



A VISION OF MANYDOWN

DRAFT - JUNE 2014



*Basingstoke
and Deane*



Property Services

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This document was prepared by Beyond Green on behalf of Basingstoke and Dean Borough Council and Hampshire County Council as landowners



01.

FOREWORD

Beyond Green is pleased to present to Basingstoke and Deane Borough Council and Hampshire County Council as landowners this, a vision for a new community on the Manydown land west of Basingstoke.

Basingstoke is growing. The borough's population rose by 10 per cent – over 15,000 people – in the decade to 2011, making it one of the fastest-growing parts of Hampshire. It is not hard to see why people choose to live in Basingstoke: 11,000 new jobs were created in the borough over the same period, and working residents enjoy earnings on average 12 per cent higher than for England as a whole; while the combination of town amenities, beautiful countryside and ready access to London and other attractions outside the borough offers an appealing lifestyle.

With these advantages come challenges. Like many other growing towns, Basingstoke has to grapple with the need to allow for development to accommodate a rising residential and business population and to keep housing affordable, whilst conserving the environmental qualities and amenities that make it attractive in the first place. In its capacity as the local planning authority, Basingstoke and Deane is preparing a Local Plan that will provide for the development of 13,464 homes in the years to 2029.

But it is important to recognise that growth is not just a numbers game: the form development takes, how well it connects to its surroundings, the social and economic relations it fosters, the environmental impacts it entails and how attractive it is all affect the contribution development

makes to the life of the borough. In many parts of the country, and Basingstoke is no exception, there is dissatisfaction with the spread of what are seen to be characterless estates lacking in amenities, locking residents into car-dependent lifestyles and detracting from established communities. At the same time there is increasing recognition of the role quality of place plays in attracting and retaining people and businesses that can choose to go wherever they like, and thus in the long-term competitiveness of towns like Basingstoke. Well-planned development which appeals to the widest possible cross-section of society is therefore critical to the future of the area.

Basingstoke and Deane Borough Council and Hampshire County Council have a track record of intervening directly in land and property markets to secure development for the good of the borough in partnership with the private sector: for example, Basingstoke and Deane's stake in the freeholds of The Malls shopping centre and Basing View business park enable them to offer good retail and business environments to investors and residents, whilst providing a significant income to the Council which reduces its reliance on other sources of funding.

It was in recognition of these factors and of the potential strategic importance of the Manydown land that the Councils entered into a 999-year lease with the Manydown Estate in 1996. The scale and location of the Manydown land make it a logical place in which to envisage a significant

element of Basingstoke's necessary growth taking place over the emerging Local Plan timescale and, potentially, beyond. It offers the opportunity not just for housing development but for the creation of a well-resolved, well-integrated place that has more of the qualities of places people know and love, minimises harm to the environment and the wider landscape, brings meaningful benefits to neighbouring communities, and broadens the choice of places to live for existing and new residents beyond typical market expectations.

The Councils recognise that the development of the Manydown land remains a controversial subject. Their purpose in commissioning this vision is not to argue the principle of development – which is the job of the Local Plan process – or to set out firm development proposals but, first, to show what might be possible if development at Manydown were to be done as sensitively, as respectfully and as well as it can be; and, second, to identify a set of clear design principles that, by informing future analysis, consultation and design work, will help them to realise their ambitions for quality. If followed through into design and delivery, the vision set out here will set Manydown on a path to being a superb new destination for people to live in Basingstoke and Hampshire.

Beyond Green, June 2014



02.

A VISION OF MANYDOWN

Manydown will be a superb new settlement that sustains the growth of Basingstoke and the wider South East into the middle of the 21st Century. It will provide a place to live – and, increasingly, to work – for a growing population whose skills and creativity will maintain Basingstoke’s status as a high-growth, enterprising town. It will attract and retain people from the borough and beyond by offering a very high quality of life with a very low environmental footprint, elegantly resolving the aspirations of demanding families with the challenge of sustainable living.

Manydown will be a new community of compact, connected neighbourhoods that provide a wide choice of homes to cater for all family circumstances and allow residents to move within the community as their needs change. Homes will be designed, as they used to be, to last beyond

a lifetime. Workplaces will be integrated into the heart of the neighbourhoods – literally, business in the community – to attract a wide variety of enterprises, in turn helping to support a vibrant local mix of shopping and leisure uses alongside schools, health centres, parks and squares. Efficient, low-carbon utilities infrastructure will make resource conservation easy and natural. Above all, this will be a place of distinct character where fine streets and public spaces help to create an environment in which everyone finds something to cherish; a place where all those who live and work there, or come to visit, are able to enjoy the benefits of a more sustainable and healthy life; a place mixing the best of traditional urbanism and contemporary sustainable design.

Rolling topography, mature woodland, a rural edge and the Worting House conservation area combine to create a site



with a unique landscape and character that will be complemented and respected by the development of elegant new townscapes. As with some of Hampshire's finest market towns and villages this will be a place where future residents can walk or cycle just as easily to a local high street and to open countryside. Basingstoke's train station, and the retail, leisure and cultural facilities of its town centre, will be within easy reach – by car, bus or bike – as will the town's vital employment areas.

Careful stewardship will ensure that development of Manydown realises the potential that projects of this extraordinary scale and type offer to deliver lasting and wide-ranging benefits to surrounding, existing communities as well as new residents. Its public spaces will be open for all to enjoy as will a leisure and retail offer that is designed and scaled, primarily with local needs in mind, to complement that

in Basingstoke town centre. Development at Manydown will seek to optimise long term value for Basingstoke and Hampshire residents in the form of financial returns to the local authority landowners – to be reinvested in the town and county – alongside wider economic, environmental and social benefits.

As landowners and public bodies Hampshire County Council and Basingstoke and Deane Borough Council are uniquely positioned to invest to create long-term value. Taking the long view will help ensure Manydown becomes a cherished part of Basingstoke; a place that adapts over time to meet the changing needs of its population. The potential of this regionally significant site will be fully realised to create a vibrant and lively place, physically connected and economically and socially integrated with the rest of Basingstoke.

03.

INTRODUCTION

About this document

This document sets out, on behalf of Basingstoke and Deane Borough Council and Hampshire County Council as joint leaseholders and promoters, a shared vision for development of land within the Manydown Estate west of Basingstoke. Its purpose is to give local people, businesses and other interested groups an idea of the fantastic potential of the site, identify a set of clear and relatively simple design principles through the application of which the highest quality of development could be achieved for the benefit of Basingstoke and Hampshire, and to demonstrate the qualities of place that could ultimately result from development at Manydown. It is an exploration of possibility.

The vision has been developed in close co-ordination with a separate “technical masterplanning” programme with a primary purpose of generating evidence on behalf of the landowners to inform the Basingstoke and Deane Local Plan process.

Technical masterplanning has focused on matters such as the site’s capacity for development, physical opportunities and constraints, requirements for community infrastructure (e.g. schools) and physical infrastructure (e.g. sewers). A summary of key information from this exercise is set out below, in section four. The vision takes account of the emerging technical masterplan and of the emerging draft Local Plan policy framework, but goes further in considering what the place could ultimately be like, and where necessary looking beyond both the timeframe and minimum policy requirements that would normally be laid down in a Local Plan.

Elected members of Basingstoke and Deane Borough Council have played an important role in the development of the vision through the cross-party Manydown Members’ Advisory Panel (MAP), including direct input through extended workshops into the vision statement and design



Above: artist's impression of a residential square

principles, and discussion of appropriate character types. The Basingstoke members will continue to influence the project as it proceeds through future stages of design and development, as will input from relevant County Council Members.

Why have a vision?

It is easy to be cynical about the notion of a vision for a place. Doesn't every development scheme, good or bad, start with a lofty vision? Don't short-term financial imperatives usually crowd out longer-term value creation in the end?

For two main reasons, Manydown can be different. First, the large-scale and long-term nature of the site's potential invites an approach to creating development value which recognises that investment in a high quality of design, construction and management in the earlier phases of development will increase the value of later phases and thus of the whole development

– a consideration that is less applicable to smaller, shorter-term sites. Second, the Councils' control of the land, and their particular capacity as far-sighted investors to invest more heavily in the early stages of a project in order to generate better long-term returns for themselves and their private sector partners if the business case justifies doing so, allows them to adopt this long-term perspective more readily than developers whose business structures place them under greater pressure to prioritise short-term profit.

Of course, any development at Manydown will involve a wide array of businesses and organisations in its delivery, many of which will not have this overarching, long-term view of the project. But by setting out this vision, the Councils can create a 'touchstone' to which each delivery partner can refer for an understanding of the underlying aims, ethos and principles behind the project.



Above: workshops were held with Basingstoke and Deane Borough Council's Manydown Members' Advisory Panel (MAP) to debate and develop the vision

What will happen next?

