

From: Whitchurch_Clerk
Sent: 29 September 2015 14:15
To: Majorapplicationcomment
Subject: 15/02912/OUT – Land off Evingar Road, Whitchurch

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Please see amended response. Point 3 f did refer to B8 use which is incorrect.

Regards

Karen Bleazard

Clerk to Whitchurch Town Council

Whitchurch Town Council would like to **object** to this application for the following reasons:

1. **Introduction.** The submission of a planning application by St Cross appears to be intended to exploit a window of opportunity in the planning process, it is opportunist, evades the intent and provisions of the Localism Act 2011 and removes the opportunity for Whitchurch Town Council to represent the wishes and best interests of the local community.

Strategic Objections

2. **Neighbourhood Planning.** The Whitchurch Neighbourhood Plan has been compiled over 2 years. Based on extensive public consultation and underpinned by a comprehensive and detailed evidence base, the Neighbourhood Plan reflects the needs of the community, delivers the required number of homes and identifies areas within the town where we wish to see new industrial development. The Housing and Employment Land selection reports have already been reviewed and commented on by BDBC Planning Department, who are fully aware of the proposals relating to the Whitchurch Neighbourhood Plan. This proposal eradicates the opportunity for future sustainable development of local industry and removes access to the Towns most important strategic transport asset, the railway tunnel.

Matters of specific objection

3. Whitchurch Town Council objects to the proposal of the following specific grounds:

a. The site is not required to meet the housing numbers specified in the BDBC emerging local plan.

b. The site, based upon the BDBC SHLAA assessment methodology, compares very poorly with the East of Winchester Road site.

c. The site is identified in the BDBC Emerging Plan and the Whitchurch Neighbourhood Plan as the principle strategic employment area for Whitchurch town. To develop the site as proposed will reduce the opportunity to create sustainable employment for the Town in favour of substandard housing.

- d. Development would be contrary to Saved Policy D3.21 which allocates the site in its entirety for Industrial development.
- e. The proposal envisages mixed industrial use but does not adequately address transportation access, specifically for HGVs.
- (1) The proposal removes access to the Towns most important strategic transport conduit, use of the railway tunnel for HGV access to and from industrial premises. The loss of this facility will result in the channelling of increased HGV traffic through the Town Centre, Station Road and Evingar Road.
 - (2) This presents a significantly increased risk to life, increased damage to infrastructure and significantly increased congestion. Town centre access is so restricted and dangerous that other commercial organisations such as Stagecoach, have diverted their routes to avoid Town Centre access.
 - (3) The articulated access geometry will result in HGVs turning into oncoming traffic on what is, due to residential and station car parking, a single track road for most of its length. This represents a risk to life to motorists and pedestrians alike.
- f. The proposal envisages house in close proximity to B1 and B2 industrial units. The expense required to insulate domestic properties against noise levels will almost inevitably lead the developer to amend plans and doubtless reduce the provision of affordable housing on the grounds of affordability.
- g. The Noise Impact assessment does not appear to take in to account B2 industrial use and the proposed Impact of the Acoustic fence of the height and length required to mitigate the noise from the proposed industry would be akin to living next to the Berlin Wall.
- h. There is major concern over provision for foul drainage, which has to flow south to the treatment facilities. On a development of this size and construction there is insufficient capacity in the current system which would therefore require significant civil engineering to be undertaken, impacting upon the entire town centre conservation area, the River Test and the Test Valley conservation areas. This will significantly increase the cost of the proposal and links to para 3c above.

Regards
Karen Bleazard
Clerk to Whitchurch Town Council

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