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South Oxfordshire District Council
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01st April 2021

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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

This is a follow up to my initial letter emailed to you on the 22nd March 2021.

Again, the residents' 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 expand on my previous letter with further context and evidence pertaining to the points I raised.

Mainly

1. **Traffic and activity have changed significantly on Wenman Road and directly at the entrance to the estate (Warren Mead)** – Overleaf I have expanding on this massively. The residents are now actively monitoring this, and it is a daily occurrence, and these examples will grow expediently in the next few months. This activity HAS been raised with Thame Town Council and discussed at their 'Planning and Environment' meeting. They concluded that the HGV activity at the entrance to the estate was NOT unlawful and they would NOT be able to add terms to the Ludgate tenancy agreement to restrict these HGV movements. In fact in the last month the property directly next door to Ludgate's has been occupied by Howdens. This has seen an increase in the HGV traffic directly on the junction.
2. **Danger spots have already been produced by 'crossroads' on the estate.** – Photos of an incident are now included. This includes a statement acknowledging that visitors and delivery drivers to the estate continue to add significant risk to the estate and in particular the 'crossroads' in which will increase for agricultural traffic should this access road persist.
3. **The use as 'retained agricultural land' to the field south of the Bellway estate.** – No more evidence per se, but wanted to again highlight.
 - a. The field to the south of the Bellway development was originally planned to be public open space. This is evident as estate connected pathways were planned and built for this purpose.
 - b. At some stage Oxfordshire County Council agreed this could change to 'Retained Agricultural land'
 - c. At the time of this change 'Reserve Site C' was not planned to be built on and was also agricultural land so no real issue (except estate connected pathways that go into hedges). This change was also still inline with the Thame Neighborhood Plan.
 - d. NOW that 'Reserve Site C' is being built on this field would seem to be out of keeping and in fact hazardous to the residents of Hamden Gardens. A) Large Heavy Agricultural vehicles would still be needed to go through the estate to farm fields of this size b) access to the large field to the south of Hamden gardens is in fact ISOLATED, and no formal access route has been identified on the plans submitted.
4. **Agricultural vehicles having to negotiate multiple crossroads** - Overleaf, I have included examples of the machinery that would need to negotiate the current and proposed crossroads.

Conclusion, The Ask

The ask has not changed from my original letter however, I am hoping that the further evidence and context provides a satisfactory result for all.

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.