The Manydown land has been promoted through the Basingstoke and Deane Local Plan process, and the pre-submission draft plan published for consultation in August 2013 proposes an allocation of approximately 3,080 dwellings, plus other secondary uses, infrastructure and policy requirements. The Borough Council and County Council as landowners have made representations to the Local Plan process to seek to ensure that the adopted Plan enables the vision to be realised.

BDBC are preparing to reconsult on some revisions to its pre-submission draft local plan between 25 Apr – 13 Jun 2014 prior to submission for an EIP later on in 2014. The landowners will continue to respond constructively to the process of preparing the Basingstoke and Deane Local Plan throughout this period.

When an adopted Local Plan including an allocation to Manydown is in place, work will begin on comprehensive site masterplanning, including a full and in-depth programme of public consultation and involvement, leading up to an outline planning application expected to be submitted during 2016. To ensure that the aims and design principles set out in this document are carried forward, a Manydown-wide masterplan (which could include a design code) will be developed and submitted as part of this planning application. Subject to approval, a detailed planning application would then be submitted for a first phase of development, with work expected to commence on site during 2018. A more detailed programme for scheme development, including a full consultation and engagement strategy, will be published after the adoption of the Local Plan.

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04.

CONTEXT, OPPORTUNITIES AND
CONSTRAINTS

CONTEXT

Development of Manydown will take place against the backdrop of changing social, economic and environmental forces. Although the emerging Local Plan looks ahead to 2029, there is realistic potential for development of Manydown to continue until 2040, 2050 or even beyond. This is shown in the diagram opposite. Today's rapid pace of social and technological change makes it more difficult than ever to predict what life will be like several decades hence. One of the few certainties is the need to meet the UK's legal obligation to cut its carbon emissions to a fifth of their 1990 level by 2050. But it also seems likely that changes to economic structures will continue: diversification of working patterns; rising female, part-time and self-employment; growing global competition for finite energy and food

resources; and a rising premium on quality of life and quality of 'place' for attracting and retaining people and investment. Nonetheless, people's desire for a home that provides their family with ample space, amenities and access to services at a price or rent they can afford is unlikely to change.

The partners behind the Manydown project are determined that it should be a great place. But what makes a great place? Arguably it is one that meets the full range of human needs and desires: which is diverse and adaptable but has a continuity of culture; which is ever-changing and yet never-changing; which is both urban and green; both public and private; and, at different times and places, both vibrant and quiet.



Above: Diagram showing location of Manydown land



Above: Whitchurch and Alresford, two villages west and south of Basingstoke, exemplify the evolution of traditional settlements.

Growing around the crossing points of historically important routes which still bring significant movement into and through the villages, their attractive high streets sustain a much wider range of activities and services than their small residential populations alone might support. Most people live within a 400m radius or five-minute walk of these facilities, and there is a wide range of housing types, with densities highest towards the centre.

Learning from traditional settlement patterns such as these will form the basis for endowing Manydown with development with a distinctive character.

What is especially remarkable about the most successful urban places is how resilient they are in the face of unpredictable forces of change. It is often older, established places that have proven the most adaptable to unforeseen changes in technologies and tastes, and this is reflected in their enduring value and popularity even as their mix of residents, businesses and activities changes over the years and their local economies ebb and flow. This resilience derives from the historic role of towns and cities as “an invention to maximize exchange (culture, goods, friendship, knowledge) and minimise travel” (Towards an Eco-City by David Engwicht).

All over Hampshire – in places like

Whitchurch and Alresford, for example – can be found towns and villages that originally fulfilled a role as places of exchange – often literally, market towns – and continue to thrive by doing so even in age of great mobility and the centralisation of many types of work in larger places. As illustrated on the diagrams above, these places are typically compact and easy to navigate, with an obvious centre – a high street, market place or village green – with traffic moving both to/ from and through. They allow and invite, but do not force, local people to access many daily needs locally (generally within walking distance), as well as attracting passing trade. They thus sustain a rich local community life that defies their relatively small populations. They also exhibit



Above: the open fields, hedgerows and areas of woodland that characterise the Manydown site

other qualities of successful settlements, including attractive streets off which homes are often directly accessed (a particular feature of Hampshire places), architecture that exhibits both variety and rhythm, and parks, squares and green spaces that are typically small but attractively enclosed and well-used.

Basingstoke is a much larger town which has grown in the postwar era around a different set of assumptions about people's needs and wants, with great emphasis on vehicular mobility and less integration of different types of development – homes, workplaces, shops and services – than are found in most older places. The emphasis on mobility brings certain advantages, especially in terms of the ease of movement of people and goods into and out of the town, but it can also mean for residents that accessibility to everyday amenities is harder than it might be in some of the smaller, outlying settlements, especially for those without access to a car, because of the need to travel greater distances and the difficulty of walking and cycling across or along major road infrastructure. Recent housing developments in Basingstoke have tended to follow a similar pattern: estates providing homes that are popular with

families but with limited on-site provision of facilities, which tend to assume that people can and will get in their cars to access their daily needs, and which tends to lack a deeper sense of place.

At Manydown, there is an opportunity to reconcile Basingstoke's need for popular, modern, family-friendly homes and lifestyles with the creation of a place that learns from the successes of traditional Hampshire towns, is resilient and adaptable to changing circumstances, conscious of the growing environmental imperative, allows people to access more of their daily needs closer to home (reducing the need to travel), has integrity of architectural form and style, and as such fosters a strong local culture and identity. This forms a strong strategic backdrop to the development of the vision for Manydown.

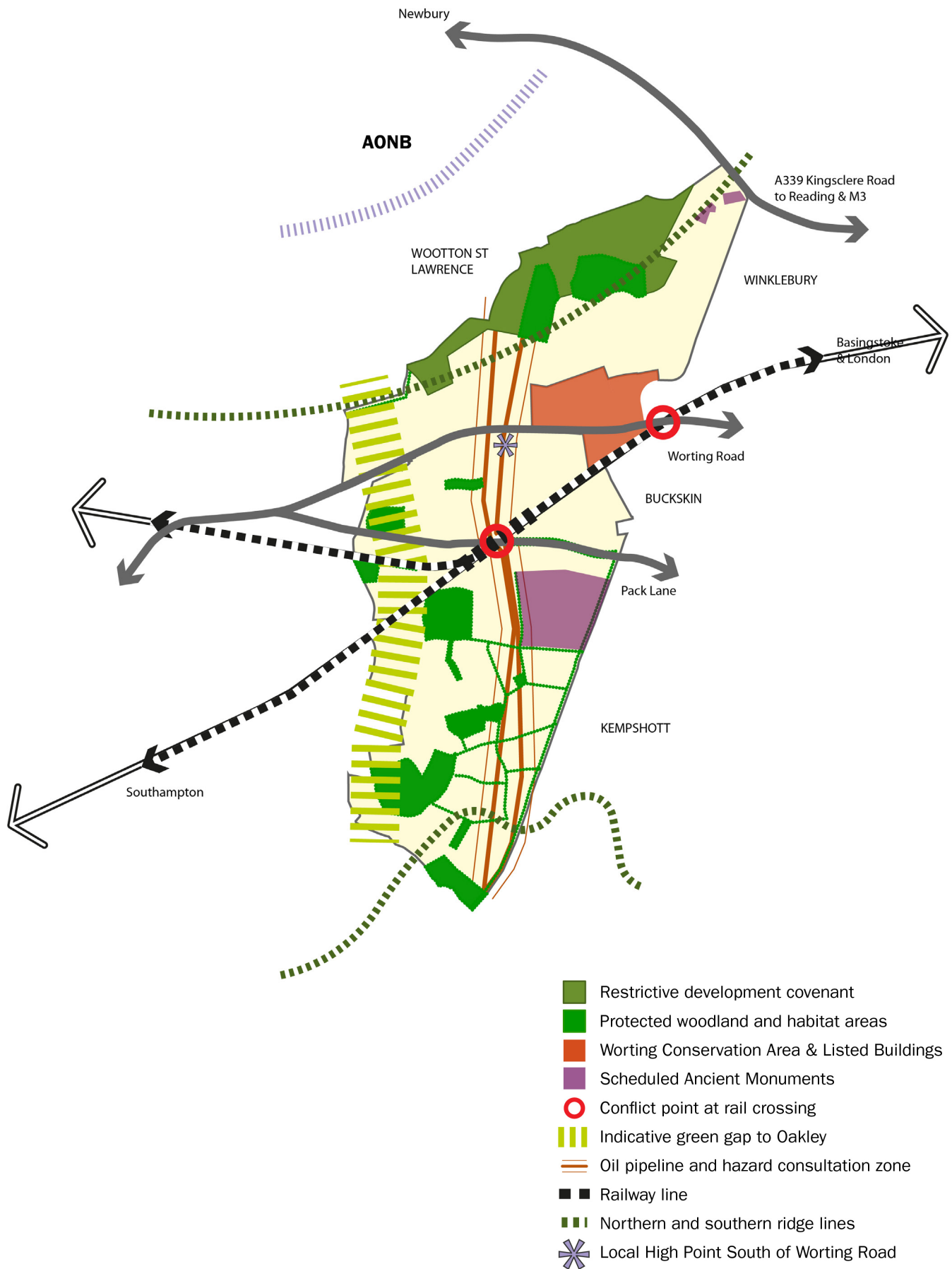
LAND OPPORTUNITIES AND CONSTRAINTS

The emerging technical masterplan has identified a number of physical characteristics and relationships within the Manydown Estate and its immediate surroundings that have a bearing on what is possible and desirable through development of the land, and thus on the vision.

