

DEVELOPMENT CONTROL COMMITTEE
6 APRIL 2005

DIRECTORATE OF ENVIRONMENTAL
SERVICES
REPORT NO.PLN0532
SECTION C

The information, recommendations, and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

APPLICATION NO.	05/00130/ADJ
DATE REGISTERED	1 March 2005
PROPOSAL	ADJACENT AUTHORITY CONSULTATION: OUTLINE: Part demolition of existing buildings, erection of warehouse and distribution park with off site highway works and landscaping improvements
LOCATION	Pyestock North Hartland Park Ively Road Farnborough
CONSULTATION FROM	Hart District Council
RECOMMENDATION	STRONG OBJECTION

DESCRIPTION

The site has an area of approximately 47.5ha, is surrounded by mature woodland, and lies to the north of the new Ively Road, within Hart District. The site, now called Hartland Park, was formerly known as Pyestock North. It was previously used by DERA as their engine testing research and development complex and subsequently by QinetiQ. Most of the on-site activities have transferred to Cody Park and the existing buildings and structures, comprising about 74,000 square metres including engine testing facilities, offices and laboratories, are now largely decommissioned.

The application is a consultation from Hart District Council regarding a proposal to demolish all but three of the existing buildings (which would be retained for use by QinetiQ) and construct a storage and distribution park with modern warehousing units. Two applications have been submitted to Hart, one in outline form with only the principle of the development and access to be determined, and one detailed scheme. Both applications propose:-

- 144,000 square metres of floorspace for storage & distribution use (Class B8);
- widening of the main existing site access to the north, up Bramshot Road to the Pyestock roundabout;
- construction of a link road through the site to serve QinetiQ's Cody Park;
- construction of a new roundabout access onto Ively Road for car, cycle, and emergency use only;
- adoption of a routing agreement with the Highways Authority restricting HGV movements to the A327 Minley Link Road to M3 J4A;
- reconstruction of the Summit Avenue junction with the Minley Link;
- implementation of a sustainable travel plan for the site; and
- landscaping programme.

The masterplan for the detailed application shows 7 warehouse units (A - G) of varying sizes grouped round the estate road, with ancillary offices and associated parking for 350 lorries and 1440 cars. The largest building, Unit A, would be positioned parallel to the eastern boundary of the site near to Bramshot Road and would have a rectangular footprint about 56,000 sqm in area, with a shallow pitched roof 19m high to the ridge. The buildings would be steel framed, with profiled metal cladding and curtain walling and green coloured roofing. The buildings would be operating over a 24-hour, 7-day period and the external operational areas would be illuminated throughout.

An Environmental Statement and a transport assessment support the applications.

CONSULTEES RESPONSES

Planning Policy Team	Objection on grounds of adverse impact on the strategic gap and additional pressures on the labour market leading to increased commuting.
Head Of Street Scene Services	Objection on grounds of additional traffic generation leading to increased congestion on Rushmoor's roads, especially near M3 J4A.

NEIGHBOURS NOTIFIED

None,

NEIGHBOUR COMMENTS

No comments have been received from third parties

POLICY AND DETERMINING ISSUES

The site is outside Rushmoor within the Fleet/Farnborough strategic gap. The determining issue is the effect on Rushmoor in terms of the strategic gap, highway, and sustainability considerations and nearby residents.

COMMENTARY

Strategic gap issues

The site is within the strategic gap and the land is previously developed. However, the existing buildings and structures are relatively unobtrusive, being screened by existing vegetation. The proposed buildings would be much more obtrusive because of their greater footprint, bulk and scale (up to 19m in height) and proximity to the site boundary. Taking into account the size of the buildings and the reduction in screening due to removal of woodland to facilitate the development, it is considered that even with supplementary planting around the boundaries the warehouses would be visible from public vantage points outside the site. Furthermore, the proposal would involve more than doubling the industrial floorspace on the site from about 74,000 sqm to 151,000 including the existing buildings to be retained. It is therefore considered that the proposal would physically and visually diminishes the open nature of the strategic gap to a substantial extent and would have a serious adverse impact on the rural character of the area.

Highway and sustainability considerations

The Head of Street Scene Services is concerned about a number of the highway aspects of proposal and the implications for Rushmoor. He considers that the level of development proposed would generate significant additional traffic that would increase existing pressure on M3 J4A and add to congestion on roads in Rushmoor, and is not satisfied that the proposed highway improvements would mitigate these effects. Since it has not been demonstrated that the proposal has addressed the likely congestion near J4A, particularly on Summit Avenue and Minley Link, it is considered that the proposal would have adverse implications for highway safety in Rushmoor.

The applicants' Environmental Statement states that the estimated 1,800 jobs created by the proposed development will place some additional pressures on the local labour market. The Planning Policy Team is concerned that demands created by developments already approved in the labour catchment area, together with those associated with the proposed distribution park, would be likely to result in the extension of the catchment area and increased commuting. This could place even greater pressure on the local highway infrastructure.

Impact on nearby residents

The nearest Rushmoor residents are some distance away. However, heavy goods vehicles associated with the proposed storage and distribution use would be using adjoining roads to reach the site, being routed from M3 J4A along the Minley Link. Furthermore the distribution park would be a 24-hour facility. The Environmental Statement submitted with the application concludes that nighttime vehicle movements would result in perceptible increases in noise at some dwellings adjacent to A327 Minley Link, and to increases in concentrations of air pollutants. In view of this it is considered that the increase in heavy road traffic because of the proposal would result in unacceptable increases in noise and air pollution for Rushmoor residents living near the Minley Link.

