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CC: Highways Agency – Planning Department

CC: Thame Town Council – Planning and Environment.

Dear Amanda Rendell,

**RE: P21/SO917/O Reserve site C, Thame**

We will all be aware that the planning application has now been submitted pertaining to the reserve site C in Thame. The resident's feedback on this consultation is being directed through the normal channels as prescribed in the notification from South Oxfordshire District Council.

I did however want to write to you to address any perceptions that this is wholly in line with the Thame Neighborhood Plan. If reviewed in direct isolation this may be easy to conclude.

**Please see overleaf** an annotated diagram of the consequence of approving this plan in its current form. I am hoping that this demonstrates that there are several factors that were not taken into consideration when the plan was produced in 2011. Mainly

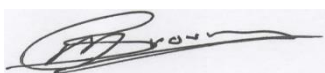
1. Traffic and activity have changed significantly on Wenman road and directly at the entrance to the estate (Warren Mead).
2. Danger spots have already been produced by 'crossroads' on the estate.
3. The use as 'retained agricultural land' to the field south of the Bellway estate.
4. Agricultural vehicles having to negotiate multiple crossroads on the estate.

**Conclusion, The Ask**

I understand that the initial intention was to reduce the road entrances that turn on to Wenman Road. Although I understand this guiding principle, I hope this has demonstrated that to continue this would be at the detriment to the resident's safety and wellbeing of which is an unacceptable trade.

To acknowledge there is already an access route directly from Wenman Road into the reserve site c field. I am also advised this may be used for construction traffic so that the residents are not disturbed in that way. The ask is for serious consideration that the current and construction entrance simply becomes the reserve site C and farmer entrance. This would be a satisfactory result for all.

Regards



Mark Broun



### 1 – Turning onto the estate from Wenman Road to Warren Mead

The traffic and activity at the entrance of the estate have changed significantly since the neighborhood plan was prepared. The Invictus Gym and Howdens have both been given permission against Highways Advice and are causing significant parking issues and additional HGV traffic right on the entrance to the estate. A bus stop has also been erected close to the entrance to Wenman road. This is all coupled with the long-standing HGV movement and activity that pertains to Ludgate. This involves much HGV traffic in the early hours of the morning disturbing many of the residents to the front of the estate.

### 2 – Crossroads – Left turn from Warren Mead to Hode Garth

This crossroads has already becoming a danger spot on the estate and one accident has so far happened where a taxi has been rendered inoperable and had to be recovered. In the instances where a car has to turn into Hode Garth and the other turn out of Hode garth to Warren road, this is just passable. This is cars! Deliveries onto the estate offer even more risk, Agricultural vehicles is clearly unacceptable as a formal access route.

### 2 – 3 Many young families live along Hode Garth.

Most houses on this stretch of Hode Garth are occupied by families with young children who at the moment can play or meet in the road in comparative safety. In addition, traffic generally has increased due to the new housing built over the last few years and is due to further increase once the allotments are in place.

### 3 – Double crossroads

The end of Hode Garth is currently a T-Junction, with a cul de sac to the left and houses and allotment access to the right. The plan submitted will not only turn this T junction into another crossroads but will offer a further crossroads in very close proximity as you enter the new estate! The Hode Garth crossroads will certainly add the additional risk as cars accessing site C will perceive a right of way causing further danger to the cul-de-sac residents and allotment users etc.

4 – A further right turn within the new development.

As point 2, not only have we acknowledged that the existing left turn at the crossroads is unacceptable (especially for farming vehicles), but there is also a second right turn at a crossroads. This will place the new residents and car users at greater risk as point 2.

5 – The field to the south of the Bellway estate is retained agricultural ground also.

There has been confusion over the role of the open space that sits to the south of the Bellway development. It is "retained agricultural land" and it was proposed that pathways across it will be fenced- down to the open area next to the river to allow for continued agricultural use. This was a change allowed by SODC during early negotiations (as part of the section 106 agreement) and it differs from the treatment shown in the Thame Neighborhood Plan. Thame Town Council was unaware, and not notified, of this change. The 'publicly accessible land' on the Bellway site has been completely ploughed and there is no evidence of any fenced down pathways.

In this current planning application there is also NO evidence of an access route for farming of this 'retained agricultural land'? There is a publicly accessible pathway that divides these two fields and therefore there is NO logical access route.

It is the confusion and change to this patch of land that we believe should have consequence to the reserve site c application. To farm that volume of land requires substantial, tractor and large trailer use that the Thame Neighborhood Plan access route cannot safely provide.

6 – This is the adjoined wimpy development.

This is a clear example of how 2 estates can live in harmony and complement each other by providing separate access routes to both estates. There is a small green belt of land that separates the borders of the estate and residents from both sides. This offers no additional danger points to either residents. This would be an ideal solution to continue to reserve site c.