These include:

- The important relationship with Basingstoke and neighbouring settlements, including Winklebury, Buckskin, Kempshott, Oakley, Worting and Wootton St. Lawrence. Careful attention is needed to what new development can and should do for existing areas (for example in increasing access to amenities), the appropriate level of integration, and the preservation of essential and important character features.
- Landscape sensitivity, including the desire to prevent the coalescence of distinct settlements and the need to protect important views and the setting of the Area of Outstanding Natural Beauty nearby.
- Existing natural landscape features including woodland, hedgerows and field margins. These have ecological value which needs to be conserved and enhanced where possible.
- The location of an active oil pipeline running under the site north-south, west of Worting, which requires a safeguarding area and may constrain the types of development that can be immediately adjacent.
- A covenant preventing development on part of the site at its northernmost edge close to Wootton St Lawrence. This location, with its mature woodlands and rolling topography, has already been identified by the Councils for a potential Country Park.
- The London-Weymouth/Exeter railway line, which bisects the site and could serve as a barrier to integration of development to its north and south, and the existing underpasses which are heavily constrained.
- The presence of Scheduled Ancient Monuments (SAMs) at Catern Crossroads, White Barrow and Battledown Farm, with the latter covering 28ha of land which may limit development capacity south of the railway line.
- Proximity to the Worting Conservation Area, which adjacent development must conserve and enhance.
- The need to provide sufficient community infrastructure for the residents of Manydown, which will need to be additional – i.e. new or enhanced – to the existing infrastructure serving surrounding areas.

A key finding of the technical analysis, which has informed the Local Plan process, is that the part of the Manydown site north of the railway line offers greater development potential in the short-to-medium term. This vision therefore focuses on the northern part of the site; however, its underlying principles and ethos can and will be applied across the whole site.



Above: Key Opportunities and Constraints Plan (source: URS)



05.

MANYDOWN DESIGN PRINCIPLES

Design principles are criteria that a place-making project needs to meet in order to be judged a success against its original aims. They serve as broad statements of intent against which future proposals can be compared to see if they would achieve what the vision originally set out to do. They are especially important on complex and long-term developments where there is sometimes a need to restate and revisit the underlying aims of the project, especially where projects are of a scale and duration that means they bridge multiple economic cycles and thus variable market conditions. Well-conceived design principles can be developed into more detailed design guidelines or ‘coding’, and underpin the business plan for delivering a project.

Taking the vision set out in section two and the strategic and site context described

in section four as a starting point, a set of eight design principles has been developed for Manydown. These have been prepared based primarily on a study of the part of the site north of the railway line, but could be applied with equal force to later stages of development on the southern part of the site. Indeed, holding to these design principles throughout the project will be key to creating a place at Manydown that has a clear and coherent identity whilst connecting appropriately with existing communities.

01. DELIVERING AND SECURING WHOLE LIFE VALUE

Basingstoke and Deane Borough Council and Hampshire County Council will oversee the delivery of Manydown to ensure development follows the principle of ‘whole life value’, thereby encouraging the creation of a high-quality, high-value place that matures over time to become a cherished part of Basingstoke.

As public bodies the Councils are uniquely positioned to take a long-term

view of the development opportunity at Manydown and work in partnership with others to maximise benefits not just for future residents but also neighbouring communities. This is likely to require considerable upfront investment, but if well directed this will produce better financial – as well as social, economic and environmental – returns over the longer-term.



Above: Basing View is Basingstoke’s premier office location and home to over 100 companies and 5,000 staff. Basingstoke and Deane BC’s ownership of the freehold of Basing View provides the Council with a significant income-producing asset and encourages it to take a long-term perspective on investment – including a £200m scheme now under way to transform it for the 21st Century.

Top right: Garden Cities like Letchworth were founded on the principle that rising land values generated by development could be captured in the public interest and reinvested for the benefit of the community. Similar principles could ensure lasting benefit to both Manydown and the wider borough and county.

Bottom right: Poundbury is a sustainable urban extension to Dorchester being developed along principles of traditional urbanism and architecture. As landowner, the Duchy of Cornwall uses its influence to exert careful control over design, through the application of a design code, ensuring that the original vision for the settlement is retained over many years of development.

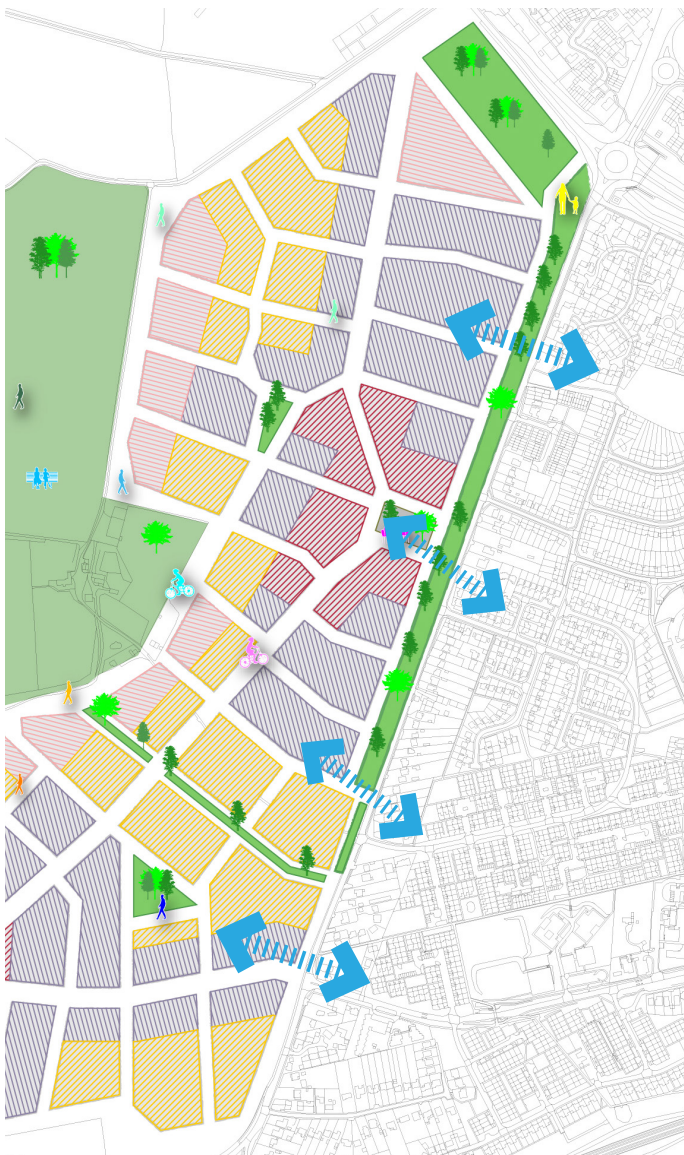


02. CONNECTIONS WITH AND BENEFITS TO EXISTING COMMUNITIES

Manydown will not be an isolated new development; instead it will relate to and promote quality of life in neighbouring communities, increasing accessibility to services and facilities. Where it meets the existing built edge of Basingstoke the development will be respectful of neighbouring properties while seeking to optimise connections to and from neighbouring communities, particularly for walking and cycling.

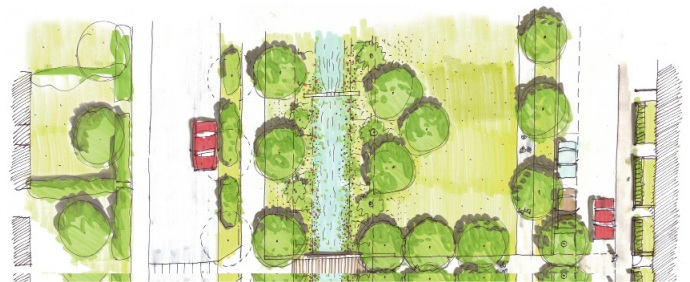
Applied in practice, this could mean:

- Creating street connections to enable easy movement between Manydown



and neighbouring communities. These could be all-mode or public transport, cycle and pedestrian-only connections.

- Locating a new neighbourhood centre close to the existing built up area to provide newly-accessible services and improved choice to residents of Winklebury, with development of the southern part of the site to provide similar opportunities to Buckskin and Kempshott.
- Creating a new linear park adjacent to the Roman Road which would be wide enough to preserve some of the open aspect enjoyed by existing residents but not so wide that it forms a barrier or is seen to be unsafe to cross at night.



