



# Examination of the Basingstoke and Deane Local Plan (2011 to 2029)

## **STATEMENT OF COMMON GROUND**

between

Basingstoke and Deane Borough Council and Hampshire County Council (Property Services) as landowner –

and Hampshire County Council as Local Education Authority  
and Hampshire County Council as Local Highways Authority\*

Local Plan Policy: SS3.9 (Land to the East of Basingstoke)

August 2015 (final version)

\* Subject to agreement by the Local Highways Authority

## **Appendices**

- Appendix 1: Agreed draft Inset Map for the SS3.7 (Redlands) and SS3.9 (East of Basingstoke) - August 2015
- Appendix 2: Hampshire County Council revised illustrative masterplan for East of Basingstoke
- Appendix 3: Redlands (policy SS3.7) and East of Basingstoke (policy SS3.9) constraints map

## **1. Introduction**

- 1.1 The purpose of this Statement of Common Ground is to:
  - identify key areas of agreement and disagreement between Basingstoke and Deane Borough Council (BDBC) and the landowner (Hampshire County Council) of the East of Basingstoke site allocated in policy SS3.9 of the Submission Local Plan.
  - provide information on the rationale behind the draft inset maps.
  - provide the overall vision for development in the east of Basingstoke.
  - demonstrate how the criteria in the policies can deliver high quality, sustainable development.
- 1.2 The key areas of agreement/disagreement are highlighted in the boxes after each section.
- 1.3 Where relevant, Hampshire County Council (HCC) Highways and HCC Children's Services (in their statutory roles) have entered into parts of this agreement. The sections of this document that they are signed up to are recorded in the conclusion.
- 1.4 HCC as landowner is referred to as 'landowner'.

## **2. Site information**

- 2.1 The total site covers an area of approximately 66 hectares (Ha) of land east of the A33 approximately 3.8 km north-east of Basingstoke town centre and 700 metres east of Chineham District Centre. It is bordered to the west by the suburban areas of Chineham, Binfields, and Lychpit and by part of the Old Basing Conservation Area to the south west. East of the site is predominantly open farmland with scattered farmsteads associated with the Loddon Valley.
- 2.2 The site is bisected from east to west by Whitmarsh Lane which connects the A33 with the Integra North Energy Recovery Facility (ERF) and Thames Water Sewage Treatment Works (STW) east of the site. A small watercourse (Petty's Brook) and Whitmarsh naturally divide the site into a smaller northern and larger southern area of predominantly open land, defined by hedgerows with some mature trees.
- 2.3 All the land within the 'East of Basingstoke' allocation is within the ownership of the landowner and matters relating to existing tenancies and operational requirements can be addressed in a planned and co-ordinated manner.
- 2.4 Policy SS3.9 of the Submission Local Plan allocates a housing site for 450 dwellings on land East of Basingstoke. Policy SS3.7 also allocates a housing site for 150 dwellings at Redlands, Basingstoke which is adjacent to the SS3.9 site. These sites are defined on the Submission Local Plan Policies Map.

### 3. Availability of site and timetable for delivery and phasing

#### Availability

- 3.1 The site is considered available and site information was received in response to the Strategic Housing Land Availability Assessment (SHLAA) call for sites. The SHLAA reference for the site is BAS121. The site was originally assessed as having capacity for 900 dwellings, however in late 2012 the landowner made the decision to promote the land in two phases, with the first phase of 450 dwellings, being in the current plan period up to the year 2029 and the remainder (450 dwellings) being delivered outside of the plan period. The landowner's Executive Member for Policy and Resources (EMPR) has approved the availability of the land for development.
- 3.2 Following the Local Plan exploratory meeting in December 2014, BDBC wrote to the landowner to formally ask it to reconsider its position. The landowner replied by letter (Examination Document PS/03/34) which confirmed it will continue with its current approach to make 450 dwellings available in the current plan period up to 2029 and consider the additional potential of the Land East of Basingstoke for the subsequent local plan period
- 3.3 Policy SS3.9 reflects the decision of the landowner to make land available for 450 dwellings to the year 2029.

#### Delivery

- 3.4 The delivery of homes on the site is expected to be within the period 2017/18 to 2024/25. The indicative build rates as discussed and agreed with the land owner based on the Local Plan adoption timetable and assuming that the eventual developer operates a dual sales outlet are as follows:

Year	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25
Completions		60	110	110	110	60		

It is common ground between the landowner and BDBC that:

- the site is capable of delivering 450 homes in the period 2017/18 to 2024/25.
- it was a landowner decision to make land available for 450 homes to the year 2029.
- the build rates identified above are achievable and agreed based on the adoption timetable and best available information. following the Local Plan Exploratory meeting BDBC formally asked the landowner to reconsider its position on Land East of Basingstoke in terms of its potential to further contribute to the Borough Council's housing land supply needs within its emerging Local Plan to 2029.

### Work undertaken by the landowner

- 3.5 A considerable amount of technical information for the site that has been prepared by the landowner and provided to the council that, when considered in addition to BDBC's own evidence base, will help inform future masterplanning of the site.
- 3.6 HCC, as landowner, included a concept plan and illustrative draft masterplan within their representation (respondent ID: 700350) on the Pre Submission Local Plan. Their supporting submission report summarises the technical evidence which also formed part of their representation. The technical evidence includes:
- Ecological survey Landscape and visual survey
  - Flood risk assessment
  - CHP/District heating technical study for new developments surrounding Chineham Energy Recovery Facility
  - Noise impact assessment
  - Odour Assessment Report 2011
  - Odour Assessment Report 2014 (Examination Document ENV15)
  - Transport Study & Sustainable Transport Strategy
- 3.7 Following the completion of the HCC Odour Assessment Report 2014, HCC revised its illustrative masterplan and land budget to take account of the findings and recommendations of the report. The revised illustrative masterplan can be found in Appendix 2.

It is common ground between the landowner and BDBC that:

- a considerable amount of technical information for the site has been prepared by the landowner and BDBC, which demonstrates that there are no significant constraints to the delivery of the site.

## **4. Capacity of the site for housing and infrastructure**

- 4.1 As discussed above the landowner has made the decision to only make land available for 450 homes to the year 2029. The site boundary as defined on the Local Plan Policies Map has been defined to ensure maximum flexibility in the masterplanning of the 450 dwellings. The overall capacity of the defined site is approximately 900 dwellings. The last sentence of policy SS3.9 states that a potential later phase for 450 dwellings may be delivered beyond the plan period.
- 4.2 Illustrative masterplanning work undertaken by the landowner has identified that 450 dwellings can be accommodated on the site with the necessary on-site infrastructure. An illustrative masterplan can be found in Appendix 2. Housing capacity work undertaken by BDBC also confirms that the site can accommodate 450 dwellings.

