

MIDDLETON STONEY PARISH COUNCIL RESPONSE to  
APPLICATION 18/00825/HYBRID: HEYFORD PARK MASTERPLAN

Thank-you for inviting us to submit supplementary comments on the further information provided by the developers. We are also grateful for the extension to the original deadline for responses. As stated in our previous response, our principal concern with the proposed development is with the increased traffic implications for our village. We have therefore studied carefully the Stantec Technical note dated 29 June on behalf of the developers setting out a reassessment of the impact on local villages. This confirms that the traffic implications of the proposed development have not been dealt with adequately and indeed that some of the proposed mitigation measures would significantly worsen the existing severe congestion in the village. **We therefore continue to oppose the proposal and urge the Planning Committee to reject it unless and until effective mitigation can be proposed.**

As stated in our earlier response there is already severe congestion in the village notably at the signalised junction of the B430 and B4030. The supplementary Stantec note shows that, contrary to the developers' earlier assertions, the development and proposed mitigation would very significantly exacerbate this position. In particular, as stated in our earlier response, the introduction of the proposed bus gate would simply divert considerable extra traffic down the Ardley and Bicester Roads (the North and East legs of the crossroads). The Technical note suggests there would be a 64% increase in traffic on the Ardley Road in the morning rising to a peak of 89% in the afternoon as a result of the development and bus gate with an increase of nearly a quarter on Bicester Road in the morning peak (both roads already past saturation points at peak times). This has huge implications for residents living on both legs. In the light of these figures it is extraordinary that no support for traffic calming measures is proposed for Middleton Stony.

It would also be useful, as other Parish Councils have stated, to understand the modelling on which these forecasts are based. As we understand the figures it seems inherently unlikely that there would be a 10% fall in the traffic on Ardley Road in the next 10 years if the development were to go ahead without mitigation. We therefore fear that the projections in the Technical Note are likely to understate the increased traffic implications for our village. It is also worth underlining that these projections do not differentiate between cars and HGV movements and since we last wrote the volume and noise of HGV movements in the village has continued to worsen; we have yet to see any plans by the developer to avoid adding to the c2500 HGV movements through the village.

More broadly it is not clear to us to what extent the model incorporates the expected growth in total traffic passing through, or expected to pass through Middleton Stony resulting from the sum total of other developments planned or approved in our area. A non-exhaustive list includes the continued growth ambitions of Heyford Park, Viridor, Smiths, Kingsmere, the Ecotown, the new warehouses at the end of Bicester Road, and other developments sought but so far not allowed like Great Wolf. So we would welcome any further information on

how dynamic the model is, and what independent back testing has been carried out to assess the model's accuracy.

## **CONCLUSION**

We are grateful for the opportunity to see and comment on the Technical Note. However it has confirmed our concerns that this development should not proceed unless and until there is a shared understanding of the increased traffic implications and adequate mitigation in place. Simply removing the bus gate is unlikely to help since while that may reduce the traffic diversion to the North leg of the crossroads, it will also increase significantly the overall traffic movements coming through the village as it makes bus travel even less attractive.

Rather we believe proper consideration should be given to an effective relief road to the north of Middleton Stoney. Other than placing a moratorium on all developments which generate traffic, we believe this is the only effective solution to avoid Middleton Stoney being overwhelmed by traffic.