Left: forming the eastern boundary of the Manydown land, Roman Road is a key connection between new and existing development. Several connections can be made that would make it easy for people to move directly between new and existing neighbourhoods, for example to access the proposed Country Park. Most, if not all, of these connections will favour pedestrian and cycle access.

A linear park running alongside Roman Road could create a strong edge to the new development and strike a balance between integrating new and existing neighbourhoods while conserving the existing character of Roman Road, as shown in the drawing above.

03. INTEGRATED, WALKABLE NEIGHBOURHOODS

To make it easy for residents to access services and reduce reliance on the car Manydown will be designed around the principle of the ‘walkable neighbourhood’ – ensuring that the majority of homes are located within a 400m / 5-minute walk of convenience retail, bus stops and other local services that are used on a daily basis.

These services will be located in neighbourhood centres that take the form of a traditional high street, square or green. Centres will be connected to one another, and to the wider area, by a network of streets, and the mix of uses in each will vary according to how well connected they are and ease of access to existing services.

Applied in practice this could mean:

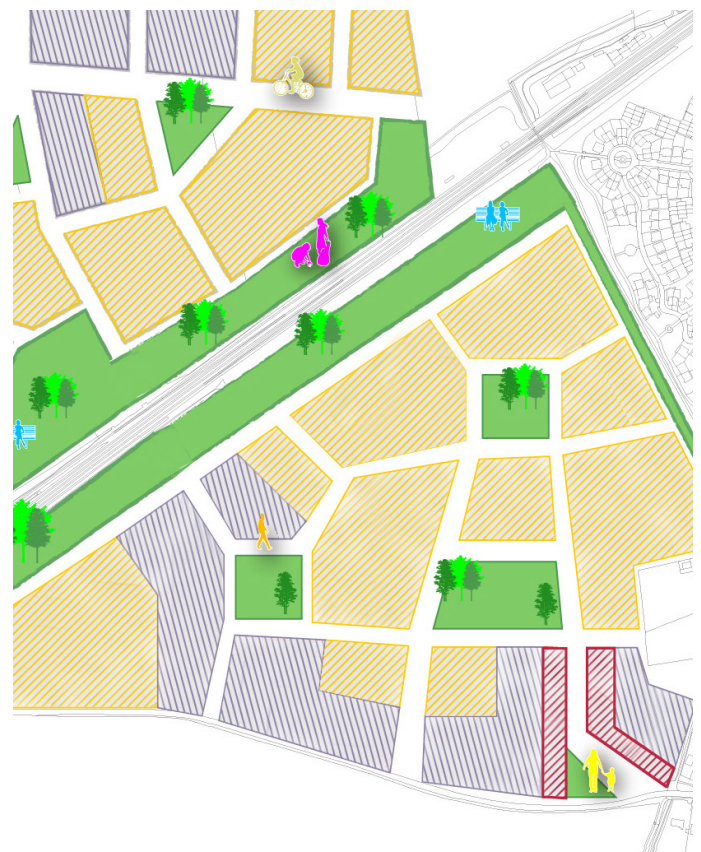
- A main centre located on the Worthing Road to take advantage of passing

- traffic and easy access to new and existing bus routes to help support retail and leisure uses in the centre.
- A neighbourhood centre located on the main street through Manydown between Worthing village and the country park and at a point that maximises the amount of development within walking distance.
- A neighbourhood centre located adjacent on the Roman Road close to the existing built up area to provide newly-accessible services and more choice to residents of Winklebury.
- A potential neighbourhood centre within the Pack Lane site, serving both new and existing communities.
- In the longer term, a further neighbourhood centre serving the southern part of the development also accessible to residents of Buckskin and Kempshott.



Above: This conceptual plan of a walkable neighbourhood shows how different land uses are integrated around a strong network of streets with a clearly-identifiable centre. Most homes are within a 400m or 5-minute walk of the centre, which provides for most daily needs.

Right: the emerging masterplan for Manydown is structured around new walkable neighbourhoods, each with its own centre. The level of mixed-use activity will vary between these centres, with the greatest likely to be in the proposed centre on Worthing Road, which will benefit from most through-movement



04. PROVIDING HOUSING CHOICE

To ensure Manydown is a place for people of all ages and stages in life there will be a wider choice of housing by both type and tenure than is offered in many new developments. Manydown will appeal and be accessible to a wider spectrum of the housing market than is typical, allowing people to move within the community as their circumstances change.

Homes will be thermally well-insulated as the first step in energy conservation, well-proportioned and in many cases adaptable to future changes of use, whether to residents of different needs or to allow businesses to take root.

Applied in practice this could mean:

- Providing a wide range of housing types and sizes including apartments, terraces, townhouses, semi-detached and detached houses and bungalows - with an emphasis on good standards of internal volume and external space.
- Providing opportunities for self-commissioned, self-build and co-housing, homeworking units, extra-care homes and residential care facilities.
- Ensuring new homes are built to recognised environmental standards (e.g. the Code for Sustainable Homes) with an emphasis on achieving very high standards for energy and water use.



Above: this diagram indicates the many things that a well-designed home can be and do in people's lives. Good housing is adaptable to the changing needs of its occupiers over generations.

05. DELIVERING A MIX OF USES AND COMMUNITY INFRASTRUCTURE

Manydown will incorporate a range of employment uses and public services alongside new homes to ensure it becomes a vibrant place that is active throughout the day. Office and workshop space for small and medium-sized enterprises will be provided, mostly located in or close to neighbourhood centres. The scale of these mixed-uses will reflect the primarily residential nature of the area, will be complementary to the wider offer of the town and will not seek to compete with nearby local centres.

Public services such as doctors' surgeries, community centres, and nurseries and schools will also be located in and close to centres, helping them to become focal points for the community and multiplying footfall to support local businesses. Public service provision will be based on detailed analysis of the likely needs of future

residents and neighbouring communities to ensure accessibility to services is retained and where necessary improved.

Applied in practice this could mean:

- Concentrating the bulk of commercial and other uses in and around the main centre on the Worting Road, with the remaining mixed use located in smaller neighbourhood centres to the north and, in the longer term, to the south.
- Locating primary schools, nurseries and other community facilities in or close to neighbourhood centres to help support retail and leisure businesses in those centres.
- Ensuring that buildings in and near the main and neighbourhood centres are designed and managed to be adaptable to allow for change of uses from residential to commercial and vice versa as demand requires.



Above: at Poundbury, a 'factories first' approach meant building workplaces before immediately neighbouring housing, so that people buying homes knew they were moving into a genuinely mixed-use environment.

Left: in successful high streets, it's common to find shops, services and workspaces in adaptable townhouses. Building typologies such as this allow mixed-use centres to grow and evolve over time according to changing local need, consumer habits and economic patterns.

06. CREATING A CHARACTER AND SENSE OF PLACE

Manydown will be a high-quality development with its own character and an identifiable sense of place that emerges and matures over time. The design and layout will reflect the qualities of the site, the best of traditional urbanism and best-practice new and recent development in the UK and elsewhere.