- 4.3 Without prejudice to any future planning application, this work has made reasonable assumptions about the opportunities and constraints for development on the site. A constraints map for the SS3.7 and SS3.9 sites can be found in appendix 3.
- 4.4 The illustrative masterplanning identifies that 450 homes at a site-wide density of approximately 30dph and adequate space for on-site infrastructure can be accommodated on the site. This takes into account appropriate:
- buffers to the SINC's and River Loddon Biodiversity Priority Area.
  - buffers to the Scheduled Monument (Park Pale), the Old Basing Conservation Area and listed buildings.
  - likely restrictions to development from noise, odour and flooding.
  - highways framework agreed in principle by HCC Highways.
  - Reserved site for a two form entry primary school.
- 4.5 These issues are considered in greater detail in parts 6 and 7 of this Statement.

It is common ground between the landowner and BDBC that:

- landowner illustrative masterplanning and BDBC housing capacity work confirms that 450 dwellings can be accommodated on the site defined in the Local Plan Policies Map.
- the site boundary as defined on the Policies Map has capacity for approximately 900 homes.

## 5. Vision for development for SS3.7 and SS3.9

- 5.1 It is important to have a clear vision to guide the development in east of Basingstoke and coordinate the individual sites to create a well-planned place.

*Basingstoke and Deane Borough Council and the landowners share the vision of creating a high quality, comprehensively planned new development in the east of Basingstoke.*

*The sites will deliver approximately 600 new homes up to 2029, which will enable the delivery of new community infrastructure and services to serve both new and existing residents.*

*The new developments will be comprehensively masterplanned in terms of access, linkages and infrastructure delivery. Land will be reserved within the East of Basingstoke site for a primary school, if required by the Local Education Authority. The sites are adjacent to each other and will therefore be interlinked to build a strong community with a clear shared identity.*

*The sites will include integrated and accessible transport systems that cater for all modes including public transport and safe routes for pedestrians and cyclists, both within the allocations and with particular reference to sustainable routes to the town centre.*

*The new homes will be of a high quality of design and demonstrate good practice in sustainable design, and include a mix of size and tenure to create a mixed, thriving new community. Their layout and design will take account of the opportunities and constraints presented by the greenfield sites, and in particular ensure that they respond to, and build upon, the landscape sensitivities, ecological significance, existing green infrastructure and noise and odour constraints to deliver a high quality place in the east of Basingstoke.*

- 5.2 The vision will be enhanced and refined through the community engagement that the landowners will undertake prior to the submission of any planning application.
- 5.3 Based upon the vision, the Council and the landowners would suggest that the following text be inserted in the Local Plan alongside the inset map to provide an introduction to the sites in east Basingstoke.

(Insert before Policy SS3.7 and/ or SS3.9)

'Approximately 600 new homes will be brought forward on sites SS3.7 and SS3.9 as part of a high quality, comprehensively planned development, providing supporting infrastructure that is necessary to serve the sites. The sites will respect and respond to their landscape and biodiversity context and build upon the local green infrastructure assets'.

- The vision for the developments of SS3.7 and SS3.9 is common ground between the landowners and BDBC.
- The proposed additional supporting text is common ground between the landowners and BDBC.

## **6. Inset Map for the SS3.7 and SS3.9 sites**

- 6.1 At the exploratory meeting in December 2014, the Inspector indicated that he would like to see further detail on the strategic sites, and suggested that an inset map should be agreed through the course of the examination process.
- 6.2 To assist the Inspector, a draft inset map for the SS3.7 and SS3.9 sites in the east of Basingstoke (see Appendix 1) has been agreed through discussion between the site landowners, Basingstoke and Deane Borough Council Planning Department (and internal consultees), HCC Highways and (Local Highways Authority) HCC Children's Services (Local Education Authority (LEA)).

- 6.3 Whilst recognising that further information will become available through the detailed design process, the draft inset map identifies the general location of the principal access points and key infrastructure on the site, as well as recognising the key constraints.
- 6.4 The key features shown for SS3.7 and SS3.9 include:
- Access for all road users between SS3.7 and SS3.9.
- 6.5 The part of the inset map specifically relating to the SS3.7 site identifies:
- Principal access to/from the A33. This should include provision for a site access from an improved Gaiger Avenue/ A33 junction or suitable alternative.
  - Indicative location of development.
- 6.6 The part of the inset map specifically relating to the SS3.9 site identifies:
- Principal access to/from the A33.
  - Indicative location of development
  - Access between site parcels
  - A reserved site for a two form entry primary school.
  - A centre (including community facilities).
  - Green corridor incorporating Petty's Brook, natural flood zones and the River Loddon Biodiversity Priority Area.
  - Indicative pedestrian and cycling access.
  - National Cycle Network 23
- 6.7 It is recognised that there are constraints that will need to be taken into account when detailing the proposals (for example, buffers to SINCs). Appendix 3 includes a constraints map for the SS3.7 and SS3.9 sites. These matters are covered by policies in the emerging Local Plan, and the detailed design response will be considered through the Development Management process.
- 6.8 The site allocation boundary for the SS3.9 site defined in the inset map and constraints map corresponds with the landownership boundary. Minor modifications to the site allocation boundary for the SS3.9 site as defined in the Submission Local Plan Policies Map is required to ensure that the site allocation boundary corresponds with the landownership boundary for the site.

The draft Inset map and constraints map is common ground between the landowner, BDBC and the HCC Highways.

It is also common ground between the landowner, BDBC and HCC Highways that the draft inset map and annotations are not to scale and are for illustrative purposes only and do not prejudice future public consultation and masterplanning exercises.

It is common ground between the landowner and BDBC that the boundary for the SS3.9 site in the Inset Map and Constraints Map reflects the land ownership boundary for the site. It is also agreed that modifications will be made to the site allocation boundary for the SS3.9 site in the Submission Local Plan Policies Map to ensure that it corresponds with the landownership boundary for the site.

## **7. Text of Policy SS3.9**

- 7.1 Unless otherwise stated below, the criteria in Policy SS3.9 have been agreed by the landowner. This section focuses on those criteria where further explanation is provided to demonstrate how the policy criteria would be satisfied (particularly in relation to issues which have been raised during the consultations).

### **Gypsies and Travellers (criterion b)**

- 7.2 The landowner has suggested the deletion of the requirement for the site to provide accommodation for Gypsies, Travellers and Travelling Showpeople in the borough. The landowner suggests that accommodation needs should be addressed in a separate Borough-wide policy or policies.
- 7.3 BDBC considers that the Submission Local Plan approach provides a flexible framework to meet the Council's needs through the Development Management process, taking account of the needs identified at that time.
- 7.4 Paragraph 5.37 sets out the requirement for the council to identify sites to meet the needs of Gypsies, Travellers and Travelling Showpeople and, in addition to the approach outlined above, the Local Plan sets out how the council is committed to meeting needs through pitch provision on sites allocated for residential development (Policies SS3.9, SS3.10, SS3.11 and SS3.12).

The requirement for gypsy and traveller sites in criterion b) of policy SS3.9 is not common ground between the landowner and the LPA.

### **On-site infrastructure and comprehensive development (criteria c and p)**

- 7.5 The Council and the landowner understand the importance of planning and delivering infrastructure in a comprehensive manner which is a requirement of criterion p) of policy SS3.9.
- 7.6 The Local Planning Authority has liaised with internal stakeholders and HCC Children's Services with regards to on-site infrastructure requirements. Criterion c) of policy SS3.9 details the social and physical infrastructure required for the site.
- 7.7 It is agreed that in the context of the SS3.9 site this could result in a centre with the following mix of uses:

- Reserved site for a 2 form entry primary school on the site, if required by the LEA.
  - A range of other commercial and community uses subject to commercial analysis.
- 7.8 The borough council's Infrastructure Delivery Plan (IDP) includes further information on infrastructure requirements and contributions for the site. The landowner notes the infrastructure requirements and contributions identified for the SS3.9 site in the IDP, which will need to be considered further during the masterplanning and pre-application process.
- 7.9 With regards to the primary school, footnote 7 of the Submission Local Plan states that the LEA has identified a need for additional primary school places to serve new and existing communities in the eastern areas of Basingstoke and has requested that provision is made to meet this requirement on both SS3.8 and SS3.9. The LEA expect to require only one of these additional schools and will be able to confirm their exact requirements, based on pupil forecasting once other development in the vicinity is delivered, when future masterplanning is carried out.
- 7.10 Criterion c) of policy SS3.9 of the Submission Local Plan refers to the provision of "...a three form entry primary school...". Criterion c) needs to be amended to state "...a two form entry primary school..." to reflect criterion b) of policy SS3.8 and also the BDBC IDP.
- 7.11 The school should be within reasonable walking distance of the homes of all pupils within the area to be served by the school, with safe (preferably segregated) routes for journeys on foot or bicycle and related to public transport. Wherever possible, the school should be located in proximity to local shops and other community facilities, as part of a focus for new development.
- 7.12 Discussions on the location of the school site should take place with all stakeholders at the earliest opportunity.
- 7.13 The landowners of SS3.7 and SS3.9 sites are committed to joint masterplanning of the sites and the principles of a comprehensive approach between the landowners are agreed following on-going discussions between the landowners.

- It is common ground between BDBC and the landowner that the SS3.9 policy criterion provides an acceptable framework for physical and social infrastructure requirements for the site.
- It is common ground between BDBC, the LEA, HCC Highways and the landowners of SS3.7 and SS3.9 that infrastructure in the east of Basingstoke should be comprehensively planned and that criterion h) of policy SS3.7 and criterion p) of policy SS3.9 provide an acceptable framework to ensure this.
- The proposed modification to criterion c) of policy SS3.9 is common ground between the landowners, BDBC and the LEA.

- It is common ground between the landowner, BDBC and the LEA that criterion c) and the Inset Map provide an acceptable framework to ensure land is safeguarded for a 2 form entry primary school (if required by the LEA) on the SS3.9 site. Criterion c) needs to be amended to state "...a two form entry primary school...".

### **Landscape character and urban design (criteria d and k)**

- 7.14 Criterion d) and k) provides a policy framework to ensure that the development will respond to landscape and ecological considerations. The detailed consideration of these matters can be addressed at the Development Management stage.
- 7.15 Although a high level Landscape Assessment was prepared by the landowner to support the site submission, it is agreed a more detailed Landscape and Visual Impact Assessment will be submitted with any future planning application to demonstrate how the proposals would respond to the characteristics and sensitivities of the landscape. In particular, the height and intensity of development will need to respond to the levels of the site (particularly the higher ground to the south and north of the site) to reduce any visual impacts.
- 7.16 Criterion k) requires the creation of substantial green buffer to create a strong and defensible boundary between the site and the open countryside. This will provide a green transition to the surrounding countryside and mitigate any impact upon the adjacent rights of way that border the site.
- 7.17 An Arboricultural Impact Assessment will inform the retention of some of the existing trees and groups of trees within the site, and inform a landscaping structure that would include green corridors.

It is common ground between the landowner and BDBC that:

- criterion d) provides an acceptable framework to protect the natural environment.
- a strong and defensible green buffer between the site and the open countryside will be provided.
- a more detailed Landscape and Visual Impact Assessment and also an Arboricultural Impact Assessment will be submitted with any future planning application.

### **Heritage assets (criteria e and f)**

- 7.18 A Scheduled Monument, known as Park Pale, borders the western side of the site which is a medieval embankment. It is agreed that archaeological concerns can be mitigated but assessment of potential, possibly including fieldwork, should be undertaken before a planning application is submitted.

The setting of the Scheduled Monument is an important material consideration and is likely to influence the development layout. The advice and opinion of Historic England will be needed.

- 7.19 The western boundary of the site also adjoins the Old Basing Conservation Area and the site is also in close proximity to a number of listed buildings, including the grade II listed Lodge Farm. This has been taken into account on the landowner's illustrative masterplan and criterion f) of policy SS3.9 will ensure that development proposals on the site will conserve and enhance the architectural and historic significance of the heritage assets and their setting.

- It is common ground between the landowner and BDBC that archaeological concerns can be mitigated but assessment of potential, possibly including fieldwork, should be undertaken before a planning application is submitted.
- It is also common ground that criterion f) provides an acceptable framework to protect the historic environment.

#### **Flood risk, drainage and sewerage (criteria g and n)**

- 7.20 Petty's Brook is a tributary of the River Loddon, flowing through Chineham and connecting to the Loddon to the east of the Sewage Treatment Works. This River is designated by the Environment Agency as a Main River. The site is located partially (approximately 10% of the site) in the Petty's Brook flood plain (flood zones 2 and 3), however the site is predominantly within Flood Zone 1
- 7.21 The Council's Flood Risk Ranking and Sequential Test Updated (2014), which was developed in discussion with the Environment Agency, states that the site is not within or Upstream of a Critical Drainage Area and there is no record of groundwater flooding. Parts of the site (not significant areas) are identified as being at risk of future surface water flooding. The Loddon Catchment Flood Management Plan seeks safeguarding of the flood plain and this should be considered as part of any development proposal if development were to come forward.
- 7.22 Matters relating to flood risk are covered by criterion g) of the policy which requires the avoidance of development within flood zones 2 and 3 and also that masterplanning considers scope for the expansion of the flood plain. Development will need to demonstrate that it would not increase flood risk on the site or elsewhere, and where possible reduce flood risk overall. It is agreed that highly vulnerable and more vulnerable types of development (as defined in National Planning Practice Guidance) will be located outside of flood zones 2 and 3. The Environment Agency has raised no objection on policy SS3.9.
- 7.23 The landowner has undertaken a Flood Risk Statement for the site, however a detailed Flood Risk Assessment will need to accompany a

planning application. As stated in section 4 of the landowners statement detailed flood modelling of Petty's Brook will be undertaken during the detailed design stage which will establish flood levels which will ensure safe access to the site is designed. It is agreed that the detailed flood modelling will be undertaken in cooperation with the Environment Agency.

