

# **STOP! ALLIANCE**

## **BRIEFING on Local Plan implications - May 2008**

**Goodman's application infringes Test Valley Local Plan policies in many ways:**

### **Policies relating to Andover Business Park**

#### **AND 04.1: EMPLOYMENT LAND AT ANDOVER BUSINESS PARK**

46 hectares of land off Monxton Road is proposed for a business park for Class B1, B2 and B8 uses (See Inset Map 1). Development will be permitted provided that:

- It is designed and landscaped to respect its surroundings and minimise visual intrusion particularly in relation to the A303(T)

**The Megashed does not minimise visual intrusion. At night, in particular, it will be highly intrusive from all aspects.**

10.6.2 The proposed Business Park at Monxton Road is intended to provide for the long-term employment needs of Andover. It is proposed to create a high quality environment for a mix of uses and range of needs, in particular to provide for companies who require large sites.

**Far from providing a mixed high-quality development, the proposal will provide jobs that are overwhelmingly within logistics, a male-dominated industry where the working age is above average and the qualifications below average.**

10.6.16 In addition to the proposals identified, the development will need to bring forward a comprehensive set of measures to satisfy Policy TRA 01 in terms of minimising its impact on the transportation network of Andover.

**The proposed junction design minimises the cost to the developer. More expensive schemes are possible that would not mix business park traffic destined for the A303 with Weyhill Road traffic and would not result in an increase in traffic through the villages south-west of Andover.**

#### **SET 03: DEVELOPMENT IN THE COUNTRYSIDE**

Development in the countryside (i.e. outside the boundaries of settlements defined by Policy SET 01 and shown on the Inset Maps) will only be permitted if:

- there is an overriding need for it to be located in the countryside

**Inset Map 1, referred to above, clearly shows the 6ha landscape belt along the NW boundary as being within the business park. Goodman's proposal puts the belt and its associated bunding outside of the boundary and within an area designated as countryside. There is no overriding need for this and it is a clear departure from policy.**

### **Environment policies**

#### **ENV 01: BIODIVERSITY AND GEOLOGICAL CONSERVATION**

The Council will seek to maintain, enhance and restore biodiversity and geological interests in the Borough and in particular the biodiversity and geological interests of:

- priority habitats listed in the UK Biodiversity Action Plan;

**The proposal will result in the destruction of 6ha of unimproved chalk grassland, a UK BAP priority habitat which, at this site, is also home to skylarks which are a red-listed species.**

4.2.9 When considering development proposals that are likely to result in significant harm to biodiversity or geological interests, the Council will expect developers to demonstrate that the development could not reasonably be located on any alternative sites. Where the need for, and benefits of, development in a particular location are considered to outweigh the loss of habitat adequate mitigation measures should be put in place before planning permission is granted.

**The developer admits to not having looked at alternative sites and has offered less than 1ha of mitigation grassland.**

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### **Transport policies**

#### **TRA 01: TRAVEL GENERATING DEVELOPMENT**

Development which results in an increase in the need to travel will be permitted provided that it:

- includes measures that minimise its impact on the transport network

**As stated above, the proposed junction design minimises the cost to the developer rather than the impact on local roads.**

#### **TRA 09: IMPACT ON THE HIGHWAY NETWORK**

Development will be permitted provided that it does not have an adverse impact on the function, safety and character of the highway network.

**The transport proposals involve a hazardous and inconvenient mixing of HGVs with local traffic using the Weyhill Road and a hazardous exit for HGVs onto the eastbound A303.**

### **Design policies**

#### **DES 01: LANDSCAPE CHARACTER**

Development will be permitted provided that:

- it can be accommodated without detriment to the distinctive landscape qualities of the area within which it is located;
- its visual impact is in keeping with the local character of the area; and
- there is sufficient landscaping to enable the development to integrate successfully into the local environment.

**In no way can the Megashed be said to fit in with the surrounding landscape.**

#### **DES 02: SETTLEMENT CHARACTER**

Development will be permitted provided that:

1. the overall design responds positively to the character and appearance of the surrounding townscape or settlement;
2. it would not result in the loss or harm to open areas, woodlands and other landscape features that contribute to the character of an area;
3. it would not disrupt a view from a public place which forms part of the distinctive character of an area;

**Just as the Megashed does not fit in with the physical landscape, so it is also out of character and scale with the nearby townscape. It will also dominate the view west from the 100-Acre junction, where currently the vista is of distant downland and woodland - a view that was given special emphasis in earlier versions of the local plan.**

#### **DES 05: LAYOUT AND SITING**

Proposals for development within or adjoining a settlement will be permitted provided that:

the scheme integrates with the form and structure of the existing settlement or surrounding area;

8.4.6 The size of a building in relation to its surroundings is an important aspect of design and buildings that are out-of-scale can detract from the character and amenity of an area. The height of a building determines its impact on views, vistas and skylines and its massing (the combined effect of its footprint, volume and shape) greatly influences its relationship with surrounding buildings and spaces .... in all cases new buildings should be carefully designed to respect and enhance their surroundings.

**Again the Megashed just does not meet the design standards required by the local plan.**

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## **BRIEFING on Local Plan implications - May 2008**

### **Policies on safeguarding amenity**

#### **AME 03: ARTIFICIAL LIGHT INTRUSION**

Development which requires external lighting, will be permitted provided that:

- the quality and intensity of the light and the daytime appearance of any light fittings and cables would not have a detrimental impact on local amenity or the character of the surrounding area.

The brightly-lit Megashed and associated vehicle lights will provide a constant source of light disturbance to nearby residents. Throughout dark evenings and every night the lights will also be an intrusive landscape feature.

#### **AME 04: NOISE AND VIBRATION**

Noise-generating development will be permitted provided that the levels of noise or vibration would not cause an unacceptable level of disturbance to the occupants of nearby properties having taken account of any proposed attenuation or other measures.

The 165% increase in night HGV traffic on the A303(E) will add to the already unacceptable night noise levels experienced by the many residents living close to the A303(E) or the 100-Acre junction.

### **National planning policy infringements**

PPG4 para.12 Extensive, well-planned out-of-town distribution parks can offer economies of scale and consequent benefits to consumers or businesses supplied. Sites for such developments are best located away from urban areas, where the nature of the traffic is likely to cause congestion, and wherever possible should be capable of access by rail and water transport.

PPG13 para. 45(2) Where possible, locate developments generating substantial freight movements such as distribution and warehousing, particularly of bulk goods, away from congested central areas and residential areas, and ensure adequate access to trunk roads;

An urban edge location for a major distribution centre clearly does not conform with these guidelines and no consideration has apparently been given to using the nearby branch line for goods transport to/from the site.