

Manydown Development Brief Supplementary Planning Document

December 2016



Basingstoke
and Deane

V1.2: Correction to land ownership information shown on Figures 1.1 and 4.2.3 (May 2017).

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FOREWORD

This Development Brief has been prepared by Basingstoke and Deane Borough Council in its role as Local Planning Authority as a guide for future development within the Manydown housing allocation as identified in the Basingstoke and Deane Local Plan 2011-2029. It has been informed by extensive consultation, including a formal six week consultation with residents and other stakeholders.

This Development Brief has the status of a Supplementary Planning Document and has been prepared in accordance with the Local Plan Regulations. The Development Brief is a material consideration in determining planning applications within the site.

SECTION 1: PURPOSE OF THE DEVELOPMENT BRIEF

Manydown presents an opportunity to deliver a high quality new community to the west of Basingstoke, underpinned by Garden City principles. The location is identified in the Basingstoke and Deane Borough Local Plan 2011-29 as being capable of accommodating approximately 3,400 new homes with associated community infrastructure.

1.1 Why has a Development Brief been prepared?

This draft Development Brief has been prepared by Basingstoke and Deane Borough Council as Local Planning Authority as a guide for future development within the Manydown housing allocation as set out on the proposals map in Policy SS3.10 in the Local Plan.

Garden City Principles

Basingstoke and Deane Borough Council supports the use of Garden City principles to shape the development of Manydown. This Development Brief embeds these principles. Garden City Principles are supported by the National Planning Policy Framework (NPPF¹), and seek to create high quality places by combining the best elements of living in the town and the country. This is particularly relevant in the context of this allocation due to its size and its location on the rural edge of Basingstoke. Key principles (as reinvented for the 21st Century by the Town and Country Planning Association), that derive from this concept, relate to issues such as the delivery of generous, interlinked green space, homes with gardens, and an integrated and accessible transport system. These are set out in full in Appendix 1.

Policy Requirements

This Development Brief is a requirement of Local Plan Policy SS3 (Greenfield Site Allocations), and Local Plan Appendix 5 (Masterplan and Development Brief Protocol). The purpose of the Development Brief is to:

- a) Add greater clarity and detail to the planning policy framework and clarify the local planning authority's requirements for the site.
- b) Ensure development takes full account of the opportunities and constraints of the site and neighbouring area.
- c) Provide guidance on how development can be brought forward in a coordinated manner on different parts of the site, including the comprehensive delivery of infrastructure.
- d) Facilitate engagement with local residents and other stakeholders.

¹ National Planning Policy Framework, para 52.

This document has been adopted as a Supplementary Planning Document (SPD). It does not include new policies but identifies more detailed development principles that build on existing planning policy, in particular Policy SS3.10 (Manydown, Basingstoke) of the Local Plan. It is a material consideration in determining planning applications.

The principles in this document are equally applicable to outline or full applications, and also relevant to future reserved matters applications.

1.2 Location, site characteristics and land ownership

The Manydown allocation is a 290ha site on the western edge of Basingstoke, adjoining existing residential communities. The majority of the site is agricultural land, stretching from the A339 at the north of the site down to Pack Lane in the south. It includes a Scheduled Monument and a Site of Importance for Nature Conservation, and adjoins a number of areas of woodland, some of which are also designated as Sites of Importance for Nature Conservation (SINCs). This part of the allocation is in the control of Basingstoke and Deane Borough Council (BDBC) and Hampshire County Council (HCC). To the north west of the site is the North Wessex Downs Area of Outstanding Natural Beauty.

The Local Plan allocation also includes a smaller area of land in and around the hamlet of Worting in the middle of the site, which is controlled by a number of other landowners. Worting has a conservation area and includes a number of listed buildings. This land is anticipated to come forward for development through a number of separate planning applications.

The Local Plan also requires the provision of a Country Park on 97ha of land to the north west of the development site. The SPD relates to both the development site and the area of land identified for use as a Country Park. The boundary of the area subject to the SPD and the areas of different land ownership are shown in in Fig 1.1.

1.3 What has informed the Development Brief?

This document has been informed by:

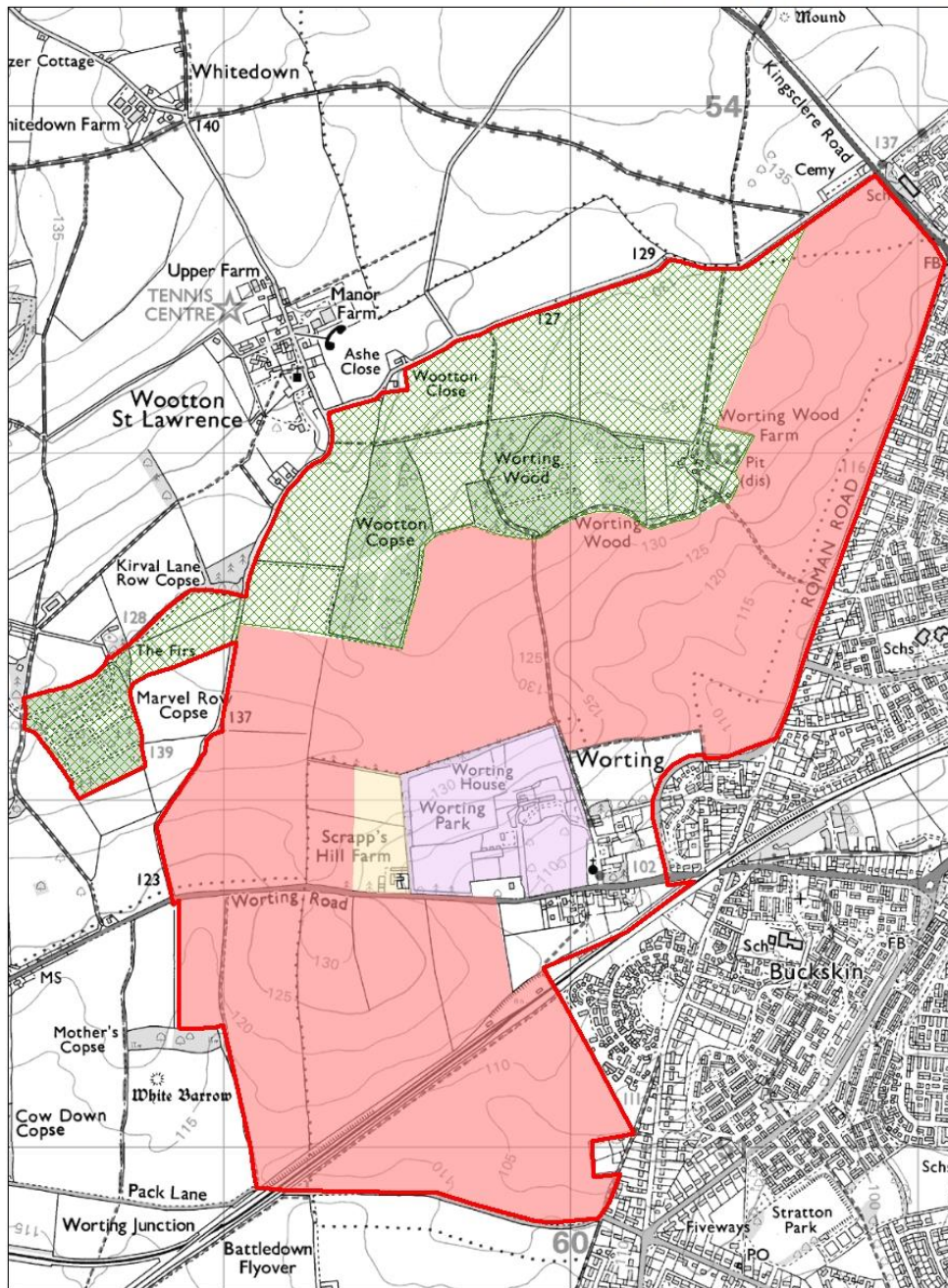
- Technical studies and consultation responses received during the progression of the Local Plan, including statements provided as part of the examination hearings, and statements of common ground;
- Discussions and information submitted by all the Manydown landowners;
- Information submitted by BDBC/HCC (as landowners) as part of an application for a scoping opinion, and the consultee responses provided (16/00737/ENS);
- A workshop with statutory consultees and other stakeholders in March 2016, reviewing themes raised in the 'Masterplan Consultation Document' published by BDBC/HCC as landowner. Subsequent detailed discussions were held with the Local Highways Authority, the Local Education Authority and BDBC stakeholders;
- Feedback from BDBC/HCC (as landowners) from consultation they have undertaken on their emerging masterplan; and
- Discussions with the local Ward Councillors.

1.4 Document structure

The remainder of this SPD covers the following:

- Planning policy framework, setting out the planning policy considerations relevant to any future application (Section 2).
- Vision and objectives (Section 3), to establish a design rationale for the development.
- Site analysis and development principles (Section 4), to identify development principles that can guide the form of development and deliver the objectives.
- Development Framework Plan (Section 5) providing a spatial summary of the key issues.

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Key

- Area of land covered by SPD
- Development Land in control of BDBC and HCC
- Scrapp's Hill
- Worting Park
- Land in other ownership
- Worting Farm (with Planning Permission)
- Country Park

Figure 1.1: Showing area of land covered by the Development Brief and areas of different land ownership

SECTION 2: PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) supports the delivery of sustainable development. It attaches importance to the design of the built environment, where high quality, inclusive design is seen as a key aspect of sustainable development.

Policy SS3 of the Basingstoke and Deane Local Plan 2011-2029 identifies the borough's greenfield allocations, including Manydown. Policy SS3.10 sets out the key requirements for the development at Manydown as set out in Appendix 2, including the provision of approximately 3,400 units over the Plan period.

The Local Plan includes an inset map, which provides an indicative high level overview of what might be delivered, where, and when (Figure 2.1).

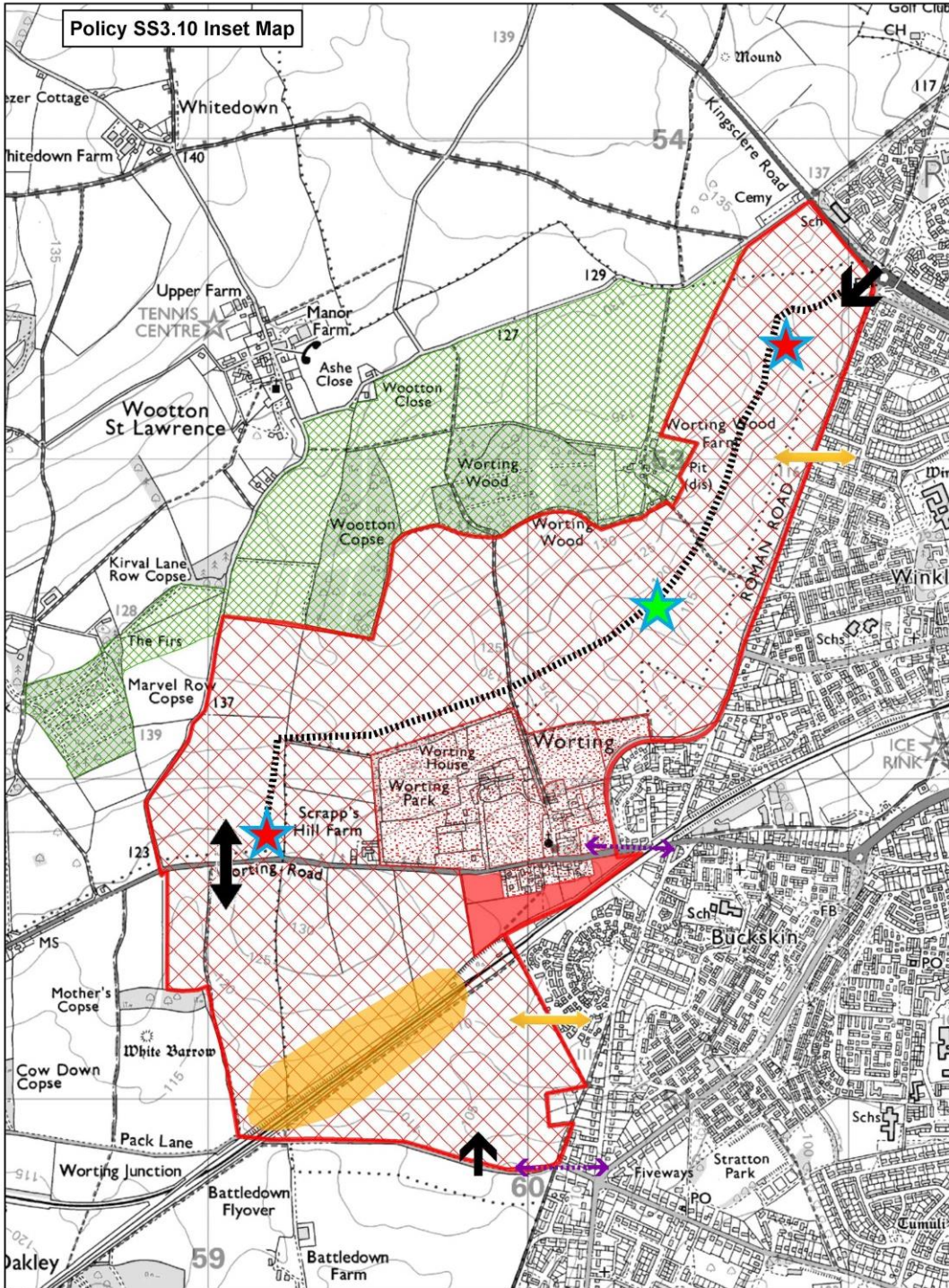
Planning applications should also be assessed against other policies in the Local Plan, which includes policies on: affordable housing (Policy CN1); housing mix (Policy CN3); housing for older people (Policy CN4); and gypsies, travellers and travelling showpeople (Policy CN5). There are also other policies on Community Needs, and policies on Environmental Management (EM1-EM12) and Economic Development (EP1-EP5).

