Site C. In total, it is considered that potential exists to accommodate 164 new homes across the area (which is inclusive of the 57 homes on Reserve Site C subject to the recent planning application to SODC).

The response suggests that the entire site performs well against the objectives of the Neighbourhood Plan and should have been considered in its entirety in the same way that land at Oxford Road has.

The response notes how the whole of the site responds to the objectives for the Neighbourhood Plan:

- **Compact and Walkable Thame:** new homes within Development of the site would retain the compactness and walkability of Thame as key existing community facilities and services and local employment opportunities are all within an easy and safe walking and cycling distance from the Site.
- **Environmental Setting:** The site is largely devoid of any significant tree cover, being restricted to a small number of randomly positioned specimens within field boundary hedgerows and occasional free standing examples. Any protected trees will be retained and their root protection area respected.
- **Landscape Setting:** The site is well contained in landscape terms. However, additional landscape planting along the eastern site boundary could help to reinforce the existing landscape buffer and further enhance screening effects.
- **Urban Identify and Character:** An extended positive built and landscaped frontage to Wenman Road could be provided, building upon the pedestrian and cycle provision delivered as part of the Site C scheme and further improving the character of Wenman Road. The site is contained and therefore would not lead to further incremental encroachment into the surrounding countryside. Development in this location would not physically to visually reduce the gaps between Thame and the outlying villages (namely Moreton to the south and Towersey to the east).
- **Social Inclusion and Integration:** Development on the site is within an easy walking and cycling distance from key existing social and community services, facilities and local employment opportunities. Furthermore the provision of 10ha. of fully accessible public open space would provide a clear social and community benefit to the existing residents of Thame.
- **Historic Character:** There would be no significant impact on the historic character of Thame through the development of this site. There is low potential for non-designated archaeological assets of all periods. Should undiscovered archaeological deposits be present, the available evidence suggests that they would not be of sufficient significance to preclude development

The Site Assessment work recommended that the part of the site comprising 'Reserve Site C' be taken forward as a potential housing site and this was consulted upon in the first round of consultation. It was broadly accepted as a housing site. It was not subject to the second round of consultation because (a) the principle of development was broadly accepted, and (b) the second consultation only sought to look at options associated with larger sites.

The remainder of the land was not recommended for further consideration in the Site Assessment Report. The Assessment noted that land to the north had been developed in line with the allocation in TNP1, and that as part of that, the remaining land was to be retained as publicly accessible open and natural green space.

No response was received to this during the first round of consultation.

Land to the south of Wenman Road/Chinnor Road

A response was received from Jake Collinge Planning Consultancy (JCPC) on behalf of the owner of land to the south of Wenman Road/Chinnor Road, questioning why the site was not presented in the consultation.

The site was consulted upon in Consultation 1 and received support. It was not included in this subsequent round of consultation as (a) the site had already received support, and (b) the second round of consultation only looked at options in respect of larger sites which might be needed to meet the Local Plan housing requirements.

4. Other Ideas

4.1 Ideas

In addition to consultation on potential development sites a series of further ideas were presented for comment, reflecting feedback and suggestions put forward in earlier consultation events:

- Improved connections to the Phoenix Trail
- A Thame walking route with connections to the countryside
- A town-wide network of mobility hubs
- A connected network of green streets and spaces

Each idea was illustrated and expanded upon with a set of explanatory bullet points. Respondents were asked whether the ideas were heading in the right direction. A strong 'yes' was received to all ideas, though this was lower for the concept of mobility hubs than for others, with a fairly high proportion of people saying they were 'not sure'. This may in part be reflective of this being a fairly new idea and concept. This is explored further in the following section, with overall responses presented in the chart below:

Are these ideas heading in the right direction?

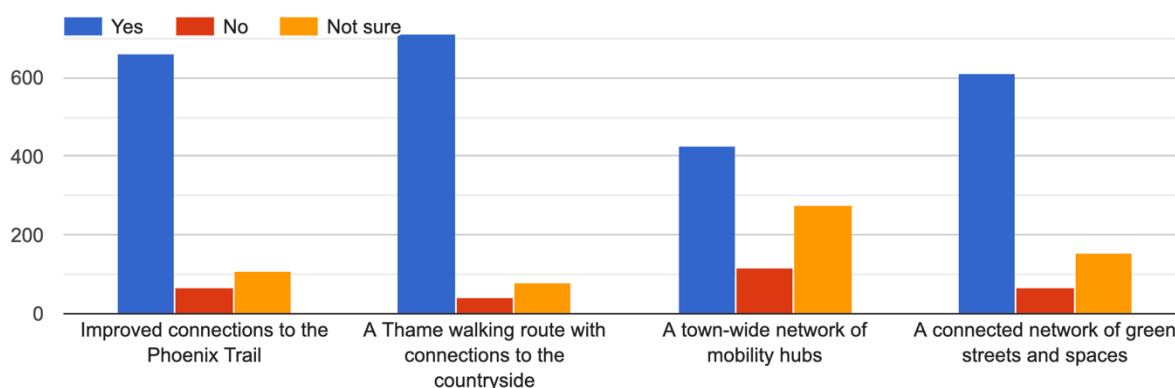


Figure 3: Responses to other ideas presented

4.2 Commentary

Respondents were given the opportunity to expand on their answer by responding to a question centred around each idea. The questions, and a summary of the key responses from respondents to each of these is presented below.

Are there any existing routes to the Phoenix Trail that need improving, or new routes that should be created? If so, please say where

- Opportunity to extend the Phoenix Trail to Rycote Lane through development of the current 'unofficial route'.
- Provide a wider connection to Haddenham Station, with the opportunity to incorporate a connection to the Phoenix Trail as part of it
- Access to the Phoenix Trail via Moreton Lane and Windmill Road should be protected and improved where possible
- The route from Sycamore Rise should be connected more directly to the Phoenix Trail, with respondents suggesting this formed part of original proposals but has not been delivered.
- Strong support for a traffic free route connecting the Phoenix Trail with the town centre
- Barton Willmore, for Rectory Homes, Highfields site, propose to upgrade and extend part of the Phoenix Trail as part of the proposed development, They are supportive of the concept idea to improve connections to the Phoenix Trail, which could be achieved as part of the Highfields development.

Are there any existing routes to the countryside that need improving, or new routes that should be created? If so, please say where.

- Improve access to the footpaths within Thame Park
- Support for a pedestrian route to Haddenham and Thame Parkway.
- A safer route is needed to Long Crendon
- Barton Willmore, for Rectory Homes Highfields site, note there is an existing Public Right of Way running through the centre of the Site from north to south, which they propose to retain, as well as extending trails and access to / adjacent to the Cuttle Brook Nature Reserve

Where could mobility hubs be located in Thame?

- Town Centre, in particular at Cattle Market
- In some of the larger car parks

What streets and spaces might benefit from new greenery?

- Town Centre
- Lea Park – has green space but isn't particularly well maintained or 'interesting' in its landscaping
- Oxford Road
- Cattle Market
- Wellington Street

4.3 Other Ideas

Respondents were asked whether they had any other ideas or priorities for change and development in Thame. A summary of some of the key responses to this question are presented below:

- Provision of a new Youth Facility in Thame
- Safe Cycle route to Haddenham Station
- A greener Town Centre
- Desire for the Health Hub to be in the town centre, with the suggestion that it could be located on the Cattle Market site

5. Summary and recommendations

Employment

The Rycote Lane site was the preferred employment site among respondents, receiving support from 64% of all respondents. The most common reason for preference of this site from respondents was because it is situated further away from residential areas so development would be less likely to impact Thame residents. Responses also noted that the site had good connections to strategic roads such as the M40, meaning the impact of increased local traffic through Thame might be less than elsewhere, and that development on the site would be adjacent to existing employment sites thus representing a natural extension. However, those against the site suggested that it was disconnected from the rest of Thame, that there was concern from Moreton residents over light pollution, and concern over encroachment on the open countryside and ridgeline.

Comments on the Howland Road site, which only received 36% in favour, noted that the site is in close proximity to existing residential areas, which would have adverse effects on the local population both in the short term, during construction, and long term, for example through noise and light pollution. Respondents were also concerned over the impact development of the site would have on Thame's countryside. However, those in favour of the site noted that it is in closer proximity to the town centre, and its development would therefore tie into the objective of a 'compact Thame'. There was also support for the site because it was a larger size, and would thus be able to accommodate any future development pressure while reducing the need for multiple employment sites to be scattered around Thame.

Housing

There were 1,128 responses to the housing preference question, meaning that a number of respondents expressed preference for more than one site.

The most popular housing site, which 42% of respondents expressed a preference for, was Land at Oxford Road. The key reason for this, based on respondent's comments, seemed to be because the site would deliver a suitable extension to the existing recent housing development at Oxford Road. Respondents also noted how the site meant development would stay within, and provide good access to, the ring road, as well as providing good access to Lord Williams's Upper School. However, there were still a number of concerns raised about the site's suitability due to its known flood risk and archaeological remains, as well as the issue of noise pollution caused by its proximity to the A418.

The least popular housing site was East of Thame, which only 16.2% of respondents expressed a preference for. The most common concern over this site was that it would produce a housing development that breached the ring road, and that this would set a precedent for further similar developments. Similarly, there were strong concerns about the impact this development would have on Thame's countryside and the gap between Thame and Towersey. While most saw the fact that the site would breach the ring road as a negative, some noted this as positive, suggesting it would have the least direct impact on Thame. Other comments suggested they preferred the site as it provided a good location for access to schools and the health centre.

The South of Moreton Lane and Highfields sites were preferred by 24% and 18% of respondents respectively. They also received similar comments, due to the sites being adjacent to one another.

Comments in favour, which applied to both sites, included the fact that development of either site would provide an opportunity for the Cuttle Brook Nature Reserve to be extended. It was also clear from those that expressed preference for the sites that the ability of them to accommodate development in one area, rather than being split across multiple sites, was considered a benefit. It was also noted that the both have relatively good pedestrian connectivity to the Town Centre and the Phoenix Trail. However, there were concerns over accessibility arrangements for both sites. For Highfields, this relates to the parcel of land that would allow access off Rycote Lane, and for Land South of Moreton Lane this relates to the suitability and availability of access via Sycamore Rise. Finally, there was concern over the negative impact the development of either site might have on the gap between Thame and Moreton.

For the majority of sites being consulted upon in this round of consultation, the site promoters submitted responses detailing why they felt their site was most suitable, and in some cases why other sites were not suitable.

In terms of other sites:

- A response was received from SODC to confirm that the Cattle Market has the opportunity to accommodate new homes as part of a mixed-use development and that option testing in regard to layout and mix is currently under way.
- A response was received in respect of a site on land in Moreton. This is a small site currently subject to a planning application and will be judged on its merits.
- A response was received by the site promoters for the Land to the south of Wenman Road/Chinnor Road site, a site which received strong support in the previous round of consultation and is to be carried forward as part of the emerging TNP2. The main issue here was over confusion as to why their site had not been included in this round of consultation. It should be clarified that the site was not consulted upon as it received clear support and, as a smaller site, was not subject to the second round of consultation which only looked at options associated with larger sites.
- A response was received by the promoters of the 'Residual Site C', including land at Reserve Site C which was consulted upon in the first consultation as well as wider land to the south of the allocated and now built-out housing at Site C. The site promoters argued that their site be re-considered for allocation within the Neighbourhood Plan. This was on the basis that their site, unlike the other options, was visually well-contained within the wider landscape. They also argued that their site supported each of the Plan's objective, something which the other sites could not offer.

Other Ideas

There was strong support for all ideas presented, though as noted previously this was lower for the concept of mobility hubs than for others, with a fairly high proportion of people saying they were 'not sure'. It is assumed that this may in part be reflective of this being a fairly new idea and concept.

Respondents felt that the Phoenix Trail would benefit from an official extension stretching to Rycote Lane in place of the 'unofficial' trail that currently exists, and that a traffic free route linking the Phoenix Trail and the town centre would be supported. There was also strong support for the Phoenix Trail to link with any future pedestrian / cycle route which might connect Thame with Haddenham Station, as well as the need for the Moreton Lane and Windmill Road access roads to be maintained and improved wherever possible.

When asked whether any routes to the countryside needed improving, or if new routes needed to be created, the most common response was that access to the footpaths in Thame Park needed improving. Respondents also noted the need for improvements to routes going to Long Crendon, as well as the need for a safe pedestrian/cycle route to Haddenham Station. There was also support shown for the circular walking route concept around Thame.

Despite being a new concept, when asked for suitable locations for a Thame Mobility Hub, respondents seemed to lean towards Cattle Market most strongly. Large car parks were also mentioned repeatedly as suitable sites.

There were a range of suggestions on what spaces and streets might benefit from new greenery. There was general support for a greener town centre, including on the Cattle Market site, with specific streets mentioned that would benefit from new greenery being Wellington Street and Oxford Road.

When asked if they had any other ideas they felt should be included in the Neighbourhood Plan, respondent's responses indicated there was support for new and improved youth facilities and for a health hub to be located in the town centre (potentially on the Cattle Market site) as opposed to the current proposals for this to be on land to the east of Thame. It was also suggested, as per the idea presented, that the town centre should be greener and that there should be a safer cycle route to Haddenham Station.

Implications for next stages

Through this consultation, a clear preference for the Rycote Lane employment site has emerged. This is most likely a reflection of the site's location, which is more separated from residential areas than the Howland Road site. However, the Rycote Lane site, at 4.4 hectares, is much smaller than Howland Road (15.5 hectares), and only just meets the minimum amount of land required for employment by SODC. If in the event that demand for employment land increases in the future, then this will need to be delivered elsewhere, potentially at Howland Road.

There was also a clear preference for the Oxford Road site for housing development: it is felt this is would be a logical extension of the existing housing development, and would not directly impact the majority of Thame residents.

There were strong levels of support for all ideas presented to respondents in this round of consultation. Although the Mobility Hub concept received a higher amount of 'not sure' responses, this is likely due to it being a fairly new idea, and not common in the UK. All of the ideas should be progressed and developed through the Neighbourhood Plan.

Appendix: Consultation material

This appendix includes copies of the following:

- Display boards prepared for drop-in events and for viewing online
- Print version of survey accompanying the consultation. A separate electronic version was also made available for completion.
- Series of FAQ and 'fact checks' added in response to questions raised by the separate leaflet circulated to all households in Thame by the promoters of the Highfields site.
- Screen shots of the TNP2 Information Video produced and which could be accessed via the Town Council website or direct through Vimeo at the following link:
https://vimeo.com/656922034?embedded=true&source=video_title&owner=44084494

TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW



BOARD 1/5

WELCOME

Thank you to everyone who responded to consultation on the review of the Thame Neighbourhood Plan over the summer. There was an excellent response rate with many ideas and suggestions made, including:

VISION AND OBJECTIVES

There remains strong support for the vision of Thame maintaining its character as a 'real market town'.

The objectives were all strongly supported, particularly in terms of the compact, walkable nature of Thame, the importance of proximity and access to the countryside, and protecting the separate character of Thame from surrounding settlements.

It was suggested that the 'ring-road' forms a barrier to movement and a boundary around Thame, and that review of the Plan provides further opportunity to address the threat of climate change.

CHARACTER

Comments and suggestions reinforced the findings of the Character Area Assessment, and which can be used to prepare design policies that respond to the qualities of the built and natural environment.

Some concern was expressed about the impact of car use on the setting of the town centre, congestion and parking across the town. It was suggested that the review of the Plan provides the opportunity to promote improved walking and cycling conditions.

DEVELOPMENT SITES

There was in general agreement that the Cattle Market presents an opportunity for a mixed use development, potentially including new retail floorspace, community uses and some new homes.

There was broad agreement to some land coming forward for employment uses east of Howland Road. However, it was also suggested that additional land is required to meet employment needs.

Beyond the 'reserve development sites' identified in the first Thame Neighbourhood Plan feedback on other potential sites was mixed, with other sites being put forward for consideration.

THIS CONSULTATION

Based on the feedback received last time round we are now presenting a range of sites that might have potential for employment and residential development. Please let us know what you think about these.



To find out more about the Neighbourhood Plan please visit the Town Council website:
www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan

To comment on the Neighbourhood Plan please complete the survey on the website by 31 January 2022.

Alternatively, a paper copy can be downloaded and returned to the Town Council.



SCAN FOR MORE INFO

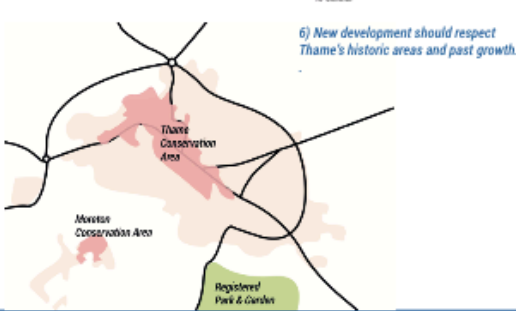
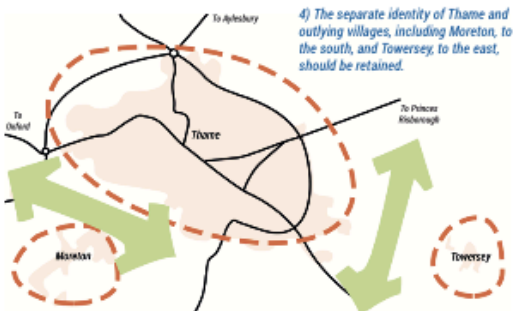
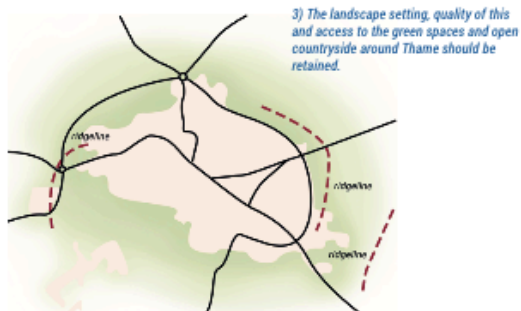
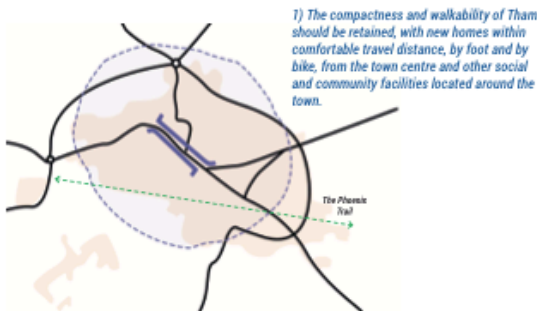
TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW



BOARD 2/5

VISION AND OBJECTIVES

The vision and objectives present strong principles which inform discussions around the location and direction of future growth in and around Thame. These are presented spatially on this panel.



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www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan
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SCAN FOR MORE INFO

TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW



BOARD 3/5

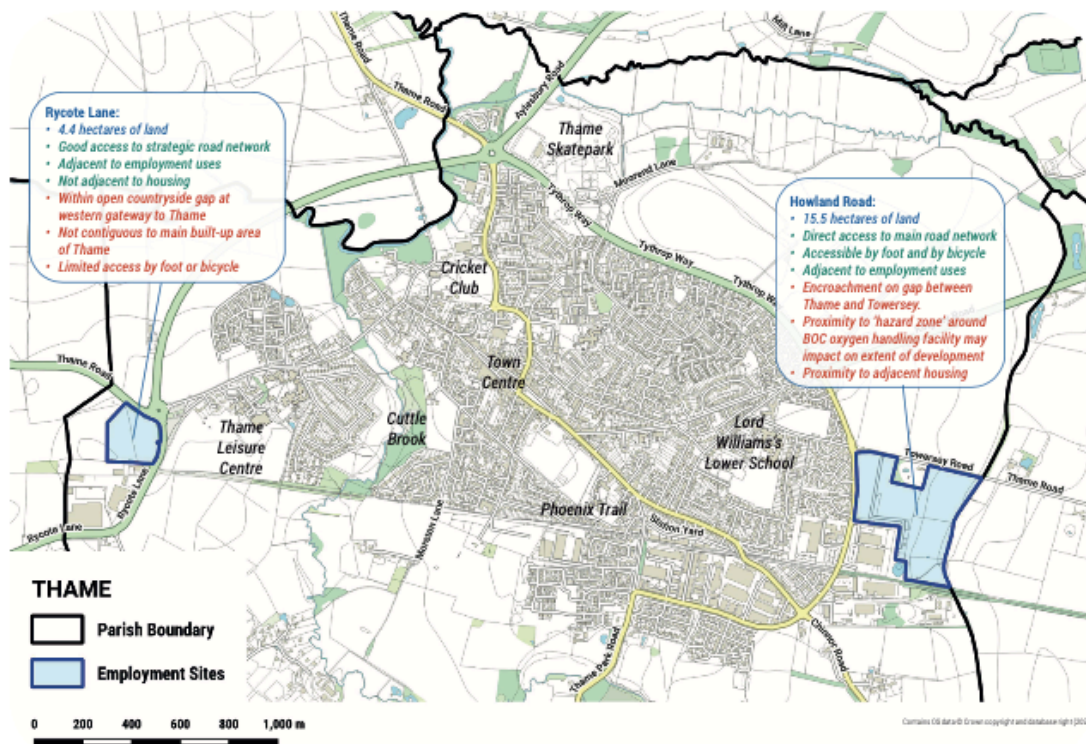
EMPLOYMENT SITES

The South Oxfordshire Local Plan requires a minimum of 3.5 hectares of land for employment uses to be allocated for development in the Thame Neighbourhood Plan.

Land east of Howland Road was presented last time. Land adjacent to the road frontage was broadly supported.

However, it has been suggested that a wider area of land be considered appropriate, along with an alternative site at Rycote Lane. The site boundaries and areas shown are based on those submitted by site promoters for consideration. This does not necessarily mean that the entirety of that site will be allocated for development.

These are presented on this panel. Please tell us what you think about these sites.



Note: Aspects in favour of the sites are indicated with green text in the annotations, with those against in red text.

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SCAN FOR MORE INFO

TNP2 - THAME NEIGHBOURHOOD PLAN REVIEW

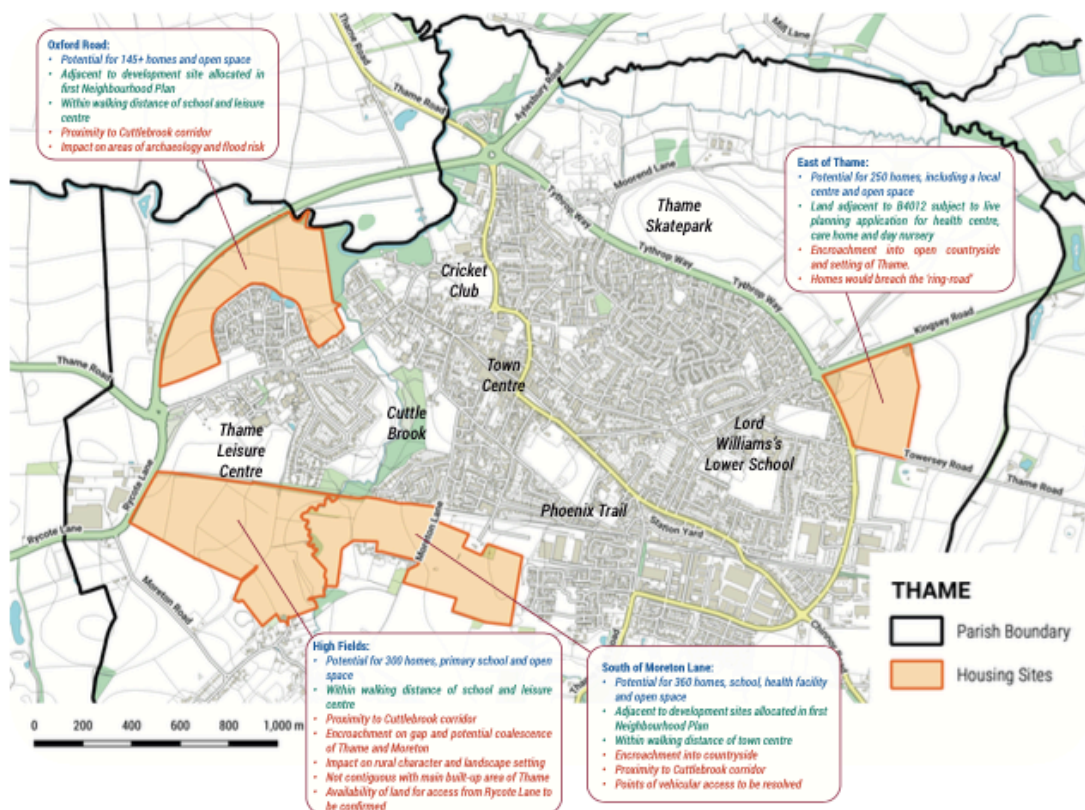


BOARD 4/5

HOUSING SITES

The South Oxfordshire Local Plan requires land for at least 339 new homes to be allocated in the Thame Neighbourhood Plan. A number of smaller sites were presented and are now coming forward through the planning process and which may contribute towards this figure.

