

Vale of White Horse Local Plan Part 2 Examination

Submission by

Dr Dimitrios Hatzis

In Support of Representation ID: **1145347**

Dr D Hatzis

Matter 4: Abingdon and Oxford Fringe Sub Area

Question 4.1 (c) *East of Kingston Bagpuize with Southmoor (in Fyfield & Tubney Parish)*

Are the housing allocations listed in Policy 8a the most appropriate when considered against reasonable alternatives in the light of site constraints, infrastructure requirements and potential impacts? Are the estimates of site capacity justified? Are the expected timescales for development realistic? Are the site development template requirements — both general and site specific — justified, consistent with national policy and would they be effective?

In my original representation to the Vale of the White Horse Local Plan Part 2, I had stated that:

The Plan relies on unsound Evaluation of Traffic Impacts (ETI): Stage 2

Evidence Base

*LPP2 Paragraphs 2.45 and 2.46 completely fail to recognise the seriousness of the impact which the development will have on already congested roads and the environmental harm that will be caused to Fyfield and Tubney. Earlier reports prepared for the OCC identified some of these problems but understated them. The paragraphs quoted completely ignore these impacts, particularly the evidence base presented in Topic Paper 5. These are examined in detail in a separate representation by the Parish Council on behalf of its Parishioners. I believe that they are so severe that the site does not meet the NPPF's criterion of environmental sustainability. The proposal to build on the Fyfield site is for that reason **unsound**.*

Further to that representation I hereby submit further information in the form of two Appendices.

Both these corroborate the premise that the road infrastructure in the surrounding area is already congested and cannot cope with the additional traffic that the proposed new development will generate.

Clearly this is anecdotal evidence and not in any way a rigorous, scientific evaluation of traffic flows. To this end, I fully support the Parish Council and the Fyfield Action Group (FLAG) who will be making formal and more comprehensive representations on this matter and I am happy to be represented by them in the hearings. The point I am making however is that

this is a typical picture of everyday life in the area as experienced by the local population, and I feel that the Inspector should be made aware for information purposes.

Finally I would like to reiterate the fact that no rigorous analysis has been carried out satisfactorily by the promoters of the scheme and the Vale of the White Horse, who either chose to use information selectively or limited their comments to the area immediately surrounding the site, ignoring the impact on the surrounding area and the existing communities.

Appendix 1: A selection of photographs taken on Tuesday 5 June around 8 am at the junction of the A415 and the A338, and also at the staggered junction A338 with Abingdon Road. These are roads that will be carrying significant parts of the peak hour traffic that the proposed new development will generate

Appendix 2: Google maps typical traffic pictures for the area surrounding the proposed new site showing peak traffic, this was compiled on Thursday 31 May.

DH : June 2018

Appendix 1 – Sample photos taken around 8am on 5 June 2018

Flilford Traffic Lights: A415 - A338 intersection

These show traffic queuing in all directions. The queue on the eastbound A415, which is the direction of travel for people from the proposed new development going towards Abingdon extended to approximately ½ mile.