The site falls within three parishes (Rooksdown, Wootton St Lawrence, and Oakley and Deane). An adopted Neighbourhood Plan covers the parish of Oakley and Deane Parish and this will be relevant to the determination of planning applications where parts of the site fall into that parish.

There are other SPDs and guidance produced by Basingstoke and Deane Borough Council which should be read in conjunction with this SPD. These currently include:

- Design and Sustainability SPD (2008) including Appendix 4 (Conservation Areas), Appendix 7 (Places to Live) and Appendix 16 (Residential Amenity Design Guidance).
- Landscape and Biodiversity SPD (2008).
- Residential Parking Standards SPD (2008 with updates).
- Oakley and Deane Village Design Statement (2004).
- Worting Conservation Area Appraisal.

Other planning guidance is likely to emerge during the lifetime of this document which will be relevant to the determination of future planning applications.



Key

- Site Allocation Boundary
- Country Park
- Site with planning permission (2016/17 - 18/19)
- Phase 1 (2017/18 - 20/21)
- Phase 2 (2018/19 - 28/29)
- Indicative area in which land will be safeguarded for railway crossing
- Indicative pedestrian and cycling corridors
- Pedestrian and cycling links
- Principal Access
- Potential Link Road Location
- ★ Primary School and Centre
- ★ Secondary School and Centre

Figure 2.1: Local Plan Inset Map (illustrative only)

SECTION 3: VISION AND OBJECTIVES FOR MANYDOWN

A vision for the development of Manydown is set out in the supporting text to Policy SS3.10 (Manydown) in the Local Plan.

3.1 Manydown vision

Manydown will deliver a high quality, sustainable new development of approximately 3,400 new homes in this plan period. The proposals will be designed sensitively to respond to the site’s opportunities and constraints, in particular its landscape and biodiversity context, heritage assets, and relationship with existing communities. The details will be worked up through extensive engagement with the local community and deliver a range of amenities to new and existing residents alike.

Local Plan para 4.55

The following objectives expand upon the vision in the Local Plan, and develop further the Local Plan policies and the key elements of garden city principles to establish a design rationale for the development. The objectives also acknowledge the visioning work previously undertaken by the BDBC/HCC landowners, including the ‘Vision for Manydown’ document (by Beyond Green), which was prepared in June 2014. These objectives provide a structure for this Development Brief.

3.2 Manydown objectives

- 1: A mix of homes to create a sustainable new community**
To deliver approximately 3,400 new homes with a mix of different dwelling tenures, types, and sizes, including affordable housing, to meet a broad range of needs, and deliver a mixed and sustainable community.
- 2: An effective and efficient transport system**
To deliver a sustainable development by making provision for excellent public transport services and safe, well designed and convenient walking and cycling routes with appropriate provision for car based movement.
- 3: Social and community infrastructure to create sustainable neighbourhoods**
To support the development of a healthy, thriving new community through the timely provision of the necessary social and community infrastructure, with local centres and schools at the heart of walkable neighbourhoods.
- 4: Environmental quality**
To deliver development that takes advantage of, and responds sensitively to, the site and its surroundings’ environmental characteristics, including its green

infrastructure and heritage assets, and uses these to create a high quality, healthy place with a strong sense of identity.

5: Design quality

To create a high quality urban environment with clear character areas informed by the built and natural environment.

6: An integrated masterplan and comprehensive infrastructure delivery

To ensure that homes and infrastructure are comprehensively planned across the whole allocation, and that infrastructure is delivered at an appropriate time and in a coordinated manner.

SECTION 4: SITE ANALYSIS AND DEVELOPMENT PRINCIPLES

This section identifies development principles that can help to deliver the Manydown objectives. Where relevant, these are based upon an analysis of the environmental characteristics of the site and its surroundings, or an assessment of the existing local infrastructure and facilities. These principles and the guidance elsewhere in this document should be taken into account in the determination of future planning applications.

4.1 A MIX OF HOMES TO CREATE A SUSTAINABLE NEW COMMUNITY

Objective 1: To deliver approximately 3,400 new homes with a mix of different dwelling tenures, types, and sizes, including affordable housing, to meet a broad range of needs, and deliver a mixed and sustainable community.

Relevant policies and strategies: Local Plan Policies: SS3.10 (a) (b) (Manydown), CN1 (Affordable Housing), CN3 (Housing Mix for Market Housing), CN4 (Housing for Older People), CN5 (Gypsies, Travellers and Travelling Showpeople), BDBC Housing and Homelessness Strategy 2016-2020 (2016).

Local Plan policy SS3.10 allows for the phased delivery of approximately 3,400 dwellings at Manydown. Evidence that informed the Local Plan indicated that the BDBC/HCC site could deliver approximately 3,200 homes, with further development on the land around Worting. It is noted that the ultimate capacity of different sites will be determined through the Development Management process, based upon a full assessment of their opportunities and constraints.

Manydown provides an opportunity to deliver a range of housing products which respond to the housing needs of the borough, and to deliver accommodation for residents of all incomes and ages.

4.1.1 Market housing

The most-recent national household projections indicate that the majority of housing need arising in the borough over the Plan period is likely to be from elderly one person households or couples, single people under the age of 65, and small family homes². However, it recognised that there is not a direct correlation between household composition and dwelling size³, and that new housing developments typically attract a high proportion of young families that will wish to grow. This would indicate a need for a mix of sizes of market homes across the site, including a proportion of smaller dwellings, and housing suitable for older people.

Development Principle 1a: A mix of market homes that responds to current and future needs

The mix and type of market homes should be informed by up-to-date evidence of current and future borough-wide and local needs. It should include a mix of unit sizes and accommodation for older people.

² Communities and Local Government, 2014-based Household Projections

³ BDBC Strategic Housing Market Assessment (2015) Table 6.3 (based upon data from Census, 2011)

4.1.2 Affordable housing

Reflecting the adopted Council Plan theme of ‘Preparing for controlled and sustainable growth’, the Council’s Housing and Homelessness Strategy (October 2016) defines the maximised supply of affordable housing as a key priority.

The provision of affordable homes, and their design, layout and integration, contributes to the delivery of sustainable mixed communities, and promotes social inclusion.

Overarching affordable housing principles and delivery mechanisms should be defined and agreed at outline stage and accord with the adopted Local Plan and any related supplementary planning documents. Flexibility will be included to allow the fine detail of on-site affordable housing delivery to be finalised at the respective reserved matters stage. It is anticipated that the affordable housing will include a proportion of Starter Homes, subject to approved regulations.

Development Principle 1b: A mix of affordable housing

The mix and type of affordable housing should reflect the housing needs of those with a local connection to the borough and who would otherwise be unable to rent or buy suitable accommodation to meet their needs on the open market.

The affordable dwellings should be distributed proportionately between each phase unless an alternative overarching Affordable Housing Strategy has been approved. An appropriate mix of sizes and types should be provided in each phase.

The affordable homes should be designed to be indistinguishable from market homes (‘tenure blind’), with units dispersed across the site in small clusters.

4.1.3 Self-build and custom housebuilding

The delivery of self-build and custom-build housing is strongly supported by national policy, and offers the opportunity for residents to be involved in the design and construction of their own homes. The benefits include increasing the supply of housing, enabling more people to get onto the property ladder (through the delivery of lower cost housing), and providing a greater mix and variety of homes.

The council maintains a self-build register that provides information on the number of households looking for a plot in the borough. The Housing and Planning Act (2016) sets a duty for local authorities to meet the full demand for such plots.

The self-build register indicates a strong demand for such plots in Basingstoke. As Manydown is the largest housing allocation in the borough, it is expected that it should therefore deliver serviced plots for custom and self-build housing proportionate to the anticipated level of future need. However, given the timescales over which the development will be built there is inherent uncertainty about the level of future demand. If there is no demand for the plots at the time they are required to be made available, the Local Planning Authority will apply flexibility to this requirement.

A mix of plot sizes should be provided to accommodate a mix of different sized dwellings. The plots should include the necessary service connections up to the

boundary including road access and utility services. A strategy for the delivery of the plots and details of their location should be submitted to and agreed by the LPA prior to the submission of any reserved matters applications on the main site, or the plots should be identified on the full planning applications in the conservation area. The plots should generally be grouped together to create distinct communities. It is expected that a proportion of these serviced plots should be made available and marketed at an early stage of the development.

Prior to the submission of reserved matters (or full consent) for any area including custom and self-build homes, a set of development principles should be submitted by the relevant site promoter and approved by the Local Planning Authority to establish design parameters and ensure quality.

Development Principle 1c: Self-build and custom housebuilding

In order to deliver a mixed and sustainable community, 5% of the units on Manydown should be made available as self-build and custom-build plots. The plots should be offered to households on the council’s self-build register as a priority.

Proposals that include greater proportions of self-build and custom-build plots will be supported where they are acceptable in all other respects.

4.1.4 Gypsy and Traveller accommodation

The development should provide Gypsy and Traveller accommodation that will contribute towards meeting the borough’s needs. The number of pitches should be informed by the most up to date evidence on borough-wide need, including the need to provide a deliverable five year supply of pitches. The requirement will be divided on a pro-rata basis between the Local Plan’s strategic sites to ensure that the borough’s total needs are met over the lifetime of the Local Plan. This currently indicates a requirement for nine pitches on Manydown.

The pitches should be masterplanned from the outset to aid integration with the settled community and be capable of being delivered early in the development in line with the Council’s projections of need. The design and layout of the site should provide adequate on-site facilities and appropriate essential services.

Development Principle 1d: Gypsy and Traveller accommodation

Pitches for Gypsy and Traveller accommodation should be masterplanned into the development from the outset to meet the evidenced level of need.

Provision should meet the detailed requirements set out in Local Plan Policy CN5 (Gypsies, Travellers and Travelling Showpeople).

4.2 AN EFFECTIVE AND EFFICIENT TRANSPORT SYSTEM

Objective 2: To deliver a sustainable development by making provision for excellent public transport services and safe, well designed and convenient walking and cycling routes with appropriate provision for car based movement.

Relevant policies and supporting information: Local Plan Policies: SS3.10 (Manydown), CN6 (Infrastructure), CN9 (Transport), Manual for Streets; Hampshire Local Transport Plan (2011-31); Hampshire County Council Companion Document to Manual for Streets; Borough Cycling Strategy (2016); Hampshire County Council Cycle Strategy (2015).

4.2.1 Travel to and from the site

Development should provide connectivity from the site to key destinations including: Basingstoke town centre and the railway station; strategic employment areas, leisure and education sites; the hospital; and the strategic road network (including M3 junctions 6 and 7), as well as providing connections to and from the surrounding local communities.

Manydown can be expected to generate a significant level of additional travel demand in and around Basingstoke, and it will be necessary for development to be supported by a Transport Assessment that identifies the full impacts of the entire site allocation and appropriate mitigation measures. These are expected to include a combination of highways improvements and smart measures to reduce reliance upon the private car whilst encouraging greater use of non-car modes of transport.

There are a number of capacity constraints on the local road network, as shown in Fig 4.2.1. There are also capacity constraints in the wider area that should be taken into account, and measures will need to include improvements where they are required. The mitigation measures identified should take into account the cumulative impact of other planned development in the borough. The form of the mitigation should consider the potential redevelopment of the Leisure Park and scope for longer-term transport solutions that may support additional future development.

The scale of the development presents an opportunity to provide a change in travel behaviours, in accordance with Local Planning Authority and Local Highways Authority's strategies. The existing mode share by car for outer urban sites in Basingstoke is high. A developer will need to provide a robust and convincing package of measures for a more sustainable mode share being achievable by all modes. This might include:

- Providing a sustainable mix of uses on site that reduce the need to travel (see Section 4.3).
- Providing improvements to public transport services that can assist in significant increases in levels of patronage;
- Providing coherent, safe and direct cycling networks; and
- Resulting in design that encourages walkable neighbourhoods.

