



Basingstoke and Deane Local Plan 2024 to 2042

Draft Spatial Strategy Regulation 18 Consultation November 2025



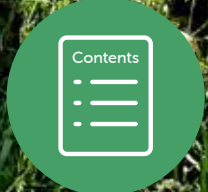
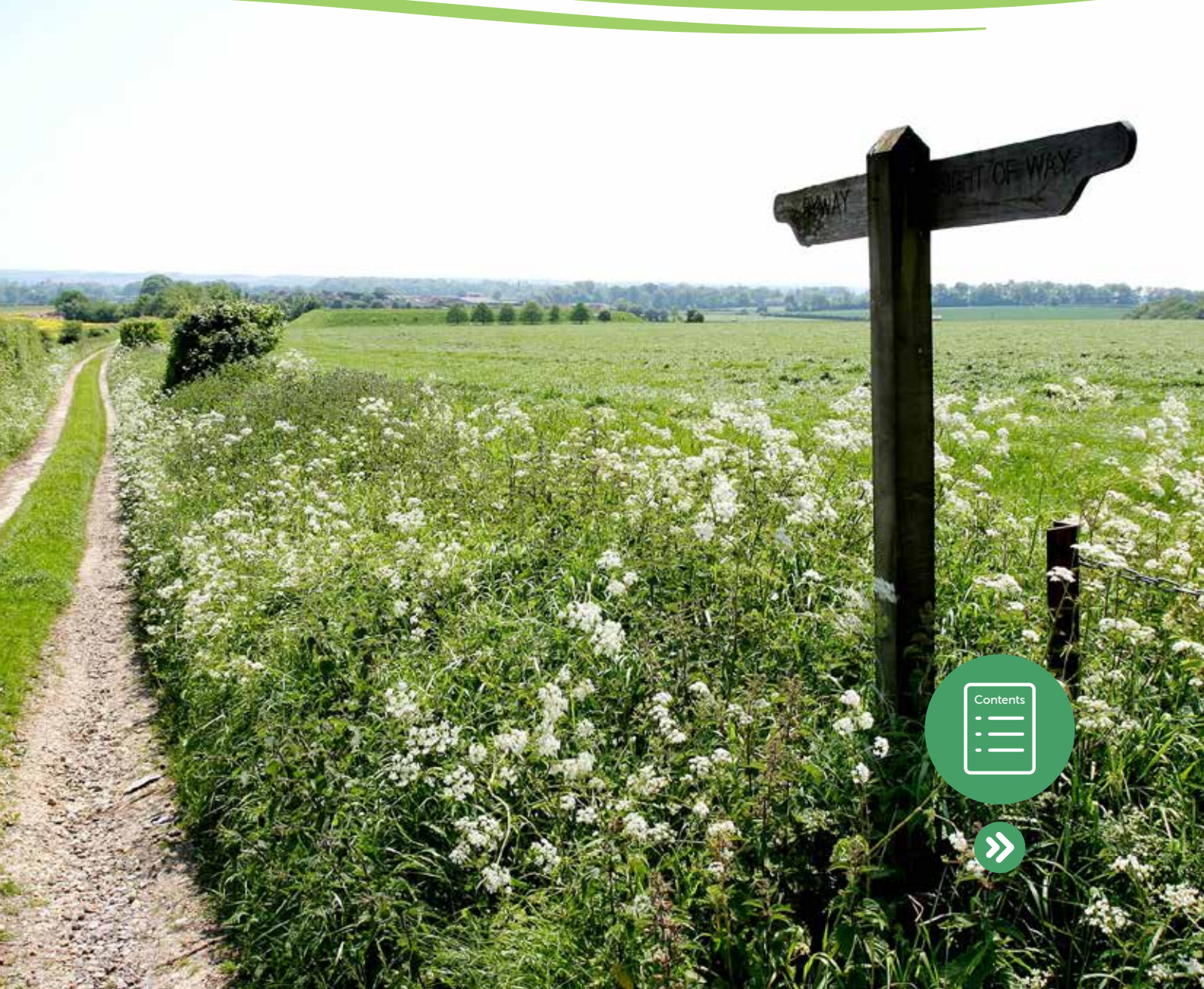
Basingstoke
and Deane

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1

About the Consultation



1. About the Consultation

What is the council consulting on?

