

PLANNING REF : 260386
PROPERTY ADDRESS : Langstone
: Langstone, Basi Basingstoke Road, Riseley, Berkshire
: RG7 1QL
SUBMITTED BY : Mr John McDermott
DATE SUBMITTED : 26/03/2026

COMMENTS:

I wish to register a formal objection to the above planning application for the erection of three commercial units comprising Use Classes B2 (General Industrial) and B8 (Storage and Distribution). My objection is based on several material planning grounds, outlined below.

1. Inappropriate Scale and Industrial Intensification

The proposed development represents a significant intensification of industrial activity within a rural area not designated for such uses. The scale, massing, and operational nature of B2/B8 units are incompatible with the surrounding environment and would materially alter the character of the locality.

Relevant Policies include:

- a. CP1 - Sustainable Development (WBC Core Strategy):
 - Development must maintain or enhance the high quality of the environment.
- b. CP3 - General Principles for Development:
 - Requires development to be appropriate in scale and character to its location.
- c. TB21 - Landscape Character (MDD):
 - Protects rural character and resists visually intrusive pment.

2. Traffic, Highway Safety, and HGV Movements in a Rural Location

The surrounding road network consists of narrow, winding rural lanes with limited formal footways (which are largely overgrown), limited passing places, and restricted visibility. These roads were never designed to accommodate the volume or type of traffic associated with B2/B8 industrial operations.

The B3449 Basingstoke Road is the primary route linking the villages of Riseley and Swallowfield. It already carries a mix of residential, school run, agricultural, equestrian, pedestrian, and cyclist

traffic. Introducing regular HGV movements associated with B2/B8 uses would create unacceptable risks, including:

- a. Large commercial vehicles navigating narrow rural sections with no safe refuge
- b. Conflict with vulnerable road users, including horse riders and pedestrians
- c. Increased collision risk at blind bends and constrained junctions
- d. Verge erosion, hedgerow damage, and accelerated road deterioration
- e. Noise and disturbance from early morning and late evening industrial traffic

The application has not demonstrated that the rural highway network, particularly the B3449 can safely or sustainably absorb this intensification of industrial traffic.

Relevant Policies include:

- i. CP6 - Managing Travel Demand:
 - Development must mitigate adverse transport impacts and promote

safe, sustainable travel.

ii. CC07 - Parking and Transport (MDD):

- Requires safe access and no unacceptable impact on the highway network.

iii. CP1 - Sustainable Development:

- Requires development not to compromise safety or environmental quality.

3. Cumulative Impact from Existing and Approved Rural Development

a. The proposal should also be assessed in the context of substantial recent and forthcoming residential development within the Parish of Swallowfield, all of which relies on the same B3449 Basingstoke Road.

- ? 20 new homes have recently been completed

- ? 81 homes have been approved (yet to be built)

- ? A planning application for a further 79 homes is currently under consideration

- ? An outline planning application for an additional 44 homes is expected soon

This represents 230 new dwellings, all of which will rely on the B3449 for access to local services, schools, employment, and the wider road network.

b. Estimated Additional Daily Vehicle Movements using standard TRICS trip rate assumptions for low density rural housing are as follows:

- o Typical residential trip rate: 6 to 8 vehicle movements per dwelling per day

- o For 224 dwellings:

- 1,344 to 1,952 additional daily vehicle movements

These movements will be concentrated on the B3449, significantly increasing pressure on Riseley and Swallowfield road infrastructure.

c. B2/B8 Industrial Traffic (on top of the residential growth) typically generates:

- o Frequent HGV movements

- o High volumes of van and LGV traffic

- o Staff vehicle movements across shift patterns

Layering industrial traffic onto a rural network already absorbing over 1,500 new daily residential movements is unsustainable and unsafe.

d. The Parish of Swallowfield, specifically the villages of Riseley and Swallowfield will experience:

- o Increased HGV traffic

- o Greater congestion

- o Reduced safety for pedestrians, schoolchildren, and horse riders

- o Noise, vibration, and air quality impacts

- o Loss of rural character due to industrialisation of the road environment

The cumulative impact on these villages is severe and does not appear to have been properly assessed by the applicant, contrary to national and local planning policy requirements.

Relevant Policies include:

i. CP6 - Managing Travel Demand:

- Requires cumulative impacts to be assessed and mitigated. ii. CP3

- General Principles for Development:

- Development must not cause detrimental cumulative effects.

iii. CC07 - Parking and Transport (MDD):

- Requires safe access and no severe residual cumulative impact.

4. Noise, Disturbance, and Loss of Residential Amenity

It is generally accepted that B2 industrial processes and B8 distribution activities generate:

- o Continuous operational noise
- o Loading/unloading impacts
- o HGV movements at unsocial hours
- o External plant noise

The application does not provide adequate noise modelling or mitigation, posing an unacceptable impact on residential amenity.

Relevant Policies include:

i. CP3 - General Principles for Development:

- protects residential amenity.
- ii. CC06 - Noise (MDD):
- Development must not generate unacceptable noise impacts.

5. Landscape and Visual Harm

The proposed units, by virtue of their height, bulk, and industrial appearance, would introduce visually intrusive structures into the rural landscape. The landscaping proposals are insufficient to mitigate this impact.

Relevant Policies:

i. CP3 - General Principles for Development:

- Requires development to respect local character.

ii. TB21 - Landscape Character (MDD):

- Protects rural landscapes from inappropriate development.

Conclusion

For the reasons outlined above, including highway safety concerns, cumulative traffic impacts, environmental risks, and incompatibility with rural character, the proposal is contrary to key planning policies relating to:

- o Safe and suitable access
- o Residential amenity
- o Environmental protection
- o Landscape character
- o Sustainable rural development

I therefore respectfully request that the application be refused.

Yours faithfully,
John F McDermott