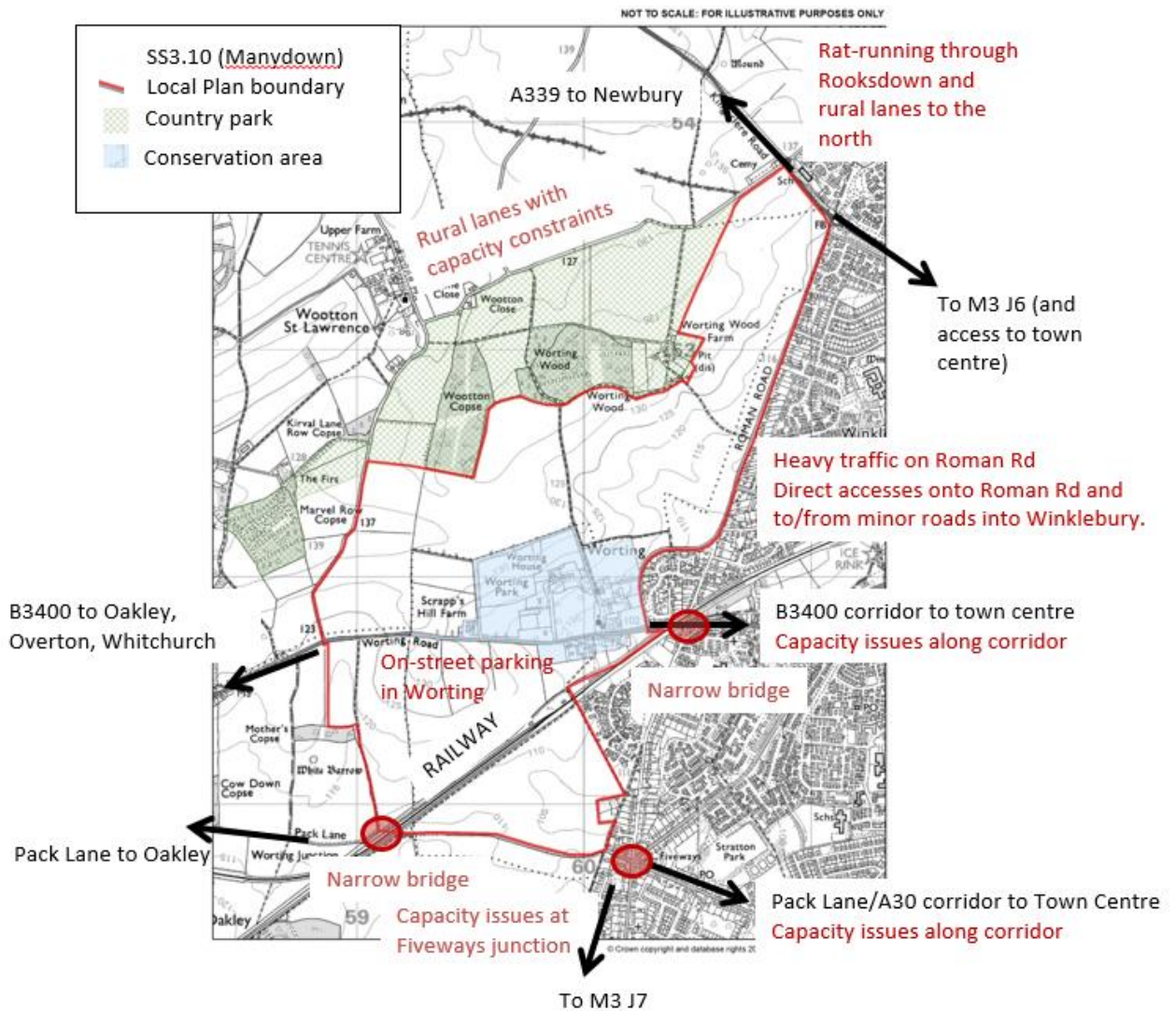


Figure 4.2.1: Constraints on the highway network local to the site.

Development Principle 2a: Public transport services

In order to achieve an increase in modal share of public transport, it will be necessary to ensure that priority measures are introduced, including routes to the town centre.

Public transport services should provide frequent, speedy, direct access to the town centre, job opportunities and other key destinations.

Emphasis should be given to passenger comfort, safety and convenience, and bus stops should be located to ensure that all properties would be within 400m (5 minutes' walk) of their nearest stop.

A service should be provided during early phases to establish sustainable travel patterns and behaviour. The service will need to expand in line with the phasing of homes and facilities, and information should be provided to demonstrate the long term deliverability of the service without the need for revenue support.

Development Principle 2b: Walking and cycling links

Comprehensive, safe, direct and well-signposted cycling and walking routes should connect the site to the town centre (and the rail station) and other key destinations. These measures should be delivered in line with the borough council's Cycling Strategy (2016), and in particular deliver routes 5 and 6 to the town centre as shown in Figure 4.2.2. The precise alignment of the routes should be identified through the applicants' Transport Assessments and delivered early in the development to establish good habits.

Proposals for cycle routes and cycle parking should be subject to a cycle audit in line with the best practice referred to in the BDBC Cycle Strategy, and should give consideration to home to school travel. It should be demonstrated that non-motorised user needs are integrated into all highway and traffic management schemes.

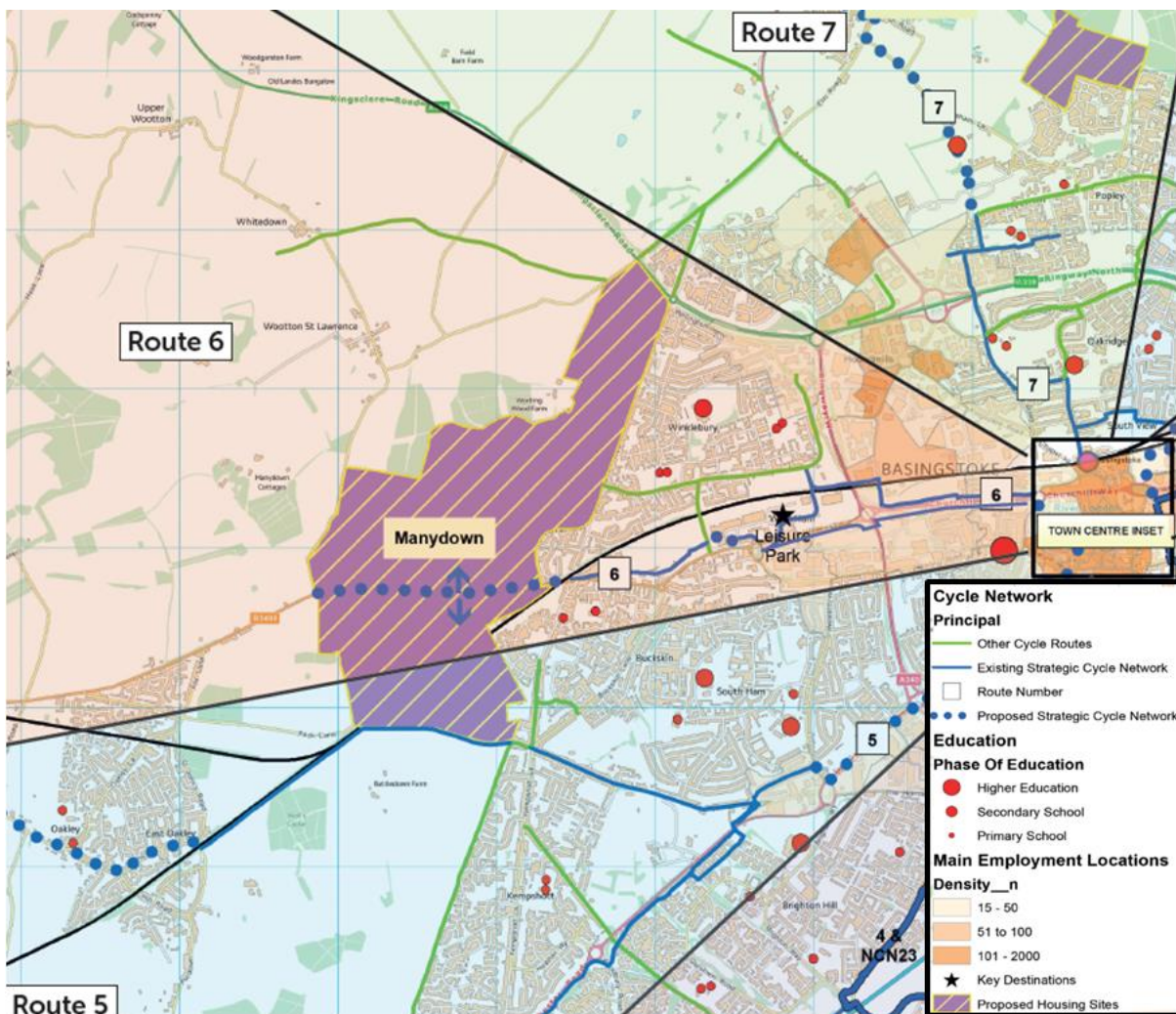


Figure 4.2.2: Proposed Strategic Cycleway Network showing the Manydown allocation (extract from BDBC Cycle Strategy Map, accessible from <https://www.basingstoke.gov.uk/cyclestrategy>).

4.2.2 Travel within the site

To encourage healthy and active communities and to create a high quality public realm, the development should provide an environment where walking and cycling are attractive forms of transport, and are the modes of choice for short trips within the site as well as to services beyond.

Development Principle 2c: Making walking and cycling desirable

The design of the streets will have a significant influence upon the quality of the urban environment. The development should include a clear street hierarchy to create a high quality place and legibility throughout the development.

Development should provide safe, direct and convenient routes between residential neighbourhoods and on-site facilities (including schools, shops, centres, amenity open space and the country park) to encourage journeys by walking and cycling.

These should be delivered through:

- A network of routes created through inter-connected green spaces.
- Designing neighbourhoods that encourage walking.
- Streets that are attractive places to walk and cycle, with the needs of pedestrians, cyclists and public transport prioritised whilst still ensuring good access for drivers.

Safe connections between these facilities and the homes should be provided from the time that the homes are occupied.

The internal network of routes and spaces should integrate with existing pedestrian and cycling routes beyond the site and have due regard to the desire lines from surrounding communities (as shown on the Development Framework Plan in Section 5). Where possible, there should be multiple access points from surrounding roads and paths into Manydown to make the site more permeable for cyclists and pedestrians, as well as helping to provide access to the wider countryside.

Development Principle 2d: A comprehensively planned movement network

In order to secure well-planned, comprehensive development, links should be provided between sites in different land ownership boundaries, and between the development and the existing urban area. As a minimum, these links should include those annotated on Figure 4.2.3.

The precise location of these links should take into account likely desire lines and be determined by an assessment of the physical and environmental characteristics of the land on both sides of the boundary. Connections should be delivered up to the site boundary to avoid informal routes being created.

The locations of vehicular accesses onto Worting Road should be considered comprehensively, and should not prejudice the delivery of future development elsewhere in the allocation.

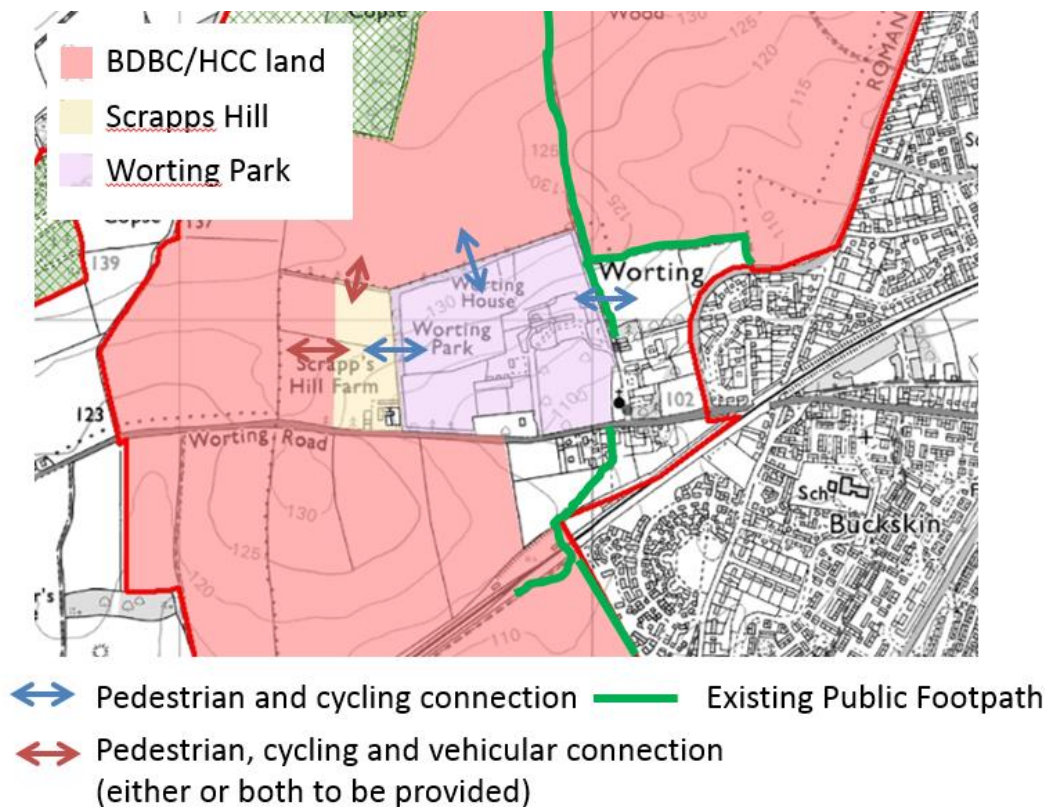


Figure 4.2.3: Map illustrating principle of connections between sites in different land ownership.

The Link Road

The proposed link road is intended to act as a through-route and to function as a street which will create character and shape a high quality place.

Development Principle 2e: The link road

A link road connecting from the A339 to the B3400 will be an important movement corridor for both the proposed development and the existing road network.

- The design must provide a safe and comfortable environment for all road users, including pedestrians and cyclists.
- The design and character of the road will need to reflect the changing character of the development, so that it relates appropriately to the adjoining land uses. The link road should be flanked by areas of frontage development and public spaces at various set-backs.
- The scale and design of the link road should not result in severance to the development and become a barrier to desire lines across the site. Crossings should be provided at suitable points along the route, with their location informed by desire lines (and the surrounding land uses), and their design informed by expected traffic flows.

- The design of the road, including its alignment and surfacing should be carefully considered to manage the speed of motor vehicles.
- The design of the road and its relationship with the surrounding land uses should minimise the impact of noise and air pollution.
- Along the link road, non-car movement will be facilitated by provision for buses and routes for cyclists and pedestrians.