A415 travelling East



A415 travelling East looking back

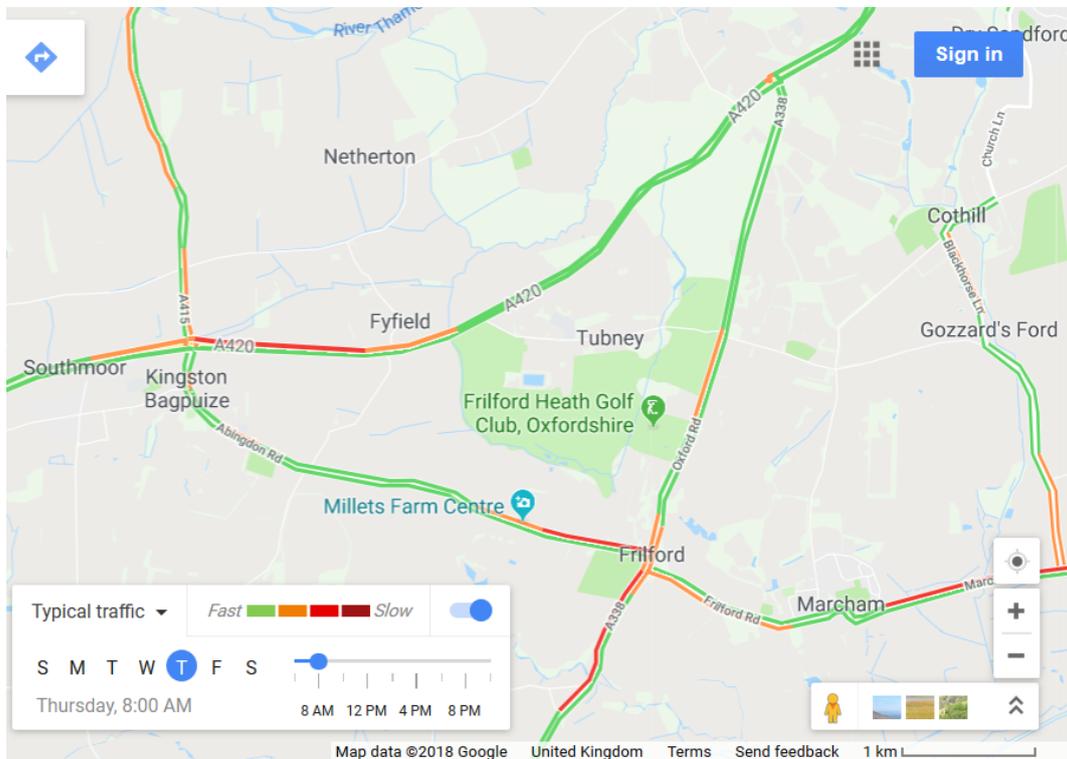


View from traffic lights looking West

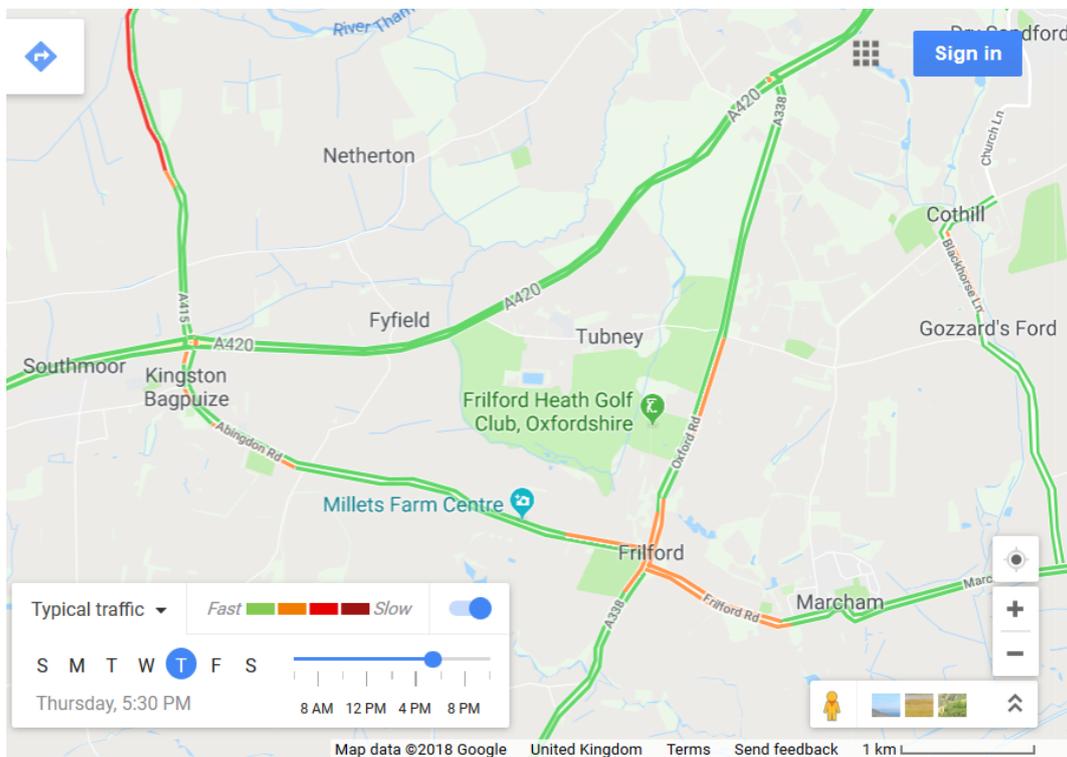
A338 Abingdon Road staggered intersection at the exit from Tubney
These show stationary traffic on the northbound A338 waiting to turn towards Abingdon. The A338 is a fast moving road with a 50mph limit, making this a dangerous operation for drivers travelling in all directions.



Traffic in the Fyfield –KBS area

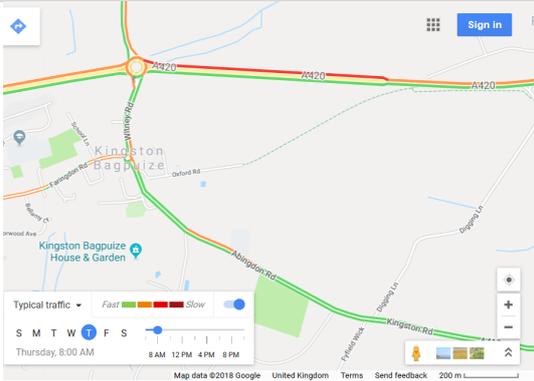


Typical morning peak hour traffic in the Fyfield-KBS area. Traffic to Oxford crosses traffic to Abingdon at Frilford.