- 7.24 It is common ground that the development will need to be flood resilient, including safe access and egress. The landowners Flood Risk Statement assesses two options for a safe primary access to the site:
1. Moving the access from the current position to the north of the site. This way the access will not be located within the flood zone. However it would still need to serve the area to the south and this would require a crossing point above the flood levels between the north and south part of the site with associated flood compensation.
  2. Raising the level of the existing access road above the flood level. This level would need to be confirmed during the watercourse modelling exercise and appropriate flood compensation identified within the site. Due to the large scale of the site there is ample scope for providing the flood compensation needed to offset construction within the floodplain in association with either of these options.
- 7.25 Due to the size of the site there are opportunities for flood compensation and attenuation and these could be incorporated into an integrated flood attenuation and development drainage scheme for this development site.
- 7.26 It is common ground that flood risk will need to be attenuated in accordance with the requirements of emerging Local Plan policy EM7 (Managing Flood Risk), the National Planning Policy Framework and National Planning Practice Guidance and also to the satisfaction of the Environment Agency and the Lead Local Flood Authority. However, it is agreed that flooding will not be a significant constraint to development on the site.
- 7.27 The Council's Water Cycle Study, Statement of Common Ground with the Environment Agency and Thames, and the representations submitted by the Environment Agency and Thames Water in response to the emerging Local Plan demonstrate that there is sufficient capacity at the Basingstoke Sewage Treatment Works to accommodate all the development proposed in the plan period, including the 450 dwellings on SS3.9 and 150 dwellings on SS3.7. It is therefore common ground that sewerage capacity does not provide a constraint to development.
- 7.28 A full Utilities Assessment will be provided with the planning applications to identify the other improvements required to the drainage network. The LPA will work with Thames Water to ensure these are provided, and it would not be unusual for planning consent to be granted subject to a Grampian condition on this issue.

It is common ground between BDBC and the landowner that:

- the development will need to be flood resilient, including safe access and egress.
- the development will need to demonstrate that it would not increase flood risk on the site or elsewhere, and where possible reduce flood risk overall
- any access to the site and highly vulnerable and more vulnerable development will be located outside of flood zones 2 and 3.
- detailed flood modelling of Petty's Brook will be undertaken, in cooperation with the Environment Agency.
- due to the size of the site there are opportunities for flood compensation and attenuation and these could be incorporated into an integrated flood attenuation and development drainage scheme.
- flood risk will need to be attenuated in accordance with the requirements of local and national policy and also to the satisfaction of the Environment Agency and the Lead Local Flood Authority,
- flooding will not be a significant constraint to development on the site.
- sewerage capacity is not a constraint to development and a connection to the nearest point of adequate capacity in the sewerage network will need to be made.

### **Highways (criteria h and i)**

7.29 The Council's Transport Assessment (Examination Document TR01 and PS/02/29) has considered the impact of development in this location and considers that it can be accommodated on the highways network with the necessary mitigation.

7.30 A Transport Study has been submitted by the landowner which has tested the existing highway access from the A33 as well as alternative access options. As the current main access to the site falls within existing flood zones, the Transport Study has considered a potentially more suitable location for a new access to the site to the north of Whitmarsh Lane via a light controlled junction from the A33. An indicative design of this junction is shown in Appendix E of the Transport Study as Drawing No. STH2654-PR-04. The landowners Transport Study has tested the proposed new vehicular access to the site, as defined in the landowners illustrative masterplan.

It is agreed that this work demonstrates that a design could be achieved that:

- would be technically achievable.
- could accommodate development traffic associated with 450 dwellings.

- provides opportunity for a safe and controlled crossing over the main road for pedestrians and cyclists to facilities within Chineham, and existing local residents to reach the site and its new facilities as well as the countryside beyond.
  - does not prejudice other locations or options for access
- 7.31 The landowner's Transport Study also includes a Sustainable Transport Strategy which reviews the other modes of transport, including public transport, to address criterion (i).
- 7.32 To ensure that the development of SS3.7 and SS3.9 is brought forward in a co-ordinated manner, the landowners of the sites both agree that appropriate access between the sites can be achieved within the respective land ownerships. This is a requirement of policy SS3.7 criterion c) and SS3.9 criterion h). Criterion c) of policy SS3.7 requires site access for the Redlands site from an improved Gaiger Avenue/ A33 junction, or suitable alternative. This along with the appropriate access between SS3.7 and SS3.9 will enable vehicles to travel to and from the SS3.9 site via the Gaiger Avenue/ A33 junction or a suitable alternative.
- 7.33 Without prejudice to any future planning application, the Borough Council and HCC Highways are satisfied that a comprehensively planned access point off the A33 into the SS3.9 site is achievable in principle. Further detailed design work would, however, still be required to support any planning application which will also need to consider vehicles accessing the adjacent ERF (incinerator) and sewage treatment works (including any increase in vehicles as a result of any new plant at the sewage treatment works). There will also be a requirement to prepare a Transport Assessment and a Travel Plan to support the application.
- 7.34 If a new primary school is provided on the site a School Travel Plan should be jointly developed and implemented by all stakeholders to identify and enable safe, healthy and sustainable routes to the school for all. This should in turn result in minimal car alone journeys and reduced congestion within the school vicinity. The School Travel Plan could form part of the Transport Assessment and Travel Plan.
- 7.35 The Local Plan and the IDP have helped to inform bids that have been prepared for LEP Local Growth Funding and Pinch Points funding from the Department for Transport. Such funding bids have used HCCs North Hampshire Transport Model, to develop and assess the appropriateness of the measures proposed including the benefits that will occur. HCC have used the model for successful funding bids to the LEP to secure the improvements to the A33 corridor. Funding and a programme of works is now in place to implement a series of improvements to the A33 at the following locations:
- A33 / Ringway Jn – implementation 2015-16
  - A33 / Popley Way – implementation 2015-16

- A33 / Crockford Lane – implementation 2016-17
- A33 / Binfields roundabout – implementation 2017-18
- A33 / Gaiger Avenue – implementation 2017-18

7.36 Further information on these improvements can be found in BDBC's written response to the Local Plan Inspectors issues and questions.

It is common ground between the landowner, BDBC and HCC Highways that:

- the impact of the development on the wider highways network can be mitigated.
- a comprehensive access solution, for all road-users, can be achieved for the site.
- appropriate access to the adjacent SS3.7 will be provided.
- there is scope to improve on and off-site walking and cycling connections and public transport to help increase travel mode choice.

It is common ground between BDBC and HCC Highways that:

- funding and a programme of works is in place to implement a series of improvements to the A33 corridor.

