



*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
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: SS3.8 (Upper Cufaude Farm)

August 2015 (final version)

* Subject to agreement by the Local Highways Authority

Appendices

- Appendix 1: Agreed draft Inset Map for the Razor's Farm (policy SS3.3) and Upper Cufaude Farm (policy SS3.8) - August 2015
- Appendix 2: Hampshire County Council illustrative masterplan for Upper Cufaude Farm (policy SS3.8)
- Appendix 3: Razor's Farm (policy SS3.3) and Upper Cufaude Farm (policy SS3.8) 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 Upper Cufaude Farm site allocated in policy SS3.8 of the Submission Local Plan.
 - provide information on the rationale behind the draft inset maps.
 - provide the overall vision for the development.
 - 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.

2. Site information

- 2.1 The site forms part of the northern fringe of Basingstoke, north of the employment land at Crockford Lane, the land at Razor's Farm and west of Sherfield Park. It is well related to the existing employment area, some 350 metres to the south, the potential Chineham railway station (policy SS10) to the south east and recently approved housing development immediately south of the site.
- 2.2 Sherfield Park lies to the south east of the site. It is a development of approximately 1000 new homes which commenced in 2004 and was recently completed. As part of the highways requirements for the Sherfield Park site, Cufaude Lane, to the east of the railway line, is to be realigned to provide enhanced vehicular access to the south.
- 2.3 Policy SS3.8 of the Submission Local Plan allocates a housing site for 390 dwellings at Upper Cufaude Farm. Policy SS3.3 also allocates a housing site for 420 dwellings at Razor's Farm, Basingstoke which is adjacent to the SS3.8 site. These sites are defined on the Submission Local Plan Policies Map. Planning permission (reference BDB/77341) for 425 dwellings on the Razor's Farm site was granted via appeal in September 2014.
- 2.4 All the land within the 'Upper Cufaude Farm' 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. The ownership comprises land parcels totalling 32 hectares.

3. Availability of site and timetable for delivery and phasing

Availability

- 3.1 The site is considered available and was submitted to the borough council by the landowner, HCC, following a request for sites through the Strategic Housing Land Availability Assessment (SHLAA). The SHLAA reference for the site is BAS122. The landowner's Executive Member for Policy and Resources (EMPR) has approved the availability of the land for development.

Delivery

- 3.2 The delivery of homes on the site is expected to be within the period 20/21 to 2025/26. The indicative build rates as discussed and agreed with the land owner are as follows, assuming that the eventual developer operates a single sales outlet:

Year	20/21	21/22	22/23	23/24	24/25	25/26
Completions	50	70	70	70	70	60

It is common ground between the landowner and BDBC that:

- the site is capable of delivering 390 homes in the period 2020/21 to 2025/26.
- the build rates identified above are achievable and agreed.

Work undertaken by the landowner

- 3.3 A considerable amount of technical information for the site 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.
- 3.4 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 appraisal
 - Transport study
 - Noise and vibration assessment

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 Illustrative masterplanning work undertaken by the landowner has identified that 390 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 390 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 SS3.3 and SS3.8 sites can be found in appendix 3.
- 4.3 The illustrative masterplan identifies that 390 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 adjacent listed buildings.
 - potential restrictions to development from noise.
 - highways framework agreed in principle by HCC Highways.
 - Reserved site for a two form entry primary school.
- 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 390 dwellings can be accommodated on the site defined in the Local Plan Policies Map.

5. Vision for development for SS3.8

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

Basingstoke and Deane Borough Council and the landowner share the vision of creating a high quality, comprehensively planned new development.

The site will deliver approximately 390 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 development will be comprehensively masterplanned in terms of access, linkages and infrastructure delivery and a two form entry primary school (if required by the Local Education Authority). The site is adjacent to the Razor's Farm allocated housing site and will therefore need to be comprehensively masterplanned and interlinked

with Razor's Farm to build a strong community with a clear shared identity.