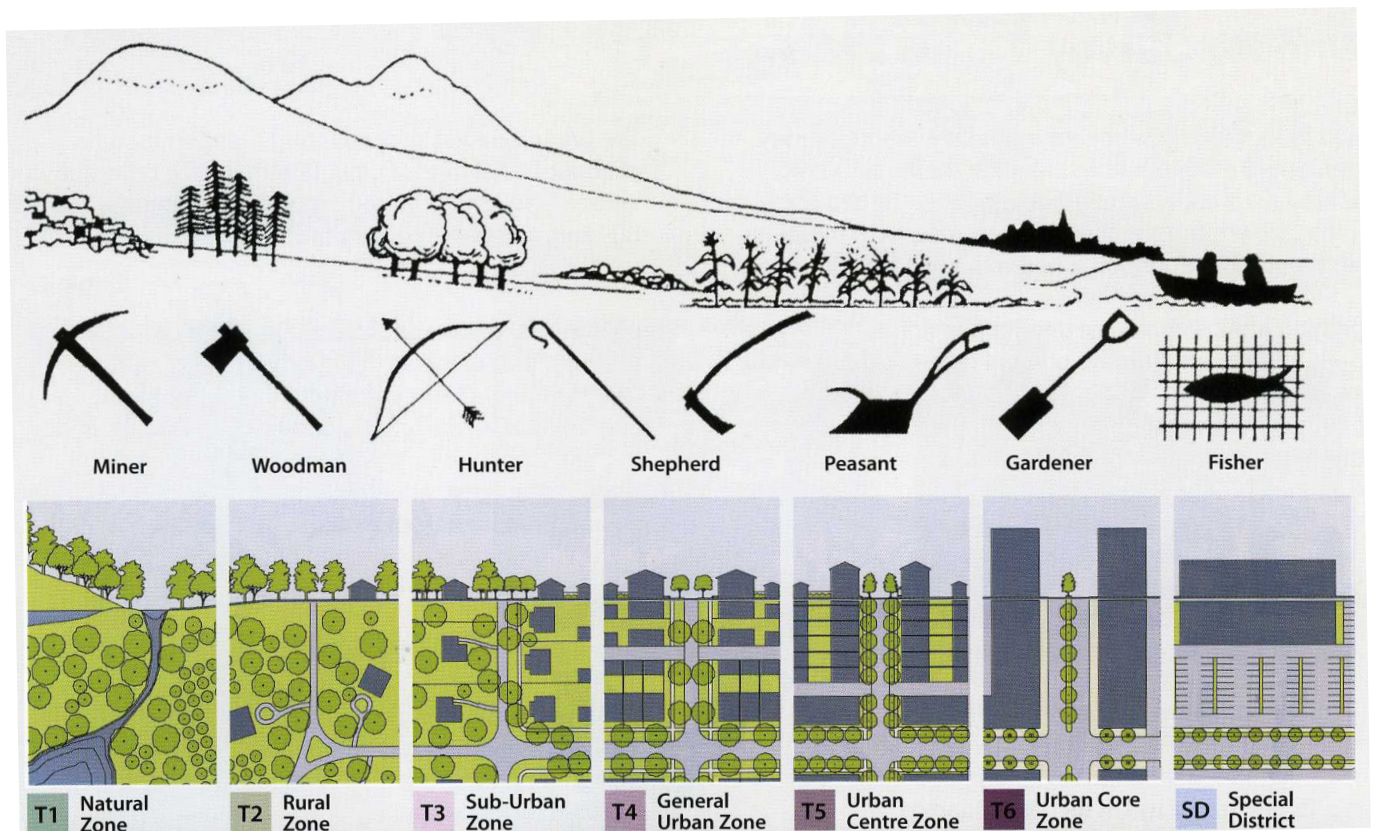
The potential scale of Manydown means that different parts of the development will have their own character, but it is important to ensure that urban quality is maintained throughout.

Applied in practice this could mean:

- Using an inclusive design process to

ensure stakeholders and the public have the opportunity to contribute to the development of the masterplan and associated strategies for Manydown, in order that they reflect local aspirations.

- Developing the character types set out in section five to become part of any future outline planning application, possibly alongside a project design code. This will define those urban qualities aspired to and ensure they are maintained over the lifetime of the project.
- Investing in high quality streets and public spaces that will help create a sociable urban setting and provides opportunities for face-to-face contact.



Above: variations in character in urban and rural environments can be understood as a 'transect', a concept originated by the ecologist Patrick Geddes in the early 20th Century. More compact, dense and mixed-use development takes place at centres, decreasing to sparser, more residentially-dominated development at the edge. This makes for legible, well-functioning settlements with lots of choice.

07. ENABLING TRANSPORT CHOICE

While the car will remain an important mode of transport for the foreseeable future, development at Manydown will seek to provide genuine transport choice by making it easy to walk, cycle and use public transport and providing a car club as an alternative to car ownership. Streets will be designed to be attractive places to walk and cycle, with the needs of pedestrians, cyclist and public transport prioritised whilst ensuring good access for drivers.

The main street through Manydown will be fronted by development and connecting Neighbourhood Centres, providing a safe and attractive route for pedestrians and cyclists as well as vehicles. Through traffic will be welcomed to help support the mix of uses at Manydown.

Applied in practice this could mean:

- Creating a main street fronted by development, passing through Neighbourhood Centres and providing an alternative route for existing traffic travelling to and from Basingstoke town centre and railway station from the west.
- Developing a comprehensive pedestrian and cycle network within the development and integrating with existing walking and cycling routes, providing attractive and easy connections to and from Manydown.
- Enhancing existing bus services and establishing new services to create a good level of service to Basingstoke town centre and railway station and other key destinations.



Above: existing bus services (shown) would be improved and new services could be created to provide frequent connections to Basingstoke town centre and train station.

Top right: cycle lanes and wide pavements along the main street will ensure through traffic can be accommodated while also creating a safe and attractive walking and cycling route.

Bottom right: a car club could provide easy access to a car (or second car) when required without the expense of ownership.



08. INTEGRATED GREEN INFRASTRUCTURE

The design and layout of Manydown will retain and integrate important existing landscape features (such as the woodland around Worting Village). New spaces for outdoor sport and recreation such as play areas and parks will be created such that every dwelling will be within walking distance of open space. Opportunities for residents to grow food will be provided, including in allotments and community and private gardens.

A significant new Country Park for Basingstoke will be established adjacent to the new community. Walking and cycling routes through Manydown will provide attractive and easy connections to the Country Park and the wider countryside, including from Winklebury, Buckskin and Kempshott. On-site biodiversity will be protected and enhanced - with any loss of habitat offset through mitigation - achieving an overall net gain in biodiversity over current site use.

