

Response of the

**EAST THAME RESIDENTS ASSOCIATION TO:**

**Addendum to the Transport Assessment**

(described as “20-12-11 Additional Information on the planning register) in respect of:

**Reference: P20/S2593/O**

Outline planning permission (landscaping reserved), to provide a Health Centre (D1), up to 75-bedroom Care Home (C2), up to 51 Assisted Living Units(C2), up to 110 Pupil Day Nursery (D1), New Vehicular and Pedestrian Accesses, Engineering (including Ground Modelling) Works, Infrastructure Works (including Drainage Works and Utilities Provision), Car Parking, Lighting and Landscaping.

**This response comments on particular points within the addendum. It is not intended to replace the initial response of the Association to the application but only to update it.**

**Section 3: Proposed Connectivity**

3.2.8 - 3.2.11

Crossings on Tythrop Way and Kingsey Road - the proposal to widen the existing island and add tactiles is NOT sufficient. Cars come in streams off the roundabout and pedestrians have to jog across one side of the road, at their peril, already. This junction will become busier with cars and pedestrians, so a safer solution is needed that stops vehicles to allow pedestrians to cross.

There should be puffin crossings, similar to those already on Tythrop Way for the Skate Park and on Howland Road for the Phoenix Trail.

3.2.13

The proposed puffin crossing is in the wrong place (see below)

3.2.14 - 16

This section of statements makes the argument for puffin crossings on the other roads (see above).

**Existing Connectivity**

The proposed walking routes through existing footways and cut-throughs from Pickenfield through to the site is too complex, and does not allow for walking from Pearce Way and beyond to the new homes off Wenman Way.

There is much detail of the provision of existing footways, but for an important section of the link from Towersey Road through to Fanshawe Road. There is no footway on Griffin Road, it is shared space. This would make it unsuitable as a principal pedestrian route.

The most appropriate way to provide pedestrian connectivity to link the to the existing footways from the site to Fanshawe Road, Griffin Road, Whittle Road, Pickenfield, Pearce Way and beyond to the new homes off Wenman Way would be **to provide a footway / cycleway from the existing footway that ends between Pickenfield and Towersey Drive on Howland Road, all the way to a new puffin crossing to the site.** This would complete the route to the Phoenix Trail, as a cycling and walking link to many residential areas beyond, and importantly to the west, which is strangely not mentioned in this report.

Queens Road does not have a footway on the last section before its junction with Kingsey Road, and it is difficult to see if this could be achieved. This means that to complete the journey on foot from Queens Road, Croft Road, Chinnor Road it is necessary to cross into Seven Acres to cut through to Kingsey Road. A safer zebra crossing is needed on Kingsey Road to cross over to the footway from Churchill Crescent eastwards to the site This is currently served by a lollipop person at school start and finish times, but this is likely to become busier at other times if Kingsey Road is the main walking route to the medical centre. This would have the added benefit of serving school children from the Lea Park area to safely cross toward the Lower School.

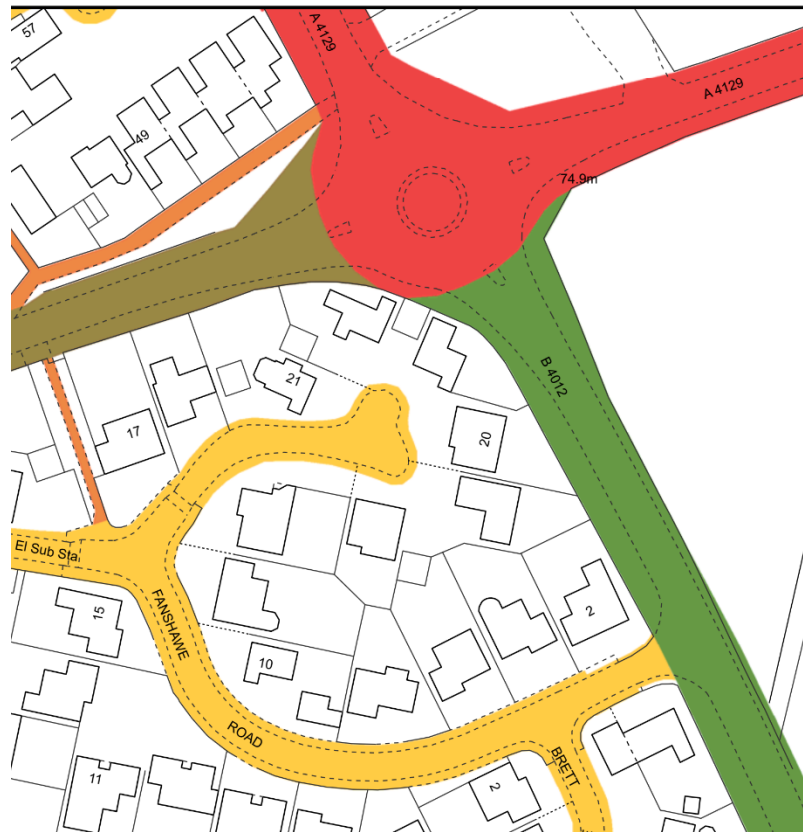
### 3.3 Proposed Footway on Fanshawe Road

The proposed extension of the footway from Fanshaw Road is both **ill-conceived and undeliverable.**

#### Deliverability

- The **land proposed to be used to provide the footway link is in private ownership.**
- **The land does not form part of the public highway as stated,** as confirmed by obtaining a map showing the highway extents from OCC. The plan shown at Appendix D in the Addendum is not the official record but a hand drawn interpretation prepared for an expired and unimplemented planning application.

### Fanshawe Road - Highway Enquiry





- **There is no service strip in front of 2 Fanshawe Road**, as confirmed by the owner after checking the property deeds and this is confirmed by the absence of highway extents.
- Examination of the approved landscaping plans for the Fanshawe Road development show the hedge in front of No2 in the current location, not overgrown onto the service strip as suggested.