The site will include integrated and accessible transport systems that cater for all modes including the ability to service the site by public transport and safe routes for pedestrians and cyclists.

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 site, and in particular ensure that they respond to, and build upon, the landscape sensitivities, existing green infrastructure and noise constraints to deliver a high quality place.

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

(Insert before Policy SS3.8)

'Approximately 390 new homes will be brought forward on Upper Cufaude Farm as part of a high quality, comprehensively planned development, providing supporting infrastructure that is necessary to serve the site. The site will respond to its landscape context and green infrastructure opportunities, as well as its close relationship to planned housing areas to the south'.

- | |
|--|
| <ul style="list-style-type: none">• The vision for the development of Upper Cufaude Farm is common ground between the landowner and BDBC.• The proposed additional supporting text is common ground between the landowner and BDBC. |
|--|

6. Inset Map for the SS3.3 and SS3.8 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 SS3.3 and SS3.8 sites (see Appendix 1) has been agreed through discussion between the site landowner, Basingstoke and Deane Borough Council Planning Department (and internal consultees), HCC Highways (Local Highways Authority) and 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 SS3.3 and SS3.8 include:
- Access for all road users between the sites (indicatively shown in the outline planning consent for the Razor’s Farm development).
- 6.5 The part of the inset map specifically relating to the SS3.3 site identifies:
- Principal access.
- 6.6 The part of the inset map specifically relating to the SS3.8 site identifies:
- Access to the central parcel of SS3.8 site via the SS3.3 site.
 - Access to the eastern parcel of the site off Cufau de Lane.
 - A reserved site for a two form entry primary school.
 - A centre (including community facilities)
 - 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, noise from the railway line). 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 and do not prejudice future public consultation and masterplanning exercises.

7. Text of Policy SS3.8

- 7.1 Unless otherwise stated below, the criteria in Policy SS3.8 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 c and p)

- 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 k) of policy SS3.8.
- 7.3 The Local Planning Authority has liaised with internal stakeholders and HCC Children's Services with regards to on-site infrastructure requirements. Criterion b) of policy SS3.8 details the social and physical infrastructure required for the site.
- 7.4 It is agreed that in the context of the SS3.8 site will result in the following mix of uses:
- Reserved site for a 2 form entry primary school on the site, if required by the LEA.
 - On-site public open space.
 - Community uses - planned in conjunction with Razor's Farm - which could include nursery accommodation, subject to market demand.
- 7.5 The borough council's Infrastructure Delivery Plan (IDP) includes further information on infrastructure requirements and contributions for the site. The landowner of the SS3.8 site notes the infrastructure requirements and contributions identified for the SS3.8 site in the IDP, which will need to be considered further during the masterplanning and pre-application process.
- 7.6 With regards to the primary school, footnote 6 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 sites. 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.
- 7.7 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.
- 7.8 Discussions on the location of the school site should take place with all stakeholders at the earliest opportunity.
- 7.9 The landowner of SS3.8 is committed to joint masterplanning and comprehensive approach for the SS3.3 and SS3.8 sites.

- It is common ground between BDBC and the landowner that the SS3.8 policy criterion provides an acceptable framework for physical and social infrastructure requirements for the site.
- It is common ground between BDBC, LEA, HCC Highways and the landowner of SS3.8 that infrastructure should be comprehensively planned and that criterion k) provides an acceptable framework to ensure this.
- It is common ground between the landowner, BDBC and the LEA that criterion b) and the Inset Map provide an acceptable framework to ensure land is safeguarded for a 2 form entry primary school on the SS3.8 site (if required by the LEA)

Heritage assets (criteria c)

7.10 The site is in close proximity to a number of listed buildings, including the grade II listed Cufaude Farm (and its associated listed outbuildings). Criterion c) of policy SS3.8 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 that criterion c) provides an acceptable framework to protect the historic environment.