However, it is likely that a larger site or parts of larger sites may be needed to meet the requirements. Based on feedback from the last consultation, a range of sites are presented for consideration on this panel. Please tell us what you think about these sites.



Notes: Aspects in favour of the sites are indicated with green text in the annotations, with those against in red text. All development figures based on information provided by site promoters, except for Oxford Road, where the figure is estimated based on the area of land outside areas of flood risk and archeological interest, with an average density of 30 homes per hectare then applied to this

To find out more about the Neighbourhood Plan please visit the Town Council website:
www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan

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SCAN FOR MORE INFO



WIDER IDEAS

In response to comments made about movement, climate change and relationship with the countryside, a series of concept ideas are presented below.

Please let us know what you think about these, and whether there are any other ideas that could be explored.

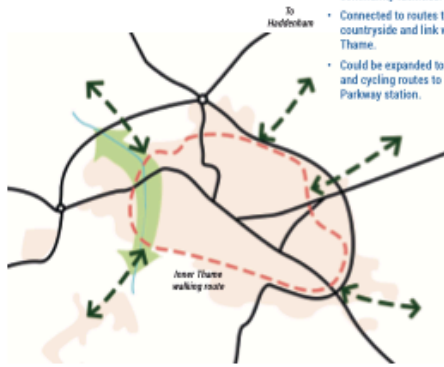
1) Improve connections to the Phoenix Trail

- Create new and improved links to the Phoenix Trail, integrated with safer walking and cycling routes for all across Thame.
- Where development opportunities arise, create new active frontages onto the Phoenix Trail, enhancing safety and security through natural surveillance.
- Improve attractiveness of the Phoenix Trail through general maintenance, unobtrusive lighting and new public art.



2) A Thame walking route with connections to the countryside

- A leisure and recreation walking route around Thame connecting green spaces and community facilities.
- Connected to routes that extend out into the countryside and link with the villages around Thame.
- Could be expanded to include safe walking and cycling routes to Haddenham & Thame Parkway station.



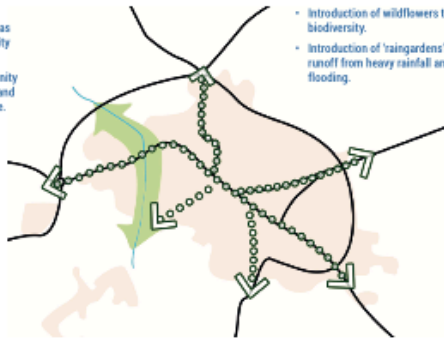
3) A town-wide network of mobility hubs

- Hubs providing a range of transport solutions including car share, EV charging points, bike and scooter hire, providing alternatives to the car for short journeys. Could incorporate Park and Ride at appropriate locations.
- Located around Thame at key destinations, such as the town centre, employment areas and community facilities.
- Potentially combined with bus stops and 'community kiosks', providing a point for collection of goods and sharing of equipment used for home maintenance.



4) A connected network of green streets and spaces

- Street tree planting and greening programme along verges or areas of unused space, at large junctions for example. Less parking in the town centre could create new amenity space.
- Introduction of wildflowers that enhance biodiversity.
- Introduction of 'raingardens' that manage surface runoff from heavy rainfall and reduce risk of flooding.



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SCAN FOR MORE INFO



THAME
Town Council

NEIGHBOURHOOD PLAN REVIEW
QUESTIONNAIRE
PLEASE RETURN BY 7 FEBRUARY 2022

INTRODUCTION

Thank you for responding to consultation on the review of the Thame Neighbourhood Plans over the summer.

In response to feedback received during the last consultation we are now presenting a range of sites that might have potential for new employment or housing development.

Please let us know what you think about the sites by completing this survey.

The survey is open until Monday 7 February 2022.

All information can be viewed on the Neighbourhood Plan Review page of the Town Council website:

<https://www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan-revision/>

VISION AND OBJECTIVES

When providing responses to the potential sites please consider these against the vision and objectives for Thame, which were strongly supported during the last consultation. These are:

VISION:

*"Thame must maintain its character as a **real** market town."*

OBJECTIVES:

- 1/ Thame must continue to feel 'compact'
- 2/ Thame must continue to have a close relationship with the open countryside around it
- 3/ Thame must retain its markets
- 4/ Thame must continue to act as a centre for the surrounding area, not just residents
- 5/ Thame must remain attractive to residents and visitors



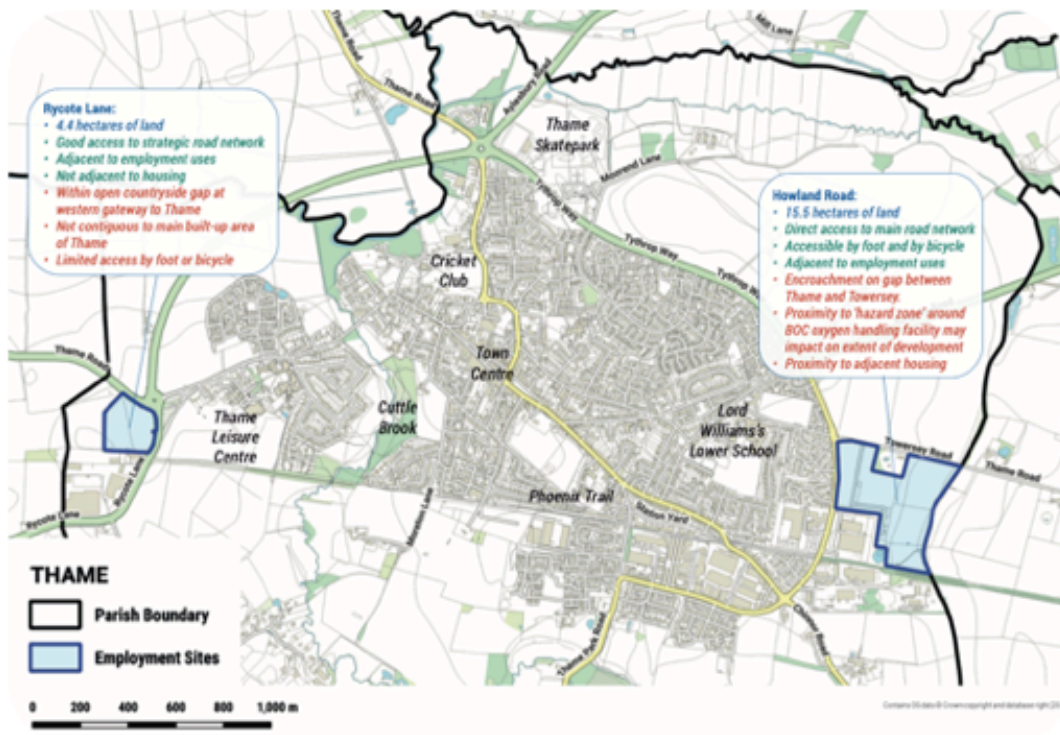
EMPLOYMENT LAND

The South Oxfordshire Local Plan requires a minimum of 3.5 hectares of land for employment uses to be allocated for development in the Thame Neighbourhood Plan.

Land east of Howland Road was presented last time. Land adjacent to the road frontage was broadly supported.

However, it has been suggested that a wider area of land be considered appropriate, along with an alternative site at Bycote Lane. These are presented below. The site boundaries and areas shown are based on those submitted by site promoters for consideration. This does not necessarily mean that the entirety of that site will be allocated for development.

Please tell us which locations you think are most appropriate for new employment land, using the table overleaf.



Note: Aspects in favour of the sites are indicated with green text in the annotations, with those against in red text.



THAME
Town Council

NEIGHBOURHOOD PLAN REVIEW
QUESTIONNAIRE
PLEASE RETURN BY 7 FEBRUARY 2022

- 1) Please indicate your preferred site for employment land and explain why. Please also include any other comments you have.

Site	Preference Please tick	Reasons / Comments.
Howland Road		
Rycote Lane		

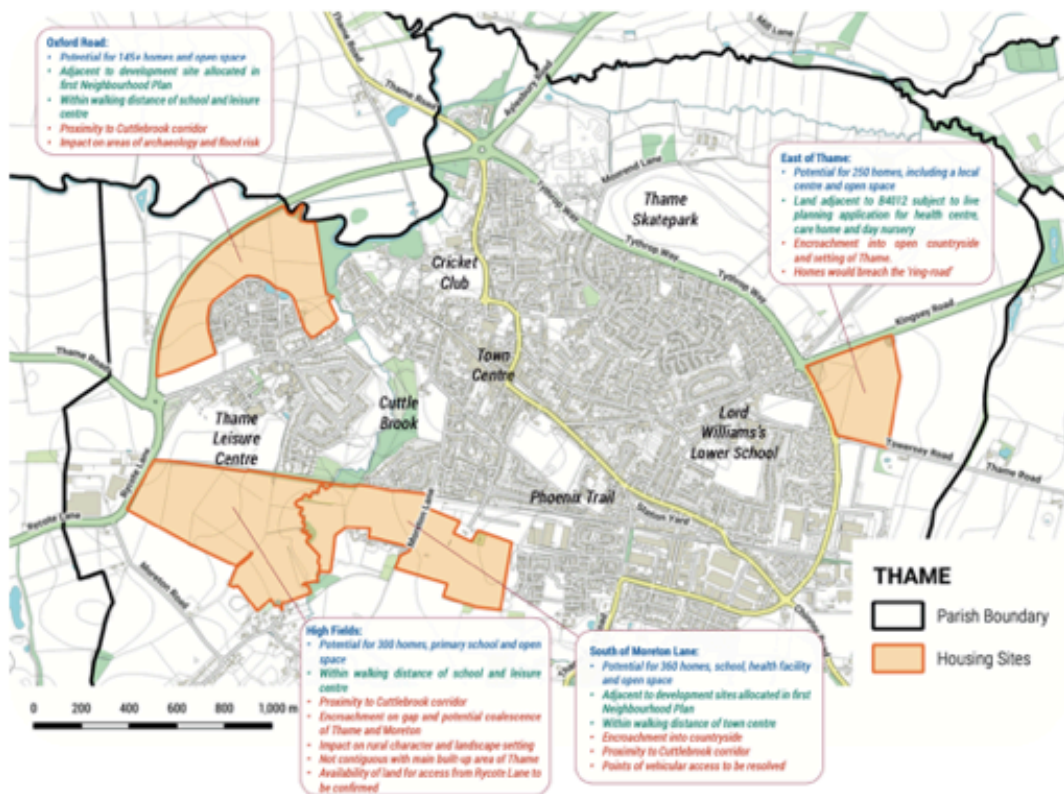


HOUSING SITES

The South Oxfordshire Local Plan requires land for at least 339 new homes to be allocated in the Thame Neighbourhood Plan. A number of smaller sites were previously presented. Some of these are now coming forward through the planning process and which may contribute towards this figure.

However, it is likely that a larger site or parts of larger sites may be needed to meet the requirements. Based on feedback from the last consultation, a range of sites are presented below. The site boundaries and areas shown are based on those submitted by site promoters for consideration. This does not necessarily mean that the entirety of that site will be available for development.

Please tell us which locations you think are most appropriate for new housing, using the table overleaf.



Notes: Aspects in favour of the sites are indicated with green text in the annotations, with those against in red text.
All development figures based on information provided by site promoters, except for Oxford Road, where the figure is estimated based on the area of land outside areas of flood risk and archaeological interest, with an average density of 30 homes per hectare then applied to this



THAME
Town Council

NEIGHBOURHOOD PLAN REVIEW
QUESTIONNAIRE
PLEASE RETURN BY 7 FEBRUARY 2022

2) Please indicate your preferred site(s) for housing and explain why. Please also include any other comments you have.

Site	Preference Please tick	Reasons / Comments
East of Thame		
High Fields		
Oxford Road		
South of Moreton Lane		



WIDER IDEAS

In response to comments made through the last consultation event about movement, climate change and relationship with the countryside, a series of concept ideas for inclusion in the review of the Plan have been prepared. They are introduced below. Are they heading in the right direction? Please let us know your thoughts about these.

3) Improve connections to the Phoenix Trail:

Ideas	Is this idea heading in the right direction? Please tick one			Comments
	Yes	No	Not Sure	
<ul style="list-style-type: none">• Create new and improved links to the Phoenix Trail, integrated with safer walking and cycling routes for all across Thame.• Where development opportunities arise, create new active frontages onto the Phoenix Trail, enhancing safety and security through natural surveillance.• Improve attractiveness of the Phoenix Trail through general maintenance, unobtrusive lighting and new public art.				

Are there any existing routes to the Phoenix Trail that you think need improving?
Where might new routes be provided?

--



4) A Thame walking route with connections to the countryside:

Ideas	Is this idea heading in the right direction? Please tick one			Comments
	Yes	No	Not Sure	
<ul style="list-style-type: none">• A leisure and recreation walking route around Thame connecting green spaces and community facilities.• Connected to routes that extend out into the countryside and link with the villages around Thame.• Could be expanded to include safe walking and cycling routes to Haddenham & Thame Parkway station.				

Are there any existing routes and connections to the countryside that you think need improving?
Where might new routes be provided?



5) A town-wide network of mobility hubs:

Ideas	Is this idea heading in the right direction? Please tick one			Comments
	Yes	No	Not Sure	
<ul style="list-style-type: none">• Hubs providing a range of transport solutions including car share, EV charging points, bike and scooter hire, providing alternatives to the car for short journeys. Could incorporate Park and Ride at appropriate locations .• Located around Thame at key destinations, such as the town centre, employment areas and community facilities.• Potentially combined with bus stops and 'community kiosks', providing a point for collection of goods and sharing of equipment used for home maintenance.				

Where could mobility hubs be located in Thame?



6) A connected network of green streets and spaces:

Ideas	Is this idea heading in the right direction? Please tick one			Comments
	Yes	No	Not Sure	
<ul style="list-style-type: none">• Street tree planting and greening programme along verges or areas of unused space, at large junctions for example. Less parking in the town centre could create new amenity space.• Introduction of wildflowers that enhance biodiversity.• Introduction of 'raingardens' that manage surface runoff from heavy rainfall and reduce risk of flooding.				

What streets and spaces might benefit from new greenery?

7) Do you have any other ideas or priorities for change or development in Thame?



THAME
Town Council

NEIGHBOURHOOD PLAN REVIEW
QUESTIONNAIRE
PLEASE RETURN BY 7 FEBRUARY 2022

YOUR DETAILS

It is important to understand the demographics of those undertaking the survey to establish trends in different genders, age categories or stakeholders in Thame to provide a plan for the community. Please tell us the following:

8) Gender

Male	Female	Other	Would rather not say
------	--------	-------	----------------------

9) Age

Under 18	18-25	26-35	36-45	46-55	56-65	Over 65	Would rather not say

10) Are you:

A Resident of Thame	
A Visitor to Thame	
An Employee in Thame	
A business or organisation in Thame (if so, please provide the name of organisation)	
An agent, landowner, or developer (if so, please provide the name of organisation, and whom you are acting on behalf of)	
Other (please specify)	

11) If you would like to be kept updated on the Neighbourhood Plan, please provide your email address:

--

DATA PROTECTION

Data is being collected by Troy Planning and Design on behalf of Thame Town Council. Data in this questionnaire will be analysed to inform the contents of the Neighbourhood Plan. Anonymous data may be shared as evidence that the Plan reflects the aspirations of the community. Email addresses will only be used as stated and will not be shared with third parties.

If you wish your data to be removed or to change your contact preferences, please email: info@troyplanning.com. Please see our privacy and data retention terms at: <https://troyplanning.com>.

THAME NEIGHBOURHOOD PLAN REVIEW

QUESTION:

Does Thame have to deliver 339 homes through the revised TNP?

ANSWER:

339 is the number given to Thame by the District Council. Since those 339 were passed on to us, some more housing has come forward and we can take that off that total.

This includes homes that have received planning permission, like those on the old DAF Headquarters site. It also includes some on sites that do not yet have planning permission, but that it is reasonable to count. For example, an application for 57 homes has been made on Reserve Site C, south of Wenman Road.

Due to these new sites coming forward, we now think that we will have to find room for fewer than 200 out of the original 339 homes.

Thame also has to work out how many homes it must plan for to help its residents who have special needs. Some of these might be able to be provided instead of the District's homes, but others might need to be provided in addition to them. We are currently working towards finding out what these special needs are.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

QUESTION:

What is meant by 'specialist housing'?

ANSWER:

We have a duty to provide specialist housing under the District's planning policy. We currently have multiple sites across Thame where developers want to build care homes for the elderly. These commercial schemes have focused on the most lucrative provision.

Thame believes that all of our elderly housing needs should be investigated and, where possible, provided for.

Thame also has major issues concerning housing affordability and we believe we should try and help local families stay in the Thame area.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

QUESTION:

Will all the new homes will be delivered in one location?

ANSWER:

There are several sites around the town that will count to the homes we have to build, including some that already have planning permission. Any remaining homes will need to go on one or more of the 4 major sites. With the numbers remaining being relatively low, it is preferable that the homes go on one site, rather than having several 'half-filled' sites which may attract further, uncontrolled development in the future.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

QUESTION:

Why have the CEG and Diagnostic Reagents, and the Cattle Market sites been removed from this consultation?

ANSWER:

The use of these sites for housing was well supported during the last consultation and they are very likely to be included within the draft Thame Neighbourhood Plan. The CEG site was an allocated Reserve Site for the last Thame Neighbourhood Plan, and already has a planning application on it for 57 homes.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

QUESTION:

Were the Highfields and East of Thame housing sites rejected in the first consultation? If so, why have they been included in this consultation?

ANSWER:

For the first consultation, both the Highfields and East of Thame housing sites were examined, but not initially highlighted for growth as there were concerns with how they performed against the Vision and Objectives of the Thame Neighbourhood Plan. There were also landscape concerns over both of these sites. Some members of the public were, however, not happy to have had them discounted as an option at the earliest stage and felt they wanted to know more about them.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

QUESTION:

Will TNP2 deliver a new school?

ANSWER:

We hope to have the answer from the County Council's School Planning Team very soon. Although new homes will bring more children, natural variation in birth rates in and around Thame means that it might not be necessary to provide a new primary school.

Lord Williams's School is likely to expand to 12-form entry under its current growth plans. From that point onwards, it may cater for future growth by shrinking or expanding its catchment area as necessary.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

QUESTION:

Will TNP2 deliver a new health hub (near the Rugby Club)?

ANSWER:

There is already a live planning application for a new facility for Thame GPs on this site. The wider site does not have to be used to help with the delivery of new health services.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

QUESTION:

Would the High Fields or South of Moreton Lane developments result in Thame losing the road-free footpath connecting Thame and Moreton?

ANSWER:

Neither site would harm the current footpaths serving Moreton, and neither proposal suggests sending vehicle traffic along Moreton Lane itself.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

QUESTION:

Can the Cuttle Brook Nature Reserve be extended?

ANSWER:

Extending the CBNR is being offered by the promoters of land at High Fields and South of Moreton Lane. The land has been identified as unsuitable for development, being mostly flood plain.

Although the public would benefit from an extension to the CBNR, it is possible that any extension in this area would have to remain closed to the public. This is because the current CBNR is suffering from over-use and the plants, wildlife and water quality of the Cuttlebrook are being harmed. A closed extension would provide a buffer area where plants and animals could live without disturbance which should help with the continual repopulation of depleted areas.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

"The High Fields site will deliver a 30-acre expansion to the Cuttlebrook Nature Reserve"

FACT CHECK:

Potentially true.

Areas within the flood plain are of very little value in development terms and may not be of great value to the farmer. Three of the four sites have areas prone to flooding and if carefully managed could provide areas for leisure, increasing habitats and reducing flood risk.

The possibility exists that public access to any future extension area, anywhere along the Cuttlebrook may have to be restricted or prohibited to help our natural assets flourish.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

"The High Fields site is the only site that can deliver an extension to the Phoenix Trail."

FACT CHECK:

False.

The Phoenix Trail already connects to National Cycle Route 57, which serves Rycote Lane and provides an onward cycle route through to Gloucestershire. More direct access to Rycote Lane could be provided without development; parts of the Phoenix Trail immediately adjacent, next to the South of Moreton Lane site has for many years been leased by the owner to Sustrans, the cycle charity.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

"The High Fields site would have its own access off Rycote Lane."

FACT CHECK:

Not known.

The access off Rycote Lane is in the ownership of a local family trust. It is not known if or when access could be agreed across this land.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

"The High Fields site will provide 120 affordable homes (rent / shared ownership / first homes)"

FACT CHECK:

False.

This would be the level of provision if 300 homes were required, which is highly unlikely to be the case. Whatever site gets chosen, the owner / developer would have to provide 40% of the homes on their sites as affordable homes.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2

THAME NEIGHBOURHOOD PLAN REVIEW

"The High Fields site will provide 8 acres of land next to Lord Williams for additional school and community use."

FACT CHECK:

The Town Council does not believe Lord Williams's needs any additional land.

Thame may not need a new primary school. Any general community use should be accessible by public transport, but it is not known if commercial operators could run a viable service to this site, even if housing expanded in numbers.

WWW.THAMETOWNCOUNCIL.GOV.UK/TNP2



NO PLAN IS PERFECT BUT WITHOUT A NEIGHBOURHOOD PLAN, WE HAVE
NO CONTROL OVER DEVELOPMENT IN THAME AND THERE IS A **RISK OF
MORE DEVELOPMENT IN EVEN LESS FAVOURABLE LOCATIONS.**

THE CHOICE IS NOT 'HAVE HOMES' VERSUS 'DON'T HAVE HOMES'.
**THE CHOICE IS TO EITHER LET THE DEVELOPER BUILD WHAT THEY
THINK IS RIGHT OR TO GET THEM TO BUILD WHAT LOCAL PEOPLE NEED.**

Thame Neighbourhood Plan Review: TNP2

Consultation Summary:

Second Consultation

March 2022

Thame Town Council

Thame Neighbourhood Plan (TNP2)

Consultation Statement, February 2024

Volume 3a: Report of consultation on Development Sites
and Wider Policy Ideas

Thame Town Council

Town Hall

High Street

Thame, OX9 3DP

www.thametowncouncil.gov.uk

THAME TOWN COUNCIL

NEIGHBOURHOOD PLAN (TNP2)

CONSULTATION STATEMENT

FEBRUARY 2024

VOLUME 3b: SUMMARY OF
CONSULTATION ON
DEVELOPMENT SITES AND WIDER
POLICY IDEAS

Thame Town Council

Thame Neighbourhood Plan (TNP2)

Consultation Statement: February 2024

Volume 3b: Summary of Consultation on
Development Sites and Wider Policy Ideas



Thame Town Council

Town Hall

High Street

Thame, OX9 3DP

www.thametowncouncil.gov.uk



HEADLINES: RESPONSE

- **Almost 900 Responses to consultation**
- **More than 200 people attended drop-ins**
- **90% of responses from Thame residents**
- **Responses from site promoters and others**
- **Two promoters also published consultation material**

HEADLINES: EMPLOYMENT

65% prefer Rycote Lane site

35% prefer Howland Road

Comments:

- **Rycote Lane preferred as further from residential areas and better access to M40**
- **Both sites well located to existing employment**
- **Concern about impact on countryside from both sites**
- **Potential for more room to grow at Howland Road**

HEADLINES: HOUSING (1)

1,128 Responses – some respondents expressing preference for more than one site

- **42% prefer land at Oxford Road**
- **24% prefer land at South Moreton**
- **18% prefer Highfields**
- **16% prefer land East of Thame**

Site promoters published consultation material for Highfields and Land East of Thame.

