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11th May 2021

CC: County's Highway Development Control Team
CC: Thame Town Council – Planning and Environment.

Dear Amanda Rendell,

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

Thankyou for your note advising that revisions had been received from the developer pertaining to Reserve site C. I have read the revisions and attributed feedback with interest. NONE of these revisions have been completed to answer any of the residents' feedback and therefore all the previous objections /concerns apply.

In fact, this does not feel like an outline plan application anymore. The planning process seems to have moved on to reserved matters with building heights and position being adjusted as opposed to answers to the outstanding outline plan issues? This gives the impression that there is no hope of a separate access road being considered as it may impact the reserved matters already drawn up and the process is perceived to be ploughing ahead without reviewing the residents' concerns.

Agricultural access to the isolated field

I have highlighted this issue in all my communications and see no revisions for this? Please do not underestimate the size of the isolated field. This will require substantial farming equipment and yet there is no indication on how this equipment will get access to the field. My assumption is that without a formal access being defined, it will be across the 'Green Space' and over the footpaths identified for use by the residents, with the farmer showing the same disregard for these areas as they do today which is an unacceptable future plan. Has this been highlighted to the developer? How is the developer being held to account so that these issues are resolved?

Access Route via Warren Mead / Hode Garth

Highways and BrookBanks seem to continue to be taking an objective view with regards to the Warren Mead / Hode Garth access route (Just capacity focused). The residents have provided much evidence that the entrance to Warren Mead is extremely hazardous due to HGV movements and waiting right on the entrance to our estate. The residents therefore believes that adding more traffic to this entrance would have an unacceptable impact on highway safety. Who is driving highways and BrookBanks to review this evidence and provide a subjective view? My concern is that most of the planning process is purely objective hence why the residents of Hampden Gardens are stuck with this HGV issue in the first place.

2.19 BCL Response to TTC2: The masterplan so the site has evolved to be compliant with the principles within the TNP. Reserve Site C will deliver 57 new homes, resulting in circa 30 two way new trips during the peak periods. This increase is equivalent to one new trip every two minutes which is unlikely to be discernible from existing traffic levels and will result in a negligible impact. The delivery of an additional separate access from Wenman Road has the potential to create vehicle conflict points in the local road network and it is considered the layout as shown on the masterplan is more reflective and appropriate of the environment along Wenman Road.

Noise report

BrookBanks seem to underestimate the noise in the area due to the industrial estate. Their view is again very objective. The residents have already provided feedback that large, refrigerated HGV lorries arrives on the perimeter of our estate in the early hours of the morning and leave their engines running. Many of the existing residents are woken in the early

hours due to this. Again, how do we give BrookBanks this subjective view. I have no doubt that if reserve site C is NOT fitted with triple glazed windows that they too will be woken in the early hours.

Conclusion, The Ask

I just wanted to re-affirm that the planning process feels very passive when you are a resident. It does feel that asking the residents opinion is simply a matter of process and that the feedback is not being taken seriously? I would appreciate a note from somebody to give me confidence that this is NOT the case, else I feel I would need to escalate this feedback to understand it further. With regards to some other outstanding questions.

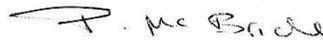
- How can we ask highways / BrookBanks to form a subjective view with regards to the access road?
- Can we ask that a feasibility study is completed for an independent access road to resolve this subjective issues and also future proof the access?
- I cannot see the highways report / comments on how the independent construction access route was approved. Can these please be provided?
- How can we get the developer to formalize the agricultural access to the isolated Field? Without this the farmer will show the same disregard to access as they do today, bumping up kerbs, flattening planted hedgerows to form unapproved access routes and crossing formal footpaths that Bellway installed and causing damage that the residents will pay for!

Regards

For and on behalf of Thame Park Estates Residents Association



Mark Broun – Chair



Pauline McBride – Secretary