4.2.3 Future proofing

The Local Plan acknowledges that the wider Manydown site offers longer term potential for further development and as a component of this, consideration should be given to the future provision of a western by-pass connecting the A339 and junction 7 of the M3. The policy also requires land to be safeguarded for a vehicular link across the railway line, and the policy for Hounsome Fields (SS3.12) requires the development to make provision for vehicular access requirements that may be needed to serve future development to the north-west of that site. While this development brief is designed to address the allocation in the Local Plan, good planning requires that current proposals are 'future proofed' to allow for future growth proposals, as recognised in paragraph 4.55 of the Adopted Local Plan.

Development Principle 2f: Future-proofing movement through the site

The design of the site should incorporate sufficient flexibility to allow additional highway capacity to be created at a later date, if required. This future-proofing should be balanced with the impact upon character and the development's place-shaping objectives.

Land should be safeguarded to the north and south of the railway line for a vehicular link across the railway. Planning applications for this land should identify the areas of land to be kept free from development, informed by a deliverable solution to crossing the railway line.

This assessment should take into account:

- The environmental impact of the crossing design, including visual impact assessment.
- Site levels.
- Likely design requirements including minimum widths and a range of users in the future.
- Deliverability in consultation with the operational requirements of Network Rail; and
- Land ownership.

The technical feasibility of the preferred option should be subject to consultation with Network Rail and the Local Highways Authority prior to submission.

The land required for the railway crossing should be safeguarded as part of any approval. Given the uncertainties about the timescales for future delivery, the land should be reserved for this purpose unless a workable alternative solution can be identified and agreed with key stakeholders.

4.3 SOCIAL AND COMMUNITY INFRASTRUCTURE TO CREATE SUSTAINABLE NEIGHBOURHOODS

Objective 3: To support the development of a healthy, thriving new community through the timely provision of the necessary social and community infrastructure, with local centres and schools at the heart of walkable neighbourhoods.

Relevant policies and strategies: Local Plan Policies: SS3.10 (c) (d) (Manydown), CN6 (Infrastructure), CN7 (Essential Facilities and Services), CN8 (Community, Leisure and Cultural Facilities), EP1 (Economic Growth and Investment), EP3 (Town and District Centres), Community Facilities Strategy, BDBC Community Building Strategy (2014), BDBC Playing Pitch Strategy (2015), BDBC Built Facility Strategy (2015), Leisure and Recreational Needs Strategy (2015), S106 Planning Obligations and Community Infrastructure (2015), Community Investment Framework (2016).

4.3.1 Main and local centres

The main and local centres will deliver a high quality environment that can create a sense of place, a central focus, and contribute to the identity of the new community. They will accommodate the commercial hubs of the development, and facilities that meet the needs of the new community as well as benefitting existing local residents.

Development Principle 3a: Location of centres, community facilities and schools

The main and local centres, community facilities and schools will form the focus of activity and be at the heart of the community at Manydown. They will contribute towards the sense of place and identity of the development.

These facilities should be in accessible locations that maximise the number of new and existing residents within walking distance, with good connections to public transport and served by green links. As a minimum, every resident should live within 15 minutes' walk of a community building.

Development Principle 3b: Uses in the centres

The centres should create a vibrant and viable heart to the new development. They should include a mix of uses that create vitality and viability to Manydown, including a mix of residential, commercial, community and employment uses. The main shopping and commercial facilities should be located in the centres unless it can be demonstrated that it is not practical or desirable.

The retail uses in the centres should comprise principally convenience floorspace and should complement the wider offer of the town centre and not seek to compete

with nearby local centres. The delivery of the retail floorspace should be phased to meet the needs of new residents, and should be accessible to them.

Planning applications should be supported by information about likely future demand, and evidence of discussions with service providers to justify the mix of uses proposed. An appropriate site for healthcare facilities should be provided, and the centres may also include a range of main town centre uses, including food and drink, childcare facilities, faith facilities, library and indoor sports, that could be incorporated within the community provision.

Proposals should also give consideration to the provision of B1 employment floorspace⁴ in the centres. Employment uses will be looked upon favourably where they would be of an appropriate scale and type, with particular consideration to the provision of flexible workspaces.

The local centres are particularly suitable for older persons' accommodation due to the mix of uses and connections to public transport.

Development Principle 3c: Design of the centres

The main and local centres should exhibit the following features:

- a) They should provide strongly defined urban spaces which act as a focus for the community.
- b) There should be a strong sense of enclosure and definition of the space through the siting and massing of buildings and landscape features.
- c) The centres should provide urban spaces with facilities for sitting out, public gatherings and a range of activities.
- d) The urban spaces should provide an attractive mix of high quality hard and soft landscaping.
- e) The car parking should be designed to ensure that it does not detract from the appearance or the function of the urban space. The location of the car parking should encourage sharing between different uses at different times of the day.
- f) Include flexible floorspace to allow the centres to adapt to changing needs over time, in particular to allow changes between retail, employment and community uses.

4.3.2 Employment

The provision of small and medium scale employment facilities and opportunities for home working can support the sustainability of the development, reduce commuting and car usage, and encourage business development. There are existing serviced offices at Worthing House within the Manydown site, and the additional residential

⁴ As defined by the Town and Country Planning (Use Classes) Order 1987, as amended. A B1 building use includes offices, research and development, and industrial processes that can be carried out in a residential area without detriment to amenity,

population arising from the development is likely to increase demand for employment floorspace in the local area.

Development Principle 3d: Employment opportunities

The provision of employment facilities of an appropriate scale and type will be supported in locations that are well served by public transport, and that have good walking and cycling connections.

The provision of live/work units will be supported where they are compatible with the character of the surrounding area and are not detrimental to the amenities of neighbouring properties.

4.3.3 Facilities

Outline or full planning applications should be supported by a Community Development Strategy that will set out measures to create a sense of community identity within the new development from the outset, and help to integrate the new community with surrounding communities.

The strategy should be informed by the Community Investment Framework and help to deliver its Vision. It is expected that it should include the early provision of a temporary community meeting space within the allocated site that would provide an opportunity for early social interaction between residents, and funding for a community development worker. The location of the temporary community meeting space should be accessible to new residents from across the whole allocation.

Development Principle 3e: Building a strong and vibrant new community

Relevant planning applications should be supported by a Community Development Strategy to demonstrate what measures would be provided, and when, to help build a sense of community identity among new residents, and assist integration with existing communities.

Permanent community facilities should be delivered in line with the needs of the growing population.

Development Principle 3f: Sports hubs

To create healthy communities, sports facilities should be provided within the development. These should be grouped together to form sports hubs, with adequate changing and parking facilities in line with national best practice. Efficiencies can be made by sharing these with other community facilities. Pitches should be constructed in accordance with the relevant Sport England Design Guidance and have adequate drainage.

Care should be taken to limit the impact of flood lighting upon the surrounding countryside and residential amenities.

It may be possible to provide enhanced dual use facilities on the school sites, but only where it can be demonstrated that there is long-term protection for that community use and that there will be no impact on the school being able to deliver quality education to its pupils. Any consideration relating to shared facilities or co-located facilities with schools will need to be subject to a robust analysis of need and operational viability.

4.3.4 Education

The location, design and access arrangements of the schools, and their relationship with the local centres and other community infrastructure will need to be given careful consideration.

The development should give particular consideration to how pupils will travel to and from the school, including through the provision of safe streets, and a choice of walking and cycling routes. One way of achieving this is through the inclusion of locations suitable for 'park and stride', within 5-10 minutes' walk of the primary schools and 10-20 minutes' walk of a secondary school. At primary age, this is a location where parents can park and accompany their children to and from school, or at secondary age, drop their children off and allow them to walk to school safely, and conversely in the afternoon, enable parents to wait and collect away from the school vicinity.

Development Principle 3g: Provision of schools

The schools at Manydown should be designed to become an integral part of community life.

Development should make provision for two new primary schools, and safeguard land for a secondary school. The location and size of the sites and the timing of delivery should be agreed with the Local Education Authority at the earliest opportunity.

When considering the location of the schools, consideration should be given to:

- Accessibility, including clear and safe walking, cycling and scooting connectivity from the schools' catchments, and ensuring sites are well served by public transport;
- Potential transport impacts;
- Encouraging healthy lifestyles;
- Locations away from main roads to minimise the potential for congestion and concerns for pupil safety;
- The bulk and scale of the buildings, and their impact upon areas of sensitivity;
- The limited times/days that they are occupied and the consequent impact upon the vitality of the surrounding areas; and
- The impacts of their use upon the character and amenities of the surrounding area, in particular from noise and floodlighting.

4.3.5 Relationship with surrounding communities

Manydown should not be an isolated new development, and has the potential to improve the quality of life in neighbouring communities.

The council has adopted a Community Investment Framework which will be used to inform actions in western Basingstoke. The Framework aims to co-ordinate the priorities and ambitions of the council alongside that of key partners and the local communities in the provision of social infrastructure including community, health, education and sports facilities as well as linking to green spaces and securing the safety of residents by design. It will inform community investment decisions in the neighbourhoods of Beggarwood, Buckskin, Hatch Warren, Kempshott, Rooksdown, South Ham and Winklebury and the surrounding villages, ensure that this is planned holistically and support regeneration.

It is recognised that there are deficiencies in local services and facilities in surrounding communities including poor access to healthcare, poor quality facilities in Winklebury centre, limited availability of primary school places, unmet demand for provision of early years and a deficit in artificial grass pitches and sports hall space in the west of Basingstoke.

Whilst the provision of social and community infrastructure within Manydown should principally be focussed on addressing the needs of that development, it is encouraged that any detailed proposals for the size, type and location of social and community infrastructure should explain how they may have regard to meeting and complementing the needs of western Basingstoke. This should be informed by discussion with the council and the service providers.

Development Principle 3h: Complementing community investment in western Basingstoke

The provision of social and community infrastructure in the Manydown development is encouraged to have regard to how it can complement existing and planned provision in western Basingstoke and support regeneration.

4.4 ENVIRONMENTAL QUALITY

Objective 4: To deliver development that takes advantage of, and responds sensitively to the site and its surroundings’ environmental characteristics, including its green infrastructure and heritage assets, and uses these to create a high quality, healthy place with a strong sense of identity.

The site’s environmental characteristics should have a positive role in providing a framework that shapes the design and layout of the new development, and creates a place of character with a strong sense of identity.

4.4.1 Green infrastructure

Relevant policies and strategies: Local Plan Policies SS3.10 (Manydown), EM5 (Green Infrastructure) and Appendix 4 (Green Space Standards); Landscape and Biodiversity SPD (2008); Green Infrastructure Strategy (2013).

The site is located close to the North Wessex Downs AONB in an area of sensitive landscape and high biodiversity value. The development at Manydown should create an interconnected network of natural areas and other green open spaces that link into the wider green infrastructure network. These should retain and integrate the existing landscape features (trees/hedges/woods and copses) as a framework for development. The network of existing landscape features is illustrated by Figure 4.4.1 below:

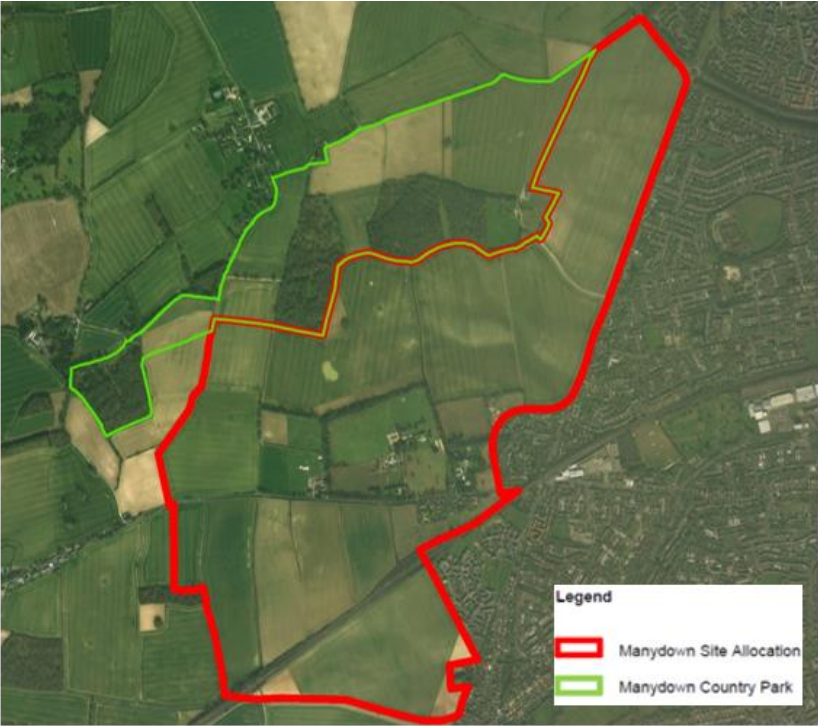


Figure 4.4.1: Aerial photo illustrating the habitats within Manydown including arable fields, tree belts, hedgerows and woodland.

Once development has taken place, the green infrastructure network across Manydown should include landscaping and movement corridors, ecological features and buffers, amenity spaces for residents and a country park. Where appropriate, these can be multifunctional.

The benefits of an interconnected green infrastructure network include:

- Enhancing the appearance of the site and help to creating a place with a strong sense of identity;
- Mitigating wider views of the development, and allowing it to sit sensitively within the landscape;
- Enabling safe and convenient movement for residents by non-car modes of transport to key destinations within and beyond the site;
- Providing ecological wildlife corridors within the site and linking habitats in the wider area;
- Providing amenity spaces that support the health and quality of life of residents;
- Protecting archaeology, and preserving or enhancing the setting of heritage assets; and
- Providing flood mitigation measures.

