

East Thame Residents Association

Newsletter October 2024

*** New planning application – Kingsey Road & Howland Road ***

Dear Residents

As some of you may be aware on 11th October a planning application was submitted for the building of up to 75 age-restricted (over 55s) dwellings on land between to Kingsey Road and Howland Road, adjacent to the rugby club roundabout. This land has previously been the subject of a withdrawn application for a health centre, nursery and nursing home. This new application proposes the use of a smaller parcel of land initially.

East Thame Residents Association has submitted an objection to this new application, a copy of which has been emailed to residents on our mailing list and is available to view on our website at: [ETRA Documents - East Thame Residents Association - East Thame Residents Association, Thame \(hugofox.com\)](https://www.hugofox.com/etra/documents/eutra-documents-east-thame-residents-association-east-thame-residents-association-thame)

Below is a summary of the objection that we have submitted.

If you would like to register a comment on this application you can do so using this link <https://data.southoxon.gov.uk/ccm/support/Main.jsp?MODULE=ApplicationDetails&REF=P24/S3132/O>

Page down to the 'Consultation/ Notification' section, press the 'Comment now' button and follow the instructions.

SODC have requested comments be submitted by 7th November.

If you would like to receive further information about this planning application or any other matters that East Thame Residents Association may be involved with in the future then please send your email address to eastthameresidents@gmail.co.uk

Thank you

East Thame Residents Association Committee

Planning application reference P24/S3132/O

'Outline planning application (all matters reserved except for access) for the construction of up to 75 age restricted dwellings (over 55's) (Use Class C3), including 40% affordable housing and communal facilities, together with access off Kingsey Road, landscaping and all enabling ancillary works.'

[Pedestrian and cycling access \(Transport Statement 6.3.8 – 6.3.12\)](#)

Pedestrian and cycling access to the site are proposed to be via a signal-controlled crossing on Howland Road to new pathways linking to existing pathways on Fanshawe Road. From here pedestrians would be expected to access routes to Thame via Brett Close/ Griffin Drive or by crossing Kingsey Road (also the route to the bus stops at Churchill Crescent).

Several issues arise with this proposal.

1. The proposal depends on the construction of a 1.8m wide pathway at the top of Fanshawe Road where none exists at the moment. The applicant assumes that there is a Service Strip at this point which can be used to accommodate the new pathway. **There is no Service Strip at this point on Fanshawe Road.** The land in question belongs to No. 2 Fanshawe Road, a fact confirmed by the Land Registry.
2. A 1.8m wide the pathway is too narrow to be used safely by people in wheelchairs or mobility scooters, particularly if they need to pass each other.
3. The proposed signal-controlled crossing is too close to Fanshawe Road as drivers turning left out of the road will be looking right and will not have time to react to a red light on turning out.
4. Pedestrians exiting Fanshawe Road via the alleyway on to Kingsey Road have only one option to get to the town centre or bus stops which is to cross Kingsey Road. There are no footpaths on the south side of Kingsey Road or from Queens Road.

This is a very busy road especially at peak times (school opening and closing, rush hour). It is extremely difficult to cross this road at these times. Given the proposed development is for aged restricted accommodation then it seems likely that many of the pedestrians expected to use this route are likely to be infirm to some degree and possibly some will be reliant on mobility aids. It would therefore be essential for a signal-controlled crossing to be installed on Kingsey Road.

5. The Design and Access Statement (Page 26) mentions additional pedestrian/cycling into Thame on Tythrop Road but no details are provided.
6. Given that the previous planning application for this site envisaged a much great area of land being developed we assume that the applicant might at some point look to expand beyond these age-restricted residences. If so, then consideration should be given at this stage to ensuring that pedestrian and cycling access is future-proofed by providing a continuous pathway along Howland Road to the Phoenix Trail.
7. The previous, withdrawn, application showed a pavement on the north side of the site linking to new crossing islands at the Kingsey Road roundabout thus providing a more direct access to the centre. This proposal has not been pursued on this application and should be revisited in the light of the suggestion for signal-controlled crossings outlined in the next section

Road narrowing - Fanshawe Road (Transport Statement 6.3.10)

As part of the pedestrian access strategy the applicant proposes to reduce the width of Fanshawe Road at the junction with Howland Road from 5.6m to 4.8m. The 0.8m reduction would be added to the 1.0m service strip (which does not exist – see above OCC plan) to form the pathway. Issues arising from this proposal are as follows.

