

# **EAST THAME RESIDENTS ASSOCIATION**

## **NEWSLETTER- December 2020**

### **VERY IMPORTANT**

This newsletter is solely devoted to recent developments in the outline planning application for a Health Campus on the corner of the Tythrop Way, Kingsey Road, Howland Way roundabout. The detailed application can be viewed on the SODC Planning Register under the reference **P20/S2593/O** and clear instructions are given as to how to respond.

**The developments referred to above relate to a new transport assessment on the planning register described as “20-12-11 Additional Information”**

**It is important that you send your views to SODC Planning South** (registration@southandvale.gov.uk) under the reference above and in your own words.

**In order that we can keep you updated quickly, and if we do not have your email address, please email us at eastthameresidents@gmail.com with the instruction we may contact you for such purpose.**

(Further updates will be made available on the ETRA website:

[www.hugofox.com/community/east-thame-residents-association-13799/home](http://www.hugofox.com/community/east-thame-residents-association-13799/home) or just search East Thame Residents Association.)

**The ETRA Committee**

### **Outline of proposals**

Only the 2 most significant changes are dealt with in this newsletter. However, you are urged to read the document in full. We will provide a full commentary later.

1. The new transport assessment seeks to make a significant change to the access road from the bypass into Fanshawe Road, Brett Close and Putman Close. The developers are proposing to appropriate 1 metre of the garden of No. 2 Fanshawe Road and create a 2-metre-wide footpath by using it and a portion of the road. The effect will be to narrow the road next to the bypass to 4.61 metres in width. The developers maintain that this width is adequate for two cars to pass safely but acknowledge that larger and service vehicles will have to use the middle of the road. The developers wish to replace the road surface with 10-metre-long block paving section in the narrow section of the road.
2. The developers are justifying the above change by emphasising the ability to use Griffin Road and Fanshawe Road as pedestrian access from the town to

the Health Campus. For that access a continuing pavement is required in Fanshawe Road (see 1 above).

### **Consideration of proposals**

1. The Committee consider that the **proposed narrowing of the road is dangerous** in the context of proximity to a busy bypass and could easily lead to obstruction both on Fanshawe Road and the bypass. This is especially obvious if a service vehicle is involved. The developer maintains that the width is in conformance with 'Manual for the Streets' standards but the latter only applies to residential areas not to the exiting or entering major roads. Current standards demand a minimum width of 5.5 metres plus a 2-metre-wide pathway. Also, if access work is carried out and the block paving is laid, access for residents will be severely compromised during construction and access by emergency vehicles impossible. This is surely illegal.
2. Again, **the developer continues not to exercise common sense or money**. Entry into Fanshawe Road from Kingsey Road requires crossing of a busy road. It is doubtful if it would be a route of choice in any case but the developer continues to persist in the proposal without reference to the lack of existing pathways on the southern side and the danger of the less than able crossing a busy road without any safety island. We suspect that the reason is to justify the proposed use of Griffin Road as access when a repositioning of the crossing of Howland Road and connecting the missing paved sections of the pathways next to the bypass would avoid conflict.

### **Conclusion**

You are asked to express your views to SODC under the arrangements listed above. The Committee consider these proposals, as well as others, to be a serious threat to the amenity of residents. The committee will explore the necessity of acquiring the expert input of Highway Engineers. If needed this will require financing. We would appreciate your input as to a willingness to donate a contribution should it be necessary and only if a written quotation is received.