A Landscape and Green Infrastructure Strategy should be prepared for each application to demonstrate how these functions interrelate. This should build upon the principles in the council’s Green Infrastructure Strategy (2013)⁵, and give consideration to the green infrastructure on adjoining and nearby land.

Development Principle 4a: Landscape and Green Infrastructure Strategy

A Landscape and Green Infrastructure Strategy should be provided with each application to demonstrate how proposals would incorporate and respond to the landscape considerations (e.g. landform, landscape features, landscape character, and important views) and integrate with local landscape features such as trees, green infrastructure, biodiversity and open space and ensure that opportunities are taken to link with surrounding landscape features and habitats.

⁵ BDBC Green Infrastructure Strategy available to view at <https://www.basingstoke.gov.uk/content/page/27401/1%20green%20infrastructure%20strategy%20-%20final%20adopted%20version.pdf>

Landscape

Relevant policies: Local Plan Policy SS3.10(g)(i), EM1 (Landscape), EM2 (Strategic Gaps), Borough Landscape Character Assessment, North Wessex Downs Position Statement: Setting (October 2012)

The site is situated at the edge of Basingstoke with open countryside to the west and south. The local landscape within the site is characterised by undulating topography with a pattern of mixed agricultural fields separated by a network of narrow lanes, tracks and hedgerows with a number of woodland copses present, mainly in the northern areas⁶. The North Wessex Downs Area of Outstanding Natural Beauty is located 1km to the north-west of the site and extends to the north and west.

The landform gently undulates across the site with a prominent ridge running from the north-east to the south-west (see Figure 4.4.2 below). A spur of higher ground runs north-south to the west of Worting, to form a local high point close to Scrapps Hill Farm and west of the Worting Conservation Area. This high land and its western slope are visible across the strategic gap to the west, including from certain locations in Newfound and Oakley.

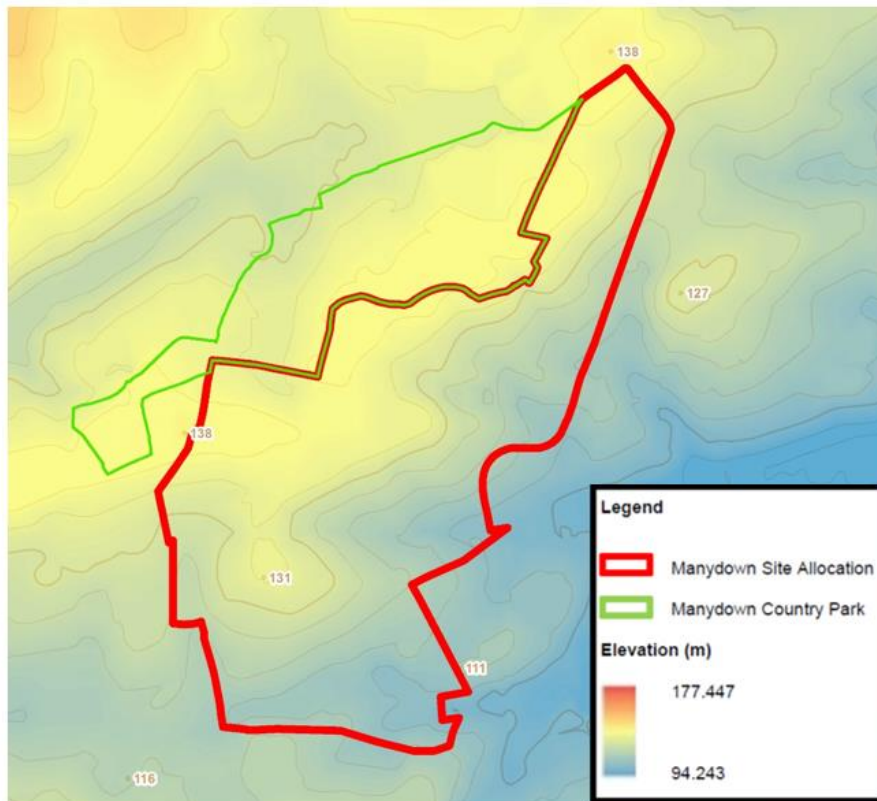


Figure 4.4.2: The topography of Manydown and the surrounding area.

⁶ The site lies within two separate Landscape Character Areas (LCA) as identified in the BDBC Landscape Character Assessment (2001), with the eastern parts of the site located in the Basingstoke Down LCA (16) and the western areas within the Oakley/Steventon Down LCA (14). The western edge of the site also borders the eastern edge of the Hannington Down LCA (15) but this is outside the site boundary.

Development Principle 4b: Responding to the wider landscape

Development should respond positively to the topography and landscape setting of the site, and take into account sensitive views from outside and within the site.

In particular, development should conserve the landscape and scenic beauty of the North Wessex Downs Area of Outstanding Natural Beauty (AONB) and its setting, and minimise the impact upon views from and to it.

Development should appropriately respond to the particular landscape sensitivities on different parts of the site, with particular attention paid to the rural edges of the development and the country park. The development should include:

- A lower density of dwellings towards the rural edges of the development; Taller development should be kept away from the southern and western edges of the site, and also from the border with the Country Park and the more elevated parts of the site, where a lower lying and looser form of development supplemented with structural landscaping will help to mitigate impacts upon the wider countryside;
- Open frontages of dwellings rather than back gardens should face the rural edge and development should face rather than back onto landscape corridors;
- Use of appropriate materials and detailing that respects the adjacent rural context;
- Utilising and enhancing existing vegetation network and green corridors within the site as a framework for development;
- Open spaces and landscape corridors on the edge of the development;
- Landscape corridors and buffers should provide links to the green infrastructure network beyond the site; and
- Avoiding incongruous urbanising effects where 'softer' uses are proposed on the edge (e.g. engineered ground modelling to construct playing fields, floodlighting etc.)
- Consideration of the impact of street lighting, floodlighting, and other external lighting to prevent harm to the dark night skies of the AONB.

Landscape Corridors

Landscape corridors should be provided through the development. Although green space is multifunctional, the principal functions of these corridors are to help soften and integrate the development, and to facilitate movement and amenity.

Each corridor has its own role within the green space network of the development and will require different treatment. For example, some of them such as those adjoining the country park should be designed to facilitate views across them. Others, such as those on the western edge looking out towards Oakley, may have an emphasis on screening and maintaining a verdant skyline.

Development Principle 4c: Landscape corridors

1. Landscape

Landscape corridors should be provided around the edge of the development in the following broad locations as shown in the Development Framework Plan:

- a) Along the eastern boundary with Roman Road in order to establish the separate identity of Manydown from the existing residential areas to the east, to provide a landscape setting for development, to mark the route of the roman road, and to facilitate north-south movement;
- b) Along the northern boundary to mitigate the impact of the development on the rural views on the entrance to Basingstoke along the A339;
- c) Along the north western boundary of the development site to provide a sensitive edge with the rural character of the Country Park and Rooksdown Cemetery;
- d) Along the western boundary of the site, both north and south of Worting Road, to mitigate the impact of the development on the rural character of the area to the west and on views eastwards from Oakley towards the development. This should also include greenspace at the entrance to the site to the north of the B3400 to provide a sensitive transition between the countryside and the development; and
- e) Along the southern boundary of the site, to the north of Pack Lane.

The detailed design, width, planting and management of these corridors should be derived from their individual role in the green space network of the development.

2. Movement and amenity

Landscape corridors should also facilitate movement across the site. As a minimum, development should provide green corridors in the following broad locations (as shown in the Development Framework Plan), with their precise alignments to be informed by the site's natural characteristics:

- a) Connecting Roman Road to the Country Park;
- b) Connecting Church Lane in Worting to the Country Park;
- c) Connecting Worting Road to the Country Park; and
- d) Connecting Worting Road to the southern boundary of the site by the railway line.

The location of some of these corridors should utilise existing hedgerows and structural planting. They should be part of an active street scene and should not be located to the rear of properties, or as separation between different development parcels. Corridors should maintain a sense of openness and green space, which contribute to the amenity and biodiversity value of such routes.

3. Smaller landscape corridors

Smaller landscape corridors or 'links' should be provided to enhance the streetscene within the development. This should include the following measures:

- a) Wider road verges and deeper front gardens;
- b) An emphasis on streets bordered by hedging in the lower and medium density parts of the development;

- c) Major streets should be tree-lined;
- d) Use of existing hedges and landscape features;
- e) A network of linked green spaces; and
- f) Areas of planting to break up extensive areas of hard materials (such as front parking bays, car parks etc).

Biodiversity and ecological buffers

Relevant policies and strategies: Local Plan Policies EM4 and EM5, Landscape and Biodiversity SPD.

The area covered by the allocation is characterised by a network of arable fields bounded by native hedgerows with areas of semi-natural woodland within or adjacent to the development site, some of which are also identified as ancient woodland. Parts of the site in combination with the wider Manydown Estate are of national importance for their rare arable flora.

The arable fields within the proposed development site are known to support important rare arable plants. In combination the numerous field edges, woodland edges and hedgerows link up to provide ecological networks and corridors across the site and into the wider countryside. They allow for the dispersal and migration of species through the site as well as food and shelter for a number of species.

The site is known to support badgers, breeding and wintering birds, roosting and foraging/commuting bats, dormice, and barn owls. The site also has potential for a number of other protected/notable species, such as significant terrestrial invertebrates. Planning applications should be accompanied by the necessary surveys, and these should be carried out at the appropriate time of year following best practice guidance to allow the impacts on biodiversity to be adequately assessed.

There are non-statutory designated Sites of Importance for Nature Conservation (SINCs) within and adjacent to the site with several more located within 2km. The majority of these are designated for their ancient semi-natural woodland and/or notable species interest.

The design and layout of the development should be informed by these environmental characteristics and should seek to avoid any adverse impacts upon biodiversity, for example by designing the layout to avoid the loss of ecological networks or any key habitats. Where adverse impacts cannot be avoided, mitigation or, as a last resort proven compensation measures should be used.

Development Principle 4d: Ecological enhancement

The design and layout of the development should be informed by the important biodiversity features of the site. It should aim to retain and enhance key habitat features, enhance landscape corridors, and provide protection to key species.

Development should secure opportunities for biodiversity improvement through the creation, restoration and management of habitats and features and measures for linking woodland habitats to create/maintain ecological networks through additional woodland and hedgerow creation. Impacts from light pollution from artificial

lighting will need to be limited in order to retain the current intrinsically dark landscape along these important ecological networks

Ecological mitigation and management plans relative to each phase of development will be required for all important biodiversity features requiring protection, maintenance and / or enhancement prior to, during and post-development. These should set out the aftercare of newly created habitats or management of existing habitats/biodiversity features to mitigate impacts within the proposed development site. They should include information on the long-term management, monitoring and funding required to maintain the habitats/features in perpetuity.

Ecological buffers will be required to protect and enhance the existing ecological features within the development. Proposals will need to set out how each buffer is to be treated so that its ecological value is maintained and enhanced as part of the wider ecological network. Uses which are not acceptable in the buffers include private gardens, allotments, sports pitches and boundary fencing. Any sustainable drainage systems (SUDS) or ground infrastructure would need to demonstrate that they would not harm existing or proposed natural habitats.

Development Principle 4e: Ecological buffers to tree belts, woodland and hedgerows

Development should be designed in accordance with the council's Landscape and Biodiversity SPD which gives details of the requirement for a 20 metre minimum buffer distance to be provided between the edge of any woodlands or tree belts and the development. Buffer zones should be created that provide a naturally graded edge to the woodland and allow for maintenance access. Uses within these areas should maintain the green character of the buffer and incorporate appropriate design and materials. Buffer zones could incorporate sustainable drainage features but only where these would be compatible with the buffer function.

Important hedgerows on site or those hedgerows particularly important for a key species, such as dormice, should be given a 5 metre buffer distance between the hedgerow and the development (including gardens), unless it can be demonstrated that adverse impacts on the hedgerow habitat can be satisfactorily addressed if a lesser distance is applied. The design layout should allow for compatible land uses, such as open space rather than private gardens, adjacent to such hedgerows so that they can receive the necessary management to conserve them.

Green Space

Relevant policies and strategies: Local Plan Policy SS3.10(e) (Manydown), EM5 (Green Infrastructure), Green Infrastructure SPD (2013), BDBC S106 Planning Obligations and Community Infrastructure (2015)

A high quality network of different types of green space should be provided. As well as traditional types of green space such as kickabout and children's equipped play

areas, encouragement is given to significantly enhancing the 'green' character of the area through the provision of varied green spaces including ornamental garden areas and community food-growing areas. Open spaces should be ready and available for use prior to the occupation of the dwellings they serve.

Development Principle 4f: Provision of green space

The development should provide a network of the following types of green space for children and adults in accordance with the quantum and catchments set out in the council's Green Space Standards and the council's Green Infrastructure Strategy.

- Equipped play for children of all ages.
- Amenity Green Space (including informal play space and kickabout).
- Parks.
- Accessible Natural Green Space.
- Biodiversity sites and landscape features.
- Ecological corridors and green buffers.
- Allotments.

The council supports the principle of providing fewer but larger spaces, provided they meet the required standards and catchments.