1. The applicant's calculations assume that the current width of Fanshawe Road is 5.6m. However, we have measured the road width at various points where narrowing is proposed and at one point the carriageway is only 5.46m wide. Hence it is not possible to have a road width of 4.8m **and** a pathway of 1.8m.
2. Notwithstanding the above we understand that the Design Manual for Roads and Bridges (DMRB) recommends the minimum width for a pathway is 2.0. Therefore, this proposal is against accepted standards. (The application is confused on this point as paragraph 6.3.9 on the transport plan states 2.0 metres of pavement but the diagram refers to 1.8 metres. The width is of vital importance for the reasons stated in this paper.)
3. We believe that the narrowing of the entrance to Fanshawe Road presents a significant risk of accidents. Any large vehicle is going to take up the majority of the carriageway when turning in or out of Fanshawe, as demonstrated in the applicant's own documents. Vehicles turning left into Fanshawe are unable to see vehicles exiting Brett Close (located at the end of the proposed block paved area) thus creating a risk of collision. Drivers exiting Brett Close would be equally unable to see vehicles turning into Fanshawe.

Alternative crossing points

Given the difficulties highlighted above with the provision of pedestrian access and problems caused by narrowing the carriageway on Fanshawe Road we believe that it would be better to have two signalled controlled crossings at the roundabout. One from the proposed development, across Kingsey Road to the rugby club. The second from the rugby club across Tythrop Way to join the existing pathway on Kingsey Road into Thame.

There is already substantial pedestrian traffic across Tythrop Way with people accessing the rugby club, its new gym facilities, the allotments and the Thame to Haddenham and Kingsey public footpath network. Pedestrian traffic to the rugby club is likely to continue to increase as the club becomes ever more successful. Evidence from the first couple of home games since Chinnor RFC gained promotion is that there is a significant increase in vehicle flow to and from the ground, including more coaches. At the moment crossing Tythrop Road can be extremely dangerous therefore the creation of controlled crossings at this point would be a major improvement to road safety and greatly welcomed by Thame residents. Also, a traffic light crossing on Kingsey Road would act to slow down traffic approaching the

Roundabout from the Kingsey / Princes Risborough direction. This would again improve road safety as this roundabout has been the scene of four serious crashes in recent years.

Public transport – bus stop (Transport Statement 6.4.1-6.4.3)

The applicant proposes two bus stops on Howland Road situated close to the entrance to Fanshawe Road. This location will cause congestion from the roundabout and potential danger to cars exiting from Fanshawe Road.

The bus stops should be indented or better still the operators of the 40 service should be asked to re-route the bus onto the proposed development to pick up/drop off within the site boundary.

Foul water drainage

The applicant proposes to connect foul water drainage to the existing sewer in Fanshawe Road via manhole 9703.

Thames Water have stated that there is sufficient current capacity in this existing sewer for this proposed development of 75 dwellings. However, we are aware that when the previous planning application P20/S2593/O was submitted Thames Water said that there was insufficient capacity in the existing system for a development of that scale.

Given the believe that the developers are likely to want to do further building on adjacent land in the future we think that it would be prudent to understand what the maximum available capacity of the existing sewer is.

We imagine that connecting to the sewer in Fanshawe Road is a significant engineering task and will result in considerable disruption for residents of Fanshawe, Brett and Putman.

Buildings height

Tall 2.5 storey buildings are planned for edge of site overlooking existing dwellings and their gardens. To avoid this intrusion, consideration should be given to relocating to the side or back of the development.

Thame Neighbourhood Plan 2

This application conflicts with the Thame Neighbourhood Plan 2 in that this site was assessed (Ref SHELAA 843) but not allocated due to encroachment into open countryside and setting a precedent for development in the north.