HEADLINES: HOUSING (2)

Comments:

- Land at Oxford Road within ring road – supports ‘compact Thame’ and would not encroach into countryside. Also forms an extension to TNP1 development.
- But concerns remain over flood risk, wildlife and archaeology, as well as noise impacts from ring road
- South of Moreton Lane close to town centre and an extension of TNP1 development, but access issues and encroachment on gap to Moreton
- Highfields good access to Phoenix Trail and Lord Williams’s Upper School, but otherwise an isolated site, impacts on gap to Moreton, and access not confirmed
- Land East of Thame ‘least impact’ on central area, but breaches ring road, encroaches on countryside and impacts on landscape and gap with Towersey, and distant from town centre

OTHER SITES

Responses received from promoters of those sites supported at first consultation to say these should be allocated

Confirmation that Cattle Market presents an opportunity for mixed-use development

Response from ‘Residual Site C’ land owner:

- Ruled out during first assessment because of conflict with green corridor. No response to this during first consultation. Land for burial ground also still being sought

IMPLICATIONS (1)

Awaiting outcomes of SEA before preference for allocating both housing and employment sites can be confirmed

Housing supply review indicates a lower requirement (256 homes) than in the Local Plan (339 homes)

This could be met by allocating sites preferred at consultation:

- **Windmill Road (31 homes – resolution to grant)**
- **Reserve Site C (57 homes – resolution to grant)**
- **Diagnostics Reagents (25 homes)**
- **Cattle Market mixed use scheme (15 homes est.)**
- **Land at Oxford Road (balance of requirement – around 128, of which 78 currently subject to pre-app)**

Criteria based policies to be included for windfall / speculative development

IMPLICATIONS (2)

Work on reviewing employment land requirements ongoing

- **Consultation supports Rycote Lane allocation (4.4ha v 3.5ha requirement in Local Plan)**
- **Additional land identified as being available at Rycote Lane should this be needed to meet requirements**
- **Design work being undertaken to review how site might best be laid out within context of setting**
- **Land at Howland Road also available (subject to SEA and land supply review). Also need to consider relationship with land east of Thame.**

Criteria based policies to be included for windfall / speculative development

OTHER IDEAS

Respondents asked whether other ideas were heading in the right direction

Good support for the ideas

- **80% said yes to improving connections to the Phoenix Trail**
- **85% said yes to a Thame walking route and improved links to the countryside**
- **74% said yes to greener streets and spaces**
- **52% said yes to mobility hubs – perhaps lower because it is a new concept: 34% said not sure and just 14% said no**

Include and develop all in the NDP

NEXT STEPS

- **Clear preference for sites expressed through consultation**
- **Review outcomes of SEA and Employment Land Review**
- **Design support package provided by Locality to establish principles for development of allocated sites**
- **Prepare NDP based on outline structure provided**
- **Next consultation will potentially coincide with summer period**

Thame Town Council

Thame Neighbourhood Plan (TNP2)

Consultation Statement, February 2024

Volume 3b: Summary of Consultation on Development Sites
and Wider Policy Ideas

Thame Town Council

Town Hall

High Street

Thame, OX9 3DP

www.thametowncouncil.gov.uk

THAME TOWN COUNCIL

NEIGHBOURHOOD PLAN (TNP2)

CONSULTATION STATEMENT

FEBRUARY 2024

VOLUME 4: REPORT OF
REGULATION 14 CONSULTATION



THAME
Town Council

Thame Town Council

Thame Neighbourhood Plan (TNP2)

Consultation Statement: February 2024

Volume 4: Report of Regulation 14 Consultation



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TNP2

**Thame Neighbourhood Plan
Review**

Consultation Report

Summary of Regulation 14 Consultation

January 2024

Thame Town Council



THAME
Town Council

THAME

NEIGHBOURHOOD PLAN REVIEW (TNP2)

Consultation report

Summary of Regulation 14 Consultation

January 2024

Thame Town Council
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1. Introduction

The Regulation 14 consultation of the pre-submission draft Thame Neighbourhood Plan took place for a period of eight weeks between Monday 12th June and Monday 7th August 2023. This report presents a summary of the process followed and feedback received.

Consultation material was available to view online and in person:

- The Town Council website was updated to include news items announcing the launch of consultation, a series of summary display posters, links to the draft Neighbourhood Plan and all supporting documents (see Figure 1 and Figure 2).
- A video was made to introduce the role and purpose of the Plan, summarise the policy direction in this and invite feedback. The video was viewed more than 150 times (Figure 3).
- Five drop-in events were held at the Town Council offices during the course of the Regulation 14 consultation and which members of the Steering Group were in attendance at to answer any questions and walk people through the material as required (Figure 4).

Banners were displayed prominently around the Town Centre to inform people of the drop-in events (Figure 5).

The posters prepared to summarise the Neighbourhood Plan and displayed at the drop-in events are presented in Appendix A.

People were encouraged to provide feedback via an online survey which was also available in print format for those wishing to complete by hand (see Appendix B).

Notification of the consultation was sent directly (see Appendix C) to:

- Statutory consultees, as advised by South Oxfordshire District Council.
- South Oxfordshire District Council, in their role as a statutory consultee.
- Neighbouring Local Authorities and Parishes.
- Developers, including the promoters / agents of sites.
- Residents and other organisations who had responded to earlier consultation activities and said they would like to be kept notified of future events. In total, around 700 individuals were contacted.

A full list list of organisations notified of the consultation is presented in Appendix C.

It is to be noted that during the consultation period one of the site promoters prepared material setting out the benefits of their site. It is understood this was distributed to households living close to the largest of the preferred site allocations in the Neighbourhood Plan (land at Oxford Road), and thus sought to influence their response to the consultation. Whilst it is unclear how much of an impact this had, it is noted that some respondents to the survey did respond to say they preferred the alternative. The material distributed is not endorsed by the Town Council but is included in this document as a record of activities and to note that this may have unduly influenced responses to the consultation run by the Town Council. The material is presented in Appendix D.

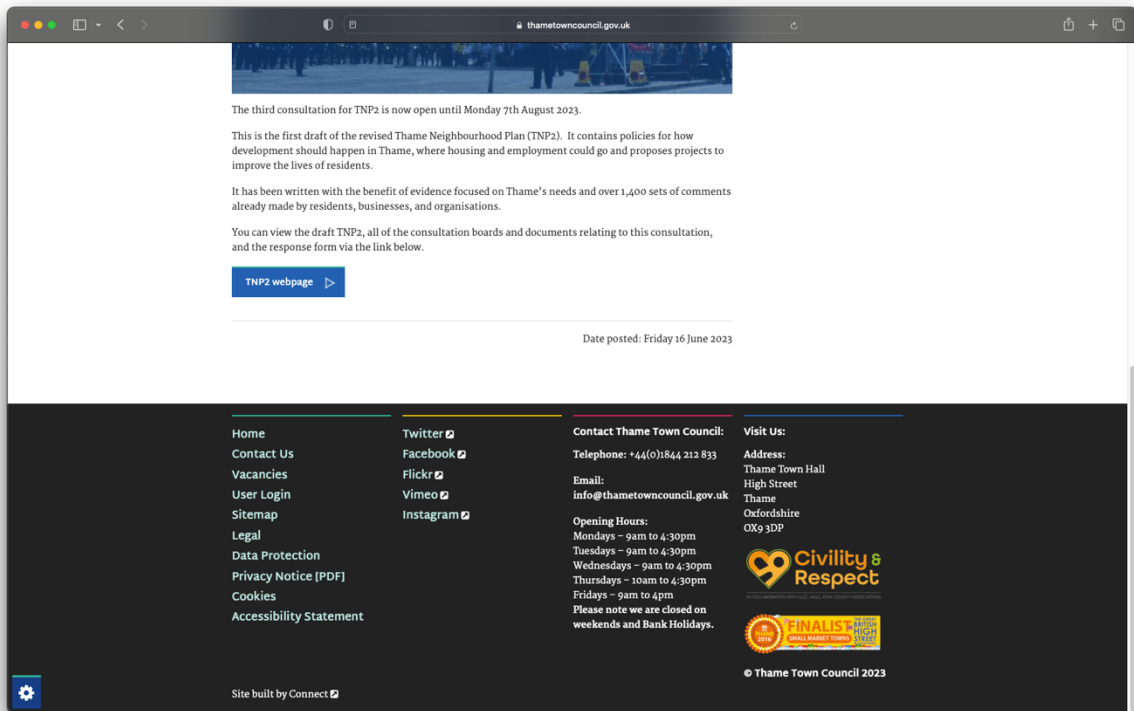
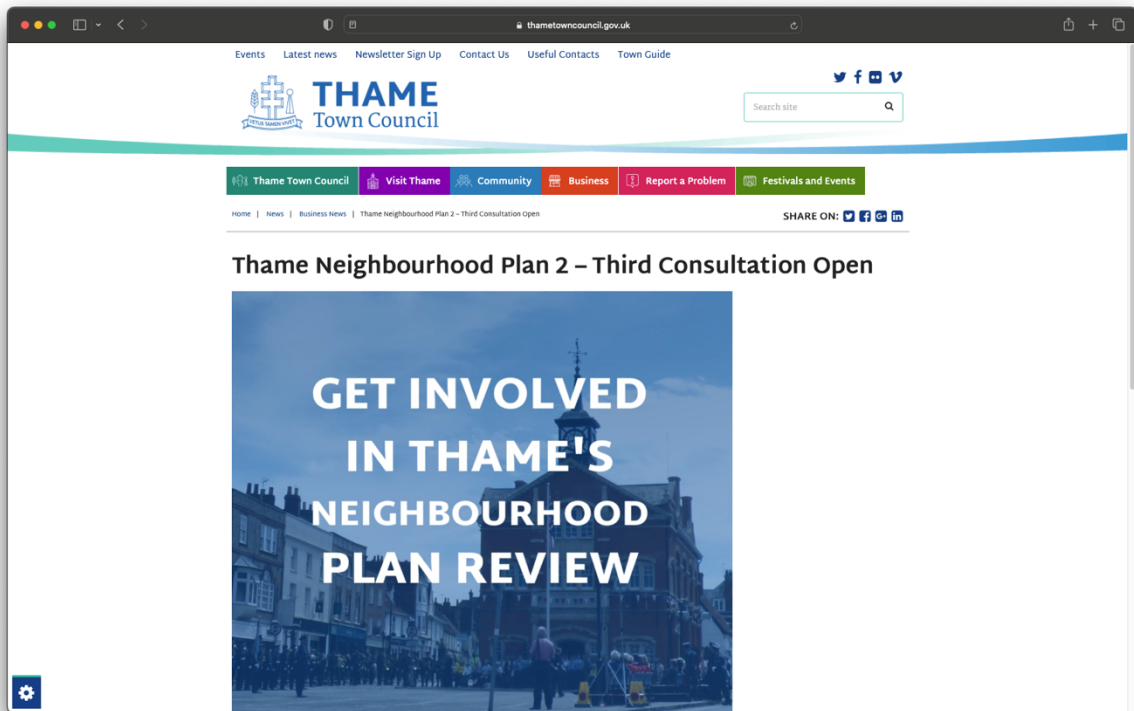


Figure 1: Screenshots of news item on the Thame Town Council website announcing the launch of the Consultation period

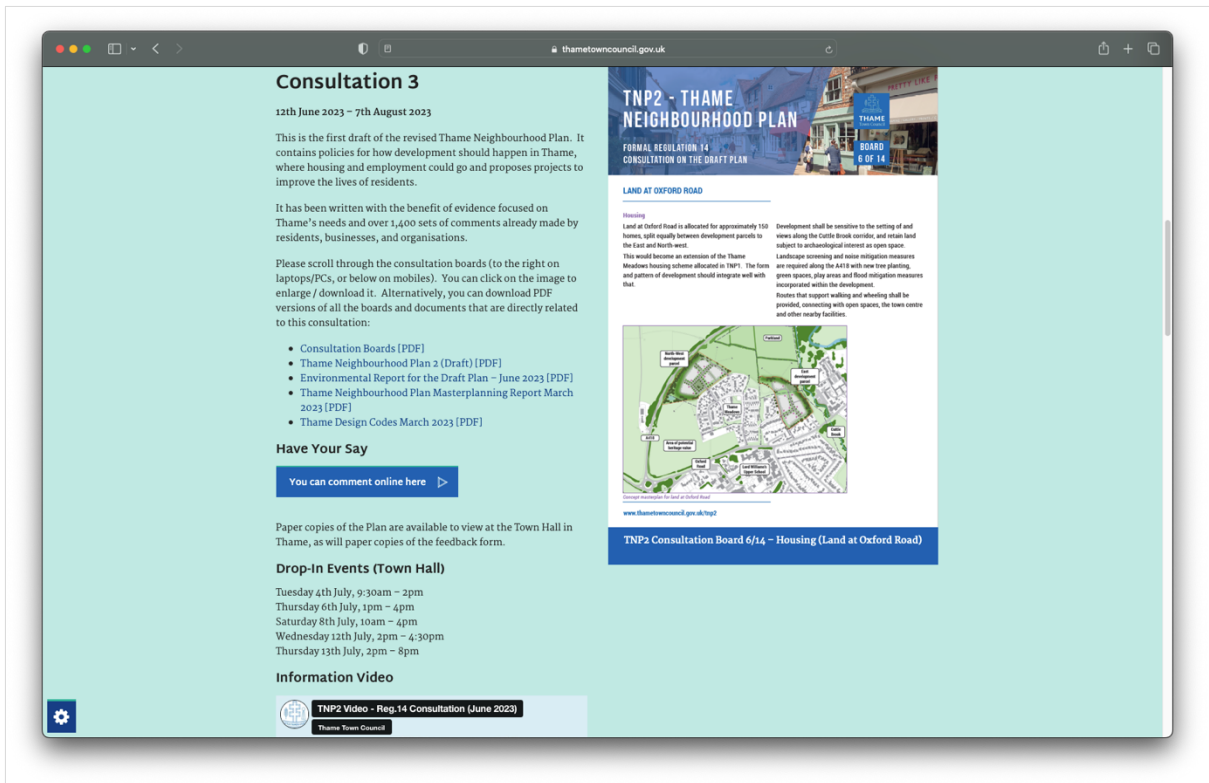


Figure 2: Screenshot of the consultation section of the Neighbourhood Plan page of the Thame Town Council website

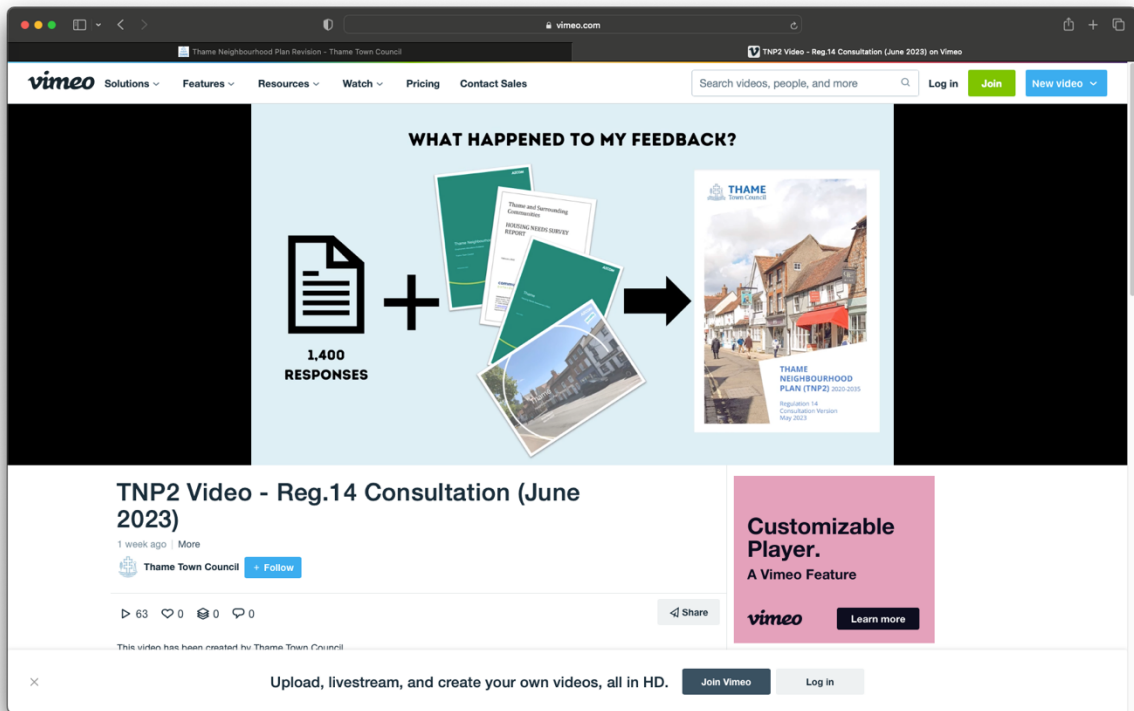
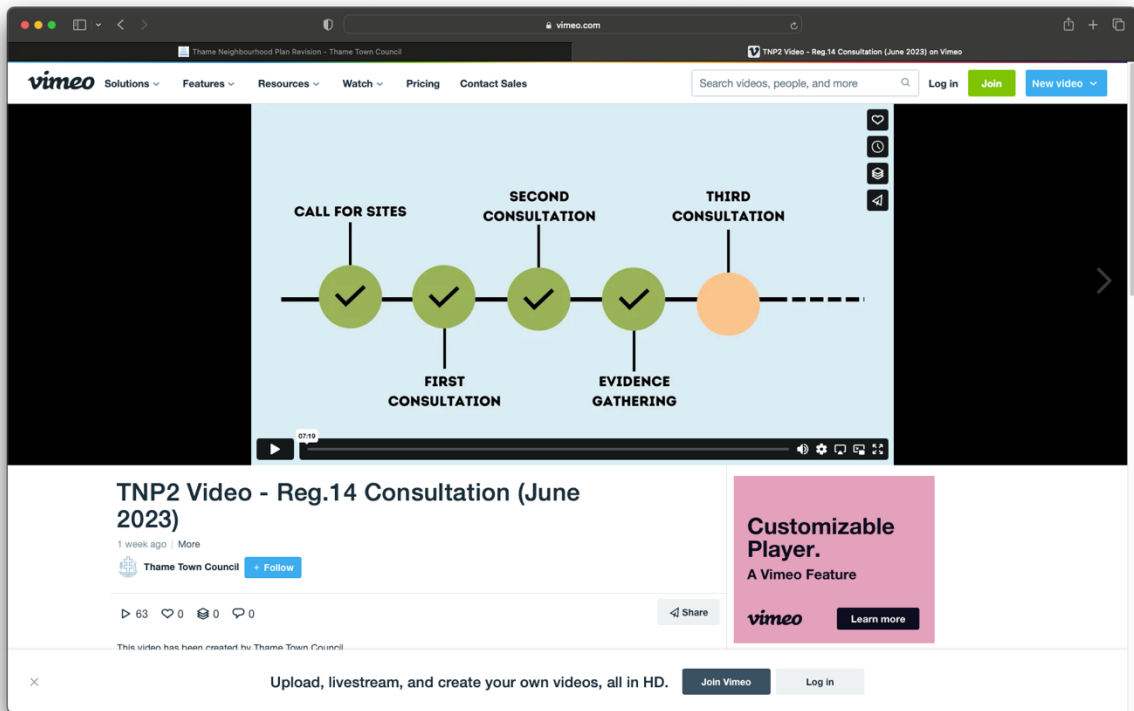


Figure 3: Screenshots of video prepared by Thame Town Council to communicate the purpose of the Neighbourhood Plan.



Figure 4: Selection of photos taken during the drop-in events. Faces obscured for privacy reasons.

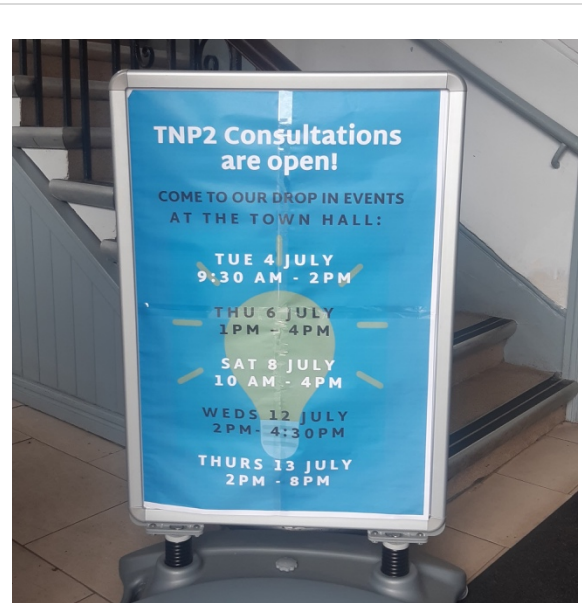


Figure 5: Banners displayed around the town centre and at the Town Council offices advertising the consultation drop-in events

2. Response rate and headline messages

A total of 143 responses were received to the survey with a further 40 responses received in letter and email format.

Responses were received from a mix of residents, including people who live and work in the area, as well as from the statutory consultees, site promoters and other interested organisations.

In terms of responses to the survey:

- Not all expressed an opinion about all policies but, where they did, most policies were supported, with respondents expressing agreement or strong agreement to them (Figure 6). Those policies particularly well supported were those associated with sustainability and environmental measures. There were though three policies where more respondents said they disagreed than agreed, these relate to:
 - Policies associated with proposals for 'windfall' housing development.
 - The Cattle Market Site.
 - Approach to car parking in the town centre.
- There were also a small number of policies where opinion was divided and although more were in agreement than not, the level of disagreement was still relatively high. These relate to:
 - Land at Oxford Road.
 - Housing type, tenure and mix.
 - The approach to proposals for 'windfall' employment proposals.
- A relatively high proportion of people responding said they neither agreed nor disagreed with policies. On average, and across all policies, around 20% of respondents did not express an opinion either way.
- If those who neither agreed or disagreed to policies are removed, we see that, on average, all policies received a 81.5% response in agreement or strong agreement (Figure 7). Policies noted above are 'outliers' and are addressed in following sections of this report.