The provision of this green space should include the following strategic green spaces, with the specific locations dependent upon more detailed masterplanning:

- a) A strategic green space in the general location of the Catterns Crossroads Scheduled Monument; this green space should be designed to provide informal green space and could include accessible natural green space and kickabout to meet the distance thresholds
- b) A centrally-located, principal Neighbourhood Park that will provide a focal point for the entire site. This must be a cohesive multi-functional green space, not dissected by roads, with well-defined boundaries and a strong sense of place and design. It must relate directly to other community facilities such as schools, community centre, shops etc. and be safely accessible by pedestrians and cyclists. It must contain a range of facilities which cater for a wide range of users including young children, teenagers, families and the elderly as follows:
 - open grassed areas;
 - tree and shrub planting;
 - play and informal sports facilities including a NEAP (minimum 750sq.m.) and MUGA;
 - sitting areas and ornamental garden areas;
 - space for community events;
 - wildlife areas.
- c) A Neighbourhood Park to the south of Worthing Road meeting the open space needs of the surrounding housing ; this green space must be a minimum of 2ha in size, be designed in accordance with the specifications contained in the Green Space.

Country Park

The land designated as a Country Park by the Local Plan lies to the north west of the Manydown allocation site and is a patchwork of woodland, arable fields and hedgerows. The woodland comprises blocks of semi-natural broad-leaved woodland many of which are designated as Sites of Importance for Nature Conservation. Worting Wood and Wootton Copse are also ancient woodland. The area supports a range of species including rare arable flora, dormice, badgers, bats and reptiles.

The creation of the Country Park should take full opportunity to protect and enhance existing ecological habitats and provide new ones. New tree planting and land management should positively enhance the landscape value of the park. The park should be managed to provide a recreational resource for the public as well as an opportunity for habitat enhancement where this is compatible with the uses of the park.

A visitor facility should be provided for the Country Park. Its location and the level of car parking serving it should enable the Park to be an attraction not just for the residents of Manydown but also for Basingstoke and its surrounding area. Other car parks may be provided in other parts of the park to facilitate access away from the visitor centre.

Development Principle 4g: Provision of the Country Park

The development should make provision for a Country Park in the location shown on the Development Framework Plan. The Country Park should provide for:

- a) Areas of parkland, grassland and woodland which protect and enhance the biodiversity and landscape value of the Park whilst improving public accessibility.
- b) Visitor facilities and car parking accessible to Manydown residents, Basingstoke and its surrounding area.
- c) Footpaths connecting the housing at Manydown, the Country Park and the wider countryside.
- d) The protection and enhancement of ecological networks and habitats that provide links to the wider green infrastructure network beyond the site.
- e) Mitigation for views from the North Wessex Downs AONB.

The planning application should be supported by details of the delivery mechanism, timescales, the design and layout of the country park, and a strategy for its management, to demonstrate how the above requirements will be met.

4.4.2 Heritage assets

Relevant policies and strategies: Local Plan Policy SS3.10 (Manydown), Policy EM11 (The Historic Environment), Design and Sustainability SPD Appendix 2 (Worting Conservation Area Appraisal), Design and Sustainability SPD Appendix 3 (Conservation Areas), Listed Buildings SPG, Buildings of Local Interest SPG, NPPF Section 12, Planning (Listed Building and Conservation Areas) Act 1990 (as amended), specifically Section 66 (1) (Listed Buildings) and 72(1) (Conservation Areas)

Manydown's heritage assets include the Worting Conservation Area (and its significant buildings and structures) and a number of archaeological sites. The special historic and architectural interest of Listed Buildings on or around the site should be preserved by the new development, whilst the character and appearance of the Worting Conservation Area should be preserved or enhanced. Sub-surface heritage assets should be addressed in a manner appropriate to their significance. Development provides an opportunity to create a strong sense of identity for the new community.

Listed buildings

Worting village contains a number of listed buildings which differ in size, status and appearance.

Worting House is a Grade II* listed building and sits on higher land north of the church and is the centrepiece of a planned estate. The surrounding parkland complements the house spatially, aesthetically and historically and is a key part of the setting of the listed building.

High status listed buildings, such as St. Thomas of Canterbury Church (Grade II), lie to the west of Church Lane, and The Old Rectory lies to the east forming a small ecclesiastical grouping.

A series of predominantly domestic listed buildings, follow the east-west alignment of Worting Road to the south of the church.

Development Principle 4h: Development affecting listed buildings

A Heritage Statement (including a Heritage Impact Assessment) should be provided with each relevant application to assess the significance of the affected listed buildings and their settings to analyse the potential impacts that any development could have on them. A Heritage Impact Assessment should analyse how the proposal would impact on the significance of the heritage assets and demonstrate whether the impact would be positive, negative, neutral or harmful. In all instances harm to heritage assets should be minimised and where it cannot be avoided altogether it must be clearly justified. In particular, development should take account of:

- The range and hierarchy of the existing listed buildings in terms of size, status and design, when developing layouts and house styles;

- The importance of the views north through to Worthing House from the B3400;
- The value of the open and pastoral character of the fields to the north and west of Worthing House, and the level of inter-visibility between the planned landscape and the House; and
- The positive contribution that the distinctive and mature treelines and hedgerows surrounding the parkland make to the setting of Worthing House.

Worthing Conservation Area

Worthing village is significant as a noticeably independent village with a semi-rural setting, despite its location in close proximity to Basingstoke. It retains much of its historic character and appearance with a large proportion of the built stock within the village predating the 20th century. The character is influenced by the varied architectural styles prevalent within the area, the hierarchy of buildings within the village, and open spaces with well-defined boundaries within and around the Conservation Area. The rural setting of the Conservation Area is a key factor which influences its character, appreciable by the verdant hedges either side of Worthing Road when approached from the west and the glimpsed views open fields to the east of Church Lane and south west of Worthing Road.

The conservation area can be characterised into three distinct character areas in terms of its built form, scale and architectural detail, and these present a readable hierarchy within the village scene. This begins with the domestic housing situated along the B3400 and leads to the more formal arrangement of buildings at Church Lane, culminating in the high status buildings and parkland associated with Worthing House. Figure 4.4.3 provides a map of Worthing Conservation Area (extracted from the adopted Worthing Conservation Area appraisal).

The conservation area appraisal recognises the importance of open spaces where the parcels of land to the north of Worthing Road at the eastern entrance to Worthing are identified as ‘an open area of townscape importance’. This gap in the built form adjacent to Worthing Road provides important separation between the existing edge of Basingstoke and the conservation area, and creates a sense of space at the point of arrival and departure. Trees, hedgerows and pockets of woodland all positively contribute to the character of the area and help to define the setting of key individual buildings, as well as defining views through the conservation area as a whole.

Development Principle 4i: Development affecting Worthing Conservation Area and its setting

The character and appearance of the conservation area and its setting, including its designated and non-designated heritage assets, should be preserved or enhanced.

Development should preserve or enhance the existing character and appearance of the conservation area and to use contextual cues to inform the layout, landscaping strategy, and detailed design of these areas.

Development should take account of the sensitivities highlighted in the council’s conservation area appraisal on themes including:

- Responding to and respecting the urban grain, historic development pattern, density, hierarchy, height and special characteristics of the conservation area;
- Having regard to the semi-rural character of the conservation area including the important open areas such as the designated historic landscape surrounding Worting House, as well as the tranquil setting of Church Lane;
- Ensuring the retention of the visual and physical gap between Basingstoke and Worting;
- The importance of preserving the rural approach to the village from the west, including taking into account the impact of new roads and junctions ;
- Positioning development back from either side of the B3400 and employing buildings with appropriate heights to preserve the verdant character of the east-west corridor through the conservation area;
- Protecting and enhancing the trees and hedgerows; and
- Considering the varied design, materials and architectural elements to preserve local distinctiveness.

To preserve the wider landscape setting of the conservation area, development should provide appropriate buffers to mitigate the potential urbanising effects of development on the elevated land to the north, east, and north-west of the conservation area. Of particular value is the western approach to the conservation area where views through the open fields either side, and along the B3400, currently reflect the transition from the open countryside into the more urban areas to the east. Any development here should be carefully considered to ensure this relationship is preserved.

Planning applications should be supported by illustrative material including accurate visual representations and sections, to demonstrate the impact that development would have on the Conservation Area.

Archaeology

The site allocation also includes a number of known archaeological sites as well as having a high archaeological potential. These include the nationally important scheduled Roman site at Catterns Crossroads and other Roman and Iron Age enclosures. The area is also noted for Bronze Age sites and earlier prehistoric activity.

The Roman road forms the eastern boundary of the site and is an ancient landscape feature. Surveys should be undertaken to understand the known and the potential archaeology of the allocation to promote an understanding of the most important archaeological sites and how development might respond to them. The development will also need to address other archaeological sites that are likely to be encountered but are as yet unknown. These will inform the future community's understanding of the origins of Manydown and support to sense of place and local identity that can be positively employed.

Development Principle 4j: Archaeology

Development should positively respond to the sub-surface heritage assets (archaeology) and their setting, and retained historic landscape features, in a manner appropriate to their significance.

The layout of any development and its green infrastructure and open space should be informed by an understanding of the archaeological and historic landscape significance of archaeological assets, including retention of existing features such as the Roman road and retention of nationally-important archaeological remains (whether scheduled or not) within green infrastructure and open space.

Development should explore opportunities for interpretation of both retained archaeological sites and the archaeological knowledge recovered and recorded ahead of development, to enrich the multi-functional role of green infrastructure, share the heritage of the development and support a sense of community and place.



Figure 4.4.3: Map of Worting Conservation Area showing heritage assets (extract from Worting Conservation Area appraisal)

4.4.3 Flooding

Relevant policies and strategies: Local Plan Policy SS3.10(s) (Manydown), EM6 (Water Quality), EM7 (Managing Flood Risk)

The entire site allocation is in Flood Zone 1 where there is a very low probability of fluvial flooding. Sustainable drainage systems (SuDS) will be required to manage surface water in a sustainable manner, by ensuring that development reproduces greenfield runoff characteristics, and maintains run-off rates and volumes at greenfield levels.

The site is located in Groundwater Source Protection Zones 2 and 3, and is a high sensitivity location with regards to the protection of water quality. It will be necessary to identify and mitigate any new sources, pathways or receptors for pollutants. There is a history of groundwater flooding nearby in Buckskin, and development should demonstrate that it would not cause any off-site impacts to the satisfaction of the Environment Agency and the Lead Local Flood Authority.

Development Principle 4k: Flooding and water quality

Development should demonstrate that groundwater and surface water is adequately protected to prevent a deterioration of water quality and pollution of the water source.

Development should also demonstrate that it would minimise the risk of flooding on or off-site, utilising Sustainable Drainage Systems (SuDS) and careful land use planning.

4.4.4 Noise and air quality

Relevant policies and strategies: Local Plan Policy SS3.10(r) (Manydown), EM12 (Pollution)

Development should ensure that the quality of life of existing and new residents is not adversely affected by noise or air pollution.

The layout and siting of new infrastructure relative to the layout and siting of residential areas and units should be designed so as to minimise as far as is possible, impacts from noise and air quality on residents, at the time of completion, and the foreseeable future.

The national air quality objectives set the definitive parameters in relation to levels that ought not be exceeded for local air quality. In relation to noise, the objective levels for new development can be found in the council's 'Noise assessments and reports for planning application - Guidance note for developers and consultants' document.

Development Principle 4I: Noise and air quality

New development should not have a detrimental impact upon the quality of life of existing residents in relation to noise and air quality exposure. In addition, residents of new development should not be exposed to existing sources of noise or air-pollution that would have a detrimental impact upon quality of life.

In particular, the design and location of sensitive uses should take into account the transport infrastructure including the railway line, the A339, the B3400, and the new link road, and noise issues arising from any proposed commercial/retail/entertainment uses in the centres.

4.5 DESIGN QUALITY

Objective 5: To create a high quality urban environment with clear character areas informed by the built and natural environment.

Relevant policies and strategies: Local Plan Policies SS3.10(q); CN9 (Transport); EM9 (Sustainable Water Use); and EM10 (Delivering High Quality Development).

Design and Sustainability Supplementary Planning Document: Appendix 6 'Storage and Collection of Waste and Recycling (2008 updated 2015); Appendix 7 'Places to Live' in the Design and Sustainability SPD (2008); Appendix 16 'Residential Amenity Design Guidance' in the Design and Sustainability SPD (2012).

Residential Parking Standards SPD (2008 updated 2012); Non-Residential Parking Standards SPG (2003).

4.5.1 Creating a place of high design quality

Manydown will have a strong sense of identity characterised by an extensive green network of spaces and distinct character areas with attractive public spaces and streets and buildings of high architectural value.

Large parts of Basingstoke have a broadly contemporary appearance having been developed mostly in the latter half of the twentieth century. The size of Manydown enables it to develop its own distinct identity which can make a positive contribution to the town of Basingstoke. This context allows flexibility in how the appearance of Manydown can evolve. At the same time, the opportunity should be taken to incorporate references from its vernacular context of north Hampshire which will help tie the development with its locality.

Local character and locally distinctive patterns of development should inform the layout and appearance of Manydown. The inspiration for the character and appearance of Manydown as a whole, and also for different parts of the development, can be derived from a wide range of influences. A key step will be for any proposal to demonstrate why the influences it has chosen to inform its character are derived from the best qualities of those areas, whether this be valued parts of the local villages, from Basingstoke or further afield in Hampshire.

This approach has the potential for there to be a wide variety of appearances and architectural styles of houses and buildings inspired from the local area. It is the judicious introduction of selected elements of local character which can help tie the scheme together and to its surroundings.