- 1.1 The borough council is consulting on a proposed new spatial strategy for its Local Plan, setting out how development will be planned and delivered across the borough up to 2042 and how local needs (including housing and employment) will be met. The Local Plan guides the location, scale and type of future development.
- 1.2 The council published a full draft Local Plan in 2024 which included both a spatial strategy to meet the needs identified at that time, and a suite of detailed policies to guide development. However, the Government published new national planning guidance in late 2024 which increased the borough's housing requirement significantly. Therefore, the council has had to go back a stage and update the strategy to accommodate the new requirement. Further details can be found in the background section.
- 1.3 The proposed strategy builds upon the principles and approach set out in the 2024 draft Plan. Most of the policies within this consultation document were consulted on in 2024 but have been revisited and updated to take account of comments made during the last consultation. This includes policies to support the regeneration of Basingstoke Town Centre and Basing View, enable suitable neighbourhood renewal, and deliver new homes on a number of site allocations. However, this consultation includes several new housing led allocations to meet the increased housing requirement. It also proposes new housing targets for the borough's rural towns and villages.
- 1.4 Other parts of the 2024 draft plan (including the topic-focussed development management policies) have not been republished as part of this consultation. All comments that were made as part of the 2024 consultation remain valid and do not need to be repeated. A high-level summary of the comments previously made on the spatial strategy policies has been published as part of this consultation.

What can I comment on?

- 1.5 The consultation seeks comments on this document. A number of other supporting documents have also been published that the council is also seeking views on and these are outlined below. The Plan is supported by a technical evidence base and relevant documents have also been published as part of this consultation, for information.

Document	Purpose
Draft Policies Map Regulation 18 Consultation (2025)	Illustrates the proposed draft strategy in map format.
Draft Policies Map Booklet Regulation 18 Consultation (2025)	
Draft Infrastructure Delivery Plan Regulation 18 Consultation (2025)	Summarises the key infrastructure required to accommodate currently planned development, as well as that likely to be required to support the plan.
Draft Integrated Impact Assessment (2025)	Sets out the likely impacts of the Local Plan on the environment and includes the Sustainability Appraisal and Habitats Regulations Assessment which looks at the impacts on protected sites, plants and animals.

1.6 There will be a further opportunity to comment on the other parts of the Local Plan next summer, when a final full draft plan will be published. It is important to note that other parts of the Plan include detailed policies covering the following issues. These topics are not specifically included in this consultation:

- The council's approach to tackling climate change, including ambitious policies that require reductions in carbon emissions and minimise embodied and whole-life carbon.
- Protecting and enhancing the borough's natural environment, including policy protection of landscapes ensuring that development respects, enhances and is not detrimental to the character or visual amenity of the landscape.
- The achievement of a minimum 10% measurable biodiversity net gain on new sites, or in combination with off-site measures.
- Commitments to work in partnership to protect, manage and improve the water quality of the borough's water environment particularly the quality of water bodies which are currently failing to meet the Water Framework Directive.
- Applying a sequential approach to development, considering all sources of flood risk and requiring development proposals in areas at risk of flooding to be supported by a Flood Risk Assessment.
- Ensuring the timely delivery of necessary infrastructure to support growth and enable the delivery of new and improved infrastructure to meet the needs of new and existing communities and businesses. Infrastructure includes a wide range of matters, including education facilities, health provision, waste and recycling facilities and transport schemes.
- Supporting a thriving economy with policies requiring development to support economic growth and productivity that is predicated on clean growth principles. Policies will support the creation of new jobs, protect existing strategic employment sites for employment use and enable new employment uses to develop.
- Achieving high quality places through distinctive design with policies setting out the key design principles for new development in the borough,

site design and building design requirements, optimum densities and internal space standards.

