

Longworth Parish Council

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9th November 2017

Vale of the White Horse District Council
135 Eastern Avenue
Milton Park,
Oxfordshire OX14 4SB

For the attention of Matthew Barber .

Re: Local Plan 2031 Part 2 - Objections

Dear Sir

I am writing on behalf of Longworth Parish Council to lodge concerns and objections to the development proposed along the A420 Kingston Bagpuize/Fyfield corridor as part of the Local Plan 2031 Part 2.

Our Vice Chair and Clerk attended the Parish and Town Councillors Briefing Session on 19/09/17 where the proposals for development were presented. At that meeting, questions and concerns were raised by several councillors of neighbouring Parishes as well as by our Vice Chair. All raised similar strong objections to the proposal for a further 600 possibly enhanced to 700 houses along the A420, east of the A415-A420 junction and we would like to submit our formal objection to you.

There are a number of points on which we feel this proposal should be rejected, outlined below.

1. Traffic

For those who live near this location or use the A420 for commuting to/from Oxford, there has already been a significant increase in traffic caused by the new developments completed in Kingston Bagpuize and Southmoor. As a result, the increased traffic movements have further aggravated an already overstretched highways infrastructure creating severe backups in the morning to the west on the A420 as the road narrows from a dual carriageway to a single carriageway just to the east of the roundabout, quite often the backup extends to the roundabout itself.

In addition, backups are also being experienced along the A415 to the north of the roundabout, back to and past Appleton Road/Hinton Road causing delays to residents of Longworth trying to get out of the village during the morning commute. This congestion is despite the completion of "improvement" works to the

roundabout as a result of an already completed development of 70 new houses adjacent and to the immediate south west in Kingston Bagpuize and those works in themselves do not appear to have had a positive impact on traffic flow. Indeed, we have received complaints from villagers to the effect that the changes in traffic flow lanes are dangerous, encouraging the Parish Council to write to the County highlighting their concerns. Traffic approaching from Swindon also continues to back up at the roundabout further exacerbating the problem.

Added to this will be another large increase when the latest development currently underway on the south-east corner of the A420-A415 junction of 268 houses is completed.

The proposal has indicated that a "bypass" would be built leading traffic away from Kingston Bagpuize and the A420-A415 roundabout, thus alleviating any traffic issues the increase in housing will cause. This is completely misleading as the proposal is to create a new roundabout on the A420, a few hundred metres east of the existing roundabout, for the traffic from the new development to join the A420, and so not actually bypassing the A420 at all. The presenters admitted that this was labelled incorrectly as they recognised this was not truly a bypass. The issue, however, is that whatever it is called, it does not remedy the effect of an enormous increase in the amount of traffic to be added to the A420. It simply moves the problem a few hundred metres down the road to almost the very spot where the dual carriageway narrows. As users coming from the new development would have the right of way when joining this new roundabout and heading east, all traffic coming from the west will be brought to a standstill, thus causing significantly worse delays than those that already exist.

The infrastructure of these roads simply cannot sustain the amount of traffic nor handle the issues and problems that another 600 possibly 700 houses in this location will cause.

2. Air Quality

It was noted during the presentation that proposed developments of more housing to be added to those already completed/underway in Marcham were refused or reduced by the Oxford County Council on the basis of an unacceptable amount of air pollution that would be caused by the increase in traffic (400 to the north refused outright, 120 reduced to 90 to the south). The total number of houses that were proposed for these areas that were deemed unacceptable was net 430 and yet the proposal for the Fyfield & Tubney Parish is for 600, or 700 if application P17/V2579/SCO is accurate, and yet this has been judged to result in acceptable air quality. With the fact that traffic is already at a crawl with the existing traffic issues caused by development already completed, surely this poses the same if not a worse issue that caused the developments in Marcham to be rejected/reduced?

3. Fyfield expansion/annex to Kingston Bagpuize

Longworth Parish Council is aware of the objections that have been raised by the Fyfield and Tubney Parish Council and stand with them in supporting their

objections. Indeed, the Local Plan 2031 Part 2 is being rather disingenuous when it states that this development plot is "east of Kingston Bagpuize" giving the impression that this is within that Parish when in fact it falls wholly inside the Fyfield and Tubney Parish. This development would therefore constitute an increase of housing in this Parish by over 300 percent and would effectively conjoin these villages, thus destroying the character of the Fyfield and Tubney Parish which is clearly a rural, sparsely populated area.

You are proposing a significant increase in housing in an area where it is quite clear that the **current** infrastructure is wholly inadequate. Longworth Parish Council would welcome the opportunity to discuss this aspect of your proposal in further detail.

Yours faithfully,

Michael Pearce
Chair, Longworth Parish Council

cc: Adrian Duffield, Head of Planning
Anthony Hayward, DC Vale of White Horse District Council
Ed Vaizey, MP House of Commons,
Anda Fitzgerald - O'Connor, Oxfordshire County Council