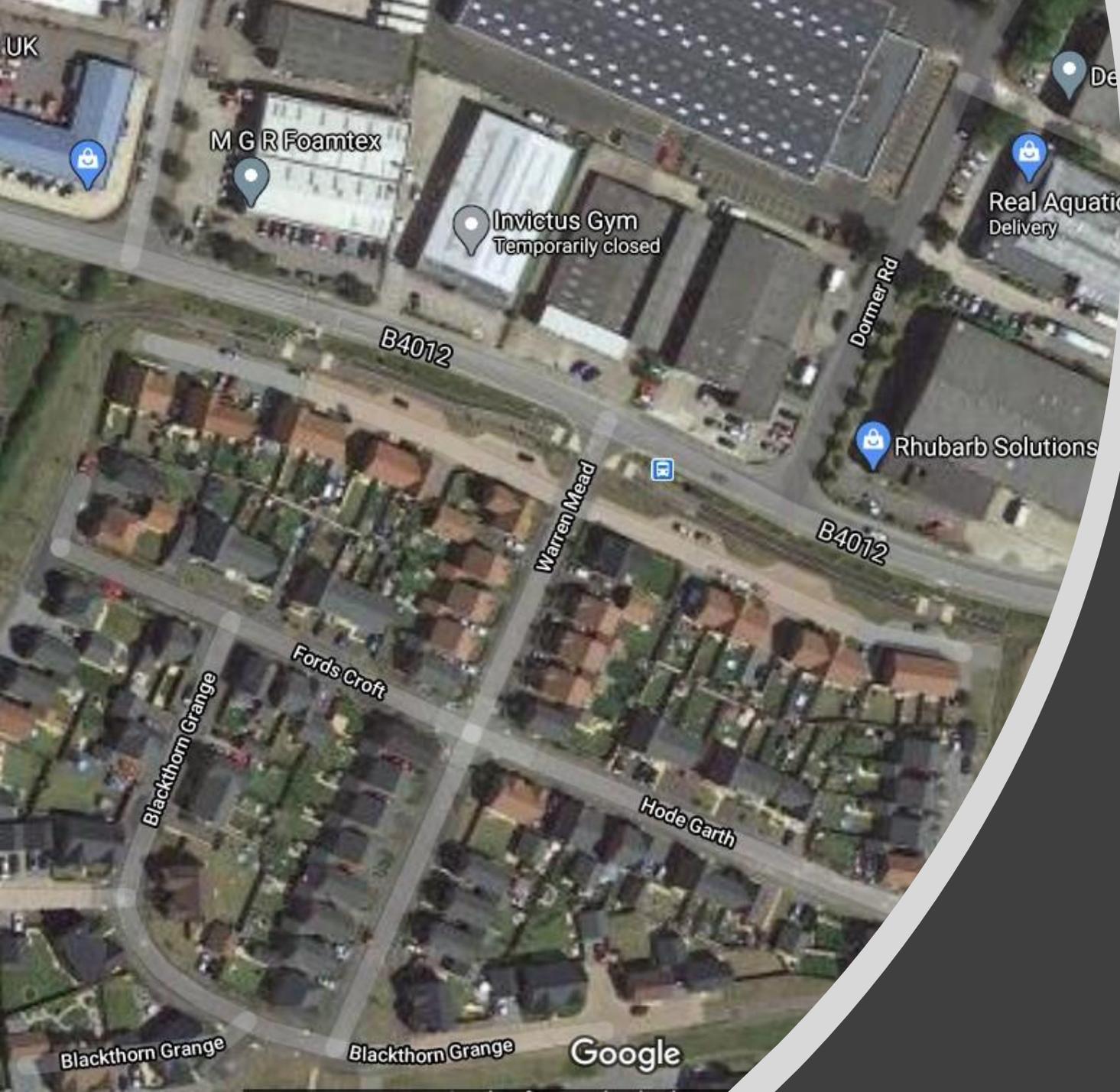
To acknowledge there is already an independent farmers access route directly from Wenman Road into the reserve site c field. I am advised that this entrance (or similar independent access route) is being considered for construction traffic for reserve site c so that the Hamden Garden residents are not disturbed in that way. The ask is for serious consideration that this construction entrance is used and simply becomes a permanent independent access for reserve site C residents and the farmer. This would be a satisfactory result for all.

With reference to the Thame Neighborhood Plan, I remain fully respectful of what it is trying to achieve, BUT I have demonstrated with just the Warren Mead Junction alone that residents are placed daily in the route of large HGV vehicles by design of the Thame Neighborhood Plan of which we have no resolve. This is then coupled with the isolated 'Retained agricultural' field to the south of the Bellway estate due to the modular fashion that it has been implemented. For this to simply be ignored and the solution to ADD traffic to the Warren Mead junction that is already hazardous would seem to defy logic and common sense for the purpose of protecting a document constructed 10 years ago.

Regards

A handwritten signature in black ink, appearing to read 'Mark Broun', written over a light blue rectangular background.

Mark Broun



P21/S0917/0 Access road objections

Warren Mead and Hode Garth
access.



23rd June 2020

Photo taken at Warren Mead
crossroads (Hode Garth is left &
Fords Croft right)

"I would like to report that my wife's car was written off at the junction of Warren Mead and Hode Garth on 23rd June last year.

The other driver who did not live on the estate drove straight across the junction on Hode Garth without any consideration that Warren Mead has priority.

Fortunately, my wife and son were not injured but we're shaken up.