### **Biodiversity and green infrastructure (criteria j, k and l)**

7.37 A small part of the River Loddon Biodiversity Priority Area (BPA) and Loddon Catchment Biodiversity Opportunity Area falls within the site, following the line of Pettys Brook (a tributary to the River Loddon) and its floodplain,. The part of the River Loddon BPA that is within the East of Basingstoke site is less than 0.1% of the total River Loddon BPA. Sufficient buffering to the BPA can help to avoid any urban edge effects (such as risk of fires, litter and cat predation) to the BPA.

7.38 There are no designated biodiversity sites within the SS3.9 site, but within 400 metres of the site are the River Loddon and Lower Mill SINC, Whitmarsh Lane and Piece SINC and Petty's Copse and Guinea Copse SINC.

7.39 Criteria j), k) and l) of Policy SS3.9 of the Submission Local Plan will ensure biodiversity and green infrastructure matters are considered appropriately when assessing future development proposals on the sites to ensure a net gain in biodiversity. The criteria take into account the borough council's Green Infrastructure Strategy and Living Landscapes document (Examination Documents ENV09 and ENV12) and will help to ensure the objectives of the BPA will be achieved and may also act as a catalyst to achieve the objectives. Other Local Plan policies, such as policy EM4 also assists as it lays down further criteria to ensure a net gain in biodiversity.

7.40 The council's Duty to Cooperate Statement – Regulation 22 (Examination Document CD08) on pages 21 and 22 confirms that following further discussions with Natural England, between July and September 2014,

minor amendments were made to Policy SS3.9 criterion l) and SS3.7 criterion d). As indicated in the key/notable outcomes column on page 21 of CD08, Natural England support these policy criteria.

- 7.41 Criterion l) of policy SS3.9 makes specific reference to avoiding or mitigating direct and indirect adverse impacts on Pettys Brook and natural flood zones.
- 7.42 The requirements of criterion l) could be achieved through adequate buffering of natural features and habitats and appropriate mitigation and compensation measures.
- 7.43 An Ecological Assessment will highlight biodiversity issues, such as areas of ecological potential and importance, buffers, along with links with the wider green infrastructure beyond the site. This assessment will help to inform a framework that defines the green infrastructure for the site.

It is common ground between the landowner and BDBC that:

- there are no designated biodiversity sites within the SS3.9 site.
- policy SS3.9 criteria and policy EM4 provide an acceptable framework to ensure biodiversity and green infrastructure matters are considered appropriately when assessing future development proposals on the sites to ensure a net gain in biodiversity.
- policy SS3.9 criteria and policy EM4 provides an acceptable framework to ensure the objectives of the BPA will be achieved and may also act as a catalyst to achieve the objectives.
- policy SS3.9 criterion l) could be achieved through adequate buffering of natural features and habitats and appropriate mitigation and compensation measures.
- an Ecological Assessment will be submitted with any future planning application.

#### **Low carbon energy (criterion m)**

- 7.44 The site is in close proximity to the Integra North Energy Recovery Facility (ERF) (Whitmarsh Road Incinerator) which presents an opportunity to consider how sustainable sources of local energy production can be maximised in new development in Basingstoke, such as the potential for a Combined Heat and Power (CHP)/ District Heating scheme. Criterion m) of policy SS3.9 requires renewable energy technologies to be harnessed for the site by utilising opportunities presented by the nearby incinerator and any opportunities that may have for CHP.
- 7.45 The landowner has submitted a CHP/District heating technical study which assesses the potential to develop a district energy scheme to supply low carbon heat to developments in the vicinity of the ERF in Basingstoke concluded. The study concludes that such a scheme may not be viable. This is owing to the seasonal use of heat and predominant land use for

homes which do not reach the threshold density to make a district energy scheme commercially viable.

- It is common ground between the landowner and BDBC that criterion g) provides an acceptable framework to ensure that renewable energy technologies are harnessed for the site by utilising opportunities presented by the nearby incinerator and any opportunities that may have for CHP. The landowner has commissioned a study which concludes that a scheme may not be viable. This will be addressed through the future planning application process.

### **Noise and odour (criterion o)**

- 7.46 The site is located close to the Integra North ERF (Whitmarsh Road Incinerator) and the Thames Water Chineham Sewage Treatment Works (STW).
- 7.47 The ERF is subject to the requirements of the Waste Incineration Directive and is regulated under the Pollution Prevention and Control (PPC) regime. The regulator is the Environment Agency (EA) who require such installations to have a permit for operation which contain emission limit values (ELVs) and other conditions. The ELV's are set at a level to protect human health and to minimise environmental impact.
- 7.48 The ERF is also subject to stringent continuous monitoring requirements for stack emissions and also regular monitoring of other pollutants. Continuous monitoring equipment is in service for the operational hours of the ERF. This monitoring information is reported to the EA.
- 7.49 The ERF has been operational since 2003 (when the borough council's Environmental Health Service raised no objection to the proposal) and has the required permit (BJ77861V). The EA has confirmed that the performance of the ERF has been good over its period of operation.
- 7.50 Consultants on behalf of the landowner have carried out odour assessments (2011 and 2014) in relation to the STW, the scope of which was agreed with Thames Water. The 2011 assessment accompanied the landowners representation to the Pre Submission Local Plan consultation and the latest assessment was provided to the council in October 2014.
- 7.51 The Odour Assessment Report (2014) (Examination Document ENV15) provides clarification of the impact of any odour emissions from the STW and was based on detailed source sampling reflecting recent investment works at the STW. This odour assessment was also undertaken in accordance with the criteria submitted by and in close cooperation with Thames Water. The assessment concludes that with the recommended mitigation measures in place, the proposed allocation will not be significantly affected by the nearby STW odour emissions and will comply with European and National odour legislation and guidance, as well as Local Plan policy.

- 7.52 The landowners most recent illustrative masterplan, as shown in appendix 2, takes into account the recommendations of the most recent Odour Assessment Report.
- 7.53 Consultants on behalf of the landowner also undertook a Noise Impact Assessment (2010). This report accompanied the landowners representation to the Pre Submission Local Plan consultation. The report includes an assessment of the noise arising from adjacent roads and the nearby ERF and includes recommendations to mitigate any potential impacts on the new residential dwellings closest to the ERF. Paragraph 6.5 of the assessment states that ‘it is concluded that subject to relatively straightforward noise mitigation measures, a satisfactory living environment may be achieved for future residents of the proposed development’. The assessment confirms that the main source of noise to the site is from traffic from the A33. Mitigation measures will need to be investigated at the planning application stage.
- 7.54 Evidence documents completed by the council (Housing Site Assessment and Sustainability Appraisal of Sites - Examination document H05 and SA04) and the landowner of SS3.9 (noise and odour assessments) confirm that matters such as pollution from the ERF and STW will not impact on the deliverability of these sites. Criterion o) in policy SS3.9 will ensure that layout decisions on the sites will take into account noise and odour matters from the ERF and STW and that acceptable noise and odour standards can be met across the site.
- 7.55 It is also worthy of note that the council’s Environmental Health Service (EHS) raised no objection to the potential allocation of these sites.