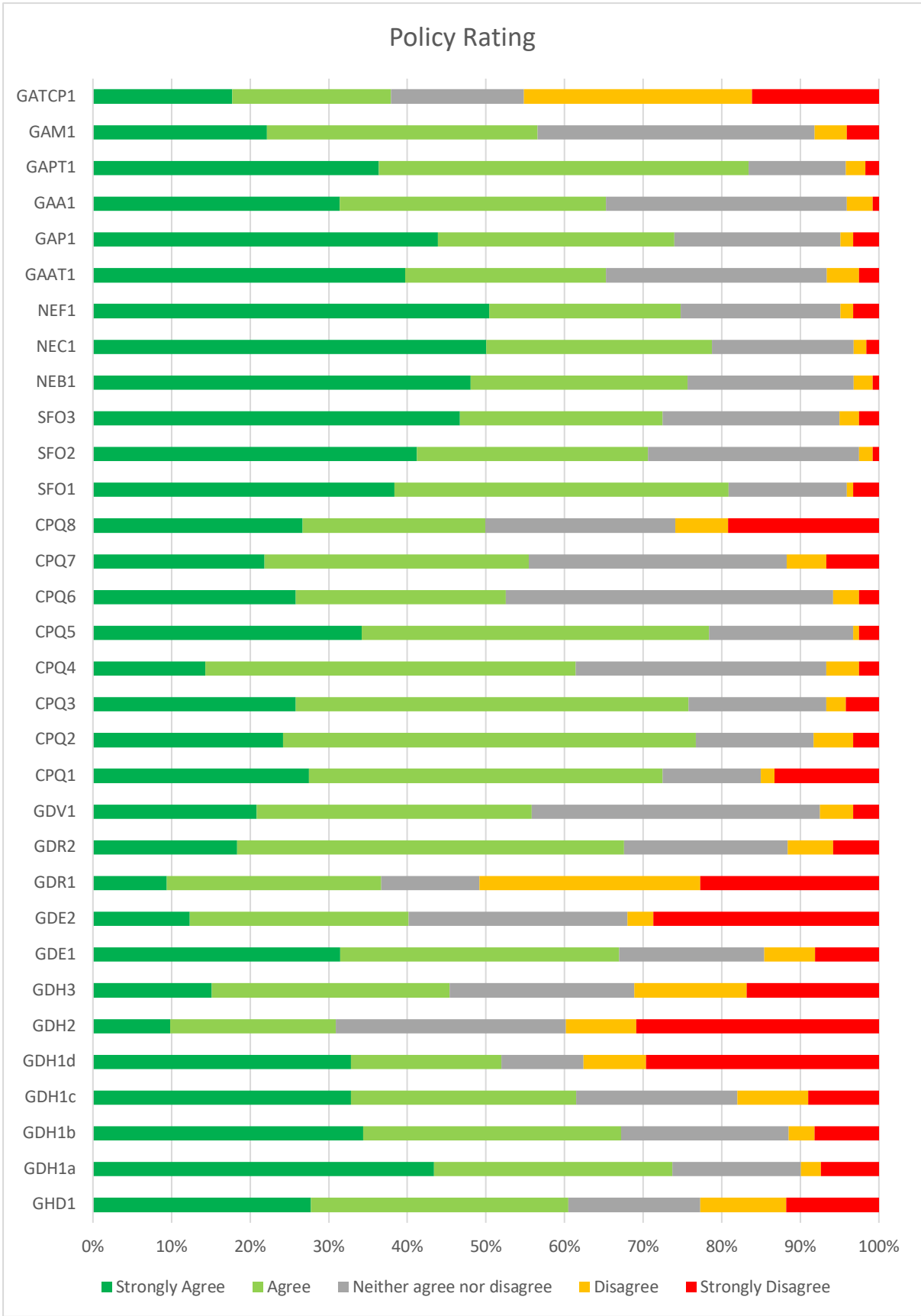


Figure 6: Chart displaying overall responses to each of the policies in the draft Plan

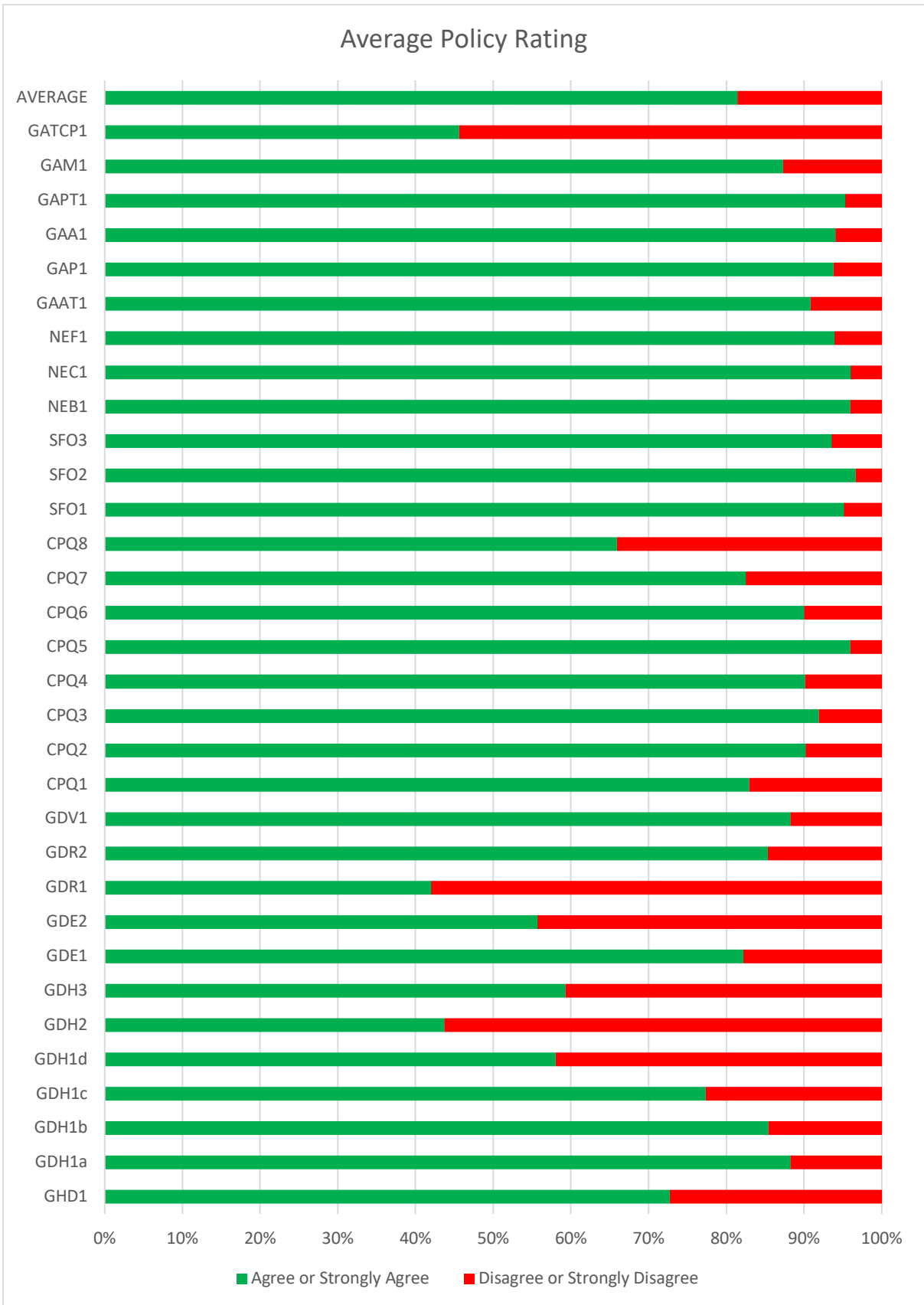


Figure 7: Chart displaying summary response to policies with those neither agreeing or disagreeing having been removed.

3. Comments on the policies

Comments made in response to policies are summarised below and presented according to the section of the Plan in which they appear. This includes comments made through the survey as well as those received by letter and email.

Responses made by the Steering Group to the comments received are presented in italics.

Comments from SODC and site promoters are summarised in the subsequent sections of the report.

Growth and Development (section 4 of the Plan)

>> Policy GDH1: Housing allocations

Of those who responded to the survey, 60.5% agreed or strongly agreed with the policy, around 17% said they neither agreed nor disagreed, and 22.5% either disagreed or strongly disagreed.

In terms of comments received:

- Concern was expressed about the increase in housing on the Cattle Market in comparison to previous consultations which estimated that the site might accommodate around fifteen homes as part of a mixed-use development as opposed to the 45 now indicated.
 - *Reference to 45 homes reflected more detailed design work undertaken in respect of the site and mix of uses it might be able to accommodate. However, this is to be amended to provide greater flexibility in the approach to design and development of the site. This is addressed further in respect of the Cattle Market site (Policy GDR1) below.*
- Suggestion that alternative housing sites included in previous consultation events would be preferable.
 - *The results of previous consultations indicated the sites allocated in the draft Neighbourhood Plan to be the preferred sites. This is supported by the Environmental Report prepared alongside the draft Neighbourhood Plan.*
- Clarity was requested as to the number of new homes being planned for, which appears to exceed the overall housing requirement having taken account of recent developments.

- *Ongoing monitoring of development completions and commitments has resulted in a change to the housing requirement or Thame. At the time of the Regulation 14 consultation this had been reduced from 339 homes to 256. Further updates as calculated by SODC in the emerging Joint Local Plan being prepared with Vale of White Horse District indicate that the requirement has fallen again to 143 homes, albeit over the period 2021 – 2041. Since the Regulation 14 consultation was undertaken the land south of Wenman Road has been granted permission and is counted as a commitment in the calculation of housing supply. The outstanding requirement is met through the allocation of land at Oxford Road, Windmill Road and Diagnostic Reagents. Accounting for changes to the Oxford Road site resulting from consultation feedback (as discussed below), these sites have the potential to accommodate approximately 155 homes. This is closely aligned with the housing requirement figure. In addition to these, it is recognised that there is potential for new homes to be accommodated on the Cattle Market site. However, and in order to allow flexibility through the design approach to this site, this does not count towards meeting the housing requirement figure (though will do as and when development takes place).*
- OCC acknowledged reference to the requirement for archaeological evaluation in the policy and that this is acceptable.
 - *This is noted.*

>> **Policy GDH1a: Land south of Wenman Road**

Of those who responded to the survey, around 73.5% agreed or strongly agreed with the policy, 16.5% said they neither agreed nor disagreed, and 10% said they disagreed or strongly disagreed.

In terms of comments received:

- It is inappropriate to build on land that is in or close to the floodplain.
 - *The extent of the development area is outwith areas of flood risk and wider policies in the Plan require provision of Sustainable Drainage (SuDS) in new developments.*
- Development of the southern part of the site should be retained as public open space.
 - *The policy notes that this area should remain undeveloped.*
- Points of access into the main road should be minimised, with access for this site and the adjacent Diagnostic Reagents site shared if possible.

- *This is noted and reflected in the policy for the adjacent site, with references to be made in this policy to and including reference to pedestrians and cyclists.*

>> **Policy GDH1b: Diagnostics Reagents**

Of those who responded to the survey, 67% agreed or strongly agreed with the policy, 21% said they neither agreed nor disagreed, and 12% said they disagreed or strongly disagreed.

In terms of comments received:

- It was suggested that it would be preferable for access to the site to be from Wenman Road rather than via the network of streets through adjacent development
 - *This is reflected in the Policy, though opportunities for links to the adjacent Wenman Road site should not be precluded and may be required depending upon junction design*
- OCC note that the site is adjacent to a children's home and that development should not adversely impact on this.
 - *This is noted and will be reflected in text in the Plan.*
- BOC note that the allocation is in close proximity to their site on Chinnor Road and that noise mitigation measures should be required by the policy. It notes that a condition was attached to the adjacent development on Wenman Road in respect of noise mitigation and that the Local Plan requires applications to be considered in terms of noise.
 - *This is noted. Although the SODC Local Plan includes reference to noise assessments, the Neighbourhood Plan policy will be updated to include a site-specific criteria around noise for this site.*

>> **Policy GDH1c: Land at Windmill Road**

Of those who responded to the survey, 61.5% agreed or strongly agreed with the policy, 20.5% said they neither agreed nor disagreed, and 18% said they disagreed or strongly disagreed.

In terms of comments received:

- Concerns were expressed about the suitability of access to the site and impacts on the Phoenix Trail.
 - *The comments are noted. The site benefits from a resolution to grant planning permission and matters associated with access and crossing of the Phoenix Trail are to be addressed through that. This includes a detailed junction design approved by OCC and Sustrans, and which*

notes that the junction should be put in place before works on the site commenced. This will be referenced in the supporting text and Part 2a of the policy amended to refer to safe crossings.

- Concerns were expressed about the impact of the site on flooding.
 - *Wider policies in the Plan require provision of Sustainable Drainage (SuDS) in new developments.*

>> **Policy GDH1d: Land at Oxford Road**

Of those who responded to the survey, 52% agreed or strongly agreed with the policy, 10.5% said they neither agreed nor disagreed, and 37.5% disagreed or strongly disagreed.

The spatial distribution of responses to this question is presented in Figure 8 and Figure 9. This indicates that, of those respondents based in Thame (Figure 8), the majority of respondents disagreeing to the policy are those living in close proximity to the proposed allocation. Responses were received from those based further afield too (Figure 9), comprising a mix of agents, statutory consultees and visitors to Thame.

In terms of comments received:

- Development will cause traffic congestion (with some comments suggesting a second access to Oxford Road or the ring road might be needed).
- Development will impact on the quality and character of the meadows and Cuttle Brook Corridor.
- Development will increase the risk of flooding.
- Development will damage nature and the environment.
- Development will involve the loss of arable farmland.
- Development will impact on an area of archaeological interest.
- Development involves building on green spaces that the first Thame Neighbourhood Plan said should be retained.
- Development will impact on views and cause disruption to existing residents.
- The area suffers from noise pollution from the ring road.
- This part of Thame is already over-developed.
- Too many homes are proposed as part of the allocation.
 - *All comments are noted. All sites subject to consideration through the process have challenges that need further assessment and consideration. The site is currently subject to a live application and*

issues associated with impacts on the meadows, Cuttle Brook Corridor, flooding and views etc are being refined through that.

- *It is important to note that although the land subject to allocation is that land allocated as green space in the first Neighbourhood Plan, this is to be offset by a landswap with land that was previously identified for development but has not come forward, i.e.: Reserve Site C and the school expansion site. The proposed allocation seeks to retain the same overall quantum of open space but effectively provides this in a different location, i.e.: there is no net loss of open space. Development will also be subject to biodiversity net gain requirements and will provide opportunities for making improvements to the open space and Cuttle Brook corridor.*
- *The density of development is low in comparison to SODC Local Plan policy, being informed by the local context and seeking to respond to this.*
- *Feedback to consultation, including that from SODC, has been fed back through the masterplanning undertaken to inform the development quantum and design principles included in the allocation. Through this a reduced development quantum of 100 homes is envisaged, responding in particular to concerns around the setting of heritage assets and landscape.*

It is also noted that a third of respondents who provided comments about this proposed allocation on the survey form also said that they preferred the 'alternative proposals' for land to the south of Thame proposed by the promoters of that site. The material prepared and distributed is presented in Appendix D. The high proportion of respondents referring to this indicates that it has influenced the Town Council's consultation. Previous consultation on potential allocations undertaken by the Town Council indicated preference for land at Oxford Road.

Other comments were also received in addition to those summarised above (which were primarily from residents):

- Historic England note that part of the site is currently subject to a live application and that although they haven't made formal comments on this the policy should emphasise the sensitivity of local heritage, including views of the listed farm building group as experienced from the permissive footpath to the east of the allocation, and positioning development so as not to obscure this.
 - *This is noted and will be reflected in the masterplanning document and policy wording. This effectively reduces the scale of development within the eastern parcel, minimising impacts on the view come from Oxford Road out towards the surrounding countryside, and from the*

permissive footpath alongside the Cuttle Brook to the cluster of listed farm buildings adjacent to the allocation boundary.

- Buckinghamshire County Council note the site has potential to be open to views from the ring road and landscape beyond within Buckinghamshire and that account should be taken of the Aylesbury Vale Landscape Character Assessment.
 - *The comments are noted. The masterplan and design work undertaken alongside the Neighbourhood Plan includes analysis of the site and context and has informed proposals that respond to these. However, reference to the landscape setting will be incorporated in the Policy.*

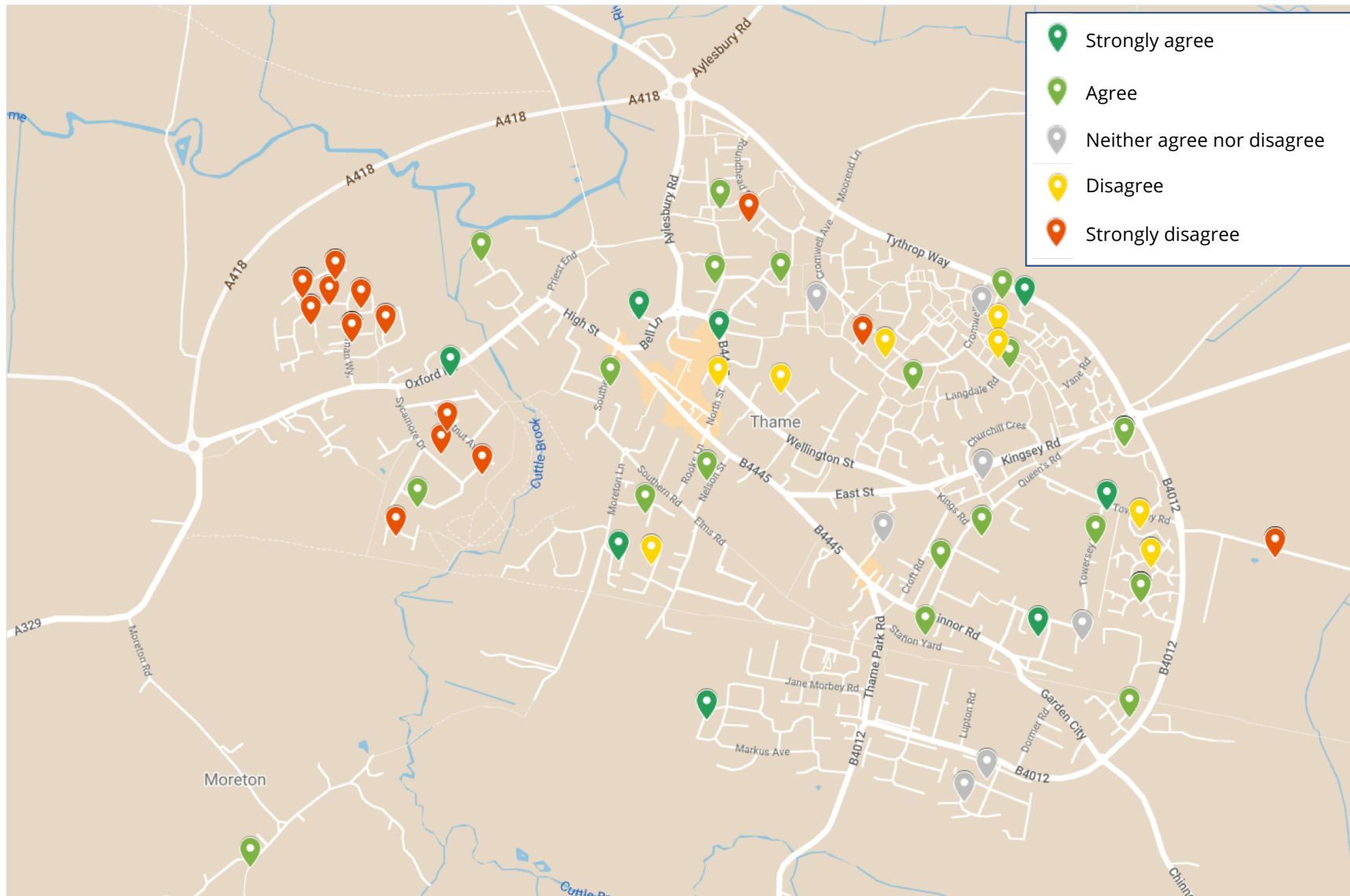


Figure 8: Spatial distribution of responses to Policy GDH1d (Land at Oxford Road) from those who responded with a Thame post code (map source: Google)

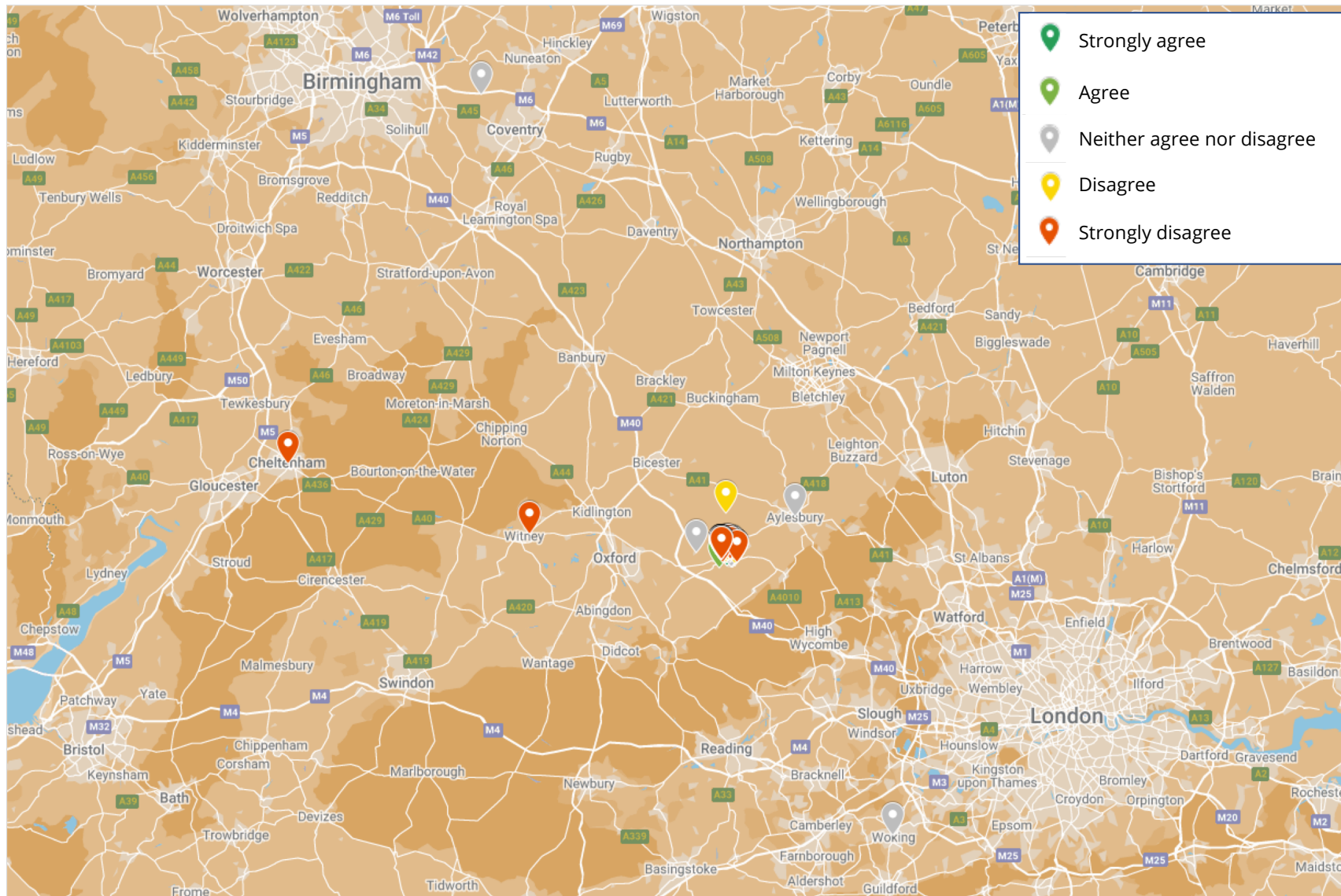


Figure 9: Spatial distribution of all responses to Policy GDH1d (Land at Oxford Road), including those with a post code beyond Thame (map source: Google)

>> **Policy GDH2: Windfall housing criteria**

Of those who responded to the survey, 31% agreed or strongly agreed with the policy, 29% said they neither agreed nor disagreed, and 40% said they disagreed or strongly disagreed.