I would add also that delivery drivers continually drive far too fast around the estate which is a danger to all." Jeremy Shayler (Hampden Gardens Resident"



9th December - Ludgate's HGV Damage



“I was doing the school run and could not believe the damage that had occurred on the junction. Even though I was aware of the damage and applied caution my car STILL slipped on the wet mud on the road” – Sarah Eacott-Broun (Hampden Gardens Resident)



“My husband John called TW Ludgate & sons about the damage and the mud on the road, they were not bothered about to start with. He then pointed out it if it wasn't cleaned and as a result a road traffic accident occurred then they would be liable.” – Kate McNamee (Hampden Gardens Resident)



19th March – Ludgate's HGV Damage

These were taken on the 19th March at 8:18am. Again, the grass corner of the estate junction was churned up and mud placed on the main Wenman Road.



22nd March 2021 Ludgate Parking and Manoeuvring hazard x2

The first was again during the school run times (7:45 – 8:00)

Clearly shows that the HGV USES the estate junction to be able to manoeuvre in front of the loading bay.

The second instance was as worrying as the “Driver of the lorry just pulled out without no concern for road users or pedestrians.” – Kate McNamee (Hampden Gardens Resident)



23rd March 2021
Ludgate Parking and
Manoeuvring hazard

- A delivery to Ludgate's is clearly seen parking on Wenman road right on top of the Warren Mead entrance.



29th March

Ludgate Parking and Manoeuvring hazard

“I was on the school run and simply could NOT pull out of the junction as a lorry associated with Ludgate’s was parked at the bus stop. In the end an oncoming Vehicle gestured me out of the junction as they had visibility. I did the school run and also a coffee run and when I came back ½ hour later the HGV was still parked there” – Mark Broun (Hampden Gardens Resident)

You will also see in these photos that Howdens have an HGV delivery at the same time.



30th March Ludgate Parking and Manoeuvring hazard

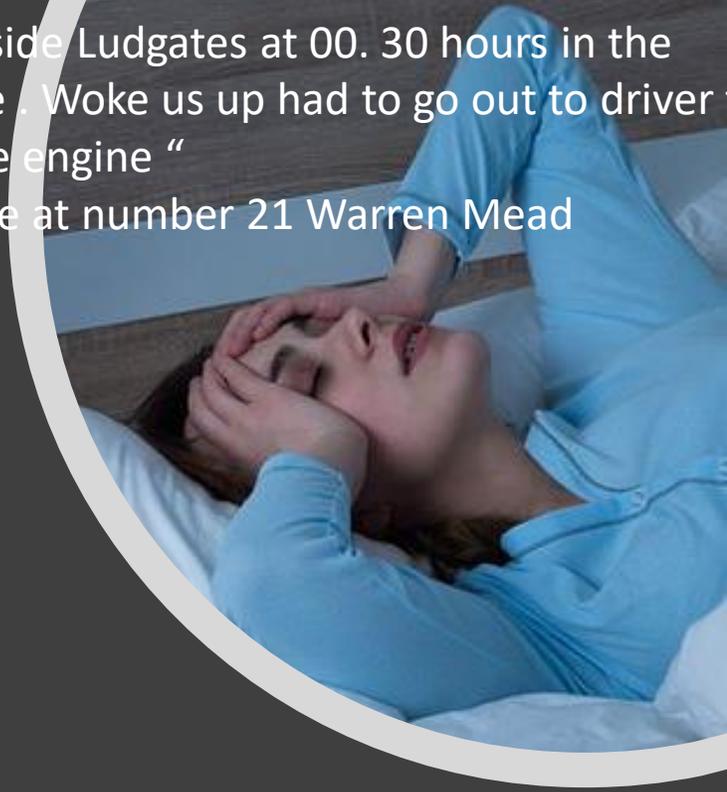
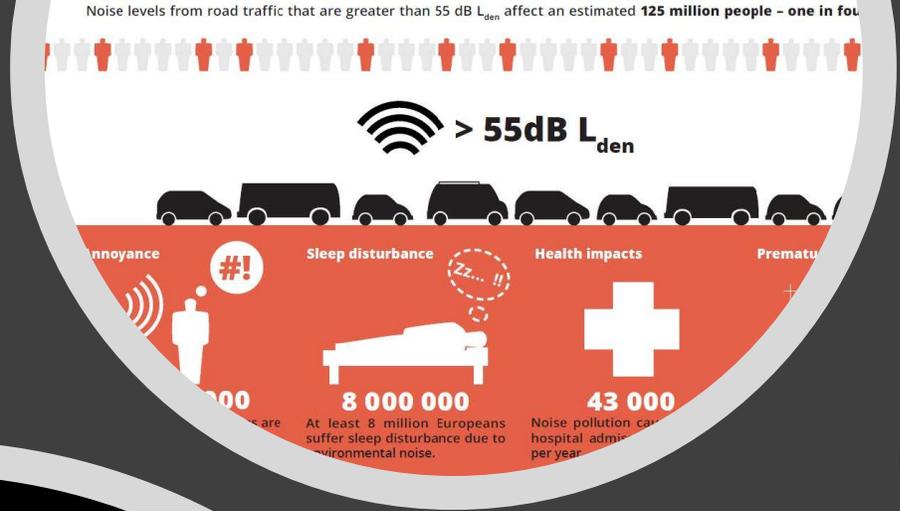
An HGV was parked on Wenman Road causing queueing traffic both out of Warren Mead and also Wenman Road itself. This included an Ambulance