One example of how this assessment of locally distinctive patterns of development could inspire the appearance of a Character Area may be to use elements of the local vernacular in parts of the development. Vernacular features typically found in the villages are: street patterns based on deformed grids; pitched, gabled and hipped roofs; materials of red-orange brick, white painted brick, white render, roofs of red clay tiles and slate, some half timbering; and architectural details such as ornamental

brickwork and chimneys. The use of various combinations of some of these vernacular elements can help tie the scheme into its locality. More detail on the local vernacular can be found in the Village Design Statements (VDS) and Conservation Area Appraisals of the neighbouring villages such as Oakley and Overton.

Conversely, a more contemporary approach, but which for example may utilise selected local materials, could also be suitable.

Development Principle 5a: Responding to Local Character and Local Distinctiveness

The development should respond to and reinforce locally distinctive patterns of development which are informed by the best qualities of the local villages, the suburbs of Basingstoke and traditional towns of Hampshire, whilst not discouraging appropriate innovation.

Character Areas

Manydown will be made up of separate Character Areas. This will enhance its visual appeal and the ease with which residents and visitors can find their way around.

Character Areas should respond to the landscape, ecology and heritage sensitivities identified in Section 4.4, and place-shaping objectives that are agreed between the applicant and the Local Authority.

The identification of the Character Areas will have regard to the need for Manydown to have a coherent identity of its own. Some visual references being common to many of the Character Areas, for example with the frequent use of particular types of materials, may assist with this. At the same time, the size of Manydown provides the potential for there to be a wide variety of appearance between the Character Areas: this can be successfully achieved provided that there are sufficient visual references to link the different areas.

The description of the Character Areas should address the wide variety of elements which make up the layout and appearance of a development. Examples of these elements include: street pattern; highway characteristics; plot characteristics; building setbacks; building form; materials; fenestration; architectural detailing; boundary treatments; landscaping.

Development Principle 5b: Character Areas

The development should create distinctive Character Areas which enhance Manydown’s sense of place, its visual attractiveness and the ability of residents and visitors to find their way around. The identification of these Character Areas should take regard of the following aspects of the site and the development:

- a) Existing landscape features inside the site and the impact of the scale and form of development for views into the site.
- b) The potential to create views using landmarks and landscape features outside the site.
- c) Higher density development around the main and local centres, and along parts of the Link Road.

- d) Lower density development along the countryside edge on the western, north western and south western boundaries of the site and where it would assist in protecting the setting of the Worting Conservation Area.
- e) The development will have a scale of typically 2 and sometimes 3 storeys in residential areas, typically 3-4 storeys in centres and higher density Character Areas and only exceptionally will 5 storeys be permitted in key locations. A broad range of architectural and character elements which make interesting and attractive streetscenes.
- f) Local character and locally distinctive patterns of development.

Good urban design principles

Development will be expected to follow the good urban design principles set out below. These are derived from a range of sources including the Planning Practice Guidance. Appendix 7 (Places to Live) of the council's Design and Sustainability SPD (2008) also provides guidance on creating successful residential environments.

Development Principle 5c: Good Urban Design Principles

The development should exhibit good urban design principles as follows:

- a) Development should have an attractive relationship to open spaces and positively address views out of the site along defined viewing corridors.
- b) The massing and siting of buildings, landscape features and boundary treatments should create a strong sense of definition to streets and public spaces.
- c) The massing, form and architectural treatment of buildings and road layout should provide landmarks and recognisable routes to help people find their way around.
- d) Buildings and fenestration so that they provide natural surveillance along routes to reduce opportunities for crime.
- e) Buildings and groups of buildings should be of a high architectural quality and should:
 - Exhibit detailing, materials, visual interest and proportion appropriate to their character and their ability to enhance the streetscene.
 - Employ repetitive forms where this is desired to create unity in a streetscene;
 - Exhibit sensitive transitioning of scale from one area to another.
 - Buildings, boundary treatments and landscaping should frame views and provide definition to a streetscene.
 - Animate frontages to public streets and spaces; and
 - Express the individuality of linked and terraced dwellings through appropriate detailing and articulation.
- f) The main entrances to the scheme from the A339, Roman Road and the western section of Worting Road should provide a clear sense of arrival into

the development with the sensitive siting and massing of buildings, open space and hard and soft landscape features. The approach from the west (on Worting Road) should provide a sensitive transition between rural and urban.

- g) Development should maintain high levels of amenity for residents and visitors.
- h) Arrangements for refuse storage should minimise the potential for bins to be located in visually prominent locations such as on a street frontage.
- i) Development should demonstrate a sensitive relationship to adjoining existing residential areas which maintains their residential amenity, including land adjoining Dorset Crescent. Development should also respect the setting of the children's cemetery.
- j) Development, and in particular housing, should be sited so that it faces onto the green spaces, buffers and corridors in order to provide natural surveillance.
- k) Introduce public art into the development where it would help to deliver a successful residential environment.

4.5.2 Demonstrating design quality

All planning applications should demonstrate how the proposal has incorporated high standards of design, and to provide clarity about the proposed form of the development. Full planning applications are expected to be submitted for any development on the Worting parcels given their location within the Worting Conservation Area. Any outline planning application on the main part of the Manydown site should be supported by the following documents:

Parameter Plans

Parameter plans will be required with any outline planning application to provide clarity as to the key aspects of the proposal which have been assessed as part of the Design and Access Statement, Transport Assessment and Environmental Statement. Parameter plans should be provided to identify the following issues as a minimum:

- Land use zones.
- Movement corridors/principal access points.
- Density ranges.
- Maximum building heights.
- Strategic Landscape and green infrastructure.

Design and Access Statement

This will include a range of Framework Plans, Area-specific principles and guidance, and general design guidance. These can address such issues as:

- Character Areas.
- Urban Design Principles.
- Phasing.
- Strategies and Principles for Landscape, Play and Open Space.

The Design and Access Statement will clearly explain which of its design principles and guidance are to be secured through condition at outline planning permission stage, which are to be had regard to in the preparation of reserved matters, and which information is illustrative. At outline stage, the Local Planning Authority will secure those details which are necessary to meet the requirements of policy, and to ensure that high quality development can be delivered.

Schedule of Development

Any planning application should be accompanied by a Schedule of Development which should indicate the amount of development proposed for each use including, where appropriate, the (maximum) numbers of residential units (with tenure/size splits), the total gross square metres of built development, and site areas. This should also be subdivided down to each identified neighbourhood/phase as appropriate.

4.5.3 Parking and refuse collection

Motor vehicle (residential/commercial) and secure cycle parking should be provided in accordance with the adopted standards at the time of the determination of the application. The council’s current parking standards in 2016 are as follows:

- Residential Parking Standards SPD (2008 updated 2012);
- Non-Residential Parking Standards SPG (2003); and
- Cycle parking and motorcycle parking standards for commercial developments.

Development Principle 5d: Integrating car parking into the development

The design and location of parking spaces should accord with the following principles:

- a) Parking spaces should be sited to minimise their visual prominence in the streetscene.
- b) Parking spaces should be convenient to the potential user, for example located as close to the front doors of properties as possible provided they do not harm the appearance of the streetscene and the residential amenity of properties.
- c) Rear parking courts are discouraged unless they facilitate buildings providing a strong sense of enclosure where this will assist in the creation of a high quality streetscene.

Arrangements for refuse storage and collection should minimise the potential for bins to be located in visually prominent locations such as on a street frontage.

Arrangements for the storage and collection of waste and recycling should be provided in accordance with the council’s prevailing standards. The council’s standards in 2016 are Appendix 6 ‘Storage and Collection of Waste and Recycling (2008 updated 2015) in the Design and Sustainability SPD.

4.5.4 Sustainable construction

Development should incorporate and/or promote renewable and low carbon energy technologies. In particular, development is encouraged to consider the viability and technical feasibility of district heating in the main centre, where there would be a mix of uses and a higher demand for heat.

Building Regulations are regularly updated to ensure that development is sustainable and limits its impact on the use of natural resources. Policy EM9 (Sustainable Water Use) of the Local Plan places strict standards on the use of water to limit the 'stress' on water resources. Development to a standard of sustainability over and above Building Regulations is encouraged.

Development Principle 5e: Sustainable construction

The layout, design and construction of the development should promote the efficient use of natural resources through:

- a) Reducing resource requirements in terms of energy demands and water use.
- b) Considering opportunities for renewable and low carbon energy technologies.
- c) The use of passive solar design to maximise the use of the sun's energy for heating and cooling; and
- d) Mitigating flooding, pollution and overheating.

4.6 AN INTEGRATED MASTERPLAN AND COMPREHENSIVE INFRASTRUCTURE DELIVERY

Objective 6: To ensure that homes and infrastructure are comprehensively planned across the whole allocation, and that infrastructure is delivered at an appropriate time and in a coordinated manner.

Relevant Policies: Local Plan Policy SS3.10 (c)(s) (Manydown), CN6 (Infrastructure), CN7 (Essential Facilities and Services), CN8 (Community, Leisure and Cultural Facilities), CN9 (Transport).

4.6.1 Infrastructure Delivery Strategy

Development Principle 6a: Infrastructure Delivery Strategy
Planning applications should be accompanied by an Infrastructure Delivery Strategy to demonstrate that infrastructure delivery has been comprehensively planned.

As set out in Section 1 of this document, there are a number of separate landowners within the site who are likely to pursue separate planning applications. It is a key objective of the Local Plan that developers should take a coordinated approach to the delivery of housing and related social and physical infrastructure.

In accordance with Local Plan Policy SS3.10, the Local Planning Authority requires that the infrastructure across the whole site should be comprehensively planned and delivered. In order to demonstrate this, Policy SS3.10 requires applicants to submit an Infrastructure Delivery Strategy (IDS) with each outline or full planning application. A definition of the IDS is included in the Local Plan glossary and is set out below:

Infrastructure Delivery Strategy
Document to be provided with outline or full planning applications on relevant sites (where specified in the policies) that sets out an overarching framework for infrastructure delivery and provides suitable assurances that infrastructure is being jointly and comprehensively planned. The document can form the basis of future Section 106 agreements for relevant forms of infrastructure.
The Strategy should demonstrate that the development would:

- Contribute towards a comprehensive infrastructure plan for the wider area.
- Mitigate its own impacts (as required by law); and
- Not prejudice and, in fact, facilitate the delivery of future development in the allocated sites.

The Strategy should include:

- A list of the area-wide infrastructure requirements.
- Details of how and where that infrastructure would be delivered or funded (including costs, levels of funding and timings); and
- A high-level infrastructure phasing strategy.

The Strategy will cover those elements of infrastructure:

- To be provided solely by one development site to meet their own needs (for example, on-site amenity open space).
- To be delivered on one site but serve the entire development area or a wider area (for example, outdoor sports pitches).
- To be delivered on site but to be funded by an alternative means (for example through Community Infrastructure Levy, CIL).
- To be delivered off site (for example, off-site highway improvements).
- Included on the Reg 123 list, that may be delivered off-site by CIL.

Figure 4.6.1: Definition of the Infrastructure Delivery Strategy as set out in Local Plan Glossary

A key objective of the IDS is to demonstrate certainty regarding levels of funding and delivery arrangements, including the timing and location of infrastructure. This would best be demonstrated by a single IDS drawn up and agreed between all the landowners in Manydown. This should be based upon a common understanding of the overall infrastructure requirements of the allocation and comprehensive mitigation strategies, underpinned by the principle that all parts of the allocation should contribute in an equitable way.

The Local Planning Authority's Infrastructure Delivery Plan (IDP) should form a starting point for determining infrastructure needs, however the specific infrastructure requirements should be refined through discussions with stakeholders. The IDS should include, but not be limited to the provision of highways; transport; schools; community facilities; sports facilities; open space and utilities.

On-site infrastructure should be comprehensively masterplanned. Each site will need to deliver on-site public open space to meet the needs generated by their development, but there will be some types of infrastructure that will need to be provided on one site to meet the needs of the wider allocation. This includes sports pitches, community facilities, and schools.

Given the relative sizes of the sites, it is anticipated that these shared infrastructure items will be provided on the main site (in BDBC/HCC land ownership), though this should be clarified through the IDS. In such cases, the LPA would seek a financial contribution from the smaller sites that will usually be used to enhance the capacity of the facility by enhancing its quality (or, in the case of schools to provide additional school places). Where there is spare infrastructure capacity, this should be taken into account in the calculation of the allocation-wide infrastructure requirements, rather than offsetting the needs of the first site to come forward. The following table sets out the LPA's suggested distribution of infrastructure across the site allocation that should be agreed through the IDS document.

Infrastructure type	Location
Off-site	
Off-site highway mitigation (including highway improvements, pedestrian and cycling connections, and public transport subsidy)	To be informed by a Transport Assessment that identifies the full impact of the entire allocation.
Country park	Land to be made available on site identified in Local Plan
On-site	
Community facilities	To be provided on BDBC/HCC site
Indoor and outdoor sports facilities	To be provided on BDBC/HCC site
Public open space	To provide a linked network that includes provision on each site that meets the Council's adopted standards
Allotments	To be provided on BDBC/HCC site
Education (secondary, primary)	To be provided on BDBC/HCC site
Library facility	To be provided on BDBC/HCC site
Health	Land to be made available on BDBC/HCC site
Early years	Land to be made available on BDBC/HCC site
On-site transport infrastructure including pedestrian and cycling connections and public transport infrastructure	To be provided on each site as required.
Housing	
Affordable housing	To be provided on each site
Self-build and custom housebuilding plots	To be provided on each site unless an allocation-wide strategy can be agreed between landowners and the LPA
Gypsy and traveller accommodation	To be provided on the BDBC/HCC site unless an alternative strategy can be agreed between landowners and the LPA
Other	
Utilities including water, waste water, electricity and broadband	Utilities strategy to demonstrate comprehensive provision

Figure 4.6.2: Distribution of infrastructure across the site allocation.