In terms of comments received:

- The windfall policy is too relaxed and the three-year timeframe too short. This will allow development to come forward on unallocated sites, but there is no need for windfall given the allocations and amount of new development that has already come forward in Thame. As a minimum, the timeframe at the start of the policy should be extended to five-years as three-years is not sufficient time to bring forward the allocated sites.
 - *The purpose of the windfall policy is to capture applications that are likely to come forward on other sites and thus helps TNP2 guard against those. However, some of the criteria within the policy are contained within other policies in the Neighbourhood Plan and also in the Local Plan. As an alternative to the policy, locally-specific criteria not already included in another policy are to be moved to Policy GDH1, forming a new part 1 to that policy and thus applying to all development, followed by the allocations. Reference to windfall can then be removed as these will be captured by GDH1 and other policies in the Local and Neighbourhood Plan. The policy will be renamed to recognise that it is an approach to housing and allocations.*
- Notwithstanding the above, Historic England suggested that the policy should make clear that proposals should respond sensitively to the character and appearance of the Conservation Area.
 - *This is noted.*

>> **Policy GDH3: Housing type, tenure and mix**

Of those who responded to the survey, 45.5% agreed or strongly agreed with the policy, 23.5% said they neither agreed nor disagreed, and 31% said they disagreed.

In terms of comments received:

- The policies should specify that at least 50% of all new homes must be deliverable, and that viability should not be a sufficient reason to allow fewer affordable homes.
 - *The Neighbourhood Plan cannot establish an affordable housing requirement in excess of the SODC Local Plan policy. Comments on viability are noted though this is established through national and Local Plan policy.*

- Where provided, sheltered housing should be located as close to the town centre and other supporting facilities as possible.
 - *This is noted and is reflected in the policy as drafted which also includes reference to best practice principles for specialist homes.*
- Policy should acknowledge changing demographics and thus the need for housing to be flexible to adapt to circumstances.
 - *This is noted and is reflected in the policy as drafted.*
- It was suggested that affordable homes should be separate from market housing because of the impact on housing values.
 - *The policy reflects good practice in terms of requiring affordable housing to be well integrated with market housing and to design this to be of the same quality, supporting community cohesion and social inclusiveness.*
- The required mix underplays the requirement for 1-3 bed homes and that the policy should require a greater proportion of new homes to be 1-3 beds.
 - *The policy draws upon the Local Housing Needs Assessment undertaken which assesses demographic changes, the housing stock and affordability challenges (including access to mortgages, noting that many people can't afford to buy, but can rent, though there are also many lower income households struggling to afford rent too – and thus smaller, more affordable homes are needed in response to this) to establish the required future housing mix.*

>> **Policy GDE1: Land at Rycote Lane**

Of those who responded to the survey, 67% agreed or strongly agreed with the policy, 18.5% said they neither agreed nor disagreed, and 14.5% said they disagreed or strongly disagreed.

In terms of comments received:

- The Local Plan requirement is for 3.5 hectares of employment land but the Neighbourhood Plan supports 5.5 hectares. It is suggested that the increase is not fully justified, is driven by external demand and will generate additional inward movement and congestion.
 - *The requirement for future employment land is assessed in the Employment Report prepared as part of the Neighbourhood Plan, including a review of the market and employment change / losses and gains over the Plan period. It also indicates that the working age population of Thame has grown since 2011 and will continue to grow, but that employment land supply hasn't kept pace with this, risking*

Thame becoming a 'commuter town'. The provision of additional employment floorspace will help rebalance this and help maintain the economic role and function of the town.

- The location is broadly supported, though the scale of development is considered too great (see above). It will be important to improve the quality of access (including road surfaces) and impact on views / landscape setting. The need for archaeological assessment is also noted.
 - *Comments are noted. The design work prepared alongside the Neighbourhood Plan establishes principles that are intended to support delivery of a well-designed employment scheme that responds positively to its setting. The policy as drafted makes reference to access arrangements and archaeological evaluation. The quality of the road surface is outside the scope of the Neighbourhood Plan and is a point for discussion with OCC.*
- It is important to include landscaping around the site that screens the development.
 - *As noted above, design work alongside the Neighbourhood Plan indicates where areas of landscaping are to be provided.*
- It was suggested that archaeological investigations may delay delivery of the site and thus impact on the need for employment land in Thame. Flexibility should thus be included to allow other land to come forward more quickly.
 - *The draft plan included an approach to windfall which would help capture this, though it is noted that all sites in Thame are subject to potential archaeological interest. Responses to the windfall employment policy are set out further below (criteria from which are now to be incorporated into a general employment design principles policy).*
- OCC note that the site is in close proximity to a safeguarded waste operation and that any proposals for development should not prejudice the safeguarding. OCC also noted that access into the site may be difficult.
 - *This is noted and reference will be included to this effect, including the need to test access further through the planning application process.*

>> **Policy GDE2: Windfall employment proposals**

Of those who responded to the survey, 40% agreed or strongly agreed with the policy, 28% said they neither agreed nor disagreed, and 32% said they disagreed or strongly disagreed.

In terms of comments received:

- The reference to the three-year period in the Neighbourhood Plan is insufficient and should be a minimum five-year period, otherwise it will allow other proposals to come forward in locations that are not appropriate, undermining the integrity of the Neighbourhood Plan.
 - *This policy sought to capture applications that might be made irrespective of the Plan including allocations. The response is noted, though SODC and others also note that the timeframe is inappropriate. As an alternative, criteria are to be incorporated into the employment design policy within the Neighbourhood Plan, allowing for the windfall policy to be removed. The wider policies of the Local Plan will also apply.*

>> **Policy GDR1: The Cattle Market Site**

Of those who responded to the survey, 36.5% agreed or strongly agreed with the policy, 12.5% said they neither agreed nor disagreed, and 51% said they disagreed or strongly disagreed.

In terms of comments received:

- There should not be a supermarket on the site. This will increase traffic and compete with the High Street. At the same time, some suggested that a new supermarket is needed but that this should be located on the outskirts of town.
- There is no need for a supermarket on the site given vacancies (the former Co-op store) on the High Street.
- Development will result in a loss of car parking, reducing visitors to the town centre and impacting on school drop-off and collection. There is a need to increase car parking in the town centre. The area of parking indicated for the supermarket is insufficient.
- Could an underground car park be explored?
- Ideas represent an over intensive form of development and impact on amenity of adjacent residential properties. Any development should reflect the character of Thame.
- Too many homes are proposed for the site, representing an increase over and above that envisaged in earlier consultation events.
- More of the site should be used for community uses, and with greater relationship with outdoor space to provide all-year round community events spaces.
- Some, though more limited comments, did support the idea of mixed use development, though noting concerns with regard to the scale of

development, and also welcomed areas of new greenery and community facilities. It was also suggested that, whilst ambitious, it raises expectations as to what might be delivered and should be scaled back accordingly. It would be better if the concept plan was not included in the Neighbourhood Plan.

- *The policy is to be amended to make clear that the site should continue to provide for parking in the town centre unless evidence of utilisation and supply can be provided that supports the release of parking space. The policy will set out a range of uses that might be considered appropriate. Reference to the quantum of development for different uses are to be removed, allowing for flexibility and further testing to be undertaken through the site design and application process. Criteria for good design are to then follow after this, with reference to storey heights reviewed to better reflect context. The policy will also note that a large footprint superstore would not be appropriate for the site.*
- *The policy is thus to be reframed less as an allocation and more of a set of supporting principles. This will provide greater flexibility, though still embedding good design principles into the Plan. The supporting masterplan documents are to be updated to reflect responses.*
- *It is noted that some said that a supermarket in the town centre would impact on the vitality of existing businesses, but others suggesting that a superstore on the edge of town would be preferable, though this would also impact on the vitality of the centre. Alongside this policy, Policy GDR2 will be amended to include a clause to say that proposals for all retail development should, in the first instance, be directed to the town centre.*
- The Royal Mail also asked about the long term parking strategy for the site and how space for their vehicles might be accommodated.
 - *As a private business it is for Royal Mail to have their own strategy and business plan in place, including how they can best accommodate their own vehicles without relying on Council premises.*
- OCC note that development should not cause adverse harm to use or amenity of the adjacent school and playing field.
 - *This is noted and updates will be made to the Plan.*

>> **Policy GDR2: Town centre uses**

Of those who responded to the survey, 67.5% agreed or strongly agreed with the policy, 21% said they neither agreed nor disagreed, and 11.5% said they disagreed or strongly disagreed.

In terms of comments received:

- It was suggested that a wider range of shops is required in the Town Centre for it to retain its vibrancy. It was also suggested that 'pop-ups', better public transport and other initiatives might be required to support town centre vibrancy.
 - *Comments are noted, within the scope of what the Neighbourhood Plan can do, policies establish the mix of uses that are appropriate in the town centre. This includes encouragement for 'pop-ups'. Wider policies and aspirations in respect of accessibility and public realm improvements are also intended to help support the vibrancy of the town centre.*
- The identification of secondary frontage was questioned given the use class order and changes to permitted development, and that, instead, the policy and associated diagram should simply refer to primary frontage.
 - *This is noted, although the distinction between the two is to help retain the primacy of the main retail area, directing other sui generis uses to secondary areas. These include betting shops and hot food takeaways which tend to be located in town centres but which can have detrimental impacts on the viability and vitality of the main retail and service function of the centre. This will be clarified in the policy and supporting text.*

>> **Policy GDV1: Visitor economy**

Of those who responded to the survey, 56% agreed or strongly agreed with the policy, 37% said neither agreed nor disagreed, and 7% said they disagreed or strongly disagreed.

In terms of comments received:

- It was suggested that the supporting text should make reference to the full range of events that attract people to the town.
 - *The comments are noted and supporting text will be reviewed accordingly.*
- It was also noted that that part 3 of the Policy duplicates (and in part conflicts with) but is less effective than SODC Local Plan policy EMP11. Clarity should also be provided as to how new development as opposed to existing development is to be treated.
 - *Part 1 of the Policy makes reference to both existing development and new development, but could be split into two parts to make this clear. Existing part 3 to be removed to align with SODC Local Plan policy EMP11.*

>> General Comments

Where comments were made not all specified which policy they applied to. These are summarised below:

- The overall scale of growth proposed in Thame is in excess of what is needed.
 - *The housing growth figures are established in the SODC Local Plan based on assessments of need and testing of spatial growth scenarios across the District. The SODC Local Plan also requires new employment development to be accommodated in Thame. The uplift in the requirement for employment land compared to the Local Plan are based on assessment of the employment market and changes in Thame, including the need to offset the loss of businesses from the area.*
- There is a need for more affordable shopping in Thame.
 - *This is noted. Although the Neighbourhood Plan can set appropriate use classes for new development, and direct this to appropriate locations, it cannot say what businesses should occupy that space.*
- Developers should fully meet the requirements of the s106 agreements before being allowed to develop elsewhere.
 - *This is noted and a point of discussion for SODC and OCC.*
- Thames Water provided an initial assessment of the impacts of the proposed housing allocations on the wastewater network and noted that, based on information available, do not envisage any infrastructure concerns in relation to the sites, but that they should be contacted at an early stage as and when applications for development come forward.
 - *The comments are noted.*
- Buckinghamshire County Council queried to what extent additional traffic movements associated with the allocations had been assessed.
 - *Although the Thame NDP is allocating sites, the quantum of development is that which the Local Plan specified should be accommodated in Thame and which was subject to assessments of transport undertaken for the Local Plan. Further site specific assessments will be required as part of any planning application as set out in Local Plan policy.*

Character & Place Quality (section 5 of the Plan)

>> Policy CPQ1: Design in Response to local character

Of those who responded to the survey, 72.5% agreed or strongly agreed with the policy, 12.5% said they neither agreed nor disagreed, and 15% said they disagreed or strongly disagreed.

In terms of comments received:

- The Character area map should be amended to correct the extent of Lea Park and East Thame shown on this. It was also suggested that the Plan needs to more fully recognise the historic growth of Thame and role that residents play in maintaining this.
 - *The Character Area map will be updated to revert to the extent of the two areas identified through the character mapping undertaken for TNP1. The Thame Character Area Assessment and Design Code that sit alongside the Neighbourhood Plan include specific sections on the growth of Thame and the qualities of the historic core.*
- Policy should specify a greater than minimum open space requirement for new homes.
 - *The Local Plan establishes open space standards to be met and recommends development densities for new homes. The Neighbourhood Plan expands upon this by establishing design principles that require development to respond to local character.*

>> Policy CPQ2: Design principles for employment development

Of those who responded to the survey, 77% agreed or strongly agreed with the policy, 15% said they neither agreed nor disagreed, and 8% said they disagreed or strongly disagreed.

In terms of comments received:

- It was suggested that the proposed Cattle Market allocation conflicts with the policy.
 - *The development mix that might be suitable for the Cattle Market is different to that being addressed in this policy.*

>> Policy CPQ3: Town centre design principles

Of those who responded to the survey, 76% agreed or strongly agreed with the policy, 17.5% said they neither agreed nor disagreed, and 6.5% said they disagreed or strongly disagreed.

In terms of comments received:

- It was noted that many existing buildings would not meet the criteria set out in the Policy.
 - *This is noted. Should proposals for change and development come forward then policies in the Neighbourhood Plan would apply.*
- It was questioned how this policy aligned with wider design criteria in CPQ1.
 - *This is noted. All policies in the Plan should be read as a whole. Policy CPQ1 refers to the supporting character area assessment and design guide which includes information of relevance to the town centre.*

>> **Policy CPQ4: Self and custom-build housing**

Of those who responded to the survey, 61.5% agreed or strongly agreed with the policy, 32% said they neither agreed nor disagreed, and 6.5% said they disagreed or strongly disagreed.

In terms of comments received:

- It was suggest that the policy is too restrictive and risks development being constrained, resulting in a lack of diversity.
 - *The approach recognises good practice and will allow for design flexibility within parameters that contribute towards good placemaking objectives.*
- It was questioned whether sustainable design and construction policies (CPQ5) apply to self and custom build.
 - *All policies in the Plan should be read as a whole.*

>> **Policy CPQ5: Sustainable design and construction**

Of those who responded to the survey, 78.5% agreed or strongly agreed with the policy, 18.5% said they neither agreed nor disagreed, and 3% said they disagreed or strongly disagreed.

In terms of comments received:

- Although supported, comments suggested that the policy should go further and mandate standards that developers must meet.
 - *This is noted. However, it is not within the scope of a Neighbourhood Plan to mandate sustainable design standards as Government has made clear this can only be set out at national level or in Local Plan policies. The Neighbourhood Plan instead makes clear that meeting such standards would be expected and strongly supported.*
- It was noted that buildings could be orientated to consider solar gain and shading.

- *This is noted and reflected in the policy as drafted.*
- Thames Water note that the area is designated as being ‘seriously water stressed’ and that the policy should therefore be updated to stipulate maximum water consumption levels of 110 litres per person per day in new homes must not be exceeded.
 - *This is reflected in amendments to the Neighbourhood Plan.*

>> **Policy CPQ6: Street hierarchy**

Of those who responded to the survey, 52.5% agreed or strongly agreed with the policy, 42% said they neither agreed nor disagreed, and 5.5% said they disagreed or strongly disagreed.

In terms of comments received:

- It was requested that technical terms in the supporting text be explained.
 - *This is noted. The glossary will be updated.*
- It was suggested that the Policy refer to the Local Cycling and Walking Infrastructure plan for Thame.
 - *This is noted. At the time of writing there is no LCWIP for Thame, though it is acknowledged that this will be forthcoming. Reference to this to be added to the supporting text to the Active Travel Policy (GAAT1).*
- OCC said that references to their street guidance should be updated to reflect the latest material.
 - *This is noted and updates will be made to the Plan.*

>> **Policy CPQ7: Parking in residential areas**

Of those who responded to the survey, 55.5% agreed or strongly agreed with the policy, 33% said they neither agreed nor disagreed, and 11.5% said they disagreed or strongly disagreed.

In terms of comments received:

- Comments supported the policy but suggested that it should stipulate parking standards associated with house sizes / bedroom numbers.
 - *Parking standards are established by OCC as set out in the supporting text to the Neighbourhood Plan policy.*

>> Policy CPQ8: Paving of front gardens

Of those who responded to the survey, 50% agreed or strongly agreed with the policy, 24% said they neither agreed nor disagreed, and 26% said they disagreed or strongly disagreed.

In terms of comments received:

- It was suggested that the requirement for an application to be submitted for a dropped kerb would restrict the potential for the paving of front gardens and that efforts instead should be focussed on preventing pavement parking.
 - *The requirement for an application for a dropped kerb would allow it to be considered on its merits. The overall intention is to minimise the negativities associated with the paving over of front gardens, which the application process can help support. The issue of pavement parking is acknowledged but is not within the scope of the Neighbourhood Plan. However, policies in the Plan do establish design principles for new streets and the integration of parking within development, which are intended to ensure the car is sensitively accommodated in these areas.*

>> General Comments

Where comments were made not all specified which policy they applied to. These are summarised below:

- Where sites are subject to development, existing trees and hedges should be retained and integrated within the site.
 - *This is acknowledged and incorporated in other Neighbourhood Plan policies.*
- The Design Code could provide more detail on management and maintenance, and require communications infrastructure to be provided underground (as opposed to overhead cabling).
 - *Comments are noted. Management and maintenance plans are typically subject to discussion with SODC through the application process. Provision of communication infrastructure is subject to separate permitted development rights, limiting the role of the local authority and County Council.*

Services and facilities (section 6 of the Plan)

>> Policy SF01: Community facilities and services

Of those who responded to the survey, 81% agreed or strongly agreed with the policy, 15% said they neither agreed nor disagreed, and 4% said they disagreed or strongly disagreed.

In terms of comments received:

- Comments were made in respect of the need for additional healthcare facilities in the town and the impact of housing growth on school provision and catchment areas. It was also questioned whether the policy needed to make reference to a youth centre as plans are in progress for this.
 - *Comments are noted. In terms of education, the Neighbourhood Plan reflects the position of the local education authority. In respect of healthcare, the policy allows for new facilities to be proposed. Delivery of such facilities is though complex and outside the scope of the Neighbourhood Plan. The SODC Local and Development contributions SPD sets out how and when contributions towards healthcare will be sought. Part 1 of the policy will be updated to include reference to healthcare facilities and the supporting text updated to comment on delivery of healthcare. Other opportunities, such as 'pop-up' or meanwhile use of vacant premises in the town centre for primary healthcare (or other highly accessible locations within the existing built up area) will be noted and supported.*
- OCC welcomed clarification of the County's education provision in the Thame area and provided no further comments on this.
 - *This is noted.*
- Sport England and SODC both suggested an alternative form of wording for Part 3 of the proposed policy, bringing greater clarity and alignment with the Local Plan.
 - *This is noted and appropriate amendments will be made to the Plan.*

>> Policy SF02: Existing open spaces

Of those who responded to the survey, 71% agreed or strongly agreed with the policy, 27% said they neither agreed nor disagreed, and 2% said they disagreed or strongly disagreed.

In terms of comments received:

- Retention of open space is supported, though suggested that the green space along the Cuttle Brook corridor should also be acknowledged on the open space plan.

- *Separate and more detailed policies in the NDP specifically apply to the Cuttittle Brook corridor.*
- It was suggested that the map and policy approach in respect of open space at the Land at Oxford Road is confused and that development of this site cannot retain open space at the same time.
 - *The map and text is to be updated to identify the Oxford Road allocation as a whole and note that any development here should retain a minimum of 17 hectares of open space as per TNP1. A different notation will be used on the mapping to differentiate it from other open space types.*
- OCC request that land at the Thame Football ground is not identified as green space in the Neighbourhood Plan.
 - *It should be noted that the site is identified as green space, but is not designated as Local Green Space, and thus the stronger policy protections that would provide are not applicable. Instead, the Neighbourhood Plan simply makes clear this is a green space and where relevant provisions of the NPPF and Local Plan would be applied. No change is necessary.*
- Sport England suggest that the Plan of open spaces included in this section should distinguish between playing pitches and open space to align with the NPPF.
 - *This is noted and maps will be updated.*
- Historic England support leaving areas of archaeological importance as open space.
 - *This is noted.*

>> **Policy SF03: New green spaces**

Of those who responded to the survey, 72.5% agreed or strongly agreed with the policy, 22.5% said they neither agreed nor disagreed, and 5% said they disagreed or strongly disagreed.

In terms of comments received:

- It was noted that, in respect of land at Oxford Road, development is likely to feature open space, but that simple design if this will not encourage people to use it.
 - *This is noted; hence the criteria listed in the policy.*
- Buckinghamshire County Council wrote to express support for the policy.
 - *This is noted.*

>> **General Comments**

Where comments were made not all specified which policy they applied to. These are summarised below:

- Allotments should be provided and be accessible for use by community groups, elderly and younger generations, and potentially supporting a food bank.
 - *This is noted. The requirement for provision of allotments is established in the SODC Local Plan.*

Natural environment (section 7 of the Plan)

>> Policy NEB1: Biodiversity

Of those who responded to the survey, 75.5% agreed or strongly agreed with the policy, 21% said they neither agreed nor disagreed, and 3.5% said they disagreed or strongly disagreed.

In terms of comments received:

- Comments express support for the policy, but noting that any offsite provision of biodiversity net gains must be enforced, and that any run-off into the floodplain must be carefully managed. Comments also suggested that reference be made to incorporation of swift boxes in new homes as best practice and which could help with creating green corridors.
 - *Comments are noted and reference to swift boxes etc to be incorporated*
- It is suggested that applicants liaise with the Town Council as well as TVERC to identify appropriate locations should off-site provision be proposed.
 - *This is to be noted in the supporting text.*

>> Policy NEC1: The Cuttle Brook corridor

Of those who responded to the survey, 78% agreed or strongly agreed with the policy, 18% said they neither agreed nor disagreed, and 4% said they disagreed or strongly disagreed.

In terms of comments received:

- Comments said the status of the Cuttle Brook as a Local Nature Reserve needs fully recognising in the Neighbourhood Plan and supporting material (The Environmental Report). Some also said that it is a vitally important policy, but that more should be undertaken to retain and enhance biodiversity, including improvements to this from housing development.
 - *Comments are noted.*
- Comments supported identification of the Cuttle Brook corridor and provision of walking routes along this.
 - *Comments are noted.*
- OCC suggested some minor changes to the policy wording to provide clarity.
 - *This is noted and changes are to be made as appropriate.*

>> **Policy NEF1: Flood risk and sustainable drainage**

Of those who responded to the survey, 75% agreed or strongly agreed with the policy, 20% said they neither agreed nor disagreed, and 5% said they disagreed or strongly disagreed.

In terms of comments received:

- Comments questioned reference to the 8m buffer quoted in the supporting text. It was also noted that where provided close to homes, SuDS should be safe.
 - *The 8m buffer is based on recommendations provided by the EA. The point about safety is agreed with and thus the policy in the points to use of local standards and guidance.*
- OCC noted that policy should make clear that SuDS are a requirement of all major developments and inclusion is strongly advocated on minor development.
 - *This is noted and will be clarified in the Plan.*
- Thames Water request that additional supporting text is added to make clear that developers must make proper provision for surface water drainage to avoid flooding of the foul sewer.
 - *This is noted and appropriate changes made to the Plan*

>> **General Comments**

Where comments were made not all specified which policy they applied to. These are summarised below:

- Support was expressed for the proposed policies and supporting initiatives, including opportunities to add greenery and areas of biodiversity into the town. It was noted that the management and maintenance of such spaces is importance, and that greening could extend beyond trees and hedges to use of green walls and roofs too.
 - *Comments are noted*

Getting around (section 8 of the Plan)

>> Policy GAAT1: Active travel

Of those who responded to the survey, 65% agreed or strongly agreed with the policy, 28% said they neither agreed nor disagreed, and 7% said they disagreed or strongly disagreed.