- Preserving and enhancing the borough's heritage assets including their settings, requiring proposals to demonstrate a thorough understanding of the significance of any heritage asset, ensure that proposals respect historic layouts, scales, form, fabric and other characteristics, achieve high quality design that is respectful of heritage significance and preserve and enhance the significance and character of historic buildings.
- Seek to promote a safe, efficient and convenient transport system whilst also minimising the need to travel and maximising opportunities for sustainable transport modes. The policies require proposals that generate significant amounts of movement to be supported by a Travel Plan to deliver sustainable transport objectives and a Transport Assessment/Statement to address the impacts of development.
- Supporting the rural economy and rural tourism across the borough.
- Providing a range of housing types, sizes and tenures, including affordable homes to meet the current and future needs of the borough's residents.

How do I comment?

- 1.7 This document (and the supporting documents outlined in the table above) are available for public consultation for a period of eight weeks between 28 November 2025 and 5pm on 23 January 2026.
- 1.8 Comments can be submitted through the consultation portal and use of this portal is strongly encouraged. If the consultation portal cannot be used, responses can be sent by email or post.

Online: <https://www.basingstoke.gov.uk/dlp-have-your-say>

By email: Local.plan@basingstoke.gov.uk

By writing to: Civic Offices
London Road
Basingstoke
RG21 4AH

What happens next?

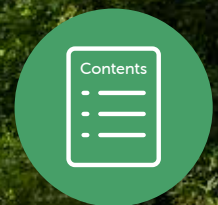
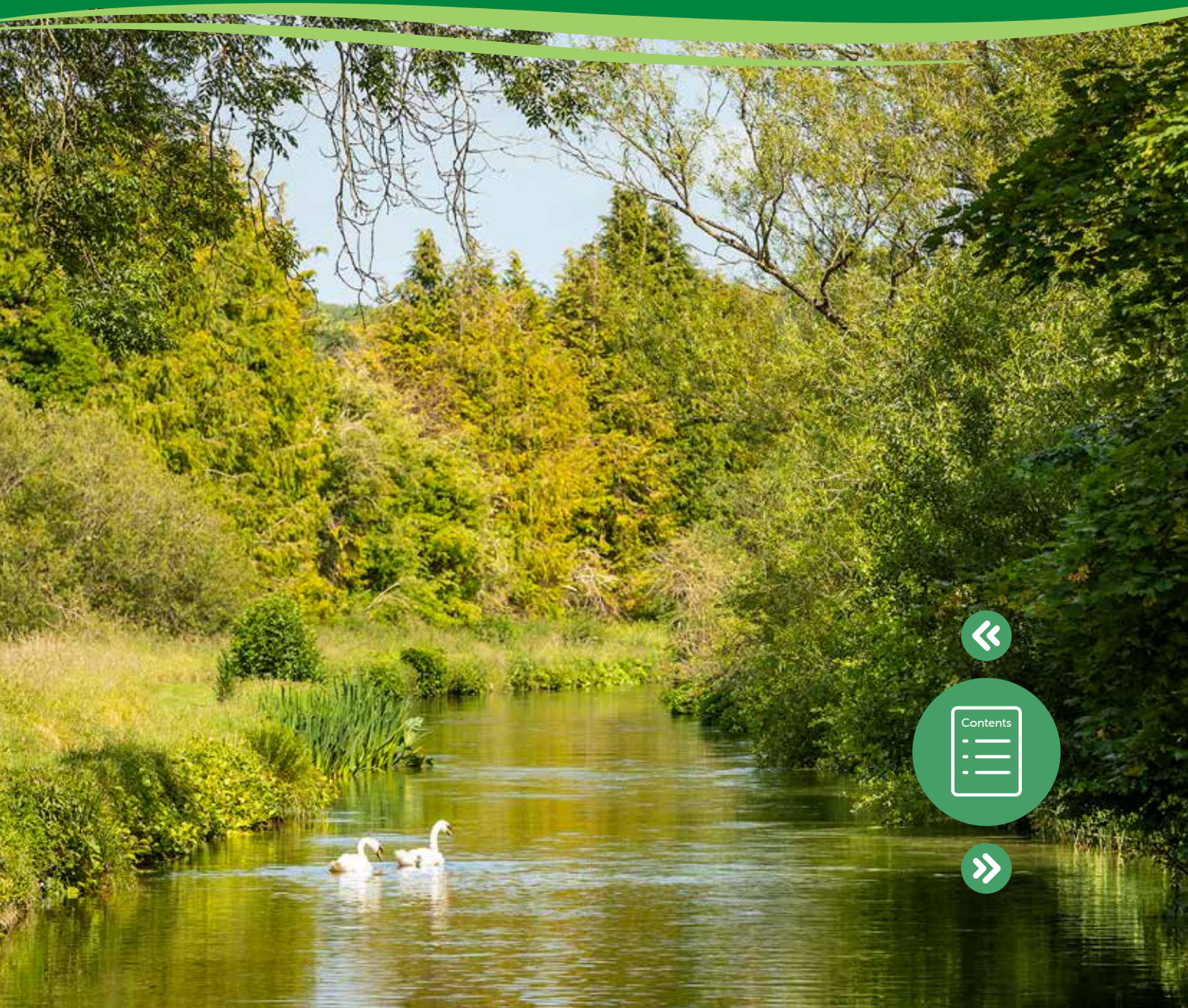
- 1.9 A full final draft Local Plan is due to be published in summer 2026 (Regulation 19 stage). The council will consider comments made on this consultation and also the previous consultation on the full draft Local Plan in 2024 (Regulation 18) to inform the preparation of the final draft Local Plan.
- 1.10 It is intended to submit the Local Plan to the Secretary of State prior to the end of December 2026, after which the Government has stated that a new national planning system will be in place. Following submission, an examination in public will be held where comments made on the Plan during the Regulation 19 consultation will be considered by an independent inspector. The Plan is timetabled to be adopted in 2027.