4.6.2 Development phasing

The council's housing trajectory identifies that the Manydown allocation will be built out by 2030. In accordance with Local Plan Policy CN6 (Infrastructure), infrastructure and development should be delivered at the right time in the right place to ensure a high quality and sustainable community is established, and that existing residents are not impacted by development.

A phasing strategy should be submitted with any outline or full planning application to demonstrate the deliverability of the site, and how and when any impacts will be mitigated. The phasing plans will be expected to be in accordance with the following principles:

- Provide infrastructure when it is required, taking account the infrastructure needs generated by the allocation as a whole.
- Establish key public transport infrastructure and routes in early phases.
- Deliver a community meeting space at the earliest point possible to create a sense of identity for the community.
- Deliver schools, retail, sports and open spaces as early as possible, and in time to meet the needs of the new population. This should include the provision of safe and convenient walking and cycling links between facilities and the populations they serve. These should be available during all phases of development and consider how construction traffic is managed; and
- Ensure access is maintained to the retained cottages at Worting Wood Farm.

Principle 6b: Development Phasing

Development should be phased in a manner that ensures infrastructure is delivered when it is required to meet needs.

In particular, essential services and facilities should be delivered early in the development in order to reduce the need to travel beyond Manydown and to establish a local community.

4.6.3 Utilities and services

In addition to the site-specific infrastructure requirements identified in the council's IDP, careful consideration will also be needed in respect of the provision of utilities and services, particularly waste-water disposal. This is of key importance given the site's location, which is some distance from the Chineham Sewage Treatment Works. This will require a co-ordinated approach to ensure that disruption is minimised and that provision exists for each of the various landowners.

Principle 6c: Utilities and services

Planning applications should demonstrate that utility provision has been comprehensively planned across the allocation and that discussions have taken place with the relevant utility providers. This should demonstrate that there are no insurmountable issues with utilities and services in the local area.

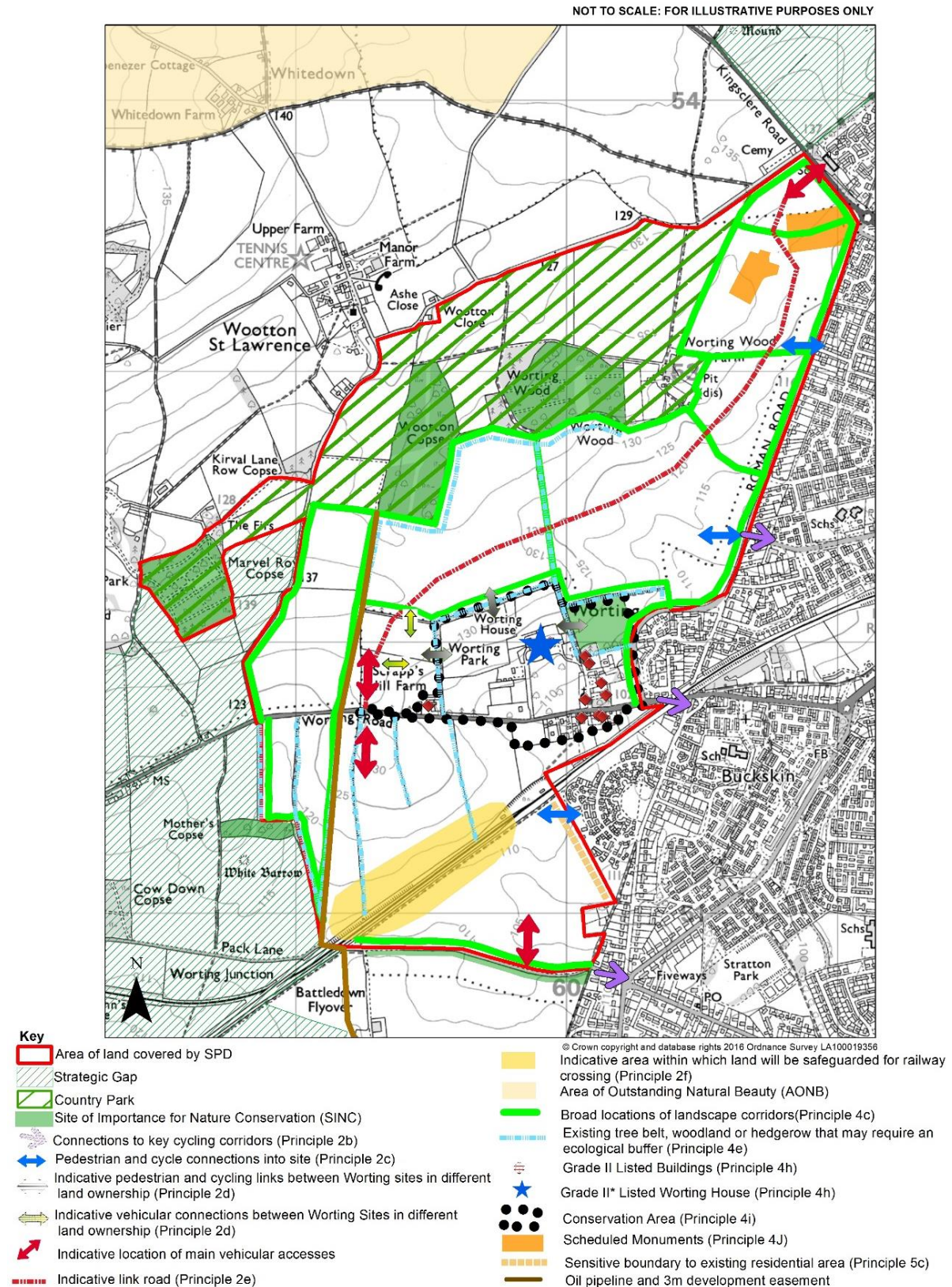
To ensure that Manydown is a modern community fit for the 21st century, developers should ensure that all dwellings, commercial and community buildings and schools have access to fibre broadband services. Ducting for the provision of a broadband service should be installed as part of the construction of the buildings and as part of the initial highway works to minimise disruption at a later date.

Principle 6d: Fibre broadband to the premises

Development should facilitate the provision of fibre broadband to the premises (FTTP) of all domestic, commercial, public and other facilities through the installation of ducting from a site-wide network.

SECTION 5: DEVELOPMENT FRAMEWORK PLAN

The following plan provides a summary of the key opportunities and constraints that should influence the form of development on Manydown, including indicative information about how the development should respond to them.



APPENDICES

Appendix 1: An assessment of the Manydown objectives against Garden City principles

A Garden City (or a ‘garden settlement’) is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City principles are an indivisible and interlocking framework for their delivery.

The following table shows how each of the Garden City principles relate to the objectives for Manydown:

Garden city principle	Manydown objective
1. Land value capture for the benefit of the community.	
2. Strong vision, leadership and community engagement.	<u>3: Social and community infrastructure to create sustainable neighbourhoods</u>
3. Community ownership of land and long-term stewardship of assets.	<u>3: Social and community infrastructure to create sustainable neighbourhoods</u>
4. Mixed-tenure homes and housing types that are genuinely affordable.	<u>1: A mix of homes to create a sustainable new community</u>
5. A wide range of local jobs in the Garden City within easy commuting distance of homes.	<u>3: Social and community infrastructure to create sustainable neighbourhoods</u>
6. Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.	<u>4: Environmental quality</u> <u>5: Design quality</u> <u>6: An integrated masterplan and comprehensive infrastructure delivery</u>
7. Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.	<u>4: Environmental quality</u> <u>5: Design quality</u>
8. Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.	<u>3: Social and community infrastructure to create sustainable neighbourhoods</u> <u>4: Environmental quality</u>
9. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.	<u>2: An effective and efficient transport system</u> <u>4: Environmental quality</u>

Source: Town and Country Planning Association website
<http://www.tcpa.org.uk/pages/garden-cities.html>

Appendix 2: Extract from the Basingstoke and Deane Borough Local Plan 2011-2029: Policy SS3.10 and introductory text

Manydown

4.55 Manydown will deliver a high quality, sustainable new development of approximately 3,400 new homes in this plan period. The proposals will be designed sensitively to respond to the site's opportunities and constraints, in particular its landscape and biodiversity context, heritage assets, and relationship with existing communities. The details will be worked up through extensive engagement with the local community and deliver a range of amenities to new and existing residents alike. The wider Manydown site offers longer term potential for further development and as a component of this, consideration should be given to the future provision of a western by-pass connecting the A339 and junction 7 of the M3. In undertaking master-planning of the wider Manydown area, regard should be given to safeguarding land for crossing the railway line, as identified on the Inset Map, and the need to avoid prejudicing the delivery of the current proposed housing.

Policy SS3.10 Manydown

This 290 hectare site lies to the west of Basingstoke and will deliver a high quality mixed-use development that will:

- a) Provide for the phased delivery of approximately 3,400 dwellings;
- b) In addition to the mix of dwelling sizes and types, make provision for a proportion of self-build units and also, in conjunction with other sites, a permanent, pitch / plot provision to meet identified accommodation needs of Gypsies, Travellers and Travelling Showpeople in the borough, such needs being identified in the council's Gypsy and Traveller Accommodation Assessment (and any updates);
- c) Include the provision of social and physical infrastructure, including community facilities, local shopping facilities, healthcare facilities and sports and leisure facilities including playing pitches with an Infrastructure Delivery Strategy to demonstrate that the infrastructure requirements of the Manydown allocation have been comprehensively planned and will be met;
- d) Phased provision of two primary schools (a two form entry and a three form entry) and also reserve land for the phased provision of a secondary school, if required;
- e) Include appropriate green space/green infrastructure, including allotments, to meet local needs in line with the council's adopted standards, ensuring that all green space is provided on site, and provide links to assist in the delivery of green infrastructure networks within and adjoining the site;
- f) Make provision for a country park, as identified on the Policies Map, which is accessible to existing nearby residential areas; and
- g) Respond positively to the special characteristics and sensitivities of the landscape, including the setting of the North Wessex Downs Area of Outstanding Natural Beauty, and also the setting and form of existing development. Visual intrusion into the wider landscape should be limited; the

- design of outward facing edges of development should respect and enhance the adjacent countryside and opportunities should be taken to provide linkages to the existing landscape framework;
- h) Conserve and enhance the architectural and historic significance of the Worting Conservation Area with its listed buildings including Worting House, respecting their setting, and ensuring sufficient mitigation is put in place when required;
 - i) Retain the separate identity and character of Wootton St Lawrence and Oakley and restrict coalescence between the new development and these villages. The development will also retain the separate identity and character of Worting and Winklebury, including conserving the ancient boundary of the Roman Road as a green boundary;
 - j) Provide for the retention and careful management of any important archaeological remains, within and adjacent to the site, in a manner appropriate to their significance;
 - k) Avoid or mitigate the direct and indirect adverse impacts on key species and habitats, including rare arable flora and Sites of Importance for Nature Conservation within and adjacent to the site. Where this is proved not to be possible, mitigation and compensation for the loss will be required to ensure a net gain in biodiversity. Opportunities will be taken to secure the creation and management of linkages between existing woodlands;
 - l) Include measures to mitigate the impact of development on the local road network including improvements to the A339, Roman Road (and associated road junctions), the B3400, Pack Lane, and the road through Wootton St Lawrence with appropriate measures to maintain accessibility for existing residents and ensure safe and convenient access for all road-users;
 - m) Include provision of a road through the land allocated for housing, from the A339 to the B3400, linking the proposed housing to the existing communities and to provide the ability to connect to potential future sites to the south, with the location and design of the road being determined through the master-planning process to achieve the optimum balance between movement and place-shaping. Land shall be safeguarded for a potential future crossing of the railway;
 - n) Evaluate a range of options during the detailed master-planning phase for providing access to Manydown which aid permeability to and from the site in a manner that ensures proper consideration is given to a range of matters (e.g. rat-running) which potentially affect the quality of life for existing communities. In addition, there should be safe and convenient access from Winklebury by means of footpaths and cycle paths connecting to the Country Park.
 - o) Include measures to improve accessibility by non-car transport modes including the provision of internal walking and cycling routes linked to existing external routes, the Public Rights of Way network and the Strategic Cycle Network, with direct cycle access to the town centre and the provision of public transport from the outset;
 - p) Incorporate and/or promote renewable and low-carbon energy technologies;
 - q) Ensure acceptable noise standards can be met within homes and amenity areas through suitable mitigation measures in light of the adjacent main roads and railway line;
 - r) Ensure adequate infrastructure is provided for sewerage (on and off site) and surface water drainage and produce a drainage strategy;

- s) Ensure that it does not prejudice the integration of future development at Manydown beyond the plan period. The policy map indicates the area subject to wider masterplanning;
- t) On the land south of the railway line and north of Pack Lane, development will be limited to a yield of up to 300 units, unless workable transport mitigation measures can be demonstrated to support a higher yield.

Development of this site will deliver homes and infrastructure in the period 2017/18 to 2028/29, in accordance with the requirement to maintain a five year supply of deliverable housing sites. Development will be informed through the preparation of a masterplan.

www.basingstoke.gov.uk/localplan

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