- Measurement of the existing width of the carriageway confirms it is 5.48m. By taking 1m off this width it will be reduced to 4.48m, not 4.61m as stated.
- Irrespective of the factual error regarding the service strip, the **proposed narrowing of the road is dangerous** in the context of proximity to a busy bypass and would easily lead to

obstruction both on Fanshawe Road and the bypass. This danger is enhanced by the size of modern vehicles, the assumption that service vehicles will use the middle of the road and that access by emergency vehicles could be compromised.

- The addendum continues, also, not to acknowledge the lack of a safety island in crossing the Kingsey Road into the passageway link to Fanshawe Road.

### **Overall Active Travel strategy**

- The proposal relies heavily on use existing footways and footpath links with the delivery of minimal new infrastructure for pedestrians or cyclists. It does nothing to improve the existing poor connectivity to the site and little to address safety.
- To encourage walking and cycling for all residents within walking or cycling distance a much wider improvement scheme is needed that simplifies active travel routes and improves safety for crossing roads. Nothing is mentioned in this addendum about the poor cycling connections.
- There should be a new walking / cycling route that links with the Phoenix Trail on Howland Road and with the roads off Tythrop Way into Lea Park.
- There should be puffin crossings on Tythrop Way, Howland Road, and Kingsey Road (east) close to the roundabout. There should be a new zebra crossing on Kingsey Road (west) where the current crossing into Churchill Crescent exists.
- There should be traffic lights or a new roundabout on Kingsey Road, with a pedestrian crossing, at the main vehicle access into the site.

### **Section 5 Parking**

The transport assessment states that the developers are trying to strike a balance between needing to accommodate demand, avoid overspill into neighbouring sites and avoid the discouragement of the use of sustainable modes of travel.

For the Medical Centre they propose 95 vehicle parking spaces. They say that this is based on a parking accumulation assessment which is included in their document. This accumulation shows a maximum peak of 55 parking spaces.

Our existing health centre has 50 marked spaces. In addition, there are seven further places on grass verges, drive ways, passing points etc, which are regularly used for car parking. That is 57 in total. It is a frequent occurrence for all 57 of these spaces to be used and for cars arriving at the health centre to then have to park in adjoining streets. Based on observed evidence of local residents who have found it impossible to park in the health centre car park, we estimate that on road parking could easily amount to at least a further 10 cars at peak, given a possible total of 67.

It, therefore, seems totally incorrect to base the parking spaces on an assessment which starts from a lower base point than the current health centre. The new health centre is to be larger than the current one in terms of the number of consulting rooms and therefore medical staff and patient capacity. It also has facilities that do not exist in the current health centre such as dental surgeries and a large conference room. These will inevitably drive increased road traffic and ought to be factored into the base point used.

We also note that the developer has not provided and information about staffing levels or shift patterns at the various facilities on the proposed site, despite being requested to do so. The developers make more than one reference to the fact that SODC's parking standards for non-residential premises do not cover premises proposed for this site. Hence, they say that their parking accumulation assessment should be used as the basis for the parking spaces proposed. In our previous submission we drew on the parking standards used by Buckinghamshire County Council, the border with which is less than a mile from this site. To assess suitability, we have subsequently done a desktop comparison of the SODC parking standards (Appendix 5 of the South Oxfordshire Local Plan 2011 (2006)) and the Buckinghamshire standards.

Within each of the standards there are 14 land uses where it is possible to make a direct comparison e.g. A1 Non-Food retail, B1 Business – offices. Of these fourteen land uses, in six cases the standards used are identical between SODC and Buckinghamshire; in four the SODC standard is more generous; in four Buckinghamshire is more generous. We would therefore argue that in the absence of an SODC standard for building proposed on this site that the Buckinghamshire standards are very appropriate.

The Buckinghamshire standards have two Zones – 'more accessible' and 'less accessible'. The site of the new proposed health centre would fall into Zone 2 (less accessible) which stipulates that health centres should have 1 parking space for every 14m<sup>2</sup> of floor space. As the proposed building is to be 2,418 m<sup>2</sup> that would be 173 spaces required.

In his response to the original submission, Jake Bassett (Senior Urban Design Officer) stated:

**"I would recommend the applicant re-consider the real-world likelihood of the preferred transport methodology of users in comparison to current data (Transport Plan 6.6.1), as the potential use of pedestrian and cycle links seems overly ambitious in proportion to what may be real world use. Currently base line data shows a 74% share of likely transport mode is by car. Given the sites peripheral location and undesirable environment to overcome with crossing the ring road, some occupants of the site may be more inclined to travel by car, decreasing the connectivity and sustainability of the site."**

The above comment lends weight to the fact that the number of car parking spaces, particularly for the health centre, needs to be revised upwards in line with the Buckinghamshire standards otherwise there is likely to be a significant issue with cars parking on neighbouring streets.

It is also important that a parking charging regime does not add to the pressure on neighbouring streets and it is recommended that a clause prohibiting such is included in any planning permission.

### **Section 8.3 Public Transport**

A welcome comment at last but this **needs to be firmed up before planning approval**. Such a 'hopper bus service' must be frequent- not just hourly- and of sufficient daily duration.

### **General Conclusion re Connectivity and Parking Provision**

The failure to get the balance of the above correct will be at the expense of the residents neighbouring the site. The Applicant has shown a continuous lack of desire to alter his plans in

response to genuine concerns and proposals to improve both connectivity and protect amenity values. The proposed location is not ideal for the facility proposed and requires further investment to mitigate that fact. The Applicant has further options on land that could improve internal connectivity and circulation, parking and growth for the future.