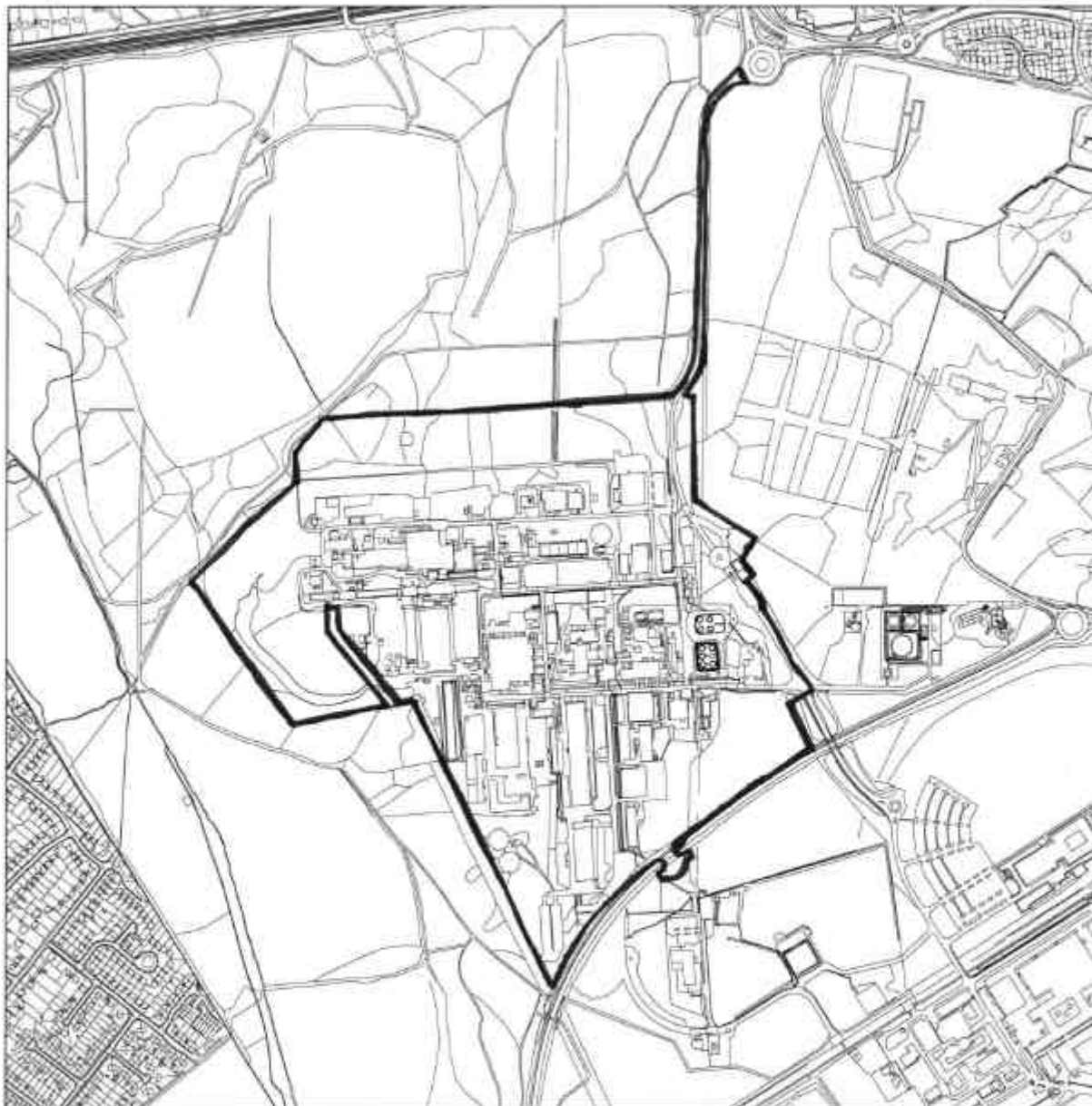
FULL RECOMMENDATION

It is therefore recommended that **STRONG OBJECTION** be raised on the following grounds:

- 1 The proposal would result in industrial development within the strategic gap involving warehouses that are larger in terms of scale bulk and floorspace than the existing buildings on the site, extensive car and lorry parking, intensive heavy vehicular activity and significant loss of existing woodland screening. It is therefore considered that the proposal would physically and visually diminish the open nature of the strategic gap and would thereby cause unacceptable harm to the rural character of the area and the environment surrounding Rushmoor.
- 2 The level and type of development proposed would generate significant additional traffic, particularly heavy goods vehicles, that would add to congestion on local roads such as Summit Avenue and Minley Link and increase in noise and air pollution for residents living nearby. Furthermore, the estimated 1,800 jobs to be created by the proposal would be likely to result in the extension of the labour catchment area, thereby increasing commuting to and from a site that is outside the built up area and placing greater pressure on local roads. It is considered that the proposal would result in significant traffic generation in an unsustainable location, with adverse implications for highway safety and the living conditions of residents in Rushmoor.

05/00130/ADJ

Pyestock North Hartland Park Ively Road Farnborough



Scale : 1:8889

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Department	Planning
Comments	
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