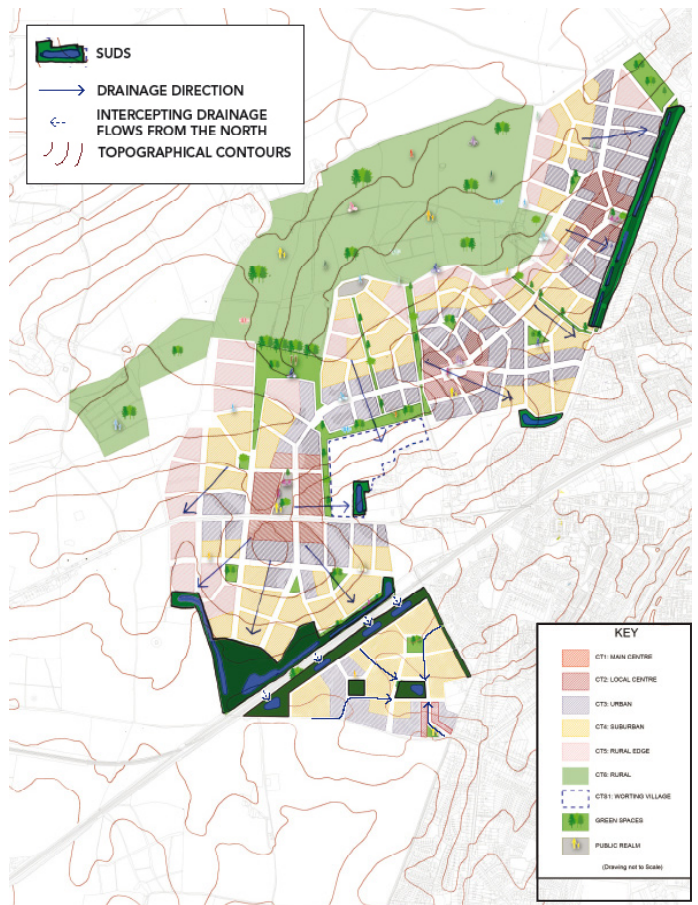
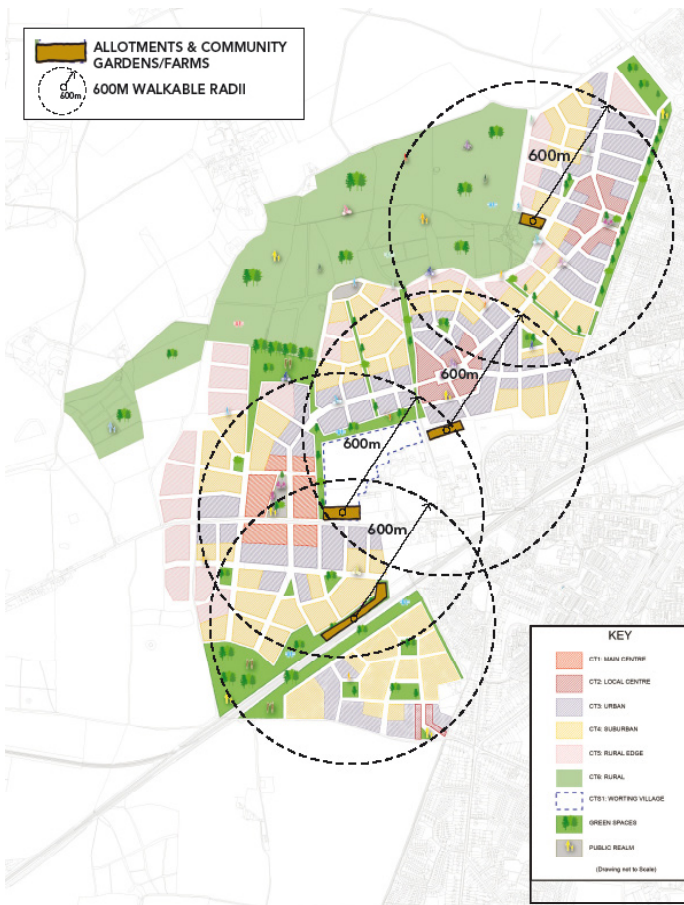
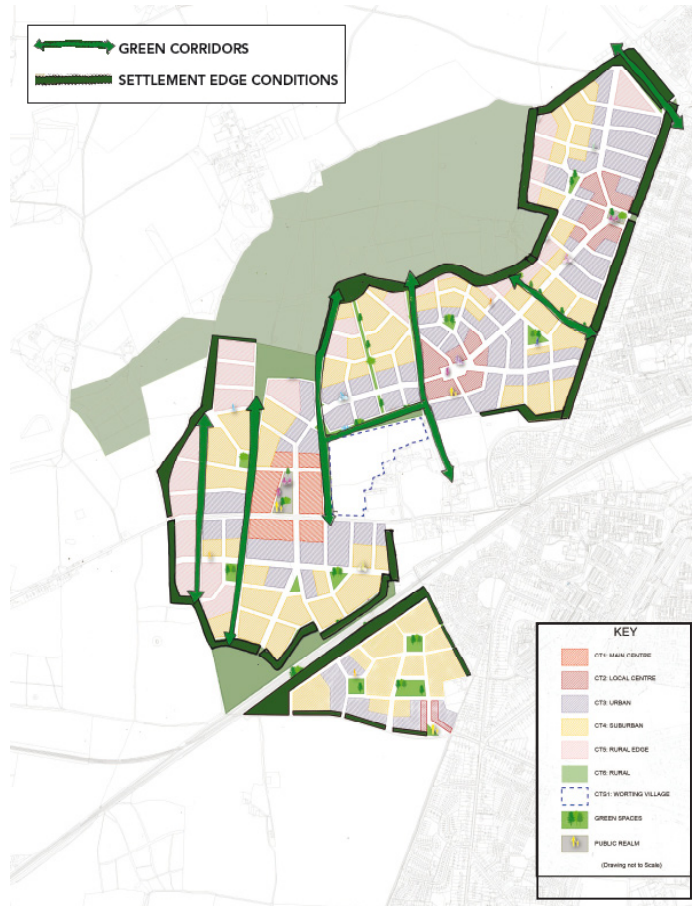
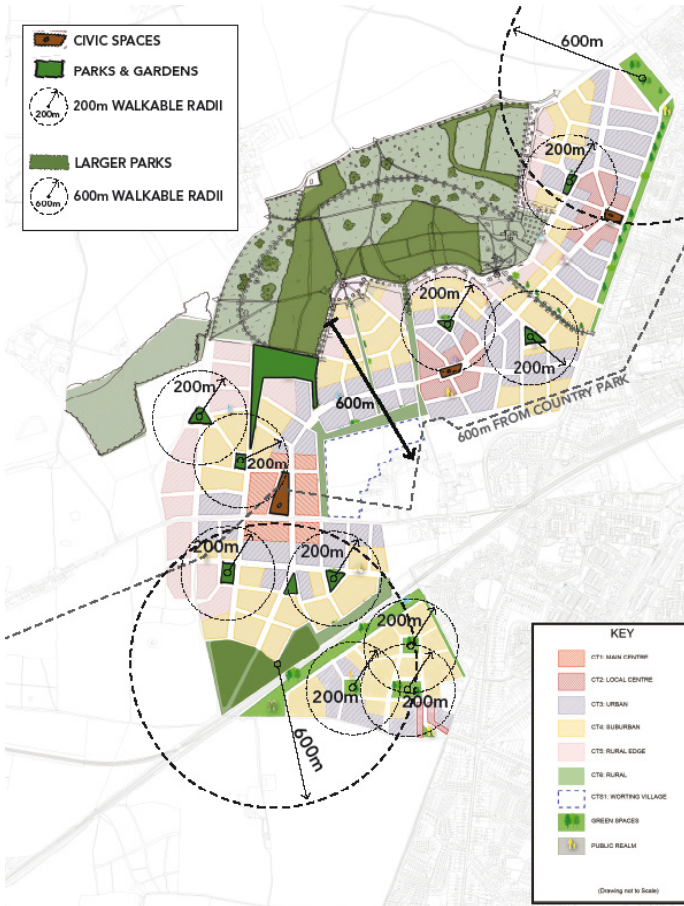
Applied in practice this could mean:

- Providing a wide range of green spaces varying in size and character – from the Country Park, to squares and pocket parks, allotments, gardens, green roofs and balconies – allowing residents and visitors to enjoy recreation and connect with the natural environment.
- Retaining mature and semi-mature trees and woodland, such as those around Worting Village, to provide a fine setting for new development. ‘Green corridors’ will be created to connect areas of woodland and other habitats to each other and the surrounding countryside, and on the southern part of the site important field boundaries will be taken account of in the design.
- Incorporating Sustainable Drainage Systems (SuDS) to minimise the effects of development at Manydown on the quantity and quality of run-off and to manage the risk of flooding.

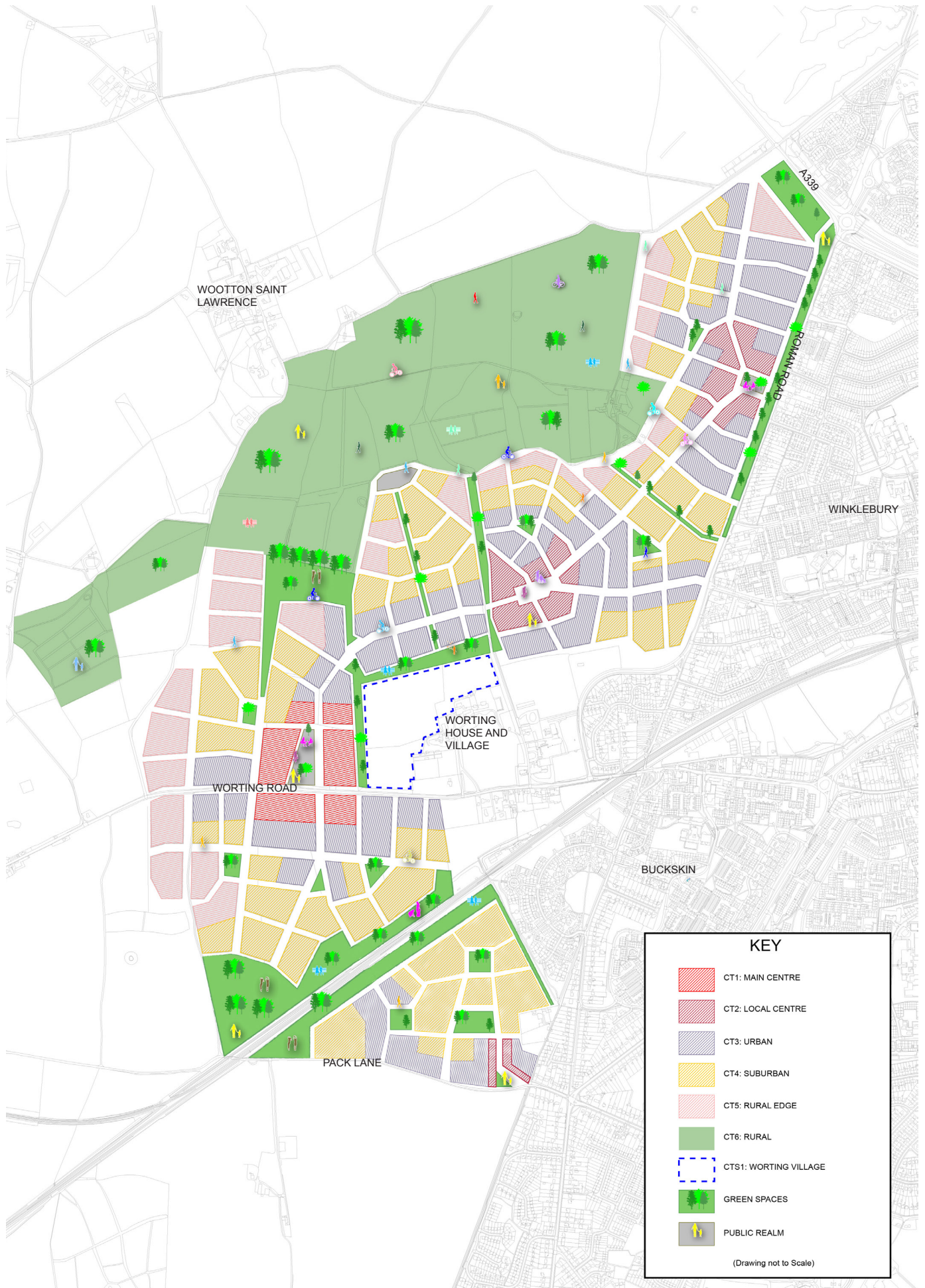


A wide range of green spaces could be provided, including a country park with walking and cycle connections to the wider area (top left), parks and squares providing access to green space within a short walk from anywhere on site (bottom left) and green streets softening the streetscape and providing character and distinctiveness (below).





