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Heyford Park Parish Council has some serious concerns about the current proposals for a strategic rail freight interchange at Ardley for the following reasons:

1. Proximity of other existing SRFI sites.

There are already four SRFI sites within a 30-mile radius of the proposed site, the closest of which is at Northampton. A more detailed case therefore needs to be presented to justify an expansion of the SRFI network in the area. This should include confirmation of whether the current network of SRFIs are being fully utilised and if so, include the data used in the assumptions that they will be unable to cope with future demand.

2. Traffic Concerns.

A review of the planning application shows that an attempt has been made to reduce the impact of traffic around both Ardley and Middleton Stoney through proposed road improvements. These road improvements are presumably intended to improve the road for freight travel between the existing SRFI's and the ports of Portsmouth and Southampton. However, additional speed calming measures would need to be implemented in surrounding villages, (especially Ardley and Middleton Stoney) to deter arterial traffic using the villages as rat-runs, especially in the event of congestion for any reason on the main roads – a fairly regular occurrence currently.

3. Health and Safety Concerns.

There are significant concerns relating to the proposed bypass around Middleton Stoney. The new road will funnel all HGV traffic along the B4030. This road is comparatively narrow with no pull-ins or pathways. Plans are also under consideration for the B4030 to be used as the main cycle route into Bicester from the villages. This being the case, the road in its current form is not suitable for a substantial increase in HGV traffic and the proposal conflicts with local plans under consideration for cycle provision.

This route will also send HGV traffic around the ring-road linking the B4030 with the A41. The roundabout at the junction with the A41 is however known to be an accident black spot. There have been numerous accidents including several fatalities in recent years at this roundabout. Although you might be able to expand the width of the road around the roundabout (reduce the size of the central island) to 3 lanes and add lane lines to control the traffic. For HGV usage, traffic light control of the roundabout would have to be considered. An increase in traffic at this roundabout will inevitably lead to an increase in fatalities if measures are not taken to improve the junction.

4. Insufficient Evidence to justify the proposed relocation of the Waste Facility

A more detailed response needs to be presented to justify the proposed relocation of the waste facility. The proposed site is much closer to existing residential properties and land under consideration for the expansion of housing development. Moving the

waste site as proposed is likely to have a environmental impact on these and other residents. It would also have a substantial detrimental financial impact as it would affect the value of existing and planned housing development in this area.

5. Under Utilisation of the proposed buildings

If this development is to be forced upon residents, consideration should be given to utilize the available roof space. Solar panels should be installed to help reduce the impact on the grid supplies and the National Farmers Union should be consulted to see if any of the roof space could be used for some sort of commercial food production to mitigate the loss of agricultural land.

Yours sincerely

Lorraine Watling

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