

Proposed Development to South East of Thame

Firstly, and to make you aware, your correspondence regarding the proposed development to 'Reserve site C' was received as a complete surprise to the residents of site C. Investigation has shown that although formal planning permission has not been sought from SODC, your proposals seem to be in line with the Thame Neighborhood plan which was completed in 2013 and CEG were involved in this consultation. There is a moral question around open , honestly and **misrepresentation** by Bellway homes whilst selling the properties on site C, which will be investigated under separate cover.

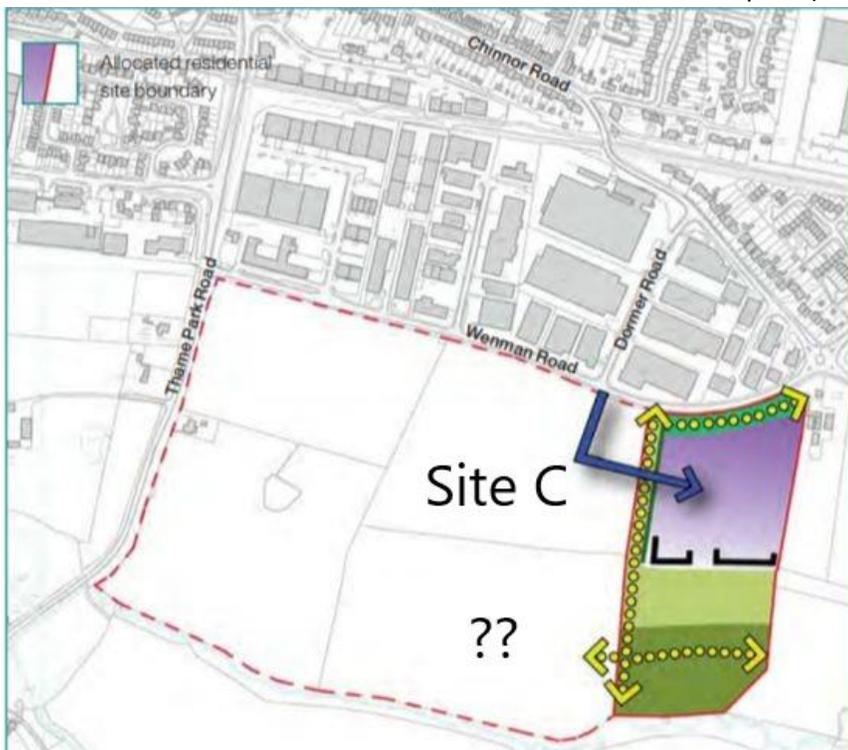
This note is therefore views on the current plan that was included in your note.

- 1) Access road to 57 dwellings on reserve site C – This is possibly the biggest objection to the plan. Your map shows that you have included NO independent site access from Wenman road. The access is therefore to use the existing entrance via Warren Mead and Hode Garth. I am also led to believe that this access was also stated in the Thame Neighborhood plan, but we will be engaging OCC highways to re-review this for the following reasons.
 - a. Residential access – Even when this project is completed this would suggest a further circa 100 cars using this entrance DAILY.
 - i. This will be a big objection as the access road is not deemed suitable for this extra load. You will effectively be turning these roads into main roads.
 - ii. This would also have a detrimental impact on the houses on these roads from a noise and disruption perspective.
 - iii. The crossroads where Warren Mead and Hode Garth meet is already becoming a danger spot on the estate. This additional traffic will further enhance this.
 - iv. Emergency Vehicle access will be difficult for these additional dwellings.
 - b. Construction traffic – Again the map is unclear as to a construction entrance. Any plans to use the current estate for this purpose will be widely objected to.
 - i. We are just getting used to not having construction traffic on the estate and the roads have been completed and finished.
 - ii. During the time of construction traffic, child's lives were endangered whilst playing outside. I have seen many examples of big articulated lorries entering our estate and children being caught off guard as this is not seen routinely.
 - iii. Construction staff and contractors – During the building of site C the allocated contractors car park was simply not big enough. This caused much disruption on the estate. The danger for reserve site C is that contractors will be looking to use our estate as a car park (we are already seeing this with a Gym that has opened on the perimeter of our estate) therefore we would need to see provisions to prevent this disruption.
- 2) Isolated field to the south of the estate
 - Currently all the fields associated, and surrounding site C is active farmland.

- On the Thame Neighborhood Plan these surrounding fields were earmarked as publicly accessible open space and natural green space (Map Below)



- The plan you have submitted does include this space (map below)



- What about the field I have annotated with ???. Was this supposed to be converted to green space as part of the site C building? My major concern is this will stay as farmland which in turn raises further objections

3) Farming Access to isolated field

- As above map, building on reserve site C, removes the farmers access to the southern fields
- The assumption is that the farmer will therefore be using the Warren Mead and Hode Garth Roads as FORMAL access to their fields?
- I use capitals for formal as this is already their INFORMAL route. Despite them having a gate off Wenmen road and straight into reserve site C, they choose to use the access from the estate for ALL farming traffic. This includes tractors with some very big trailers. I have even seen them drive the tractors (with fully laden trailers) up the curbs on the estate to pass parked cars.

- Although there use of this as an informal route is potentially a police matter, it would serve as a big objection should this be perceived the FORMAL route to their isolated field.
- Even if a formal route is identified that is across adjoining farmland, the farmers will still take preference to using our estate due to it being road access.

4) General notes from Site C

Another note is that Bellway have not yet been held to account for their original plans on our build. This includes

- poor quality landscaping at the front (Wimpy side looks great!)
- General landscaping issues throughout the estate
- no allotments have been delivered and handed over.



- Some Paths on the estate go into bushes!!



- The path for the southern field do not meet.



Field Paths do
not meet?