1.11 Once adopted, the Local Plan will guide development up to 2042, although, in line with national guidance, it will need to be reviewed every five years.

REMINDER: Please do not resubmit comments made during the last consultation on the Local Plan undertaken in 2024 (Regulation 18). All previous comments remain valid.

2

Background to the Consultation



2. Background to the Consultation

What has changed since the last consultation?

- 2.1 The borough has an existing Local Plan which was adopted in 2016. This is now being updated to ensure that the borough has a Plan in place which remains fit for purpose, reflects current national planning policy, delivers local priorities, and meets future needs.
- 2.2 The council undertook public consultation on a full draft Local Plan in early 2024. This set out a proposed spatial strategy for meeting needs over the plan period, alongside a suite of detailed policies to guide local development and related decision making. It had been intended that the council would consult on a final draft of its plan in early 2025.
- 2.3 However, the Government published a new National Planning Policy Framework (NPPF) in December 2024. A key aspect of the changes introduced through the new NPPF was the introduction of ambitious mandatory housing targets for local authorities across the country, to deliver 1.5 million new homes over this parliament. This resulted in a significant increase in the borough's housing target from approximately 830 dwellings per annum (dpa) to an initial figure of 1,127 dpa. The standard method housing figure is updated twice a year as new data is published, and the figure currently stands at 1,152 dpa. This equates to an increase of more than 35% and has resulted in the need for the council to update its plan to accommodate more than 6,000 additional new homes, as well as additional employment floorspace.
- 2.4 The council does not support the government's top-down approach to setting housing requirements and believes that the one-size-fits-all standard method formula fails to take into account the unique characteristics of the borough, its history or future needs, the views of residents, or its specific and notable constraints. It also does not consider the impacts of extremely high levels of housing growth in the past and the pressure that this has put on the borough's infrastructure and services. However, the Government has been clear that the council must meet this requirement.

Why does the borough need a new Local Plan?