Landscape character and urban design (criteria d)

7.11 Criterion d) 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.

7.12 Although a high level Landscape and Visual Appraisal by the landowner to support the site submission has been provided to BDBC, it is agreed a more detailed appraisal will be submitted with any future planning application to demonstrate how the proposals would respond to the characteristics and sensitivities of the landscape.

7.13 Criterion d) requires the creation of a strong buffer on the western and northern sides of the site. This will provide a green transition to the surrounding countryside.

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 will be submitted with any future planning application.

Highways (criteria f and g) and

- 7.14 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.
- 7.15 A Transport Study has been submitted by the landowner which has tested access options on to the central and eastern parcels. The landowner Transport Study has tested the proposed new vehicular access points to the site, as defined in the landowner's 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 390 dwellings.
 - Does not prejudice other locations or options for access
- 7.16 The landowner's Transport Study also includes a Sustainable Transport Strategy which reviews the other modes of transport, including public transport, to address criterion g).
- 7.17 To ensure that the development of SS3.3 and SS3.8 is brought forward in a co-ordinated manner, the landowner agrees that appropriate access between the sites is achievable, subject to an agreement with the owners of Razor's Farm. In line with criterion g), the sites will include measures to improve accessibility by non-car transport modes including the connection with existing cycle and pedestrian routes and the Public Right of Way network, including consideration of future access to the potential Chineham railway station.
- 7.18 Without prejudice to any future planning application, the BDBC and HCC Highways are satisfied that a comprehensively planned access to the central parcel and eastern parcel of the SS3.8 site is achievable in principle. Further detailed design work would, however, still be required to support any planning application. There will also be a requirement to prepare a Transport Assessment and a Travel Plan to support the application. The Transport Assessment may need to consider the agreed realignment of Cufaude Lane (to the south east of the site), the potential Chineham Railway Station and also impacts on Cufaude Lane to the north, including the requirement for any mitigation works.
- 7.19 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.

7.20 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

7.21 Further information on these improvements can be found in BDBC's written response to the Local Plan Inspector's 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 the central and eastern parcel, for all road-users, can be achieved for the site.
- appropriate access between the SS3.3 and SS3.8 sites needs to be provided.
- there is scope to improve public transport access, in addition to on and off-site walking and cycling connections (including connecting to the wider network and to the potential Chineham railway station) 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 e and e i)

7.22 There are no designated biodiversity sites within the SS3.8 site. However the layout will need to respect the few features of biodiversity interest within and around the area and may also need to provide adequate mitigation of impacts on potential protected or priority species.

7.23 Criteria e and e i) of Policy SS3.8 and policy EM4 (Biodiversity, geodiversity and nature conservation) of the Submission Local Plan will ensure biodiversity and green infrastructure matters are considered

appropriately when assessing future development proposals on the site to ensure a net gain in biodiversity.

- 7.24 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, a biodiversity criterion was added to Policy SS3.8. As indicated in the key/notable outcomes column on page 21 of CD08, Natural England support this policy criterion.

It is common ground between the landowner and BDBC that:

- there are no designated biodiversity sites within the SS3.8 site.
- policy SS3.8 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 site to ensure a net gain in biodiversity.

Noise (criterion h)

- 7.25 In light of the adjacent railway line and Bramley MOD Camp, criterion h) in policy SS3.8 will ensure that acceptable noise standards can be met within homes and amenity areas through suitable noise mitigation measures. A planning application for the site will need to be accompanied by a Noise Assessment Report.
- 7.26 It is also worthy of note that the council's Environmental Health Service (EHS) raised no objection to the potential allocation of this site.

It is common ground between the landowner and BDBC that:

- criterion h) in policy SS3.8 provides an acceptable framework to ensure that acceptable noise standards can be met within homes and amenity areas.
- noise pollution from the railway line and Bramley MOD Camp site will not impact on the deliverability of the site.
- a Noise Assessment Report will accompany planning applications for the site.

