



*Basingstoke
and Deane*



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

STATEMENT OF COMMON GROUND

between

Basingstoke and Deane Borough Council and
Phillips Planning Services Limited (Cooper Estates
Strategic Land) –

[and Hampshire County Council as Local
Highways Authority]*

Local Plan Policy: SS3.7 (Redlands)

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: Phillips Planning draft layout for Redlands (policy SS3.7)
- 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 between Basingstoke and Deane Borough Council (BDBC) and Phillips Planning Services Limited who represent Cooper Estates Strategic Land who are the predominant landowners of the Redlands site allocated in policy SS3.7 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 are highlighted in the boxes after each section.
- 1.3 Where relevant, Hampshire County Council (HCC) Highways has entered into parts of this agreement. The sections of this document that they are signed up to are recorded in the conclusion.

2. Site information

- 2.1 The site is situated on the northern edge of Basingstoke town and comprises an area of open flat arable land. The total site areas covers an area of approximately 9 hectares (Ha). The Reading Road (A33) abuts the western boundary of the site which consists of a mature hedge which varies in condition and the Taylor's Farm development is on the opposite side of the A33. The site is screened by a range of mature trees and boundary hedging. The southern boundary is formed by the tree lined driveway which provides access off the A33 to Redlands Lodge. There is a Public Right of Way (PROW) which runs along this driveway from Chineham to the countryside to the east. The eastern boundary is open. There are a number of mature trees at the centre of the site.
- 2.2 The site is situated within the Loddon Valley, to the north west of the Thames Water Sewage Treatment Works and Petty's Brook which lie a short distance to the south, with the River Loddon flowing southeast to northwest further afield to the south. The land to the north and west is in agricultural use, the land to the south is proposed to be allocated for residential development (SS3.9) whilst the area to the west is residential.
- 2.3 The site is predominantly owned by one land owner (Cooper Estates Strategic Land), and a small area in the south western corner owned by HCC (the owners of the adjoining site SS3.9) has been included in Phillips Planning Services draft layout for site SS3.7.
- 2.4 Policy SS3.7 of the Submission Local Plan allocates a housing site for approximately 150 dwellings on land at Redlands. Policy SS3.9 also

allocates a housing site for approximately 450 dwellings at land East of Basingstoke which is adjacent to the SS3.7 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 was suggested through the Strategic Housing Land Availability Assessment (SHLAA) by planning agents on behalf of the predominant land owner. The SHLAA reference for the site is SOL002.

Delivery

- 3.2 A request for an Environmental Impact Assessment screening opinion for the proposed development of approximately 150 dwellings on the Redlands site was received in March 2015. The Local Planning Authority issued its decision in April 2015 and considered that an Environment Statement would not be required.
- 3.3 It is anticipated that an outline application on the site for approximately 150 dwellings will be submitted to the Local Planning Authority before the end of the year.
- 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 are as follows:

Year	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25
Completions	50	50	50					

It is common ground between the landowner and BDBC that:

- the site is capable of delivering approximately 150 homes in the period 2017/18 to 2024/25.
- the build rates identified above are achievable and agreed.

Work undertaken by the landowner

- 3.5 Technical work on ecology, landscape, highways, flood risk, noise, odour and trees has been undertaken to help to inform the draft proposed layout that Phillips Planning has provided to the Borough Council and Hampshire County Council (Property Services). The draft proposed layout can be found in Appendix 2.
- 3.6 Further technical information for the site is continuing to be prepared by Phillips Planning on behalf of its client in preparation for the submission of an outline planning application before the end of 2015. The landowner has

requested pre-application advice from the LPA. BDBC's own evidence base, will also help to inform masterplanning of the site.

It is common ground between the landowner and BDBC that:

- 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 Illustrative masterplanning work undertaken by the landowner has identified that 150 dwellings can be accommodated on the site with the necessary on-site infrastructure. A draft proposed layout can be found in Appendix 2. Housing capacity work undertaken by BDBC also confirms that the site can accommodate 150 dwellings.
- 4.2 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.
- 4.3 The illustrative masterplan identifies that 150 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 listed buildings.
 - highways framework agreed in principle by HCC Highways.
- 4.4 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 150 dwellings can be accommodated on the site defined in the Local Plan Policies Map.