The site at Manydown presents a range of opportunities for green infrastructure. Top left: large parks, civic spaces, parks and gardens distributed throughout the development would allow easy access to green space for residents and visitors alike. Top right: green links and easements could offer important connections between green spaces for both people and wildlife. Bottom left: allotments and community gardens could be incorporated to allow residents to grow their own food or enjoy locally grown produce on their doorstep. Bottom right: a Sustainable Drainage System will be an important mechanism to manage flood risk as well as providing attractive natural spaces for wildlife and recreation.



Above: Character Types Plan. Note: this plan is intended to illustrate the distribution of character types within the overall layout and is not in direct accordance with the emerging technical masterplan e.g. does not show potential schools sites.



06.

CHARACTER TYPES

As set out in the vision statement and discussed in sections four and five, Manydown will have many of the characteristics of a traditional settlement: well-located and connected centres, a network of streets, and a character – including in the density of development, design of streets and public spaces and mix of housing and other building types – that varies in a coherent and legible manner from the centre of a neighbourhood to its edges. On this basis, a series of character types can be envisaged which bring these variations together and illustrate what different parts of Manydown might be like.

The character types described in this section aim to establish, with reference to built examples from North Hampshire and elsewhere, the high level urban qualities for different areas of the development. An indicative distribution of these types across

the extent of the proposed Manydown allocation is shown on the Character Types Plan opposite. The approach outlined here will be further developed and refined as more detailed proposals for Manydown are prepared. In particular, the preparation of a design code for Manydown should be considered to codify key principles and rules that help to define the character of the place. These could include maximum and minimum development densities and building heights, mix of housing sizes and types, street dimensions and designs and open space and green infrastructure types.

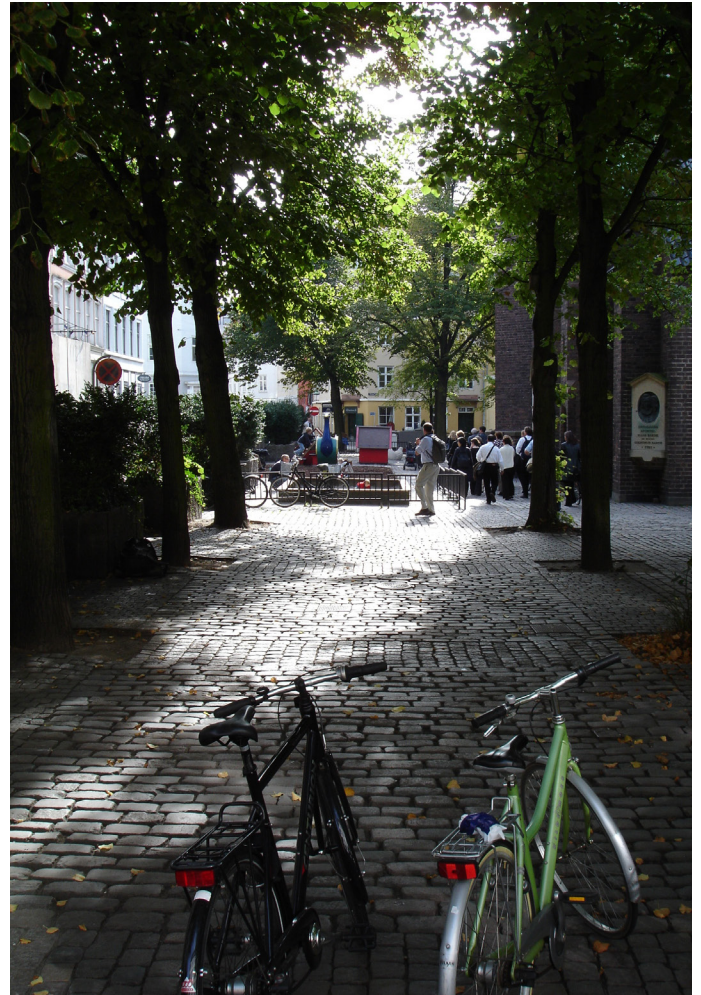


Above: artist's impression of the Main Centre, showing the mix of uses around the square.

CT1: MAIN CENTRE

The social, retail and commercial heart of Manydown will be located at the junction of the new main street and the Worting Road. This area would have the look and feel of a traditional town or village centre, focused on a market square. The greatest range of uses will be found here with retail, leisure and public services alongside small-scale offices. This mix of uses will be supported by controlled through traffic, with plenty of on-street parking being provided. Wide pavements will create an attractive pedestrian environment and spill-out space for cafes, pubs and restaurants.

Homes will be a mixture of townhouses, terraces, mews houses and apartments, a maximum of four, but mostly three, storeys in height. Small business office space will be located around the square, with potential for light manufacturing and industry and live/work units in mews streets behind it. Space for shops, cafes, pubs and restaurants will be provided on the ground floors of mixed-use buildings, and community facilities could include a health centre, community centre, library and nursery.



Above left: Alton High Street provides a good example of the kind of fine-grained, active-fronted buildings that might be found in the Main Centre, with on-street parking for visitors. Above right: a small play area could be incorporated into square, together with seating and bike parking.



Above: As in a traditional town or village centre like that of Overton, terraced homes would form a continuous frontage on the approach to a square, with parking for residents on-street and to the rear.



Above: artist's impression demonstrating one approach to a neighbourhood centre set back from Roman Road, with new homes and facilities facing existing homes across a new linear park, providing a high degree of amenity for all.

CT2: NEIGHBOURHOOD CENTRE

These centres form the heart of the other neighbourhoods. They fulfil the role of local centres with a traditional configuration as a small local high street, square or green. Routes from the countryside and neighbouring communities will pass through them as streets or alongside them as green corridors. They will accommodate the vast majority of the remaining mixed use that can be supported and encouraged to locate in Manydown, including small businesses. Neighbourhood centres will be located on public transport routes and through traffic is encouraged to support the mixed use. Where possible primary schools, community centres and other public services will be located in or close to these centres.

Homes will be a mixture of townhouses, terraces, mews houses, semi-detached and apartments, a maximum of three storeys in height. Subject to likely demand small business office space will be located in these centres, with light manufacturing and industry and live/work units nearby. Space for convenience shops, small cafes, pubs and restaurants will be provided in buildings with adaptable ground floors that can be converted to and from residential use as demand requires.



Neighbourhood centres share the characteristics of the Main Centre, but on a smaller scale. Top left: small-scale convenience retail could be prominently located at the end of a terraced street, as in Whitchurch. Top right: restaurants with offices and flats above fronting a small square could be found here, as in Alton. Bottom left: George Street in Kingsclere shows how very attractive large homes can be directly adjacent to businesses. Bottom right: semi-detached homes with a formal relationship to street and creating a continuous frontage could be provided, like these in Alton.



Above: central squares or greens with street trees and planting could also form focal points with Neighbourhood Centres at Manydown



Above: artist's impression of an urban street near the main centre showing adaptable ground floors that could be converted to retail uses

CT3: URBAN

These primarily residential areas are located along the main street through Manydown and around neighbourhood centres. While less dense than the centres with a wider range of building types and more private open space these areas still have an urban character.

Homes will mainly be townhouses, terraces and semi-detached up to three storeys, with some detached houses and apartments. Parking will be provided on-street and in secure courtyards. There may be some commercial uses in these areas, including small business office space, light

manufacturing and industry, and live/work units. Buildings closest to neighbourhood centres will have adaptable ground floors that have the potential to be converted to shops, cafes and pubs in the future should there be demand.

Open spaces will be in the form of residential pocket parks and squares, offering local opportunities for play, relaxation and fitness.



Above: along the main street and around the main and neighbourhood centres, houses will be mainly be terraces of different sizes. Narrow frontages with small or no setbacks from the street will create a fine-grained urban form, ensuring streets are interesting to walk along. Side streets will be designed to reduce traffic speeds and give pedestrians and cyclist priority over motor vehicles. Such conditions are often found in Hampshire, including in Kingsclere (top left), Alton (far top right) and Overton (top right).



Above: artist's impression of a suburban street showing a variety of detached and semi-detached houses

CT4: SUBURBAN

Located at least one block back from the main street these are residential areas of mostly semi-detached and detached houses and bungalows with a predominant scale of two storeys. There may also be some short runs of terraces and occasional small apartment buildings. Blocks will be larger than closer to the centres, giving rise to leafy avenues and larger plots. Private garden spaces will be generous and most properties will have on-plot parking spaces. Open space provision will include residential parks and squares, allotments and space for sports and recreation.



Above: as well as streets, Sub-Urban areas may contain residential squares and pocket parks (top right). Houses would be larger – often detached or semi-detached – and/or set further back from the street, as in examples from Kingsclere (far top left), Whitchurch (top left) and Alton (bottom).



Above: artist's impression of the rural edge showing the clearly defined boundary to development.