It is common ground between the landowner and BDBC that:

- criterion o) in policy SS3.9 provides an acceptable framework to ensure layout decisions on the sites will take into account noise and odour matters from the ERF and STW and that acceptable noise and odour standards can be met across the site.
- pollution from the ERF and STW will not impact on the deliverability of the site.

## 8. Conclusion

- 8.1 In conclusion, the site covered by Policy SS3.9 is considered to be deliverable<sup>1</sup> as it:
- is available now
  - offers a suitable location for development
  - is achievable with a realistic prospect that housing will be delivered on the sites within the phasing period identified.
  - can be made viable.

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<sup>1</sup> As defined in footnote 11 of the NPPF.

8.2 The **common ground** issues between the landowner of SS3.9 and BDBC are:

- the site is capable of delivering 450 homes in the period 2017/18 to 2024/25.
- it was a landowner decision to make land available for 450 homes to the year 2029.
- the build rates identified above are achievable and agreed based on the adoption timetable and best available information.
- following the Local Plan Exploratory meeting BDBC formally asked the landowner to reconsider its position on Land East of Basingstoke in terms of its potential to further contribute to the Borough Council's housing land supply needs within its emerging Local Plan to 2029.
- a considerable amount of technical information for the site has been prepared by the landowner and BDBC, which demonstrates that there are no significant constraints to the delivery of the site.
- landowner illustrative masterplanning and BDBC housing capacity work confirms that 450 dwellings can be accommodated on the site defined in the Local Plan Policies Map.
- the site boundary as defined on the Policies Map has capacity for approximately 900 homes.
- the vision for the developments of SS3.7 and SS3.9 is common ground between the landowners and BDBC.
- the proposed additional supporting text is common ground between the landowners and BDBC.
- the boundary for the SS3.9 site in the Inset Map and Constraints Map reflects the land ownership boundary for the site. It is also agreed that modifications will be made to the site allocation boundary for the SS3.9 site in the Submission Local Plan Policies Map to ensure that it corresponds with the landownership boundary for the site.
- the SS3.9 policy criterion provides an acceptable framework for physical and social infrastructure requirements for the site.
- criterion d) provides an acceptable framework to protect the natural environment.
- a strong and defensible green buffer between the site and the open countryside will be provided.
- a more detailed Landscape and Visual Impact Assessment and also an Arboricultural Impact Assessment will be submitted with any future planning application.
- archaeological concerns can be mitigated but assessment of potential, possibly including fieldwork, should be undertaken before a planning application is submitted.
- criterion f) provides an acceptable framework to protect the historic environment.
- the development will need to be flood resilient, including safe access and egress.

- the development will need to demonstrate that it would not increase flood risk on the site or elsewhere, and where possible reduce flood risk overall.
- any access to the site and highly vulnerable and more vulnerable development will be located outside of flood zones 2 and 3.
- detailed flood modelling of Petty's Brook will be undertaken, in cooperation with the Environment Agency.
- due to the size of the site there are opportunities for flood compensation and attenuation and these could be incorporated into an integrated flood attenuation and development drainage scheme.
- flood risk will need to be attenuated in accordance with the requirements of local and national policy and also to the satisfaction of the Environment Agency and the Lead Local Flood Authority,
- flooding will not be a significant constraint to development on the site.
- sewerage capacity is not a constraint to development and a connection to the nearest point of adequate capacity in the sewerage network will need to be made.
- there are no designated biodiversity sites within the SS3.9 site.
- policy SS3.9 criteria and policy EM4 provide an acceptable framework to ensure biodiversity and green infrastructure matters are considered appropriately when assessing future development proposals on the sites to ensure a net gain in biodiversity.
- policy SS3.9 criteria and policy EM4 provides an acceptable framework to ensure the objectives of the BPA will be achieved and may also act as a catalyst to achieve the objectives.
- policy SS3.9 criterion l) could be achieved through adequate buffering of natural features and habitats and appropriate mitigation and compensation measures.
- an Ecological Assessment will be submitted with any future planning application.
- criterion g) provides an acceptable framework to ensure that renewable energy technologies are harnessed for the site by utilising opportunities presented by the nearby incinerator and any opportunities that may have for CHP. The landowner has commissioned a study which concludes that a scheme may not be viable. This will be addressed through the future planning application process.
- criterion o) in policy SS3.9 provides an acceptable framework to ensure layout decisions on the sites will take into account noise and odour matters from the ERF and STW and that acceptable noise and odour standards can be met across the site.
- pollution from the ERF and STW will not impact on the deliverability of the site.

### 8.3 The **uncommon ground** issues between the landowner and BDBC is:

- The requirement for gypsy and traveller sites in criterion b) of policy SS3.9 is not common ground between the landowner and the LPA.

8.4 The **common ground** issues between the landowner, BDBC and HCC Highways are:

- The draft inset map and constraints map is common ground between the landowner, BDBC and HCC Highways.
- It is also common ground that the draft inset map and annotations are not to scale and are for illustrative purposes only and do not prejudice future public consultation and masterplanning exercises.
- the impact of the development on the wider highways network can be mitigated.
- a comprehensive access solution, for all road-users, can be achieved for the site.
- appropriate access to the adjacent SS3.7 will be provided.
- there is scope to improve on and off-site walking and cycling connections and public transport to help increase travel mode choice.

8.5 The **common ground** issue between BDBC and HCC Highways is:

- funding and a programme of works is in place to implement a series of improvements to the A33 corridor.

