**From:** Martin Keighery]   
**Sent:** 05 July 2018 10:53  
**To:** Planning  
**Subject:** Application 18/00825/HYBRID

Dear Andrew,

Please find enclosed the final response from Middleton Stoney Parish Council in relation to the above application,

Kind Regards,

Martin KEIGHERY

Clerk

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**MIDDLETON STONEY PARISH COUNCIL’S FORMAL RESPONSE TO PLANNING PROPOSAL:**

**Application No. 18/00825/HYBRID**

0ur main concern, as Middleton Stoney Parish Council, is the increase in traffic through our cross road, which we clearly acknowledge will increase significantly. However, it is not clear whether the models and projections incorporate the impact of a fully built Kingsmere and the eco-town. The solution of unspecified traffic calming measurers will in likelihood also stretch out the lines of traffic and increase the noise as traffic goes over the bumps etc,. Furthermore, the conclusion that ‘on the basis that the proposed migration measures …are implemented …the application site is not likely to result in any significant effect to matters relating to transport and access’ is unsupported in these documents and are, frankly, not credible.

In any case, a solution to the likely traffic problems in Middleton Stoney has to take into account developments in and around Bicester. The traffic survey [Page 80, para 8.5.41] is highly selective, counting 10.6 and 8.7 cars queueing on Bicester Road at morning and evening peak periods, when we know as residents that the traffic is typically backed up past Rectory Farmhouse during these times.

Furthermore, we have no clear details of what mitigation measures are to be introduced in Middleton Stoney. Thus, until we have these proposals, we are unable to comment as a parish council. We are unaware that the consented provision [S278] has been agreed for the right turn lane on the south arm of the crossroads. Hence, we object to the proposal as it will inevitably encourage further Bicester-bound traffic avoiding the M40, junction 9.

In addition, and specifically in relation to the site of Heyford Park, there appears to be little forward planning and consideration regarding sewage plant run off as we have reports of untreated sewage now reaching local water courses.

**In summary, therefore, we believe that the application does not address, or provide solutions to, the traffic concerns of Middleton Stoney. Since traffic planning is a matter for the OCC we feel strongly that there should be a meeting between ourselves, the OCC and the Dorchester Group. The purpose of the meeting would be to establish what specific measures are being taken which demonstrably address the traffic concerns of Middleton Stoney arising out of the incremental effect of the Lower Heyford development taking into account all other existing and planned developments in the area. Until an effective solution to Middleton Stoney’s traffic problems can be identified, this application should not be progressed.**