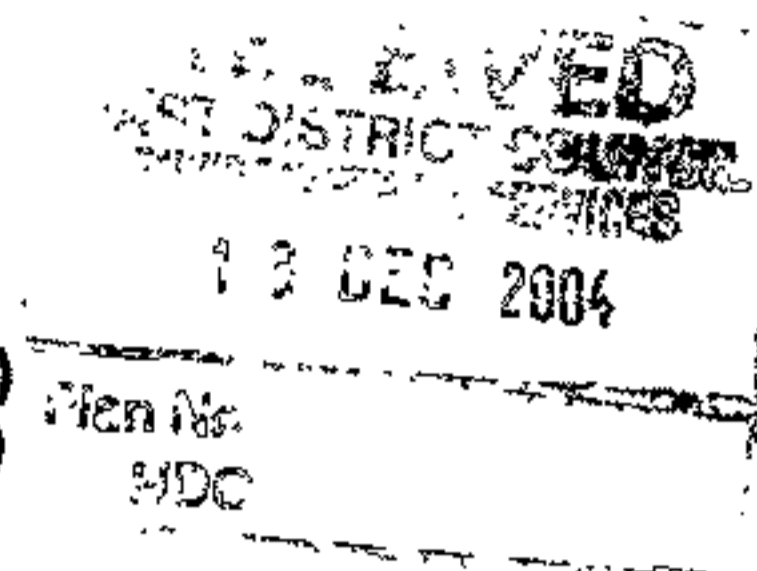


FLEET and CHURCH CROOKHAM PLANNING ADVISORY GROUP

To: Hart District Council Planning Services
For the attention of Janette Davis

Date: 13th December 2004

Subject: Planning Applications 00/00522/OUT (amended)
00/00930/OUT (amended)
04/02297/FUL
04/02303/FUL
04/02304/FUL
04/02305/FUL



I refer to the above listed planning applications on which the comments of the Fleet and Church Crookham Planning Advisory Group have been sought.

As agreed in an exchange of e-mails and telephone calls resting with Mr. Matthew Evans's e-mail dated 24th November, a special meeting of the Fleet and Church Crookham Planning Advisory Group (PAG) was arranged to take place on Monday 29th November to consider the above listed applications. It was agreed that comments from PAG would be accepted, even though the formal deadline for comments (26th November) would have passed.

The special PAG meeting was duly held on 29th November in the Council Chamber with some 40 to 50 members of the public also attending, in addition to representatives of local organisations.

Following a brief introduction by the Chairman, Cllr Parker was invited to explain the role of Councillors, especially those serving on the Planning Committee, with regard to pre-determination of planning applications.

A number of concerns amounting to objections were voiced. PAG Members expressed their disappointment that no representatives from the applicant (Taylor Woodrow) were present, they having been invited to attend by the Chairman. However, Members were informed that the applicant had offered to attend a workshop for non-members of the Planning Committee.

Attached are details of the comments that non-Planning Committee PAG Members wish to place on record concerning the above planning applications.

Signed

John Pearson - Cllr
Vice Chairman – Fleet & Church Crookham Planning Advisory Group

Special Fleet & Church Crookham Planning Advisory Group (PAG) Meeting held to consider the following Planning Applications relating to the Development of the Queen Elizabeth Barracks and Wakefords Copse Sites

Council Chamber – Hart District Council - Monday 29th November 2004

00/00522/OUT (Amended) - Wakefords Copse site development
00/00930/OUT (Amended) - Queen Elizabeth II Barracks site development
04/02297/FUL - Bat Structure
04/02303/FUL - Interpretation Boards
04/02304/FUL - Construction of new roundabout
04/02305/FUL - Closure of Bourley Rd car park, etc.

COMMENTS

Regarding the two main Applications, 00/00522/OUT – Amended - (Wakefords Copse) and 00/00930/OUT – Amended – (QEB), Members of PAG wish to record **OBJECTIONS** on two principal grounds:

- (1) Road Transport Infrastructure, Capacity and Traffic Management inadequacies.
- (2) Adverse Impact on Nature Conservation Areas

Road Transport Infrastructure, Capacity and Traffic Management

Members OBJECT that the impact of the additional traffic generated by the development of QEB & Wakefords Copse has not been fully considered by the applicant. Road traffic estimates are considered to be unrealistic and failing to take into account additional traffic burdens arising from other developments being undertaken contemporaneously in Fleet and in Church Crookham. The proposed road improvements do not go much beyond the immediate areas of the proposed development.

There is particular concern that Reading Road South, Fleet Road, Aldershot Road and other main roads are already at maximum capacity so that a further major development of the nature proposed is likely to generate unacceptable levels of additional traffic on already overloaded roads.

