

# Comment for planning application 23/03428/OUT

<b>Application Number</b>	23/03428/OUT
<b>Location</b>	OS Parcel 7921 South Of Huscote Farm And North West Of County Boundary Daventry Road Banbury
<b>Proposal</b>	Outline planning application for the construction of up to 140,000 sqm of employment floorspace (use class B8) with ancillary offices and facilities and servicing and infrastructure including new site accesses. Internal roads and footpaths, landscaping including earthworks to create development platforms and bunds, drainage features and other associated works including demolition of the existing farmhouse
<b>Case Officer</b>	Chris Wentworth
<b>Organisation Name</b>	Mick Morris
<b>Address</b>	3 The Old Rickyard, Manor Lane, Farthinghoe, Northants, NN13 5XT
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>To Cherwell District Council Planning Department</p> <p>Dear Sirs,</p> <p>With reference to Planning Application Number 23/03428/OUT OS Parcel 7921 South of Huscote Farm and North West f County Boundary Daventry Road Banbury.</p> <p>Before tendering Farthinghoe Parish Council's Objection to this particular Planning Application I would like to refer to the previous iteration of this topic which is Planning Application Number 22/01488/OUT OS Parcel 5616 South West of Huscote Farm and East of Daventry Road Banbury</p> <p>Described slightly differently but essentially the same land and to all intents and purposes the same Application</p> <p>In December 2022 a document entitled "National Highways Spatial Planning Arrangement 2021-2024 --Job Number 60659714 / Q11DDO009.003 was submitted to Cherwell District Council by National Highways</p> <p>We would like to refer to the following two paragraphs from this document because we feel that they are also relevant to this latest Planning Application and to many other considerations in relation to the A422 both past, present and possibly the future</p> <p>"Page 2 item14. Stated With regard to the introduction of the short offside flare on the westbound overbridge. There is a concern that it may not be long enough to accommodate a full-sized HGV without the nearside rear corner of such a vehicle protruding into the middle lane and presenting a hazard to a car in the middle lane trying to get to the stop line. It is recommended this issue is addressed. (Para 11.17)"</p> <p>At the time of the above Planning Application the Dft were fleet testing longer lorries which have subsequently been legalised by Parliament Last year Roads Minister Richard Holden said in the Banbury Guardian that operators will be legally required to ensure appropriate route plans and risk assessments are made to take the unique specifications of LSTs into account. If so, how would those truck operators identify unsuitable routes when making their plans, and no mention was made of how the situation would be policed. Were these points taken into consideration when the National Highways Document was drawn up?</p> <p>"Page 4 item 2.6 Stated The A422 (east of the site) is a dual carriageway linking the M40 at Junction 11 to the A43 at Brackley. The A43 is part of the SRN, linking the M40, the A5, and the M1. To the west, the A422 is the main route into Banbury from the SRN."</p>

We believe that this statement is either misleading or very ill informed  
The A422 between the M40 at Junction 11 and the A422 at Brackley is a very clearly not a dual carriageway despite the impression given and this confusion could be very fundamental when considering the effects of the increase in HGV movements from this site, especially the new longer HGVs, would have on local roads. The vast majority of this road is not suitable for saturated use by HGVs and absolutely no mention is made of the bottleneck in Farthinghoe (only 3 miles away) where two HGVs cannot pass each other without considerable manoeuvring.

No mention is made on this document of the fact that in 2018 this road was designated by Dft as an MRN road linking SRN assets, along with the fact that National Highways at some time also chose this as M40 diversion route in case of Motorway closures.

Earlier in this text Richard Holden mentions a need for risk assessments, but Farthinghoe residents would really like to have sight of the risk assessments produced by Dft (MRN adoption) and by National Highways (M40 Diversion route) and to receive an explanation from both parties of why no effort was made to correct our bottleneck problems prior to the adoptions taking place.

THE A422 THROUGH FARTHINGHOE IS MOST DEFINITELY NOT FIT FOR THE PURPOSE OF THE THROUGHFLOW OF HGVs LET ALONE "LONGER" HGVs OR TO BE USED AS A MOTORWAY DIVERSION ROUTE

Cllr Mick Morris  
Chairman--Farthinghoe Parish Council

**Received Date**

04/01/2024 18:19:26

**Attachments**