8.6 The **common ground** issue between the landowner, BDBC and the LEA is:

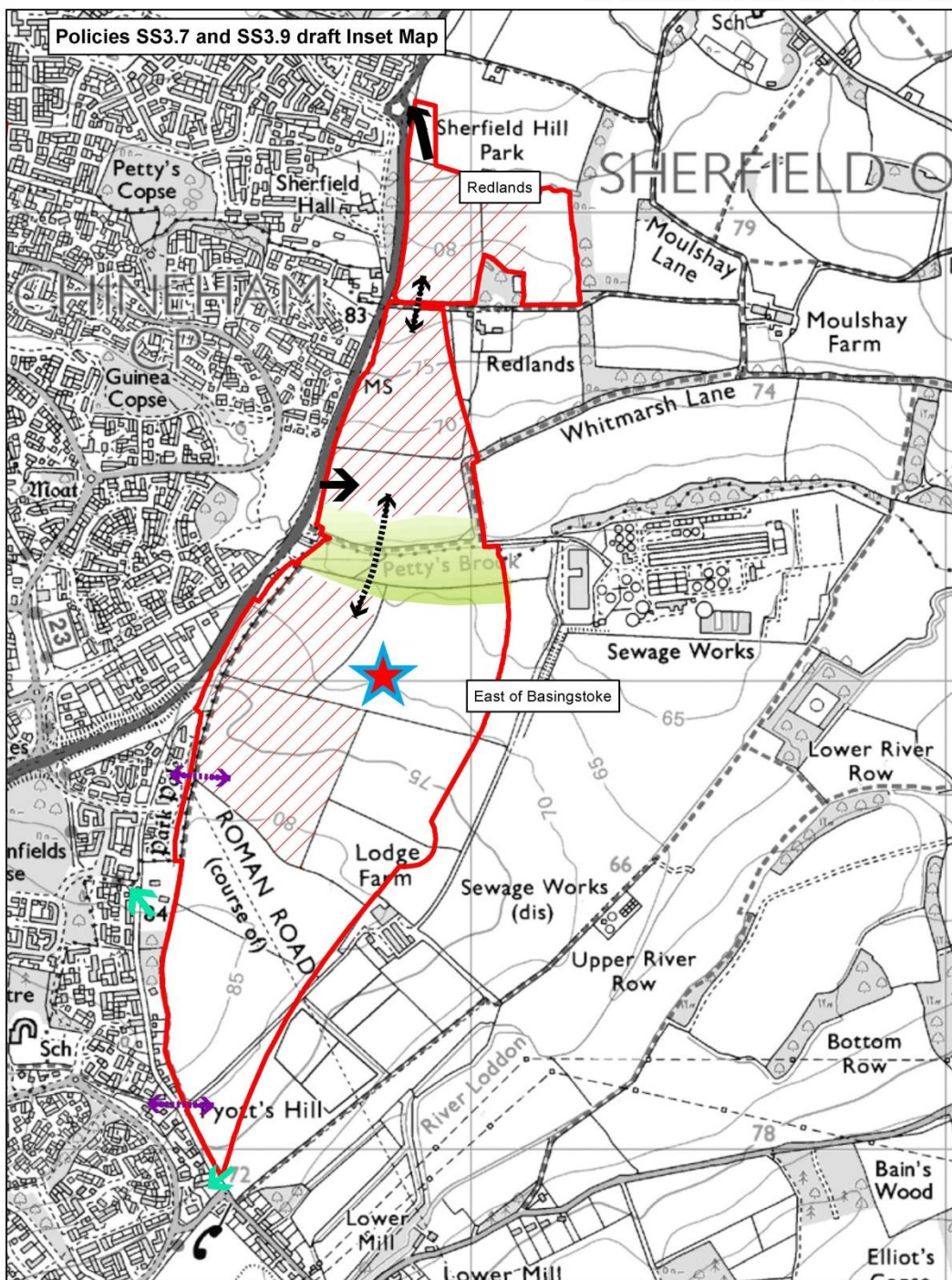
- the proposed modification to criterion c) of policy SS3.9.
- criterion c) and the Inset Map provide an acceptable framework to ensure the provision of a 2 form entry primary school (if required by the LEA) on the SS3.9 site. Criterion c) needs to be amended to state "...a two form entry primary school...".

8.7 The **common ground** issue between the landowners of SS3.7 and SS3.9, BDBC, HCC Highways and the LEA is:

- infrastructure in the east of Basingstoke should be comprehensively planned and that criterion h) of policy SS3.7 and criterion p) of policy SS3.9 provide an acceptable framework to ensure this.

# Appendix 1: Agreed draft Inset Map for the SS3.7 (Redlands) and SS3.9 (East of Basingstoke) - August 2015

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



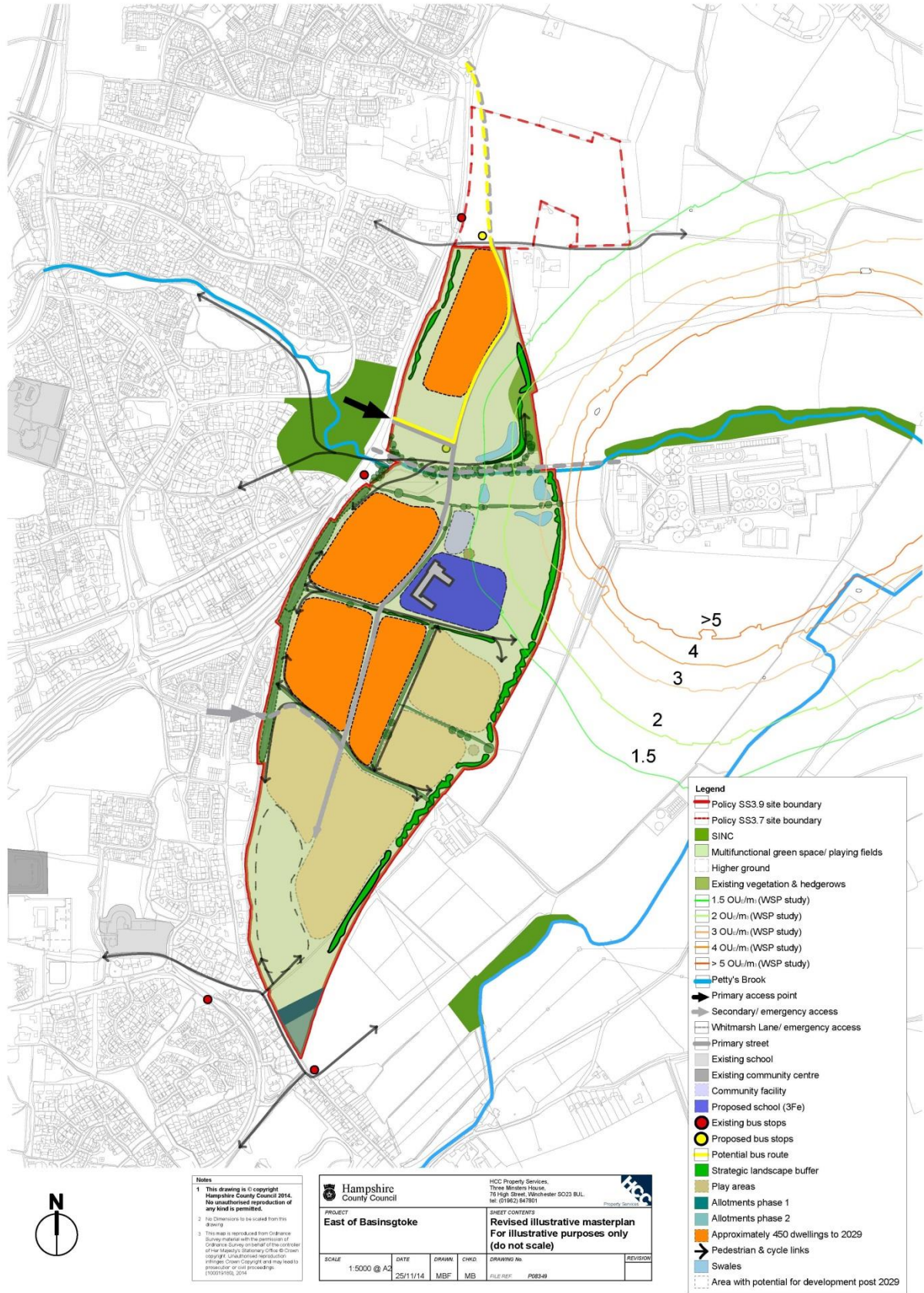
### Key

- Site Allocation Boundary
- Phase 1 (2017/18 - 24/25)
- ➔ Principal Access
- ↔ Access between SS3.7 and SS3.9, and SS3.9 parcels
- ↔ Indicative pedestrian and cycling access

- ★ Primary School (reserved) and Centre
- Green Corridor
- ↔ National Cycle Network 23

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# Appendix 2: Hampshire County Council revised illustrative masterplan for East of Basingstoke



**Notes**

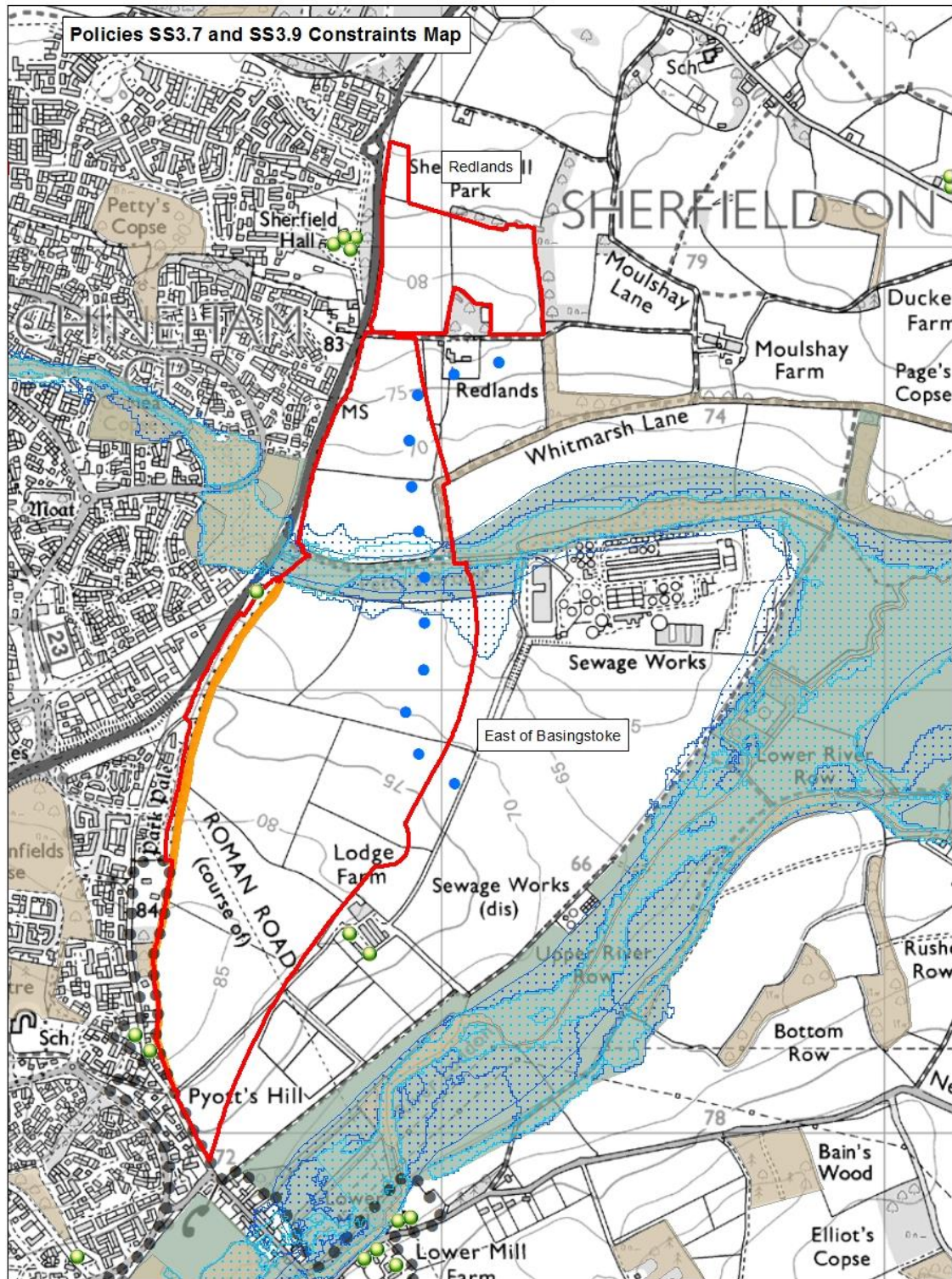
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Hampshire County Council		HCC Property Services, Three Millstone House, 78 High Street, Winchester SO23 8UL, Tel: 01962 847801	
<b>PROJECT</b> East of Basingstoke		<b>PROJECT COORDINATOR</b> Revised illustrative masterplan For illustrative purposes only (do not scale)	
<b>SCALE</b> 1:5000 @ A2	<b>DATE</b> 25/11/14	<b>DRAWN</b> MBF	<b>CHECKED</b> MB
<b>DRAWING No.</b> P083-01		<b>REVISION</b>	

- Legend**
- Policy SS3.9 site boundary
  - Policy SS3.7 site boundary
  - SINC
  - Multifunctional green space/ playing fields
  - Higher ground
  - Existing vegetation & hedgerows
  - 1.5 OU./m. (WSP study)
  - 2 OU./m. (WSP study)
  - 3 OU./m. (WSP study)
  - 4 OU./m. (WSP study)
  - > 5 OU./m. (WSP study)
  - Petty's Brook
  - Primary access point
  - Secondary/ emergency access
  - Whitmarsh Lane/ emergency access
  - Primary street
  - Existing school
  - Existing community centre
  - Community facility
  - Proposed school (3Fe)
  - Existing bus stops
  - Proposed bus stops
  - Potential bus route
  - Strategic landscape buffer
  - Play areas
  - Allotments phase 1
  - Allotments phase 2
  - Approximately 450 dwellings to 2029
  - Pedestrian & cycle links
  - Swales
  - Area with potential for development post 2029

# Appendix 3: Redlands (policy SS3.7) and East of Basingstoke (policy SS3.9) constraints map

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



**Key**

- Site Allocation Boundary
- Approximate outer extent of odour constraint
- Listed Buildings
- Scheduled Monument
- Conservation Area
- Biodiversity Priority Area
- Site of Importance for Nature Conservation
- Flood Zone 2 (Source: Environment Agency, 2015)
- Flood Zone 3 (Source: Environment Agency, 2015)

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