Traffic dispersion is felt to be a major problem. Diagrams apparently show a number of different routes available to motorists when these, in fact, are not available in practice. Most additional traffic will have to utilise a limited number of already heavily congested local routes through Fleet town centre & Church Crookham. For example, dispersal of additional road traffic to and from Fleet town centre/station via routes other than, e.g. Reading Road South, is not easily possible (Basingstoke canal forms barrier limiting road-crossing options).

Members consider that the proposals also underestimate traffic flow and growth in usage. For example, other non-residents will travel to use the facilities located within the proposed development.

Other grounds for OBJECTION include the following:

No provision for other than a nominal increase in Fleet town centre parking spaces to accommodate anticipated additional car traffic from QEB/Wakefords Copse development.

No provision for additional car parking capacity at Fleet or Winchfield stations (that at Fleet being already at full capacity).

No proposals for cycle paths to accommodate cycle traffic outside the QEB/Wakefords Copse development sites.

The Applicant's reliance upon public transport is considered to be unrealistic. The frequency and utilisation of local buses indicate this to be a highly unattractive alternative to the use of personal transport.

Especially if no school is built on the site, additional traffic will be generated that will have an unacceptable impact upon the problem of traffic congestion at or near local schools that already occurs at peak times.

Members are concerned that the QEB/Wakefords Copse site access strategy is flawed. There are no proposals to improve the Aldershot Road/Galley Hill Road junction nor the Beacon Hill Road/Tweseldown Road junction. Both are T-junctions that are close to adjacent T-junctions (Aldershot Road/Sandy Lane and Beacon Hill Road/Bourley Road respectively). Additional road traffic will add greatly to existing hazards at these traffic junctions.

There is concern about likely traffic overload on Aldershot Road, especially if additional traffic augments an existing round-the-clock traffic load created by heavy goods vehicles using Aldershot Road as a direct route to/from junction 5 of the M3 motorway and Farnborough and Aldershot via the Aldershot Road/A323 junction.

Regarding the construction of a new roundabout at the foot of Beacon Hill just south of an existing roundabout to accommodate traffic entering/leaving Beacon Hill Road from/into Leipzig Road (Application Ref. 04/02304/FUL), PAG Members **OBJECT** for reasons of concern that the roundabout is poorly designed from a road safety point of view, given the local geography.

Impact on Nature Conservation Areas

Regarding Application Ref. 04/02305/FUL (effectively a proposal to close off a popular parking area adjacent to Bourley Road), PAG Members **OBJECT**. The Application is seen to be an attempt to place an unacceptable limitation upon a well-used local amenity. As a mitigating measure to offset the considerable detrimental effects of the proposed development on the nearby environmentally sensitive Bourley and Long Valley Site of Special Scientific Interest (SSSI) (part of the Thames Valley Heath proposed Special Protection Area or pSPA), it is viewed as wholly insufficient.

The creation of new recreational area off Beacon Hill (with parking for 40 cars) to compensate for the loss of the Bourley Road car parking is considered wholly insufficient. The Beacon Hill area would be hilly and wooded and unlike the Long Valley area, unsuitable for the majority of residents (many elderly, some lone women dog walkers, some disabled).

Members are concerned that the overturning at Appeal of an earlier determination that redevelopment of the QEB and Wakefords Copse sites should be restricted to a maximum of 550 dwellings did not take into account the detrimental effects, not apparent at the time this earlier decision was made, of the proximity of these sites to the Bourley and Long Valley SSSI.

Concern is also expressed that development will take place at a SINC located within the QEB/Wakefords Copse sites. Also, that proposed development of areas classified as green field areas (rather than as brown field areas) located within the QEB/Wakefords Copse sites will exceed the permitted level in hectares for the sites.

Regarding applications referring to the placing of interpretation boards (including those covered in Application Ref. 04/02303/FUL), Members OBJECT. They feel these measures to be among a number of measures that are wholly inadequate for ensuring the protection of endangered species in the pSPA. Members consider that the major scale of the proposed development of the QEB/Wakefords Copse sites will greatly increase the risk of arson occurrences in sensitive areas of the pSPA, with consequent damage to the natural habitat of endangered species.

Other Grounds for OBJECTIONS

Capacity limits for waste disposal will be exceeded.
Absence of proposals for S106 contributions, for example, to provision of recreational facilities in Fleet and in Crondall.

Public Opinion

PAG Members note that to date, over 400 letters objecting to the proposed developments have been submitted. There is, therefore, a considerable weight of public opinion against the development of QEB and Wakefords Copse sites at the density proposed and the likely impact upon local infrastructure and the natural environment. Members of PAG consider that the applicant has not made sufficient amendments to the original proposals to mitigate against the unacceptable impact of the proposed developments.

13.12.2004