In terms of comments received:

- Some comments make reference to the requirement for speed reduction measures (i.e.: 20mph).
 - *This is noted though sites outside the scope of a Neighbourhood Plan.*
- Several comments highlighted the importance of providing a high-quality cycle route between Thame and Haddeham.
 - *This is noted. The route is included as a project in the Neighbourhood Plan to be developed further with partner organisations. Much of the route is outside of the Neighbourhood Plan area and thus outside the scope of the Neighbourhood Plan.*
- Some comments note that recent cycle infrastructure is incomplete with gaps in the network, and which need connecting with the wider network of routes in the town.
 - *This is noted. The policy notes that new routes should be well connected and integrated with existing routes. Outside of planning applications, improvements to the route network comprise a project for further development.*
- It is noted that the supporting text could make reference to initiatives being developed by OCC, including a LCWIP for Thame, and that the ideas in supporting Project GAAT(a) are those which will be included in the LCWIP.
 - *This is noted. Reference to the forthcoming LCWIP to be included.*
- The policy should include a required for covered cycle parking, not simply secure parking.
 - *This is noted. Text to be updated in the Plan.*
- OCC support the policy which is in line with their own transport policy. They note that point 1(b) should make clear that it is reduction to the active travel network that would not be supported. The response also notes that OCC has standards in respect of cycle parking provision that could be referenced in the policy.
 - *This is noted. Text to be updated in the Plan.*

- Buckinghamshire County Council wrote to express support for the improvements to walking and cycling routes between Thame and Haddenham as identified in the project associated with this policy.

- *This is noted.*

>> **Policy GAP1: The Phoenix Trail**

Of those who responded to the survey, 74% agreed or strongly agreed with the policy, 21% said they neither agreed nor disagreed, and 5% said they disagreed or strongly disagreed.

In terms of comments received:

- Access to the trail, at road crossings, is dangerous.
 - *This is noted. Reference to improve crossing points to be added to policy.*
- It was suggested that the Phoenix Trail should not be relied upon as an access into the town centre as it is not felt to be a safe route for people walking or cycling on their own. However, others suggested that it is safe and there is no need for lighting on the Trail which would undermine its qualities.
 - *The comments are noted. The aspiration is to make the Phoenix Trail a safe and attractive route for everyone. Unobtrusive lighting is suggested in the policy to help address safety concerns whilst minimising impacts on the environmental character of the Trail. The policy will notes that lighting should be provided in accordance with best practice principles considering impact on biodiversity.*
- Buckinghamshire County Council wrote to express support for the Policy and associated project to improve the quality of the Trail.
 - *This is noted.*
- Text in the associated project should be updated to reflect the Public Art Strategy for Thame. Similarly, the Wayfinding section should be updated to reflect the 'Art leading Wayfinding' project.
 - *This is noted. Text to be updated in the Plan.*

>> **Policy GAA1: Alleyways**

Of those who responded to the survey, 65% agreed or strongly agreed with the policy, 31% said they neither agreed nor disagreed, and 4% said they disagreed or strongly disagreed.

In terms of comments received:

- OCC suggested that alleyways should be of sufficient width to allow walking and wheeling, and will not support alleyways that do not enable active travel.
 - *This is noted. Text to be updated in the Plan.*

>> **Policy GAPT1: Public transport**

Of those who responded to the survey, 83.5% agreed or strongly agreed with the policy, 12.5% said they neither agreed nor disagreed, and 4% said they disagreed or strongly disagreed.

In terms of comments received:

- There is a need for public transport to be improved across the town, particularly if there are to be any changes to parking arrangements. Delivery of improvements should be well-integrated with a park and ride, and the ongoing maintenance of waiting facilities.
 - *The comments are noted.*
- Use of the bus is not suited to all, including those with families and heavy shopping.
 - *This is noted, but the purpose of improvements is to provide choice and opportunity to all.*
- It was questioned what a frequent bus service is defined as.
 - *Within the context of Thame, this is ideally one that operates every twenty – to thirty minutes, but which should also be supported by provision of live travel information and bus waiting facilities.*

>> **Policy GAM1: Mobility hubs and EVs**

Of those who responded to the survey, 56.5% agreed or strongly agreed with the policy, 35% said they neither agreed nor disagreed, and 8.5% said they disagreed or strongly disagreed.

In terms of comments received:

- Provision of mobility hubs is considered a good idea and that they can encourage people to use travel modes other than the car, though the network of hubs across Thame will likely need to be extensive. It was suggested that they should be convenient to use for people of all ages and abilities, that they could include points for parcel deliveries to limit miles driven by delivery vans, and that greenery and planting should be properly integrated within the design of the hub. The hubs could also provide an opportunity for people to make use of cargo bikes.

- *Comments are noted. The policy will be expanded to include reference to parcel delivery and collection points, cargo bikes and addition of greenery.*
- There was some concern that provision of the hubs would take away from car parking spaces and simply encourage people to travel further by car.
 - *The idea of the hub is to support a move away from car travel to other modes for shorter journeys and thus help reduce the demand on parking spaces.*
- OCC support the inclusion of this policy. A strategy on 'transport hubs' has been approved by Cabinet. The response suggests that the reference to mobility hubs should be changed to transport hubs for consistency with this. The County welcomes the opportunity to work with the Town Council on ideas for these hubs.
 - *Support is noted. Having checked the most recent version of the OCC strategy, terminology has since switched back to use of 'mobility hub' as opposed to 'transport hub'. There is thus no need to amend the references to 'Mobility Hubs' in the Neighbourhood Plan.*

>> **Policy GATCP1: Town centre parking**

Of those who responded to the survey, 38% agreed or strongly agreed with the policy, 17% said they neither agreed nor disagreed, and 45% said they disagreed or strongly disagreed.

In terms of comments received:

- The loss of the Cattle Market combined with any further loss of parking spaces in the town centre will reduce the ability of people to visit and park in the centre and thus harm the vitality of the centre. The reference to the survey from 2016 is out of date and with more homes now proposed the demand for parking is likely to increase. Rather than support a reduction of parking spaces, the level of parking should be retained, with some saying it should be increased.
 - *All comments are noted. The Plan does not say that there should be a loss of parking in the town centre, but that evidence of use would need providing and alternative provision shown to be available. However, the policy and supporting text is to be reframed to acknowledge that parking is important to the vitality of businesses and ability of the town to serve residents, including those in outlying villages, but that if proposals to change parking provision is to be made, then this needs to be clearly justified.*

- OCC indicated they are considering removal of some on-street parking bays in line with their transport strategy.
 - *This is noted.*

>> **General Comments**

Where comments were made not all specified which policy they applied to. These are summarised below:

- Some comments noted concerns about traffic congestion and impacts of this in the Town Centre but, at the same time, the parking should be retained and should remain free.
 - *Comments are noted.*
- The quality of public transport is poor and there needs to be better coordination between bus and train services at Haddenham & Thame Parkway station.
 - *Comments are noted.*
- The 'ring road' needs extending further south to remove traffic from the town centre.
 - *Comments are noted.*
- Support expressed for street greening and tree planting, as well as improved cycle routes and connections. More detail on these should be set out.
 - *Comments are noted. Street greening and cycle routes are identified as projects in the Plan to be developed with partner organisations.*
- The quality of pedestrian routes to and from schools need improving. Equally, cycle routes across Thame need to be safer for all, with the High Street and other roads adapt to incorporate safe cycling.
 - *This is noted. Improving conditions for walking and cycling are incorporated in policies and projects in the Plan.*
- The British Horse Society welcomes the Neighbourhood Plan but notes that opportunities should be sought that improve conditions for all vulnerable users, extending to horse-riders as well as pedestrians and cyclists, with routes designed accordingly.
 - *This is noted. The Plan will be amended as appropriate, including reference to 'walking, wheeling and other non-motorised forms of travel'.*

Other comments

In addition to the comments outlined above, other comments were made as following:

- Natural England and The Coal Authority both responded to confirm they had no specific comments to make on the Plan.
 - *The Steering Group takes the above to mean there are no issues with the Plan and thus they support its progress.*
- Thames Water suggested that the Plan should: (1) include a new policy associated with the demands placed on new water / wastewater infrastructure by new development; and (2) include text associated with the need for technical assessments associated with sites close to sewerage works and the impacts of odour from these on development.
 - *The Town Council considers that: (1) infrastructure associated with water / wastewater is appropriately dealt with through the SODC Local Plan; and (2) policies in the SODC Local Plan address issues associated with odour etc and, again, do not need repeating in the Neighbourhood Plan.*
- Buckinghamshire CC asked whether screening under the Habitats Regulations had been undertaken and whether this considered the Aston Rowant SAC.
 - *This was undertaken by SODC on behalf of the Town Council in May 2021 and concluded that an Appropriate Assessment was not required. The Screening makes specific reference to the Aston Rowant SAC.*
- Buckinghamshire CC supported objectives in the Neighbourhood Plan in respect of flood risk and transport but suggest the transport objectives be extended to include reference to improving transport infrastructure where required in response to future planning applications, and that greater emphasis should be placed on extending walking and cycling networks beyond Thame to improve safety on those routes and better connect people.
 - *This is noted. The Local Plan includes a requirement for transport assessments and for applicants to deliver infrastructure as appropriate. This will also be subject to the s106 and s278 process and does not need repeating in the Neighbourhood Plan. Comments are about extending cycle and walking routes are noted. This is referenced in the Plan and projects within it, though the scope of the Neighbourhood Plan to influence change outside of the Plan area is limited and is to be developed further with partners.*

- Aston Rowant Parish Council wrote to note that the Plan and supporting material were well presented , highlighting the need to keep the character and appearance of the traditional market town, whilst identifying development potential within the Ring Road to avoid over-expansion.
 - *The comments are noted.*
- Tiddington Parish Council welcomed the focus in the Plan on connections with the countryside, the Cuttle Brook corridors, the approach to flood risk, retaining and developing Thame as a centre for surrounding villages. However, concern was expressed about the impact of development on both traffic (particularly on the route of the A418 to the M40) and on dark skies.
 - *The comments and expression of support are noted. In terms of traffic generation, the quantum of development has been set in the SODC Local Plan and although the Neighbourhood Plan cannot plan for fewer homes it does include policies that seek to encourage a mode shift to more sustainable forms of transport and thus lessen the impacts of traffic growth. In terms of dark skies, the Neighbourhood Plan links through to the Thame Design Code which includes a section on street lighting and dark skies.*

4. Responses from agents, promoters and landowners

Responses to the Neighbourhood Plan consultation were received from the agents / promoters of the allocated sites as well as sites not proposed as an allocation. These are summarised in this section. As before, responses from the Town Council are included in Italics.

Land at Oxford Road

Savills, on behalf of Regeneration Thame Ltd and Bloor Homes support the allocation of land at Oxford Road (Policy GDH1d), though suggest that some clarifications be made to the concept masterplan for purposes of consistency between the Neighbourhood Plan and associated Masterplanning Report. The response notes how the proposals for the site are aligned with policies in the Neighbourhood Plan. However, it is suggested that the approach to requiring a 50% discount on First Homes should be flexible to allow for the effects of viability to be considered.

- *Comments are noted.*

Diagnostic Reagents

JCPC, on behalf of the owners of the Diagnostic Reagents site (Policy GDH1b) support the allocation of the site. The response confirms the site is available and deliverable.

- *Comments are noted.*

Land east of Thame

David Lock Associates acts behalf of Hallam Land in respect of land to the east of Thame previously subject to consultation but not included as an allocation in the Neighbourhood Plan. The response supports and notes the importance of windfall policies in respect of housing (GDH2) and employment (GDE2), particularly given potential problems associated with deliverability and site capacity. Some minor wording changes to the policies are suggested. Support is also expressed for the housing type and mix policy (GDH3), particularly in respect of housing for an ageing population, but that the policy should be amended to note that this type of housing might also be accommodated on unallocated sites.

- *Comments are noted. Comments on the windfall policies have also been made by SODC and others and will be considered accordingly.*

Land south of Thame

RPS acts on behalf of CALA Homes in respect of land to the south of Thame previously subject to consultation but not included as an allocation in the Neighbourhood Plan. The response supports the objectives with the Neighbourhood Plan and note that the housing requirement for Thame is a minimum. It is also commented that land to the south of Thame better meets the objectives of the Neighbourhood Plan than does land at Oxford Road which is allocated in the Plan and would provide wider benefits in terms of social, economic and environmental benefits. It suggests there are planning and delivery challenges associated with development of land at Oxford Road, and risks losing the benefits of development (e.g.: open space) provided as part of the first phase of development at Oxford Road.

- *Comments are noted. The site has previously been consulted upon and assessed through supporting work to the Neighbourhood Plan, including the SEA. The ability to access the site has not been demonstrated.*

WE Black Ltd

A response on behalf of WE Black Ltd comments that the windfall housing policy (GDH2) effectively places a moratorium on housing proposals other than on the unallocated sites and that this is inappropriate given the housing requirement for Thame is a minimum. It also notes that the reference in this to major developments discriminates against smaller and medium sized developers and should be removed from the Plan.

- *Comments are noted. Comments on the windfall policies have also been made by SODC and others and will be considered accordingly.*

Blackditch Farm

Satnam Investments, on behalf of WE Black Ltd seeks to promote land at Blackditch Farm, Chinnor Road, for allocation in the Neighbourhood Plan. It suggest that it is a sustainable location for housing, can deliver affordable housing at 50%, and accommodate employment uses. It does not consider land at Oxford Road (GDH1d) to be a sustainable location and that, because the site being promoted has not been tested in the SEA, that it has not considered all reasonable alternatives.

- *The site was considered through the initial call for sites. It was not recommended for further assessment, being removed from the main built-up area of Thame and distant from services and facilities. It is also to be noted that the site is also compromised by the presence of the oil pipeline and proximity to the BOC site.*

Highfields

Rectory Homes is promoting land at Highfields located between Thame and Moreton previously subject to consultation but not included as an allocation in the Neighbourhood Plan. The response comments on a number of policies within the Neighbourhood Plan, including:

- GDH1d, Land at Oxford Road: this is now being promoted for more development than initially envisaged.
- GDH2, Windfall housing: this needs to be more positively phrased and greater clarity provided as to the trigger points for considering windfall applications.
- GDH3, Housing type and mix: delivery of affordable housing and First Homes needs to reflect viability matters and the mix of housing sizes required is not considered to align with local needs.
- CPQ1, Design: the thrust of the policy is supported subject to suggested rewording to bring clarity.
- CPQ4, Self and custom build: reference to plot passports at the outline applications stage should be removed.
- SPQ5, Sustainable design and construction: this policy is supported
- NEB1, Biodiversity: this is broadly supported subject to suggested policy wording to bring clarity.
- NEC1, Cuttle Brook: this policy is supported.
- GAP1, Phoenix Trail: this is supported, as are projects identified in respect of walking and cycling routes
- GAPT1, Public transport: this is supported but suggests that walking distances of more than 400m from a bus stop should be considered.
- GAM1, Mobility hubs: this is supported

The response also comments on the SEA and questions why it has not considered the site they are promoting. They include an assessment of the site and seek to show how well it performs against the criteria in the SEA in comparison to other sites.

- *This site was considered in the initial call for sites. It was not recommended for further assessment, with the SODC Landscape Capacity study undertaken for the Local Plan saying it is unsuitable for development. Following feedback to initial consultation, the site was reintroduced for consideration and further consultation. Responses indicated a lack of support for the site and that the ability to access the site has not been demonstrated. It is not considered a reasonable alternative for testing in the SEA. Comments on other policies are noted.*

South East Thame

Representations are made on behalf of CEG and Taylor Wimpey in respect of land to the south East of Thame, effectively comprising land to the south of development along Wenman Road between the housing here and the Cuttle Brook corridor. It is linked to land at Wenman Road allocated at Policy GDH1a and which is supported by the response.

The response claims the SEA process is flawed as it has not considered their site as a reasonable alternative and thus doesn't satisfy the Basic Conditions. It says this should be rectified. The response notes that the site performs well against the objectives in the Neighbourhood Plan and is thus a sustainable site for development.

The response also expresses support for the allocation of the Diagnostics Reagents site (GDH1b) but question the suitability of access. If access is unacceptable it is suggest that the Council reconsider how and where development might be located.

- *Reserve Site C on Wenman Road is being taken forward through the Neighbourhood Plan. The remainder of the site was considered in the initial site assessment and not considered appropriate, comprising green space allocated for retention in the first Neighbourhood Plan, and where the s106 agreement notes that this is agricultural land with public access to be provided through it. It is not considered a reasonable alternative for testing in the SEA.*

Land at Rycote Lane

Savills, on behalf of the JM Castle Trust, support the allocation of land for employment purposes at Rycote Lane (Policy GDE1). The response notes how the proposals for the site are aligned with policies in the Neighbourhood Plan, though notes that some amendments should be mad to the concept plan to reflect the most appropriate location for provision of SuDS. It is also suggested that there should be some flexibility within the policy to allow for a scheme to evolve in response to the detailed design process and needs of prospective tenants.

- *Comments are noted.*

Howland Road

Stoford suggest that the requirement for new employment land in Thame is underestimated and that, to meet the actual requirement for employment, land in their control to the east of Howland Road should be allocated in the Neighbourhood Plan. It is suggested that their site performs better against the objectives than the land allocated at Rycote Lane for employment, specifically in respect of landscape impact, and that the site they are promoting would provide employment opportunities within walking distance for residents. It is also suggested that their site is better related to other existing employment uses in Thame. The potential for delivering

employment premises at the Rycote Lane site is questioned. The employment windfall policy in the Neighbourhood Plan (GDE2) is supported but considered this needs to be refined and that the three year timeframe stipulated in this is not evidenced.

- *Comments are noted. Through the consultation exercises preference was expressed for land at Rycote Lane for employment purposes. Comments on the windfall employment policy are noted. This is to be updated as per comments above.*

The Cattle Market

SODC, as landowner, as opposed to local authority, provided comments in respect of the Cattle Market allocation. This notes that the terminology used should be updated and that the term concept is more appropriate than masterplan. The comments note that whilst the range of uses considered for the site seem appropriate, there needs to be sufficient flexibility to allow for this to be reviewed further through the detailed design and planning process. Linked to this, and notwithstanding the requirement outlined in the Local Plan, the comments noted that the inclusion of 1,500sqm of convenience retail may represent a risk to delivery of the site. It is also suggested that provision of the range of supporting community uses may require grant funding or other subsidy to help delivery.

- *The comments are noted and wording in the policy will be amended to provide some flexibility as to the final mix of uses to be incorporated on the site. The requirement for convenience floorspace is established by the Local Plan. A reduction in this may need to be evidenced through the application process, though policy wording could be amended to recognise this. Comments on wider responses to the Cattle Market site are presented above and a proposed amendments to this set out.*

5. Response from SODC

This section summarises comments received from SODC, whose response stated:

'we found this to be a well-produced plan which contained a number of strong policies which reflected the vision identified for the parish'.

The response from SODC included a series of helpful and constructive comments in respect of policy wording and supporting text to help clarify and strengthen the policies. These are all noted and updates are to be made to the Plan as appropriate.

Comments were also provided in respect of the separate masterplanning document and Design Code that support the Neighbourhood Plan, as well as the SEA. As above, these are noted and appropriate updates are to be made to the documents.

In terms of allocations and other pertinent points:

- Policy GDH1b (Diagnostics Reagents): access to the site should be reviewed with OCC, with links through to adjacent areas of housing as opposed to directly onto Wenman Road explored. There may be potential contamination on the site associated with its former use. Landscape impacts may also need considering as this comprises the last development parcel to the south east of Thame.
 - *The comments are noted. It is noted that OCC has commented on all proposed allocations and has not raised access as an issue, but rather said that all sites will need to be accompanied by a TA or TS as appropriate depending on the quantum of development proposed. As noted earlier, the text is to be updated to allow for this and the adjacent Wenman Road site to be connected to allow for access between them.*
- Policy GDH1d (Land at Oxford Road): The comments note that greater clarity is required as to why the proposed allocation area differs from that set out in the first Neighbourhood Plan, particularly in respect of open space, and that this should further draw out specific site constraints that need addressing by development, including those associated with heritage matters. The comments also ask for further clarity on housing figures split across the two proposed development parcels and the development densities associated with these. Suggestions were also made in respect of how the site boundaries and extent of development might be refined to better relate to heritage assets and the landscape setting, including views from Oxford Road and towards the cluster of listed farm buildings adjacent to the site. Other helpful suggestions were provided in respect of wording associated with clauses contained within the Policy.

- *As noted before, the proposed allocation will not result in the overall quantum of open space being reduced, but will provide this in different locations, with that land previously identified as a reserve site and land for a school expansion being relocated on site and those locations now being identified as open space. The density of the site responds to local context. The heritage setting is to be considered further through the supporting masterplanning work and updates to text and policies made as appropriate.*
- Policy GDH2 (Windfall Housing Criteria): the response recommends deletion of the first part of the Policy which includes the three-year trigger as this conflicts with the Local Plan, with Policy H1 of the Local Plan establishing the circumstances in which applications for unallocated sites will be determined. Amendments to policy wording to the remainder of the Policy are also suggested.
 - *The comments are noted and reference to Policy H1 in the Local Plan is helpful. This will be referenced in the Neighbourhood Plan. It is proposed that Part 1 of the policy is removed and that remaining parts of the policy are amalgamate, as appropriate, into the main housing policy in the Neighbourhood Plan (GDH1) and design policy (CPQ1), such that the principles set out apply to all sites.*
- Policy GDE1 (Land at Rycote Lane): The landscape impacts of the site, which is at a high point, and the mitigations associated with this, should be reviewed further.
 - *The masterplanning work includes an assessment of views and landscape mitigations but will be considered in light of responses.*
- Policy GDE2 (Windfall employment proposals): As per the housing windfall policy, the response recommends removal of the first part of the policy which establishes a three-year trigger which is in conflict with strategic policies in the Local Plan. Revised policy wording is suggested.
 - *The comments are noted and changes to be reviewed alongside wider comments received through the consultation.*
- Policy GDR1 (Cattle Market): The comments note that the potential for housing on the site is considered a complementary use and is not stipulated as a required use. As such, it cannot be considered to count towards the calculations of housing supply in Policy GDH1.
 - *This is noted. The housing figures on the other sites amount to more than that required by the Local Plan in any event. Should the site come forward any housing delivered as part of it would count towards the housing requirement, which would then be recalculated accordingly.*

- Policy SFO2 (Existing Open Spaces): The policy map associated with this and the allocation of land at Oxford Road are inconsistent and need to be clarified.
 - *The comments are noted and changes to be made as set out above in response to other comments received.*
- In addition to the above, SODSC advised that Policy HA4 (The Elms) of the made Neighbourhood Plan should be saved and included in TNP2. This is because the site benefits from planning permission but this has not yet been implemented. Retaining the allocation in TNP2 will 'save' the site and its contribution to the housing land supply in Thame.
 - *The NDP will be amended to include a policy that 'saves' The Elms as a development site.*

6. Summary

Overview of process and responses

- Consultation on the Regulation 14 draft of the Thame Neighbourhood Plan lasted for eight weeks.
- Considerable efforts were made to advertise the consultation and encourage people to view the material and respond to this.
- Extensive use was made of social media, digital tools and in-person events to display the material and provide people with opportunities to respond.
- A wide range of organisations and other interested parties were contacted and invited to respond to the draft Plan. These included the statutory consultees, neighbouring Parish Councils, community, voluntary and social groups, developers, site promoters and agents. Furthermore, 700 individuals were contacted directly.
- There were 143 responses to the survey as well as 40 responses received by letter and email. These came from a mix of residents, statutory consultees, site promoters and other interested parties.
- Broad support was expressed for the majority of all policies and within the Neighbourhood Plan, particularly in respect of ‘environmental’ policies, including areas of new greenery, improvements to the town centre and ability for people to walk and cycle safely.
- There were though three policies where more respondents said they disagreed than agreed, these relate to:
 - Policies associated with proposals for ‘windfall’ housing development.
 - The Cattle Market Site
 - Approach to car parking in the town centre.
- There were also a small number of policies where opinion was divided and although more were in agreement than not, the level of disagreement was still relatively high. These relate to:
 - Land at Oxford Road.
 - Housing type, tenure and mix.
 - The approach to proposals for ‘windfall employment proposals.
- Responses were received from site promoters and agents, most of which object to the omission of their site as an allocation and that this needs reconsidering. Responses also suggested that some of the policies, including the approach to windfall and trigger points in this should be reconsidered.