Drainage and sewerage (criterion i)

- 7.27 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 Sewage Treatment Works to accommodate all the development proposed in the plan period, including the 390 dwellings on the SS3.8 site and 425 dwellings on the SS3.3 site. 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 a planning application to identify any 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 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.

Low carbon energy/ renewable energy technologies (criterion j)

7.29 Further assessment in relation to criterion j) will be required to accompany a planning application. Criterion j) provides an appropriate framework for renewable energy technologies to be incorporated and/ or promoted on the site.

It is common ground between the landowner and BDBC that criterion j) provides an acceptable framework to incorporate and / or promote renewable energy technologies on the site.

8. Conclusion

8.1 In conclusion, the site covered by Policy SS3.8 is considered to be deliverable¹ as it:

- is available
- offers a suitable location for development
- is achievable with a realistic prospect that housing will be delivered on the site within phasing period identified
- can be made viable.

8.2 The **common ground** issues between the landowner of SS3.8 and BDBC are:

- the site is capable of delivering 390 homes in the period 2020/21 to 2025/26.
- the build rates identified are achievable and agreed.
- 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 390 dwellings can be accommodated on the site defined in the Local Plan Policies Map.
- the vision for the development of Upper Cufaude Farm is common ground between the landowner and BDBC.
- the proposed additional supporting text (to be inserted before policy SS3.8) is common ground between the landowner and BDBC.
- the landowner of SS3.8 notes the infrastructure requirements and contributions identified for SS3.8 in the IDP.

¹ As defined in footnote 11 of the NPPF.

- SS3.8 policy criterion provides an acceptable framework for physical and social infrastructure requirements for the site.
- criterion c) provides an acceptable framework to protect the historic environment.
- 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 Landscape and Visual Impact Assessment will be submitted with any future planning application.
- there are no designated biodiversity sites within the SS3.8 site.
- policy SS3.8 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 site to ensure a net gain in biodiversity.
- criterion h) in policy SS3.8 provides an acceptable framework to ensure that acceptable noise standards can be met within homes and amenity areas.
- noise pollution from the railway and Bramley MOD Camp site will not impact on the deliverability of the site.
- a Noise Assessment Report will accompany 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.
- criterion j) provides an acceptable framework to incorporate and / or promote renewable energy technologies.

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:

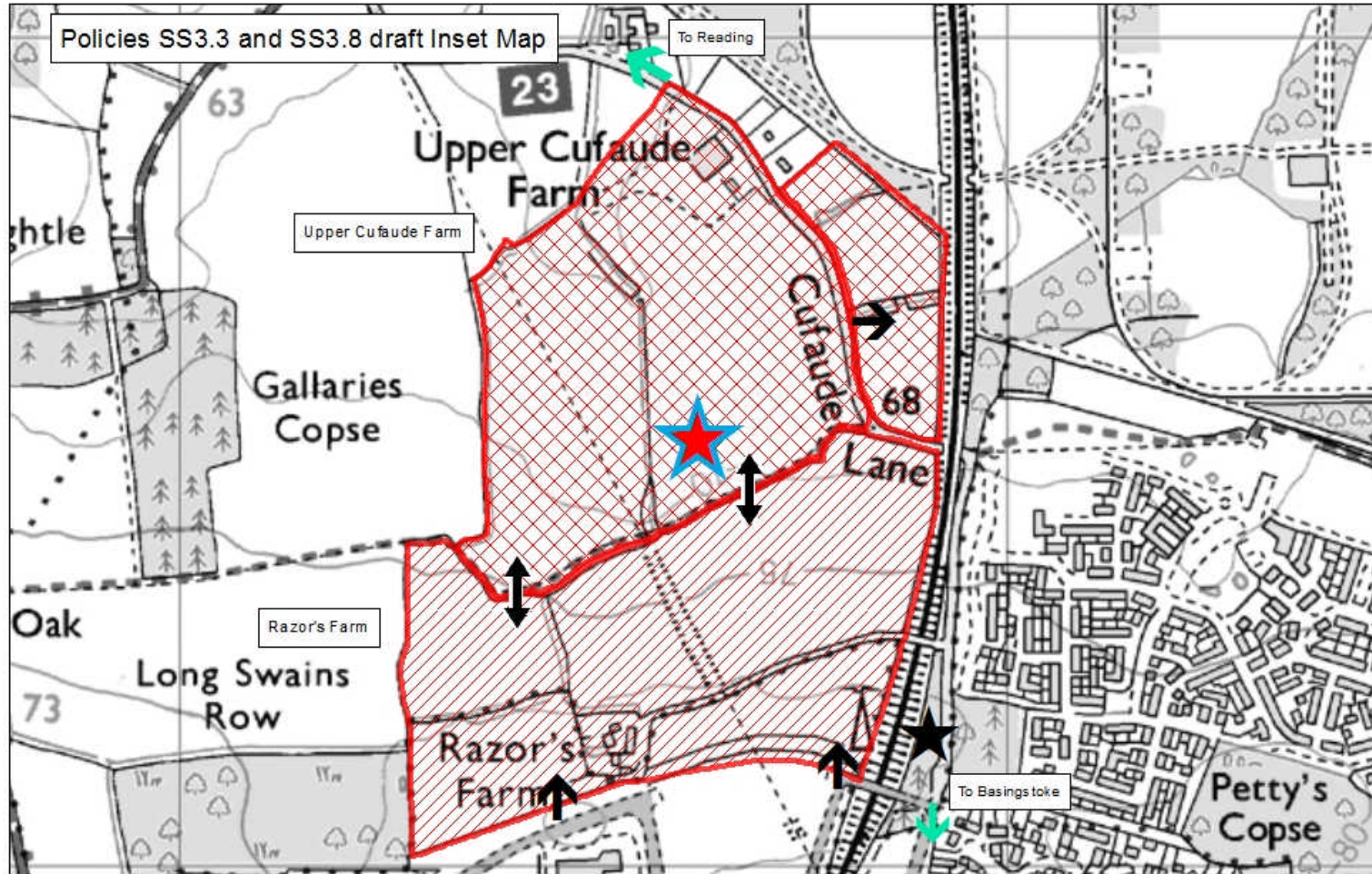
- the draft inset map and constraints map is common ground between the landowner, BDBC and the HCC Highways.
- the draft inset map annotations are not to scale and are for illustrative purposes only and do not prejudice future public consultation and masterplanning exercises.
- the impact of the development on the wider highways network can be mitigated.
- a comprehensive access solution for the central and eastern parcel, for all road-users, can be achieved for the site.
- appropriate access between the SS3.3 and SS3.8 sites can be provided.
- there is scope to improve public transport access, in addition to on and off-site walking and cycling connections (including connecting

to the wider network and to the potential Chineham railway station) 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:
- criterion b) and the Inset Map provide an acceptable framework to ensure the safeguarding of land for a 2 form entry primary school on the SS3.8 site (if required by the LEA)
- 8.7 The **common ground** issues between the landowner of SS3.8, BDBC, HCC Highways and the LEA is:
- infrastructure on the site should be comprehensively planned and that criterion k) provides an acceptable framework to ensure this.

Appendix 1: Agreed draft Inset Map for the Razor's Farm (policy SS3.3) and Upper Cufaude Farm (policy SS3.8) – August 2015

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- Key**
- Site Allocation Boundary
 - Phase 1 (2015/16 - 19/20)
 - Phase 2 (2020/21 - 25/26)
 - Principal Access
 - Access between SS3.3 and SS3.8
 - National Cycle Network 23
 - Proposed Chineham Station and car park (Policy SS10)
 - Primary School (reserved) and Centre

Appendix 2: Hampshire County Council illustrative masterplan for Upper Cufaude Farm (policy SS3.8)