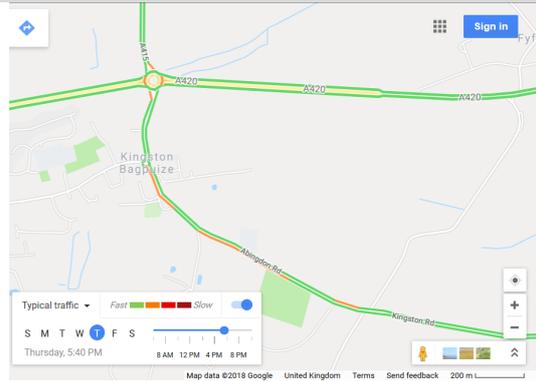
Typical evening peak hour traffic in the Fyfield-KBS area.

MORNING PEAK

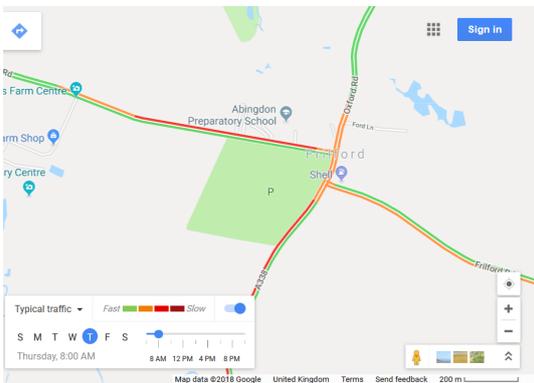


A415-A420 junction at KBS

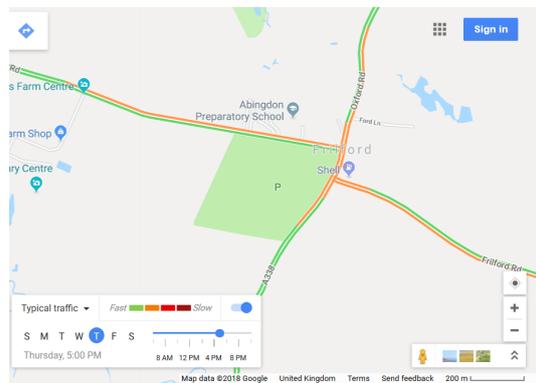
EVENING PEAK



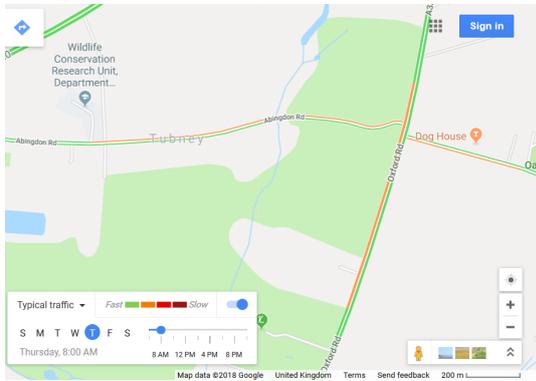
A415-A420 junction at KBS



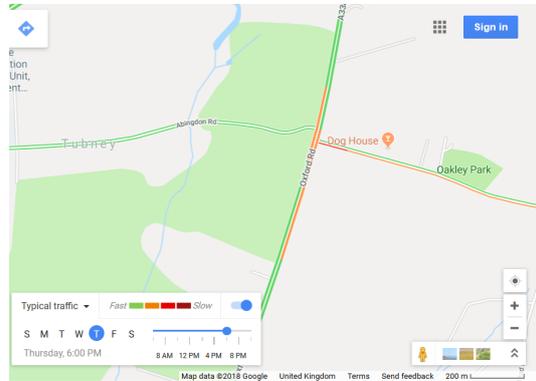
Frilford Traffic lights



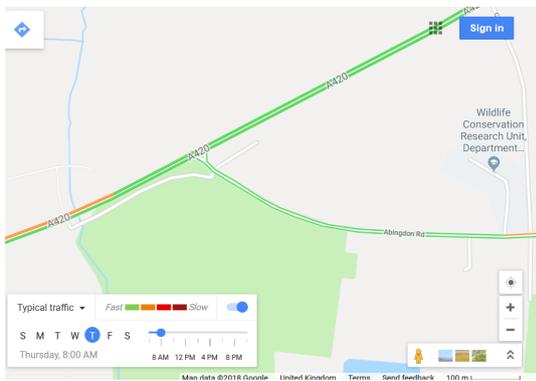
Frilford traffic lights



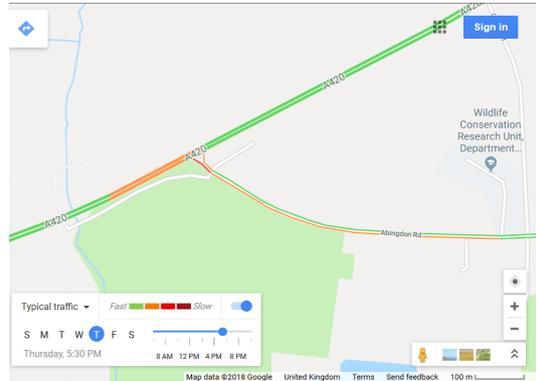
'Doghouse dogleg'



'Doghouse dogleg'



Abingdon Road, Tubney - A420



Abingdon Road, Tubney-A420