- 2.5 It is important that Basingstoke and Deane has an up-to-date Local Plan to maintain a plan led approach to change that meets local needs and reflects local issues and ambitions. The plan's policies will ensure that development is built in the right locations, with the right infrastructure, and to the right standards that can support the council's Climate Emergency and Ecological Emergency Declarations.
- 2.6 A new Local Plan will also enable the council to restore its five-year housing land supply. While the council doesn't have a five-year supply of housing land,

the borough is vulnerable to speculative applications for housing development i.e. development that is not supported or led by a Local Plan or Neighbourhood Plan. Having an up-to-date Local Plan in place will help to safeguard the borough against speculative development in the future.

- 2.7 It is also important that the council progresses a new plan quickly, as the Government has set out its intentions to change the planning system for Local Plans that are not submitted prior to the end of 2026. The details of the new planning system have not yet been finalised, but the Government has indicated that development management policies will be set at a national level, and the council is concerned that this could reduce the ability to shape development in a way that meets local aspirations.
- 2.8 By having a Local Plan in place, the borough will be well placed to direct growth to the most suitable locations, reflecting the characteristics of the borough.

How has the Local Plan been prepared?

- 2.9 The development of the draft Local Plan has, to date, been informed by a wide range of relevant information including feedback from previous consultations, a large number of technical studies and an Integrated Impact Assessment which has considered the impacts of different options being considered. There is also a high-level summary of the comments made during the 2024 consultation on the spatial strategy, and the changes that have been made as a result.

What is the timeline for Local Plan Preparation?

- 2.10 The following diagram illustrates the key stages in making a Local Plan and outlines which stages have already been undertaken, where we are now, and the future stages in the preparation of the Plan.

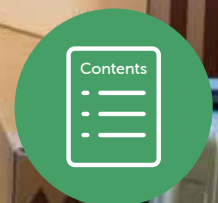
Figure 2.1: Local Plan Update Timeline



- 2.11 The council has published a [Local Development Scheme](#) (LDS) which outlines the timescales for making planning related documents. This includes a more detailed timetable for making the Local Plan.