CT5: RURAL EDGE

Forming a distinct edge to the development at Manydown this will be a relatively low density area with an informal layout of streets and buildings. Homes will be primarily larger detached and semi-detached houses, mostly two but up to three storeys in height with occasional smaller residential terrace groupings around greens and squares, and potentially some small apartment buildings. Streets along the rural edge will be designed as attractive routes for walking and cycling and, in the northern part of the site, some could incorporate parking spaces for visitors to the Country Park.

In the southern part of the site, the different pattern of landscape and ecological features and likely development areas will create extensive opportunities for Rural Edge characteristics.



Above: houses along the rural edge are likely to be larger semi-detached and detached homes. Where development overlooks open countryside houses will create a well-defined boundary, framed by a generous, soft landscape and overlooking formal and informal play areas, walking and cycling routes and plenty of places to sit and enjoy the view. Houses will often be larger one-off types such as can be found on the outskirts of Alton (far top left), Kingsclere (top left) and Ecchinswell (bottom).



Above: the rural fringe to Manydown, and particularly the new Country Park could incorporate walking and cycling trails, visitor facilities and picnic areas.

CT6: RURAL

The rural fringe to Manydown will include a new Country Park for Basingstoke serving the development and the wider town. This area consists of woodland and farmland, and could accommodate a range of leisure activities. The only buildings in this area will be those associated with the Country Park. A range of publically accessible open spaces will be created including woodland, paths through farmland, walking and cycling leisure routes, picnic areas and informal play areas.

In the longer term, development of the southern part of the site could include additional managed woodland and parkland areas to which this transect type would also apply.



Above: Worting House and Village - any development in this area would be designed to reflect and respect the context of the conservation area.

CTS1: WORTING VILLAGE

Worting Village could potentially accommodate a limited amount of new residential and commercial development as well as open space and community infrastructure centred on the existing Worting House, park and church. Building, street and open space types will reflect the context of the conservation area to create a distinct character area. Homes will be semi-detached and detached with occasional terraces. Small business office space, light manufacturing and industry could be provided alongside leisure uses like a cafe, pub and/or restaurant.

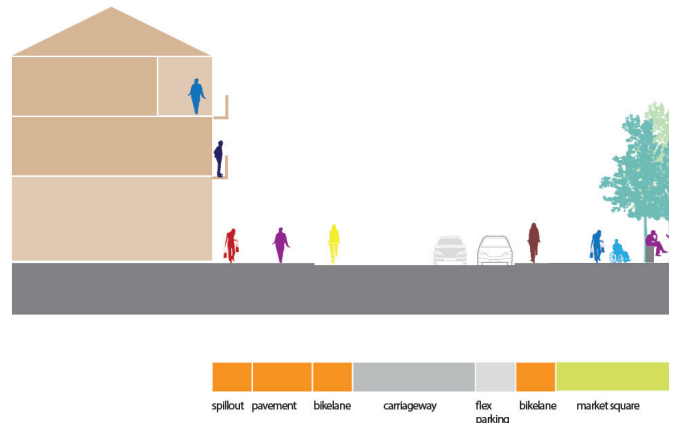
Land at Worting is in separate ownership and the Councils will seek to work with the landowners to develop a vision for potential development which is appropriate to the site and complementary to the wider vision for Manydown.

CHARACTER TYPES: STREETS

The dimensioning and design of streets – which, in good places, work as public spaces not just movement corridors – is a key factor in creating an appealing character. The following diagrams show how street design principles should vary between different parts of the Manydown development. Detailed design should be in accordance with the principles of the Manual for Streets and its successors

CT1: Main Centre

The main street would pass along the edge of the square. This would be a relatively busy street but traffic speeds will be kept low to make it easy to cross.



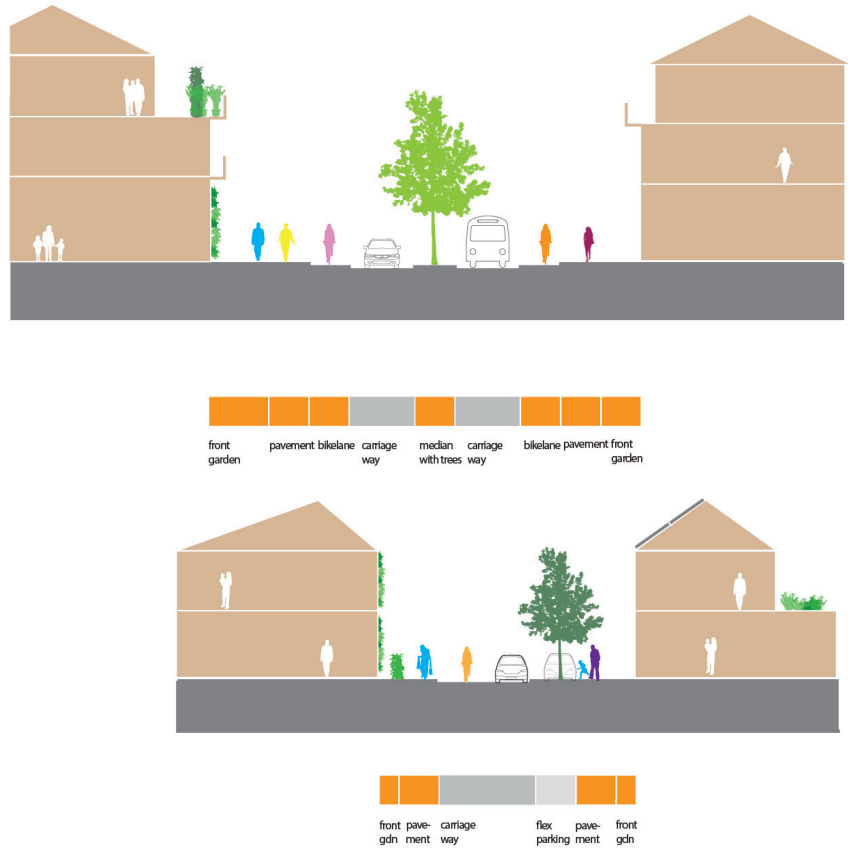
CT2: Neighbourhood Centre

On street visitor parking for cars and bikes will allow shops to benefit from passing trade. Wide pavements allow cafes to spill-out onto the street without obstructing pedestrians.



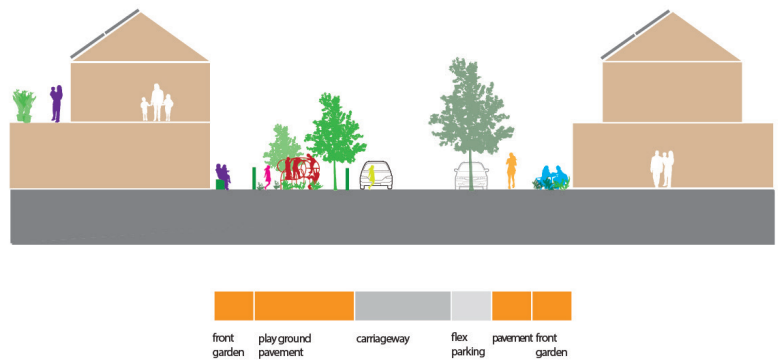
CT3: Urban

Although the main street is designed to accommodate relatively high levels of traffic wide pavements, cycle lanes, frequent crossings and street trees will ensure it is also a safe place and attractive place to walk and cycle. Streets leading off the main street will be designed to slow traffic and give priority to pedestrians and cyclists.



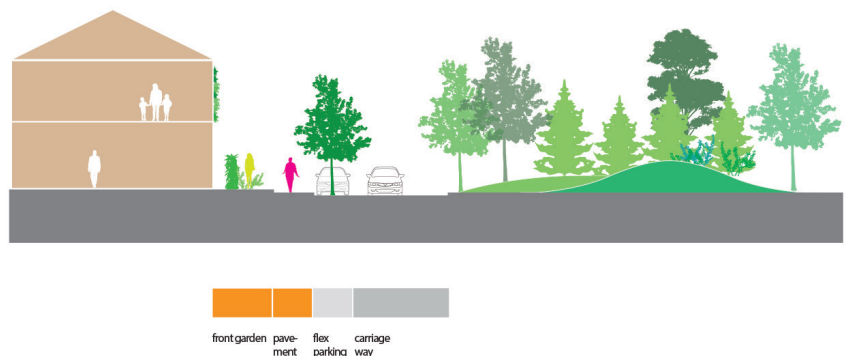
CT4: Suburban

Suburban streets will be places where pedestrians and cyclists are prioritised with low traffic speeds and restrictions on through traffic. On-street parking could be provided for residents and visitors.



CT5: Rural edge

Streets along the rural edge will have lane like character and be designed to keep speeds low. On-street parking could be provided for visitors to the Country Park.





*Basingstoke
and Deane*

www.basingstoke.gov.uk



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This document was prepared by Beyond Green on behalf of Basingstoke and Dean Borough Council and Hampshire County Council as landowners

DRAFT - June 2014