

Comment for planning application 23/02827/F

Application Number	23/02827/F
Location	Land At Heyford Park Camp Road Upper Heyford Oxfordshire OX25 5HD
Proposal	Use of the eastern part of the southern taxiway and the adjacent Hush House building (Building 1368) for car processing operations plus associated works and portable buildings. Planning permission is sought for a 5 year period.
Case Officer	Chris Wentworth
Organisation Name	
Name	Sarah Kearney
Address	22 Exeter Road, Kidlington, OX5 2DY
Type of Comment	Objection
Type	neighbour
Comments	<p>PLANNING APPLICATION 23/02827/F</p> <ol style="list-style-type: none">1. Middleton Stoney Parish Council strongly objects to the proposal to resume car processing operations at Heyford Park for a 5-year period. It also believes that the proposal should be considered by the full Planning Committee rather than delegated to officers.2. The proposal involves 100 two-way HGV movements over a 16-hour period together with at least 80 daily movements by staff. No attempt has been made by the applicants to do a new traffic assessment, instead relying on earlier temporary permissions.3. We recall that in earlier iterations of car processing operations at Heyford Park, HGVs frequently came through Middleton Stoney, causing considerable disruption seeking to use the narrow crossroads of the B430 and B4030 which was not designed for such large vehicles, and often creating traffic gridlock.4. Since that time, the crossroads has been confirmed as operating at well above capacity. There has also been considerable residential development at Heyford Park with none of the promised traffic mitigation measures implemented. We also note that the existing routing agreement for businesses based at Heyford Park is both routinely ignored, and appears not to be enforced by OCC.5. We therefore conclude that this development should not be allowed without an updated traffic assessment, and a clear routing agreement, which is enforced, to prevent the extra HGV traffic envisaged coming through Middleton Stoney. We also believe given the broader implications of encouraging further HGV traffic at a time when there continues to be no local freight strategy, and no enforceability of routing agreements, the application should be considered by the full Planning Committee.
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Attachments	