- Comments from SODC and other statutory consultees were generally helpful and constructive.

Overview of actions arising

Based on the comments received and responses to these outlined in the summary report, the main amendments for the Neighbourhood Plan are summarised as:

- The policy in respect of the Cattle Market is to be modified, specifying broadly what types of uses might be appropriate, but starting from the premise that parking should be retained unless a loss can be evidenced.
- As a consequence of the above, the potential quantum of homes from the Cattle Market is not to be included in the breakdown of housing supply.
- Clarification as to the open space requirements and approach to land swaps envisaged at land at Oxford Road, to make clear how this differs from TNP1 and why. Further review of heritage aspects and landscaping to be undertaken and reflected in the masterplanning and policy wording as appropriate.
- Windfall housing and employment policies to be removed but with Thame specific criteria amalgamated with other relevant policies within the Plan and which will apply to all applications (whether they are for allocated sites or otherwise). Wider SODC Local Plan policies will also apply in the event that any windfall applications are made.
- Policy in respect of town centre car parking to be reframed to recognise the important role this plays.

Other, more minor amendments to policy wording and supporting text, as outlined in previous sections, are also to be made to the Plan.

Appendix A: Posters



WELCOME

The first Thame Neighbourhood Plan (TNP1) was successfully made in 2013. It is now being reviewed and a new draft Neighbourhood Plan (TNP2) has been prepared.

The material presented here summarises the policies, and projects, in TNP2. These seek to build on the success of TNP1 as well as reflecting comments and ideas put forward in previous consultation events.

TNP2 includes land use and development policies that will be used to inform and determine planning applications across Thame. It includes allocations for new development.

Your views are now sought on TNP2.

Consultation is open until Monday 7 August 2023.

Please do let us have your views by then.

All the documents you need can be found on the Town Council's website, along with latest news, and a link to the online response form for your feedback.



TNP2 seeks to build on the success of the first Neighbourhood Plan, strengthening Thame's character as a 'real market town'

www.thametowncouncil.gov.uk/tnp2

Figure 10: Summary display poster – page 1



VISION AND OBJECTIVES

The vision is:

"Thame must maintain its character as a real market town"

This means:

- Thame must continue to feel compact.
- Thame must continue to have a close relationship with the open countryside around it.
- Thame must maintain its markets, festivals and events.
- Thame must continue to act as a centre for the surrounding area not just its residents.

The objectives in TNP2 inform the preferred directions of future growth and other interventions. They are:

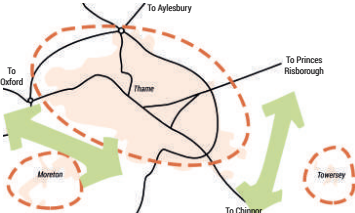
1. The compactness and walkability of Thame should be retained, with new homes within comfortable travel distance, by foot and by bike, from the town centre and other social and community facilities located around the town.
2. The sensitive environment around Thame should be respected, with areas of new growth avoiding areas of nature conservation and flood risk.
3. The landscape setting, quality of this and access to the green spaces and open countryside around Thame should be retained.



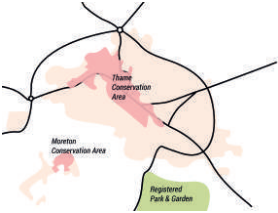
4. New housing development should help support social inclusion, being well integrated with the existing built-up area of Thame and avoiding barriers to movement.



5. The separate identity of Thame and outlying villages, including Moreton, to the south, and Towersey, to the east, should be retained.



6. New development should respect Thame's historic areas and past growth



www.thametowncouncil.gov.uk/tnp2

Figure 11: Summary display poster – page 2



DEVELOPMENT REQUIREMENTS

The South Oxfordshire Local Plan was adopted in December 2020. This establishes growth requirements that must be met in Thame, and states that land to accommodate future growth should be identified through TNP2.

The growth requirements are for:

- A minimum of 339 new homes. A review of planning permissions and homes built has reduced this to 256 new homes.
- A minimum of 3.5 hectares of land for employment (e.g.: office, manufacturing and distribution). Further work indicates at least 5.5 hectares of land should be provided.
- An additional 1,500sqm of convenience retail floorspace (shops selling everyday essential items), taking a 'town-centre first' approach to provision.

Identifying the preferred sites to meet these growth requirements has involved examining any site in Thame suggested by landowners or developers. These were considered against the vision and objectives for TNP2, comments received during past consultations and an assessment of other ways of providing the developments.

SUPPORTING EVIDENCE

The preferred sites and policies are supported by a suite of material including:

- a review of employment land requirements;
- an assessment of the qualities and characteristics of the built environment;
- a design code and concept masterplanning to influence the design of development; and
- a housing needs assessment to shape the mix and tenure of future homes that should be provided.



www.thametowncouncil.gov.uk/tnp2

Figure 12: Summary display poster – page 3



SITE ALLOCATIONS

Housing (Policy GDH1, and GDH1a - 1d)

TNP2 allocates land at the following locations for housing:

- Land south of Wenman Road (60 homes)
- Diagnostics Reagents site (25 homes)
- Land at Windmill Road (30 homes)
- Land at Oxford Road (150 homes)

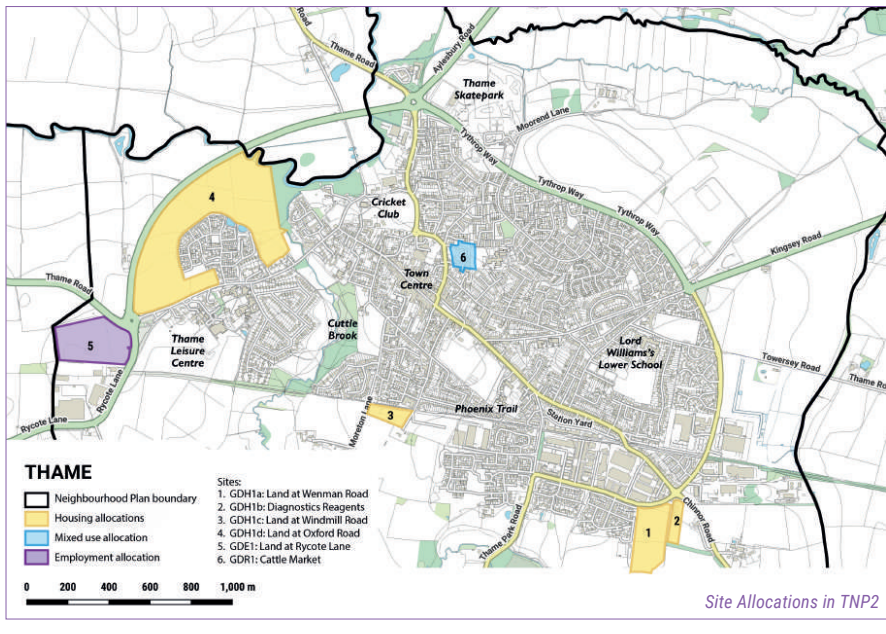
Employment (Policy GDE1)

TNP2 allocates land at Rycote Lane for employment floorspace, including space for Small and Medium Enterprises (SMEs).

Retail and Town Centre Uses (Policy GDR1)

TNP2 allocates land at the Cattle Market site for a mix of uses including retail, community uses, office floorspace, hotel accommodation and approximately 45 new homes.

The housing sites above amount to more than the requirement for 256 new homes in Thame. This recognises that the Local Plan figure is a 'minimum' and that a buffer is required to account for potential delays to site delivery that may arise.



www.thametowncouncil.gov.uk/tnp2

Figure 13: Summary display poster – page 4



LAND SOUTH OF WENMAN ROAD

Housing

This site is allocated for approximately 60 homes. It benefits from a resolution to grant planning permission. It was identified as a 'reserve development site' in TNP1. It comprises an extension of the housing development to the west that was allocated in, and has been built since, TNP1 was prepared.

The layout of development, arrangement of space and provision of open space shall follow that established in development to the west.

DIAGNOSTICS REAGENTS

Housing

This site is allocated for approximately 25 homes. The form of development should reflect that on the adjacent sites south of Wenman Road.

Both sites shown here shall provide new tree planting and cycle routes along Wenman Road, including safer crossings on the Chinnor Road roundabout, connecting to adjacent homes and employment areas.

Open space to the south shall be retained, providing views across the Cuttle Brook corridor and to established woodland.



Concept masterplan for (1) land south of Wenman Road, and (2) Diagnostics Reagents

www.thametowncouncil.gov.uk/tnp2

Figure 14: Summary display poster – page 5



LAND AT OXFORD ROAD

Housing

Land at Oxford Road is allocated for approximately 150 homes, split equally between development parcels to the East and North-west.

This would become an extension of the Thame Meadows housing scheme allocated in TNP1. The form and pattern of development should integrate well with that.

Development shall be sensitive to the setting of and views along the Cuttle Brook corridor, and retain land subject to archaeological interest as open space.

Landscape screening and noise mitigation measures are required along the A418 with new tree planting, green spaces, play areas and flood mitigation measures incorporated within the development.

Routes that support walking and wheeling shall be provided, connecting with open spaces, the town centre and other nearby facilities.



Concept masterplan for land at Oxford Road

www.thametowncouncil.gov.uk/tnp2

Figure 15: Summary display poster – page 6

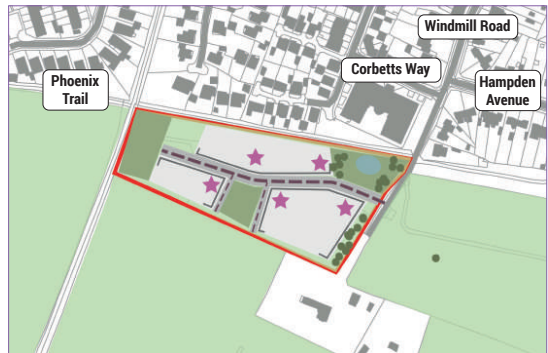


LAND AT WINDMILL ROAD

Housing

Land at Windmill Road is allocated for approximately 30 affordable homes. The site benefits from a resolution to grant planning permission for a Thame Community Land Trust scheme that would provide affordable homes for people with a local connection.

Development should be accessed via Windmill Road, be structured around a central street with homes fronting onto this, and with green space distributed across the site.



Concept masterplan for land at Windmill Road

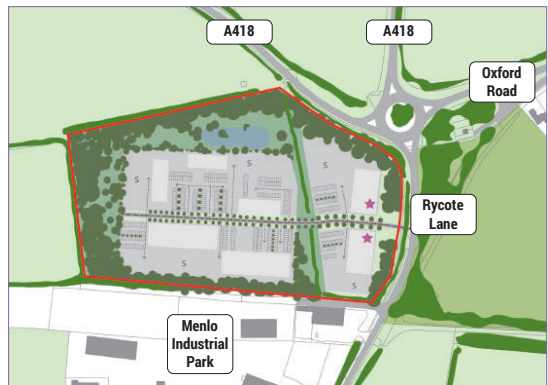
LAND AT RYCOTE LANE

Employment

A gross area of 7.8 hectares of land is allocated for employment purposes and which includes areas of landscaping, new and retained tree planting.

Proposals for light industrial, manufacturing and distribution, as well as space for Small and Medium Enterprises (SMEs) will be supported.

Development should be carefully sited to minimise the impact on views across the landscape, with buildings being no more than two storeys in height (or one storey for large footprint buildings).



Concept masterplan for land at Rycote Lane

www.thametowncouncil.gov.uk/tnp2

Figure 16: Summary display poster – page 7



THE CATTLE MARKET

Mixed-use

The Cattle Market was allocated in TNP1 and is retained in TNP2. The exact mix of uses will be determined through the detailed masterplanning and planning application process. Suitable uses include:

- Convenience (everyday essentials) retail
- Civic / community facilities
- Office floorspace
- Hotel accomodation
- Homes

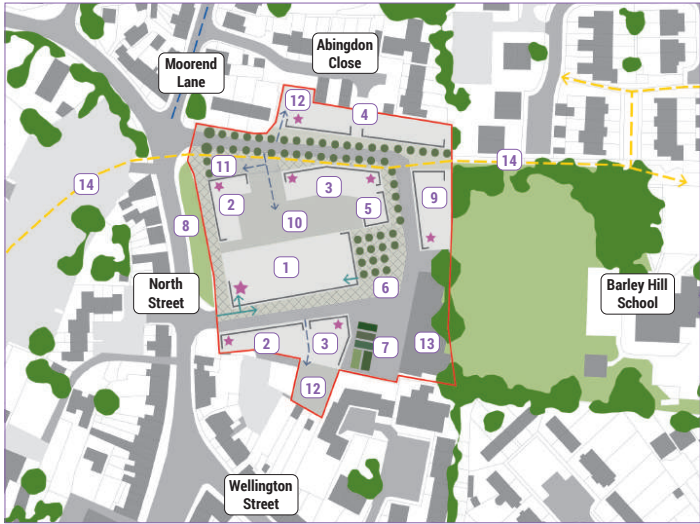
The layout of development shall allow for retention of the Racquets Club and successfully integrate this within the scheme.

Development must respond well to the scale and character of surrounding development, including the conservation area.

New homes may be provided on the upper floors of a mixed use development where they complement ground floor activities.

Streets and spaces within the development shall be well overlooked. Tree planting and new areas of greenery shall be incorporated within the layout of development.

Proposals that involve the loss of car parking will need to show that alternative space is available elsewhere.



- 1 1,500sqm supermarket with residential above
- 2 Ground floor retail with residential above
- 3 Residential
- 4 Residential
- 5 Community hub
- 6 Multi-functional square
- 7 Food growing space
- 8 Landscaping along North Street frontage
- 9 Flexible building space for civic or cultural uses
- 10 Commercial / retail car park
- 11 Visitor car park
- 12 Residential car park
- 13 Retention of Racquets Club
- 14 Walking routes to facilities and services

Concept masterplan for the Cattle Market

www.thametowncouncil.gov.uk/tnp2

Figure 17: Summary display poster – page 8



GROWTH & DEVELOPMENT

In addition to the site allocations TNP2 also includes the following policies:

GDH2:

Proposals for windfall housing development (sites not allocated) should meet a range of criteria, including proximity to local services and facilities.

GDH3:

New housing development should provide a range of house types, sizes and tenures that meet local needs, including affordable housing, prioritising delivery of 1-3 bed homes, and homes for an ageing population.

GDE2:

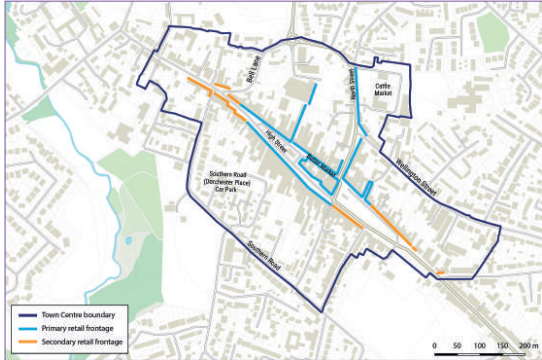
Proposals for windfall employment development should integrate well with the built form, complement neighbouring uses and minimise traffic impacts.

GDR2:

A range of retail and other supporting uses are encouraged in the town centre, with active uses at ground floor level. Mixed use schemes should be designed to avoid conflicts between uses.

GDV1:

Proposals for uses that support the tourism and visitor economy will be supported. The loss of existing uses will be resisted.



Proposals for new development and uses in the town centre should support the vibrancy and vitality of the High Street and reinforce the main retail areas.



New housing proposed in Thame should provide a mix of house sizes, types and tenures that reflect local needs

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Figure 18: Summary display poster – page 9



CHARACTER & PLACE QUALITY

Draft policies include:

CPQ1:

Proposals for new development should reflect good design principles and the best qualities of the local area as set out in the Thame Design Code and Character Area Study.

CPQ2:

Proposals for new employment development should reflect good design principles in respect of access, frontages, arrangement of uses, parking and servicing areas, and relationship with surrounding uses.

CPQ3:

Proposals for development in the Town Centre should reflect the historic growth of the town, reinforce the quality of the High Street, and be designed with flexibility in mind, allowing for change over time.

CPQ4:

Proposals for self- and custom-build homes are supported where they are subject to an overarching masterplan and set of design guidelines establishing the parameters for development.

CPQ5:

Development should meet high energy efficiency standards.

CPQ6:

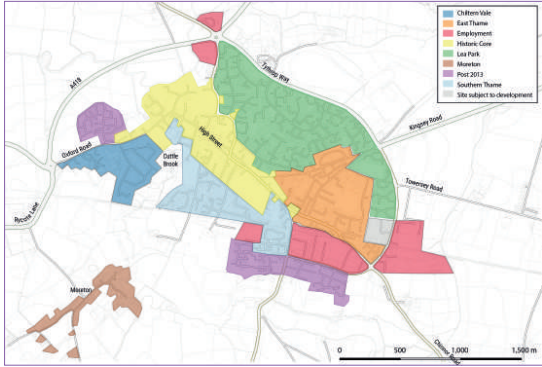
Where development includes new streets these should support safe movement for people of all ages who are walking or wheeling.

CPQ7:

Residential car parking should be well integrated within new development.

CPQ8:

Front gardens should retain areas of greenery.



A set of character areas have been identified across Thame, each with their own defining qualities and features. Proposals for new development should respond positively to the best qualities of each area.

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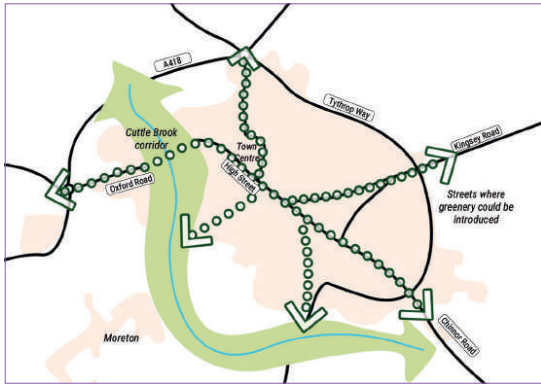
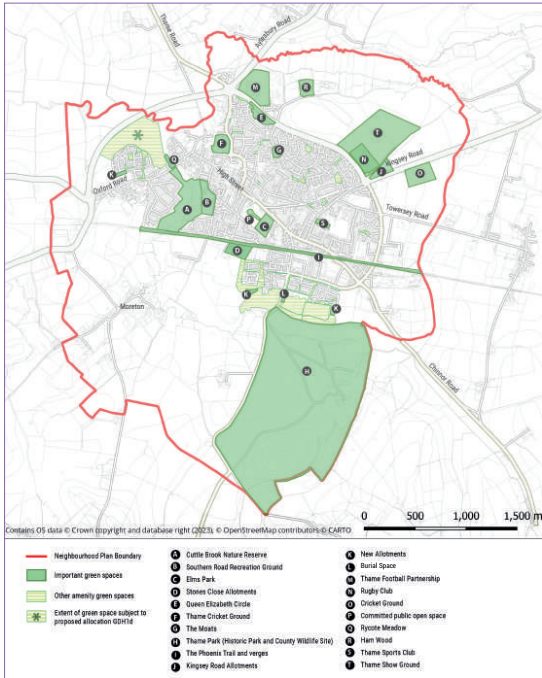
Figure 19: Summary display poster – page 10



SERVICES & FACILITIES

Draft policies include:

- SF01:**
Support provision of new community facilities, resist the loss of existing facilities, and support improvements to these.
- SF02:**
Protect existing open spaces from loss and support diversification of these spaces to support opportunities for new areas of biodiversity.
- SF03:**
Provide new amenity green space in development and design this to enable use and enjoyment by all ages.



Above: Policies in TNP2 protect green spaces from development
 Left: TNP2 supports a street tree planting and greening programme, making better use of street verges and unused space, and introducing raingardens and wildflowers that enhance biodiversity and help manage surface water flood risk.

www.thametowncouncil.gov.uk/tnp2

Figure 20: Summary display poster – page 11



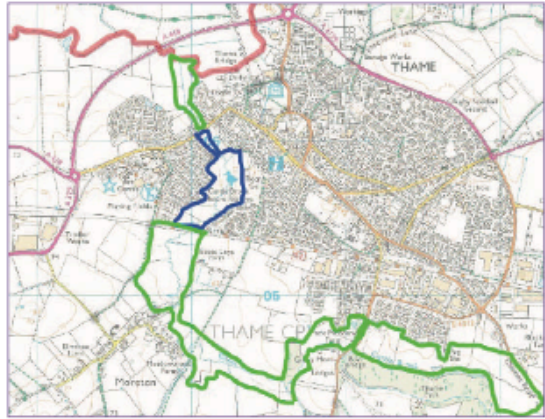
NATURAL ENVIRONMENT

Draft policies include:

NEB1:
Retain and protect important habitats and support net gains in biodiversity.

NEC1:
Retain and enhance the Cuttle Brook Nature Reserve and wider corridor, supporting access for leisure and recreation.

NEF1:
Avoid development in areas of flood risk and require mitigation measures to new development, including sustainable drainage, to reduce the risk of flooding.



Policies in TNP2 seek to retain and protect the Cuttle Book Nature Reserve (outlined in blue) as well as the wider corridor (outlined in Green).

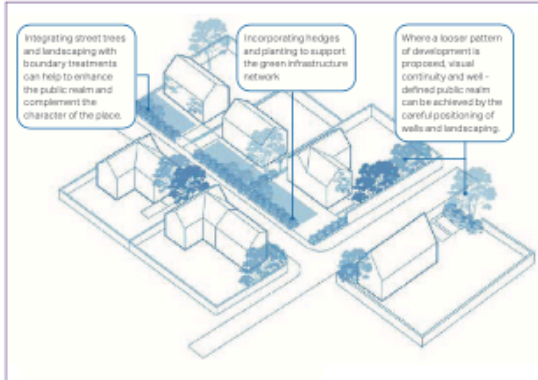


Image from the Thame Design Code (which sits alongside TNP2), showing trees and landscaping that complement the public realm and help create a sense of place



View looking north from the Cuttle Brook corridor at Oxford Road showing the green connection to the surrounding countryside.

www.thametowncouncil.gov.uk/tnp2

Figure 21: Summary display poster – page 12

TNP2 - THAME NEIGHBOURHOOD PLAN

FORMAL REGULATION 14
CONSULTATION ON THE DRAFT PLAN



BOARD
13 OF 14

GETTING AROUND

Draft policies include:

GAAT1:

Development should be designed to incorporate safe, direct and convenient routes for people who are walking and wheeling.

GAP1:

Retain and enhance the Phoenix Trail, access to and use of it, and the natural character of the Trail.

GAA1:

Encourage improvements to the network of alleyways that support safe movement for all.

GAPT1:

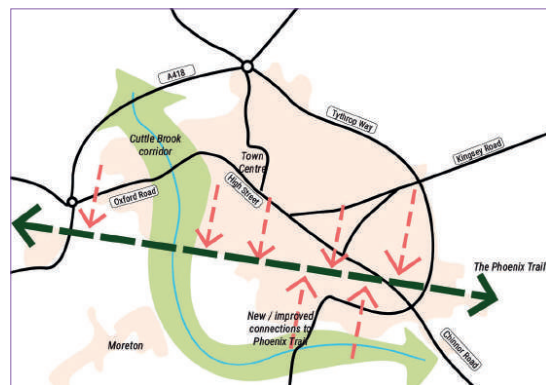
Development should be close to or incorporate bus routes and stops.