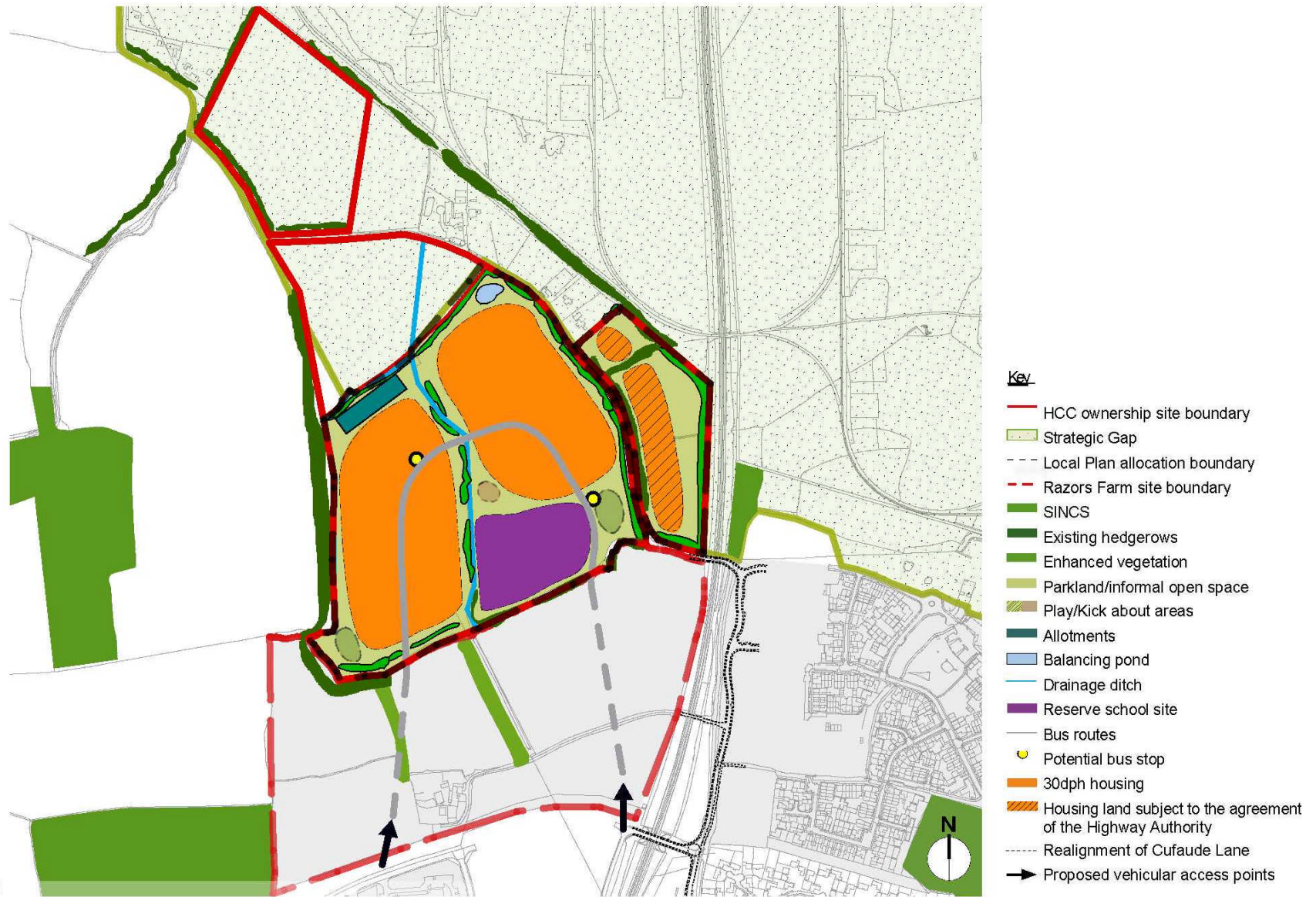


Figure 8: Masterplan Option 1

Appendix 3: Razor's Farm (policy SS3.3) and Upper Cufaude Farm (policy SS3.8) constraints map

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY