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'.

- | |
|--|
| <ul style="list-style-type: none">• 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 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) and Hampshire County Council Highways (Local Highways Authority).
- 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 draft 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 draft 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.
- 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.

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

It is also common ground that the draft inset map and annotations are not to scale and are for illustrative purposes only.

7. Text of Policy SS3.7

- 7.1 Unless otherwise stated below, the criteria in Policy SS3.7 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).

On-site infrastructure and comprehensive development (criteria h)

- 7.2 The Council and the landowner understand the importance of planning and delivering infrastructure in a comprehensive manner which is a requirement of criterion h) of policy SS3.7. 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.
- 7.3 The Local Planning Authority has liaised with internal stakeholders and Hampshire County Council Education with regards to on-site infrastructure requirements for SS3.7 and SS3.9. The landowner notes the infrastructure requirements and contributions identified for the SS3.7 site in the borough council's Infrastructure Delivery Plan (IDP), which will need to be considered further during the masterplanning and pre-application process. As required by the CIL regulations it is agreed that contributions should be fair, reasonable and justified.
- 7.4 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 Local Education Authority.
 - A range of other community uses.
- 7.5 With regards to the primary school, footnote 7 of the Submission Local Plan states that the Local Education Authority (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.

- The landowner of SS3.7 notes that it will be necessary to provide appropriate contributions towards local infrastructure where fair, reasonable and justified in accordance with CIL regulations..
- It is common ground between BDBC, 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.

Landscape character and urban design (criterion b)

- 7.6 Criterion b) provides a policy framework to ensure that development will respond to landscape characteristics of the site and its surrounds. The detailed consideration of these matters can be addressed at the Development Management stage.
- 7.7 It is agreed a detailed Landscape and Visual Impact Assessment will be submitted with any future planning application to explain and assess how the proposal will respond to the characteristics and sensitivities of the landscape.
- 7.8 The density, heights and layout of the development will need to minimise any visual impacts. The residential layout will have regard to the sites relationship with the surrounding countryside.
- 7.9 Criterion b) of policy SS3.7 requires that the development is located on the western part of the site and avoiding development to the north of existing field boundary, which forms the northern edge of the site. This is reflected in the draft Inset Map in Appendix 1.
- 7.10 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.
- 7.11 There are no designated heritage assets on the site. A grade II Listed Building is adjacent to the sites western boundary (western side of A33). A heritage buffer around this Listed Building is defined on the draft Inset Map.

It is common ground between the landowner and BDBC that:

- criterion d) provides an acceptable framework to protect the landscape characteristics of the site and its surrounds.
- the location of development will be in line with the principles of criterion b) of policy SS3.7.
- a more detailed Landscape and Visual Impact Assessment and also an Arboricultural Impact Assessment will be submitted with any future planning application to inform the eventual layout.

Highways (criteria c and c i)

- 7.12 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. Phillips Planning on behalf of their client has also commissioned initial transport assessment work which demonstrates that the development in this location can be accommodated on the highways network with suitable mitigation.

- 7.13 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.
- 7.14 Without prejudice to any future planning application, the Borough Council and Hampshire County Council Highways are satisfied that a comprehensively planned access point off the A33 into the SS3.7 site is achievable in principle. Further detailed design work would, however, still be required to support any planning application which may also need to consider vehicles wishing to access the nearby 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.
- 7.15 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.
- 7.16 There is scope to improve on and off-site walking and cycling connections (including the links to existing external routes including the Public Right of Way network) and public transport to help increase travel mode choice. The Transport Assessment will need to review the other modes of transport, including public transport, to address criterion (c i).
- 7.17 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

7.18 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 SS3.9 site can be achieved.
- 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 (criterion d)

7.19 There are no designated biodiversity sites within the SS3.7 site, but the Whitmarsh Lane and Piece SINC lie to the south-east of the site.

7.20 Criterion d) of Policy SS3.9 of the Submission Local Plan will ensure biodiversity and green infrastructure matters are considered appropriately when assessing future development proposals. Other Local Plan policies, such as policy EM4 (Biodiversity, geodiversity and nature conservation) and also assists as it lays down further criteria to ensure a net gain in biodiversity.

7.21 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 SS3.7 criterion d). As indicated in the key/notable outcomes column on page 21 of CD08, Natural England support these policy criteria.

7.22 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 SS3.7 site.
- policy SS3.7 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.
- an Ecological Assessment will be submitted with any future planning application.

Low carbon energy (criterion e)

- 7.23 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 e) of policy SS3.7 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.
- 7.24 Further assessment in relation to criterion e) will be required to accompany a planning application. The landowner has sought consultancy advice on the potential to develop a district energy scheme to supply low carbon heat to developments in the vicinity of the ERF in Basingstoke. Initial advice 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 e) 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. Consultancy advice to the landowner concludes that a scheme may not be viable. This will be addressed through the future planning application process.

Noise and odour (criterion f)

- 7.25 The site is located close to the Integra North ERF (Whitmarsh Road Incinerator) and the Thames Water Chineham Sewage Treatment Works (STW).
- 7.26 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.
- 7.27 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.
- 7.28 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..

- 7.29 Phillips Planning has commissioned initial odour assessment work in relation to the STW. It concludes that the site is outside of the odour exposure levels where some mitigation/ consideration to site layout may be required.
- 7.30 Consultants on behalf of the SS3.9 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 landowner representation to the Pre Submission Local Plan consultation and the latest assessment was provided to the council in October 2014.
- 7.31 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. This report also confirms that the Redlands site is also outside of the odour exposure levels where some mitigation/ consideration to site layout may be required.
- 7.32 The most recent illustrative masterplan for the East of Basingstoke site (SS3.9) produced by the landowner, takes into account the recommendations of the most recent Odour Assessment Report.
- 7.33 Criterion f) in policy SS3.7 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. A planning application for the site will need to be accompanied by Noise and Odour Assessment Reports.
- 7.34 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 f) in policy SS3.7 provides an acceptable framework to ensure layout decisions on the site 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.
- Noise and Odour Assessment Reports will be undertaken to accompany the planning applications for the site.

Sewerage (criteria g)

- 7.35 The Council's Water Cycle Study and subsequent discussions with the Environment Agency (Examination Library: PS/02/28) demonstrate that there is sufficient capacity at the Basingstoke STW 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.
- 7.36 A Flood Risk and Drainage Assessment will be provided with the planning applications to identify appropriate drainage proposals for both foul and surface water. 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 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.

8. Conclusion

- 8.1 In conclusion, the site covered by Policy SS3.7 is considered to be deliverable¹ as it:
- is available now
 - offers a suitable location for development now
 - is achievable with a realistic prospect that housing will be delivered on the sites within 5 years
 - is viable.
- 8.2 The common ground issues between the landowner of SS3.7 and BDBC are:
- the site will deliver approximately 150 homes in the period 2017/18 to 2024/25.
 - the build rates identified are achievable and agreed.
 - 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 150 dwellings can be accommodated on the site defined in the Local Plan Policies Map.
 - 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.

¹ As defined in footnote 11 of the NPPF.

- the landowner of SS3.7 notes that it will be necessary to provide appropriate contributions towards local infrastructure where fair, reasonable and justified in accordance with CIL regulations .
- criterion d) provides an acceptable framework to protect the landscape characteristics of the site and its surrounds.
- the location of development will be in line with the principles of criterion b) of policy SS3.7.
- a more detailed Landscape and Visual Impact Assessment and also an Arboricultural Impact Assessment will be submitted with any future planning application to inform eventual layout.
- there are no designated biodiversity sites within the site.
- policy SS3.7 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.
- an Ecological Assessment will be submitted with any future planning application.
- criterion e) 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. Consultancy advice to the landowner concludes that a scheme may not be viable. This will be addressed through the future planning application process.
- criterion f) in policy SS3.7 provides an acceptable framework to ensure layout decisions on the site 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.
- Noise and Odour Assessment Reports will be undertaken to accompany the planning applications for 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.

8.3 There are no **uncommon ground** issues between the landowner and BDBC.

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 the HCC Highways.
- the draft inset map and annotations are not to scale and are for illustrative purposes only.
- 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 SS3.9 can be achieved.
- 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:

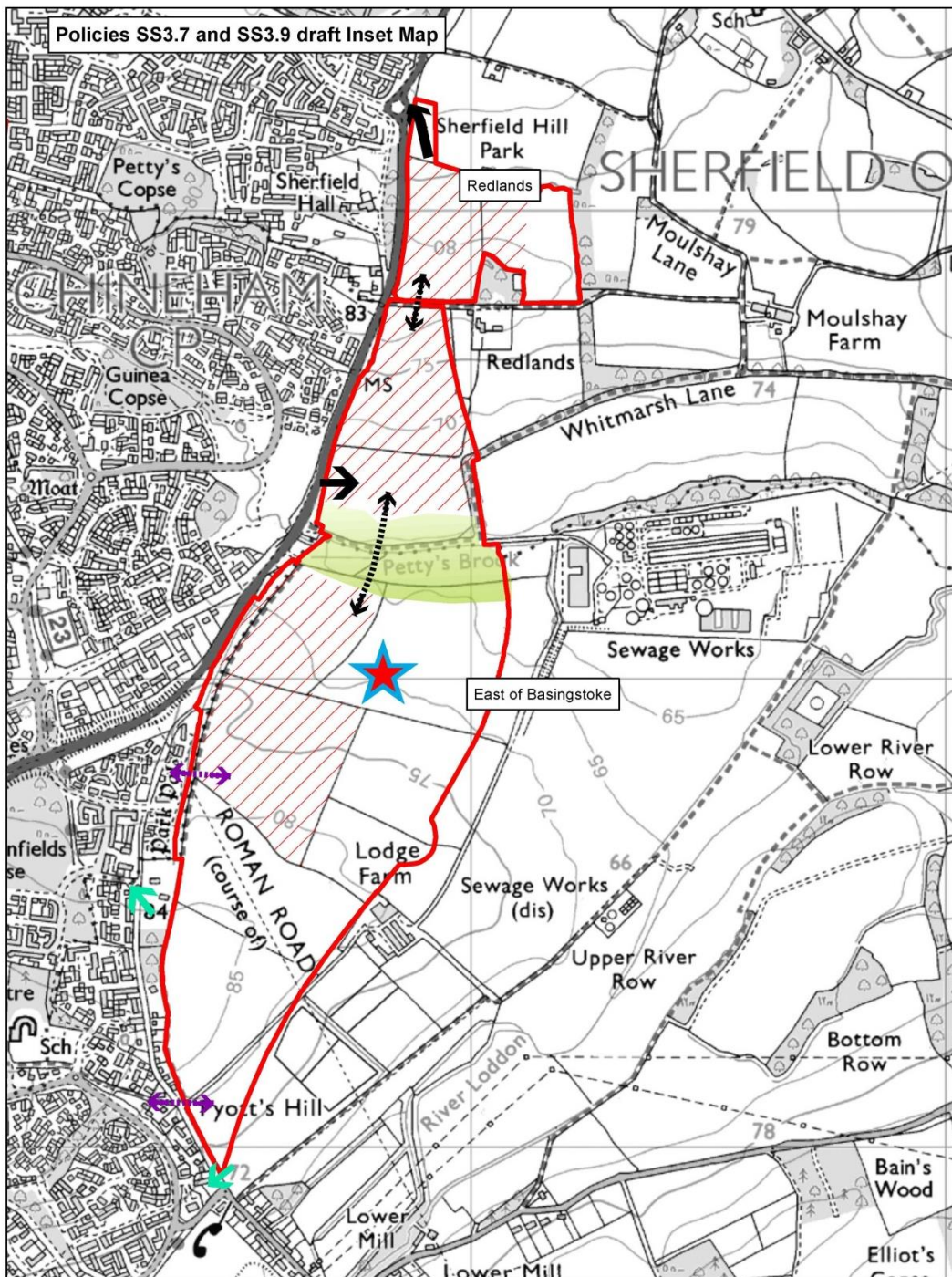
- funding and a programme of works is in place to implement a series of improvements to the A33 corridor.

8.6 The **common ground** issue between the landowners of SS3.7 and SS3.9, BDBC and HCC Highways 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: Phillips Planning draft layout for Redlands (policy SS3.7)



Land at Redlands Indicative Proposals

- Key**
- Tree RPAs
 - Open Space & Green Corridor
 - SUDs
 - New Hedge Boundary (native trees at regular intervals)
 - New Planting
 - Footpath link to public right of way



REVISIONS _____ DATE _____

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PROJECT
Land at Redlands

TITLE
Indicative Proposals

CLIENT
Cooper Estates Strategic Land LTD

SCALE (@ A2) DRAWN BY DATE
1 : 1250 LS 02/15

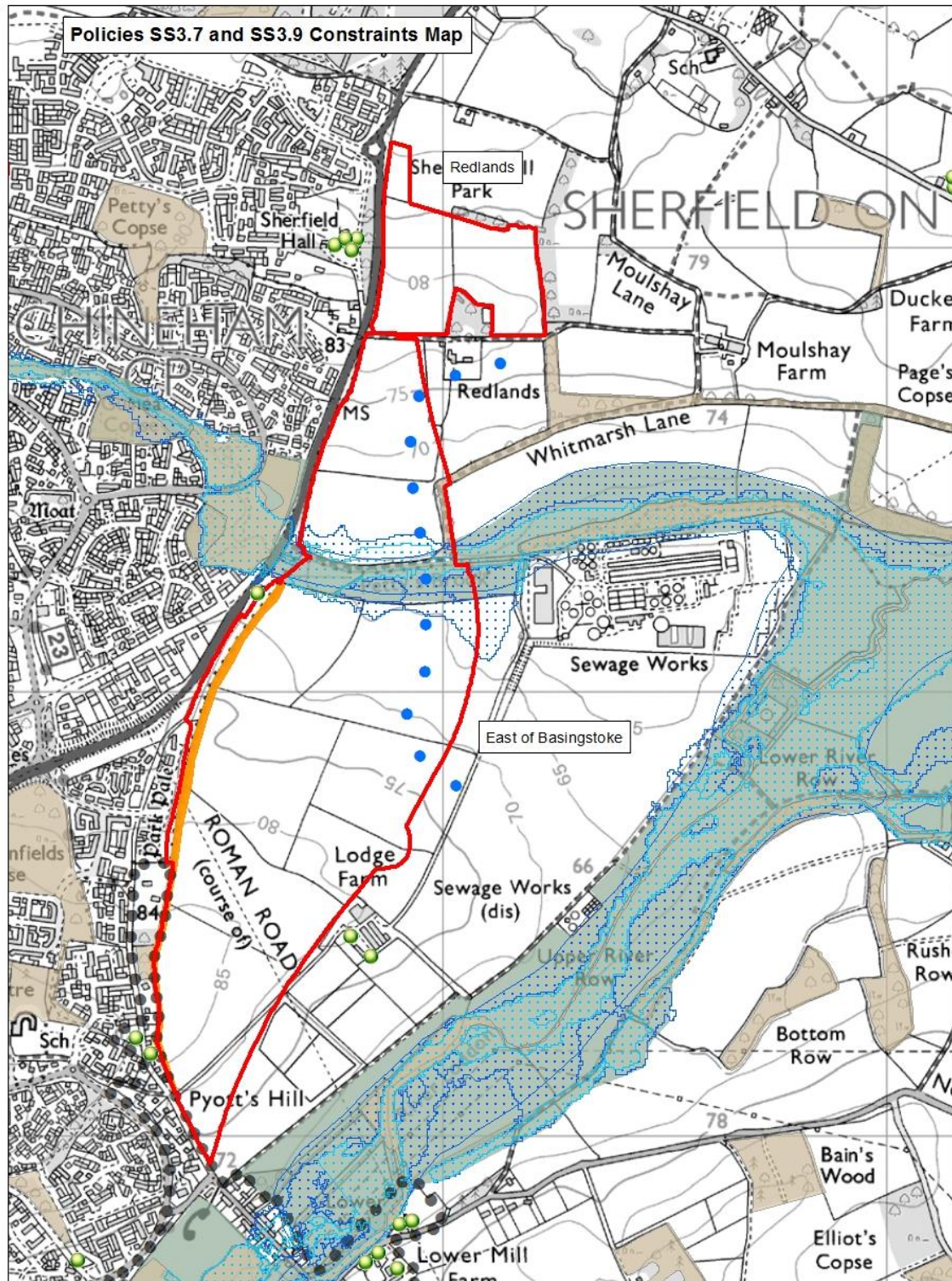
PROJECT NUMBER DRAWING NUMBER REV
134518

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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	

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