1st April HGV Parking and Manoeuvring hazard X3

1. Howdens HGV could not pull on the howden site due to a van and therefore parked on the road ACROSS the entrance.
2. Another Ludgate delivery parked on the road outside the bus stop causing issues for car passing. Eventually Manoeuvred onto Ludgate's BUT used Warren Mean entrance to achieve this.
3. Another HGV simply decided to park on Wenman Road on estate side of the road making it impossible for those using the Warren Mead junction to see oncoming traffic.

All of these movements were BEFORE 9am.



“Large lorry parked outside Ludgates at 00. 30 hours in the morning revving engine. Woke us up had to go out to driver tell him to switch off the engine “
 Kate and John McNamee at number 21 Warren Mead
 31st March 2021.



HGV Environmental Issues

Although not being a direct factor to the access road, it should be noted that the Ludgate HGV traffic is 24 hrs a day. Many of the residents at the front of the estate are constantly woken in the early hours with HGV’s parking on the entrance to the estate and leaving engines running as they are refrigerated units. This has been brought to the attention of Thame Town Council who understand the issue BUT it is lawful.

Currently the residents are perusing this with the environmental Agency to hopefully stop this behaviour in the early hours of the morning. If successful, this will mean moving more HGV traffic to the morning slots. This is considered the lesser of two evils, and if successful is a further reason NOT to add more traffic to the Wenman Road Junction



Agricultural Vehicles

- Fertiliser – This is delivered twice a year by a HGV tanker. This is emptied into a large steel container to be spread on the fields.
- Two tractors at once are used for bailing.
- Trailers include: Large Tractor Bailer (Cuts crop and creates round bails, Bail wrapper, Large HGV trailer laden with wrapped hay bails, Twin Rotary Swath Windrower
- Large livestock trailers have also entered the estate when sheep were placed in the fields (Reserve Site C)
- Bailing can go on until 2am.
- Current these vehicles access the fields by simply 'bumping' up the kerbs (see pic)
- This leaves the estate roads full of mud and debris from the field which the farmer does not clear up.
- The farmer has been witnessed driving the tractor on PAVEMENTS to avoid parked cars on Hode Garth.



Wildlife

- Daily visit of at least 6 deer into the field (Reserve Site C)
- Evidence that the Deer venture onto the estate to feast on front gardens. This is not a problem.
- Game bird are constantly walking around the estate and are on reserve site C
- Bat's fly in the back gardens on Hampden Gardens and recently seen on the pond adjacent to reserve site C (Video available)
- Frogs & Ducks Live on the pond adjacent to reserve site C.