GAM1:

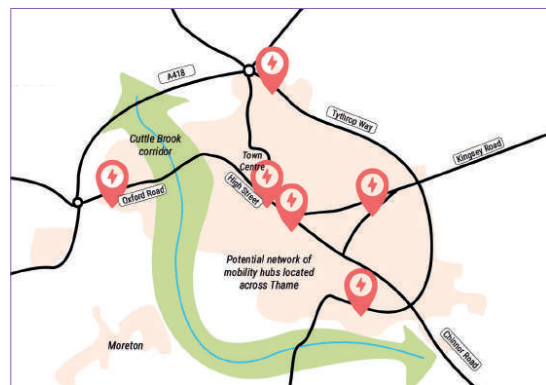
Encourage provision of a network of mobility hubs that supports use of cycling, public transport, car share and other micro mobility options, and which incorporate EV charging points.

GATCP1:

Support rationalisation of town centre parking, subject to utilisation, where it helps support street greening initiatives and helps facilitate non car-modes of transport.



TNP2 supports the provision of improvements to and new links to the Phoenix Trail, as well as improvements to the quality and attractiveness of the Trail, including new public art and unobtrusive lighting.



TNP2 supports the provision of a network of mobility hubs across Thame, where travel choices provide an alternative to the car for short journeys.

www.thametowncouncil.gov.uk/tnp2

Figure 22: Summary display poster – page 13

TNP2 - THAME NEIGHBOURHOOD PLAN

FORMAL REGULATION 14
CONSULTATION ON THE DRAFT PLAN



BOARD
14 OF 14

NEXT STEPS

How to respond

Thank you for viewing the consultation material. Please let us know what you think about TNP2 by completing the questionnaire.

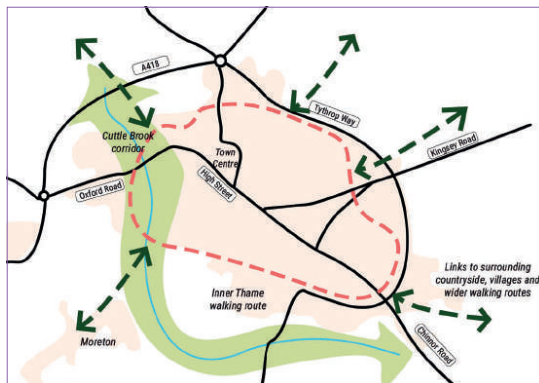
The questionnaire can be completed online via the Town Council website:

www.thametowncouncil.gov.uk

Alternatively, you can complete a paper version of the questionnaire and return to the Town Council:

Thame Town Hall
High Street, Thame, OX9 3DP

The consultation period runs until Monday 7 August 2023.



TNP2 supports the provision of a leisure and recreation walking route around Thame that connects green spaces with community facilities and extends out into the countryside, linking with surrounding villages.

www.thametowncouncil.gov.uk/tnp2

Making the Plan

We will review all comments and prepare a revised Plan for submission to South Oxfordshire District Council (SODC) later this year (see below).

SODC will then re-consult on the Plan and appoint an independent examiner to review it. They will advise whether the Plan should proceed to a referendum or not.

At the referendum, everyone of voting age living in the Plan area will have a chance to say whether TNP2 should be adopted ('made').

If more than 50% of people who turn out to vote are in favour of the Plan being made it can then be used to inform and determine planning applications as well as opportunities for future investment across Thame.

1. Consultation on the draft Neighbourhood Plan (the current stage)
2. Submission of the Neighbourhood Plan to South Oxfordshire District Council (SODC)
3. Consultation on the Submission Neighbourhood Plan (six weeks, by SODC)
4. Examination of the Neighbourhood Plan and receipt of Examiner's Report (possibly recommending modifications)
5. Referendum on the Neighbourhood Plan (which needs majority support)
6. Formal approval and 'making' of the Plan by SODC as a statutory development plan document

Figure 23: Summary display poster – page 14

Appendix B: Questionnaire

TNP2: DRAFT THAME NEIGHBOURHOOD PLAN



CONSULTATION FEEDBACK FORM (REGULATION 14 STAGE)

PLEASE RETURN BY MONDAY 7 AUGUST 2023

The Draft Thame Neighbourhood Plan has been informed by and responds to comments made during earlier consultation events. We are now seeking your views on the Draft Plan.

The Draft Plan includes a series of proposed policies that will help shape future change and development in Thame. These are highlighted in green boxes throughout the Plan. These include development site allocations as well as wider principles and criteria.

Your comments will be read and considered carefully and may result in modifications to the Draft Plan before it is submitted to South Oxfordshire District Council. There will then be a further consultation on the final Draft Thame Neighbourhood Plan ahead of the independent examination.

Before you complete this questionnaire please take the time to familiarise yourself with the Draft Plan. This is available online via the Thame Town Council website:

www.thametowncouncil.gov.uk/tnp2

The questionnaire can be completed and returned online. This form can also be returned by email, to:

consultations@thametowncouncil.gov.uk

Alternatively, the form can be returned by post, to:

TNP2 Consultation
Thame Town Council
Town Hall
High Street
Thame
Oxfordshire, OX9 3DP

Thank you very much for your time and feedback.

Figure 24: Survey form – page 1

PROPOSED POLICIES

Please circle the number which most closely reflects your views:

1: strongly agree 2: agree 3: neither agree nor disagree 4: disagree 5: strongly disagree

Policy Ref.	Proposed Policies – Growth and Development	Circle one no. per row				
GDH1	Housing allocations	1	2	3	4	5
GDH1a	Land south of Wenman Road	1	2	3	4	5
GDH1b	Diagnostics Reagents	1	2	3	4	5
GDH1c	Land at Windmill Road	1	2	3	4	5
GDH1d	Land at Oxford Road	1	2	3	4	5
GDH2	Windfall housing criteria	1	2	3	4	5
GDH3	Housing type, tenure and mix	1	2	3	4	5
GDE1	Land at Rycote Lane	1	2	3	4	5
GDE2	Windfall employment proposals	1	2	3	4	5
GDR1	Cattle Market site	1	2	3	4	5
GDR2	Town centre uses	1	2	3	4	5
GDV1	Visitor economy	1	2	3	4	5
Policy Ref.	Proposed Policies – Character and Place Quality	Circle one no. per row				
CPQ1	Design in response to local character	1	2	3	4	5
CPQ2	Design principles for employment development	1	2	3	4	5
CPQ3	Town centre design principles	1	2	3	4	5
CPQ4	Self and custom-build housing	1	2	3	4	5
CPQ5	Sustainable design and construction	1	2	3	4	5
CPQ6	Street hierarchy	1	2	3	4	5
CPQ7	Parking in residential areas	1	2	3	4	5
CPQ8	Paving of front gardens	1	2	3	4	5
Policy Ref.	Proposed Policies – Services and Facilities	Circle one no. per row				
SFO1	Community facilities and services	1	2	3	4	5
SFO2	Existing open spaces	1	2	3	4	5
SFO3	New open spaces	1	2	3	4	5
Policy Ref.	Proposed Policies – Natural Environment	Circle one no. per row				
NEB1	Biodiversity	1	2	3	4	5
NEC1	The Cuttle Brook Corridor	1	2	3	4	5
NEF1	Flood risk and sustainable drainage	1	2	3	4	5
Policy Ref.	Proposed Policies – Getting Around	Circle one no. per row				
GAAT1	Active travel	1	2	3	4	5
GAP1	The Phoenix Trail	1	2	3	4	5
GAA1	Alleyways	1	2	3	4	5
GAPT1	Public transport	1	2	3	4	5
GAM1	Mobility hubs and EVs	1	2	3	4	5
GATCP1	Town centre parking	1	2	3	4	5

Figure 25: Survey form – page 2

COMMENTS

If you have any comments or suggested modifications please add them here, stating the section of the Draft Plan or Policy to which they refer:

Section of Plan / Policy Reference	Comment

Please continue on a separate sheet if necessary

Figure 26: Survey form – page 3

YOUR DETAILS

Please note that fields marked with a [*] are required

Name [*]	
Address [*]	
Email address	
Post Code [*]	

Are you (please tick all that apply) [*]

A resident of Thame	<input type="checkbox"/> Yes <input type="checkbox"/> No
A visitor to Thame	<input type="checkbox"/> Yes <input type="checkbox"/> No
An employee in Thame	<input type="checkbox"/> Yes <input type="checkbox"/> No
A business or organisation in Thame	<input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, please provide the name of the organisation below)
An agent, landowner or developer	<input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, please provide the name of the organisation, and whom you are acting on behalf of, below)
Other (please specify)	

How old are you (please only tick one) [*]

Under 18	18 - 25	26 - 35	36 - 45	46 - 55	56 - 65	Over 65	Would rather not say

CONSENT

We need to store your personal information in order to receive your comments.

A summary of comments will be made publicly available. Please note that any other personal information provided will be confidential and processed in line with the Data Protection Act 1988 and General Data Protection Regulations. Thame Town Council will process your details in relation to the preparation of this document only.

Please confirm whether you agree to the following:

I consent to Thame Town Council storing my personal data for the purposes of this Neighbourhood Plan consultation [*]	<input type="checkbox"/> Yes <input type="checkbox"/> No
---	--



Figure 27: Survey form – page 4

Appendix C: Organisations contacted

This appendix includes details of all organisations contacted at the Regulation 14 stage.

Statutory Consultees (as advised by SODC)

The Coal Authority
Homes England
Natural England
Environment Agency
Historic England
Network Rail
National Highways
Marine Management Organisation
BT
EE
Three
ENF Enquiries – Vodafone & O2
Oxfordshire Clinical Commissioning Group
Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Boards
NHS England
Avison Young (on behalf of National Grid)
Scottish and Southern Energy Power
UK Power Networks
SGN
Thames Water

Local Authorities contacted

South Oxfordshire District Council
Oxfordshire County Council
Buckinghamshire Council

Parish Councils contacted

Ashendon Parish Council
Aston Rowant Parish Council
Brill Parish Council
Chearsley Parish Council
Chilton Parish Council
Chinnor Parish Council
Cuddington Parish Council
Dinton Parish Council
Dorton Parish Council
Great Haseley Parish Council

Great Milton Parish Council
Haddenham Parish Council
Ickford Parish Council
Kingsey Parish Council
Lewknor Parish Council
Little Milton Parish Council
Long Crendon Parish Council
Longwick Parish Council
Milton Common Parish Council
Oakley Parish Council
Shabbington Parish Council
Stokenchurch Parish Council
Sydenham Parish Council
Tetsworth Parish Council
Tiddington Parish Council
Towersey Parish Council
Worminghall Parish Council

Community, Social, Leisure and voluntary organisations contacted

21st Century Thame
A1 Martial Arts
Age UK Oxfordshire
Air Cadets
Assessited Reading for Children Oxfordshire
Aylesbury Methodists
Barley Hill Church
Barley Hill School
Chiltern Vale Residents Association
Citizens Advice
Community Christams Thame
Community First Oxfordshire
Custom Karate
Cuttlebrook Conservation Volunteers
East Thame Residents Association
Grace Church Thame
Haddenham Ukelele
Kinder Gym
Lea Park Residents Association
Little Ankle Biters
Lord Williams's School
Markt Town Miniturists
MP Sports Academy
National Association of the Widowed
Oxfordshire Mind

Phoenix Community Club
popup Thame
Red Kite Family Centre
Red Kite Radio
Reserve Forces and Cadets' Association
Royal British Legion
Ryobu-Kai Karate-Do
Saint Josephs School
Sew Patchwork
Sharing Life Trust
Singing for Fun
Southern Thame Residents Association
St. John Ambulance
Thame & District Classic Motor Club
Thame and District Allotment Society
Thame and District housing Association
Thame Badminton Club
Thame Belles WI
Thame Bridge Club
Thame Coral Society
Thame Cinema
Thame Community Car
Thame Concert Band
Thame Cricket
Thame Debt Centre
Thame Fitness
Thame Flower Club
Thame Football
Thame Games Club
Thame Gammon
Thame Green Living
Thame Hockey
Thame Inner Wheel
Thame Library
Thame Museum
Thame Park Residents Association
Thame Scouts
Thame Shed
Thame Speakers Club
Thame Tennis Club
Thame Womens Institute
Thame Youth Projects
Thame Youth Centre
Thames Valley Police

The Space Thame
The Tree House Thame
Towersey Morris
Victoria Mead Residents Association
Village Voices
Whilst Drive (Age UK)
Whitchert Chorale
Yoga Thame

Furthermore, around 25 locally based service . manufacturing businesses were also contacted (not including 'High Street' retail or professional services)

Local land agents, developers and landowners contacted

Barton Willmore
Cala Homes
David Lock Associates
Hallam Land
Iceni Projects
JPC Planning
Land & Partners
Nexus Planning
Ridge & Partners
Satnam Developments
Savills
SODC Masterplanning Team
South Oxfordshire housing Association
Stoford

Figure 28: Text of email /letter sent to statutory consultees notifying them of the Regulation 14 consultation

Figure 29: Text of email / letter sent to Oxfordshire County Council notifying them of the Regulation 14 consultation. A separate letter was sent to the County specifically to request that comments from various service areas be coordinated.

Appendix D: Other material

The leaflet presented overleaf was prepared and distributed on behalf of Cala Homes during the consultation period. It seeks to present the site they have an interest in as an alternative to the land at Oxford Road that was allocated in the Regulation 14 version of the Neighbourhood Plan. It is understood that this was distributed to households living in proximity to the Oxford Road site. Responses to the survey indicate it may have influenced some responses as they specifically mention the material, though it is difficult to determine how much of an impact this had. It is included as part of the record of the overall consultation period.



Thame Neighbourhood Plan
Cala Homes Community Newsletter

July 2023

This newsletter is being issued on behalf of CALA Homes in relation to the new Thame Neighbourhood Plan, known as TNP2. CALA Homes builds high quality homes in southern England (including Oxfordshire) and you can learn more about us at www.cala.co.uk.

TNP2 has been prepared by Thame Town Council and covers the entire area within the boundaries of the Town Council. It sets out the community's aspirations for the area over the period to 2035 (which aligns with the wider South Oxfordshire Local Plan). It establishes policies relating to land use and development and where new homes, employment areas and other land uses should be located.

TNP2 also represents the community's vision for Thame and gives local people and businesses a much greater say in how the places they live and work in should change and develop over time. A public consultation on the draft version of TNP2 has recently been launched by the Town Council, with full details on how you can have your say available on their website at www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan-revision/#Consultation3.

Figure 30: Leaflet prepared by Cala Homes – page 1

TNP2 Objectives

CALA Homes has been fully supportive of TNP2 and its vision for where new growth should be located. We are particularly supportive of the TNP2 objectives:

- 1 The compactness and walkability of Thame should be retained, with new homes within comfortable travel distance, by foot and by bike, from the town centre and other social and community facilities located around the town.
- 2 The sensitive environment around Thame should be respected, with areas of new growth avoiding areas of nature conservation and flood risk.
- 3 Growth should avoid impacting on the landscape setting of Thame, retaining proximity to the surrounding countryside.
- 4 The separate identity of Thame and outlying villages, including Moreton, to the south, and Towersey, to the east, should be retained.
- 5 New development should be well integrated with the existing built form, contributing to the achievement of integrated communities.
- 6 New development should respect the historic growth and evolution of Thame.

The draft TNP2 needs to allocate sites for new housing to meet a minimum need for 339 homes in Thame as required by the South Oxfordshire Local Plan. To achieve this, TNP2 has included several sites as shown on the plan in this newsletter (highlighted in orange).

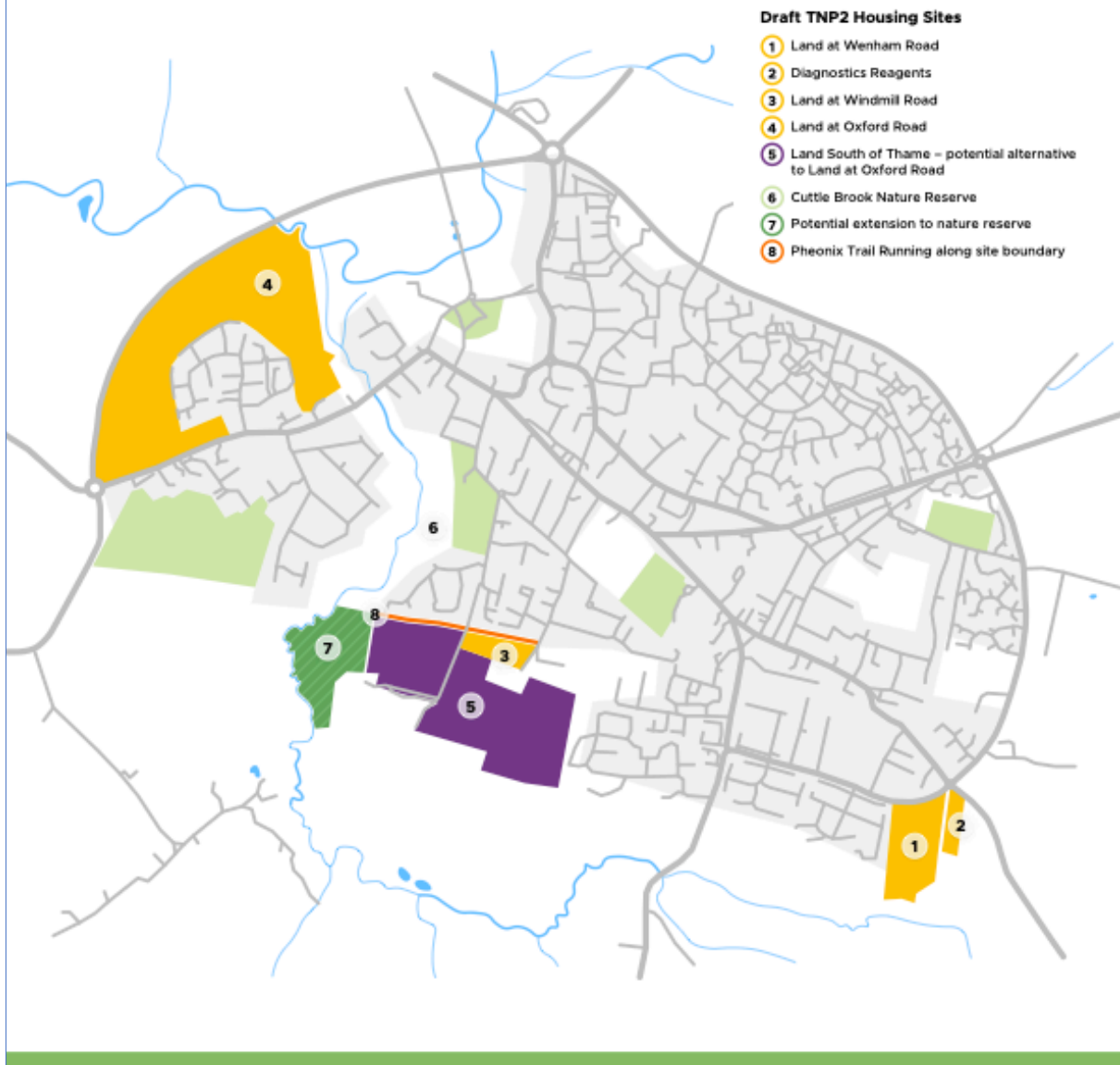


Figure 31: Leaflet prepared by Cala Homes – page 2



The Phoenix Trail



Cuttle Brook Nature Reserve



The Sanderum Centre

Land South of Thame

Whilst we broadly agree with the housing sites identified in TNP2, we feel that the Land at Oxford Road (shown as site (4) on the plan) does not best meet the objectives of TNP2 out of the options available.

CALA Homes has proposed a site (Land to the south of Thame) to be included in TNP2, which we consider better meets the objectives of TNP2 in comparison with the Land at Oxford Road, as well as delivering all of the Oxford Road site's housing requirements. The CALA site is also shown on the plan on page 2 (site (5) shaded purple), but has not been selected for a housing allocation in the draft TNP2 at this stage.

In addition to new homes, Land South of Thame could provide the following community infrastructure benefits:

- Part of the Sustrans National Cycle Way runs along the Phoenix Trail to the north of the site, with this part of the Phoenix Trail controlled by the same landowner as Land South of Thame and leased to Sustrans until November 2024 (shown as (8) on the plan). Including the Land South of Thame site in TNP2 as a preferred residential site in place of the Oxford Road site presents a unique opportunity for the land currently leased to be gifted to Sustrans permanently.
- A unique opportunity to extend the Cuttle Brook Nature Reserve onto 4.4 hectares of land south of the Phoenix Trail (shown as (7) on the plan). In addition, a further 3.5 hectares of interconnected open space will be provided. This new green infrastructure can only be provided through the Land South of Thame proposals, with both sites in the same ownership.
- As well as new homes, Land South of Thame could provide additional supporting infrastructure, with the site capable of providing a new primary school, nursery and start up business units like the Sanderum Centre in Thame town centre. Health facilities could also be provided within a small neighbourhood centre. Vehicle access to the site can be provided via Thame Park Road to the east.

Figure 32: Leaflet prepared by Cala Homes – page 3



Benefits of Land South of Thame

The reasons why we think Land South of Thame better meets the objectives of TNP2 than Land at Oxford Road are:

- 1 Land South of Thame is within a 10 minute walk / 7 minute cycle of Thame town centre. Land at Oxford Road is further away from the town centre. Land South of Thame therefore better meets the objective for sites that are walkable and keep the town compact. A range of new community facilities will be provided within the site itself, which will benefit existing and new residents.
- 2 Land at Oxford Road is constrained by flood risk, landscape and heritage constraints. It also involves building on land that in part was originally designated as land to be made more publicly accessible and also intended to be natural green space extending the Cuttle Brook Nature Reserve. These constraints severely limit the ability of land at Oxford Road to deliver the anticipated number of new homes. Land South of Thame does not have these constraints.
- 3 With the Cuttle Brook Nature Reserve Extension and associated green space, Land South of Thame will integrate well into the surrounding landscape, bolstered by extensive additional new landscaping. Whilst Land at Oxford Road includes open space proposals, it does not create any opportunities to add value to the Cuttle Brook Nature Reserve.

- 4 Through high quality foot and cycle links, Land South of Thame will be highly sustainable and integrate successfully into Thame town centre, which is easily accessible without the need to use a car. Land at Oxford Road does not benefit from this ease of access.
- 5 With its sustainable location and on-site infrastructure, Land South of Thame is a logical extension to Thame with limited impact on existing services.

Thame Town Council is currently consulting the local community on the draft TNP2. This consultation can include the Thame community's views on the sites being proposed for new homes.

If you agree that Land South of Thame, as proposed by CALA Homes, would be more appropriate than Land at Oxford Road, for the reasons outlined above, we encourage you to make your views known through the Town Council's TNP2 consultation. The consultation deadline is 7th August 2023.

Full details of the consultation and how you can respond can be found at:

www.thametowncouncil.gov.uk/thame-town-council/thame-neighbourhood-plan-revision/#Consultation3

If you would like to know more about CALA Homes and our vision for Land South of Thame you can contact Paul Vicary or Emily Taylor at DevComms on info@devcomms.co.uk.



Figure 33: Leaflet prepared by Cala Homes – page 4

Thame Town Council
Neighbourhood Plan Review (TNP2)
Consultation Report
Summary of Regulation 14 Consultation
January 2024



Thame Town Council
Town Hall
High Street
Thame, OX9 3DP

www.thametowncouncil.gov.uk

Thame Town Council
Thame Neighbourhood Plan (TNP2)
Consultation Statement, February 2024
Volume 4: Report of Regulation 14 Consultation

Thame Town Council
Town Hall
High Street
Thame, OX9 3DP
www.thametowncouncil.gov.uk