3

Meeting Identified Needs



3. Meeting Identified Needs

Local Housing Need

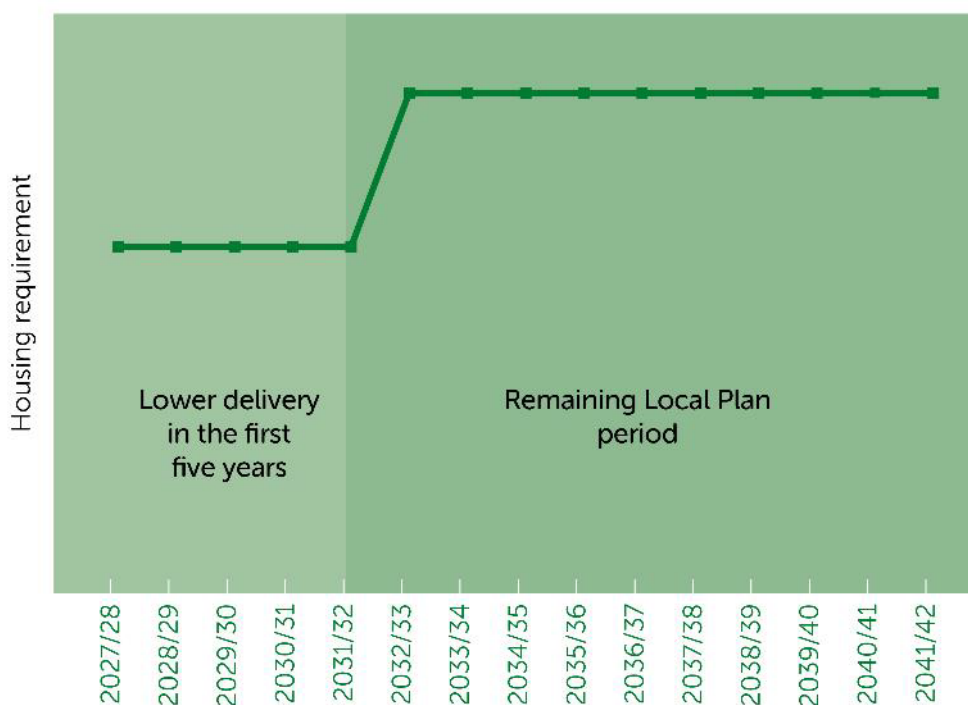
- 3.1 The Government's intention to boost the delivery of new homes is reflected in the National Planning Policy Framework (NPPF) which requires councils to identify their local housing need using a nationally prescribed formula called the Standard Method (SM). In addition, in identifying their housing requirement using this formula, the 'Duty to Cooperate' requires that account is taken of any needs that cannot be met by neighbouring areas in establishing the housing requirement.
- 3.2 The SM identifies that the council's local housing need was 828 in 2024 but then increased to 1,142 in 2025 in light of the NPPF and is now at 1,152 dwellings per annum (at 1 June 2025). As required by the NPPF, the plan is required to look forward a minimum of 15 years from adoption. As the plan is expected to be adopted in 2027, the plan period will run from 2024 to 2042. Over the 18-year period, the new requirement currently amounts to 20,400 new homes.
- 3.3 The council is in regular dialogue with neighbouring authorities and no requests to meet any unmet housing need have been received. It is therefore not necessary to uplift the borough's housing requirement for this reason. In accordance with planning guidance, the council has also considered, through a Housing Market Assessment whether it would be necessary to uplift the housing requirement to meet affordable housing needs. Work to date has concluded that this is not necessary.
- 3.4 When assessing how many new homes the council must plan for, the amount of housing already in the pipeline is taken into consideration. There are many sites in the borough which already have planning consent for new homes and these can be counted towards the requirement. There are also a number of sites that have been allocated either in the adopted Local Plan (2011-2029) or through neighbourhood plans which have not yet been built out, and these can also be included.
- 3.5 Evidence also shows that 'windfall' development (sites that have not been allocated by a local or neighbourhood plan) continues to make a substantial contribution to housing provision in the borough. There is compelling evidence that such sites will provide an on-going and reliable source of supply and, as such, a realistic small site windfall allowance will continue to be included in the Plan, averaging 50dpa. This reflects both historic windfall delivery rates and expected future trends.
- 3.6 The table below sets out the borough's housing requirement at 1 April 2025, taking into account the latest SM housing requirement. Taking the current housing provision into account, this leaves a requirement of around 10,800 additional homes.

Figure 3.1: Housing Requirement

	Number of homes
Total Housing Need Over Plan Period (828 for 2024/5, 1,142 for 2025/6 and 1,152 x 16 years)	20,402
Sources of supply	
Completions (2024/5)	740
Commitments (outstanding planning permissions)	6,700
Remaining allocations in adopted Local Plan and made Neighbourhood Plans being carried forward	1,506
Windfall	600
Total Supply	9,546
Total Supply to Find	10,856

3.7 National planning policy requires councils to meet their total housing needs over the plan period. Planning guidance is clear that a stepped housing requirement can be a suitable way to do this. This is where the housing number is lower in the first five years following the plans' adoption but then steps up to a higher level for the remainder of the plan to ensure that needs are met over the longer period. This is illustrated in the diagram below.

Figure 3.2: Stepped Trajectory



Employment Need

3.8 The increased housing figure, and the resultant increase in the size of the local population (and therefore the number of jobs), also has a knock-on impact on the amount of additional employment floorspace required over the Plan period. In light of the higher housing figure, the council has undertaken an updated Economic Needs Assessment (ENA, 2025) to consider the impact on the borough's labour supply which will also increase in size. The ENA concludes that this would generate a need of up to 19,477 jobs over the plan period, 6,428 additional jobs compared to the previous ENA (2023). The ENA (2025) also includes minimum floorspace needs and these are set out in the table below which also shows how the requirement has changed since the last Regulation 18 consultation.

Figure 3.3: Minimum Employment Floorspace Needs

Type of Employment Use	Position at 2023 base date (net floorspace need from 2023 ENA): position at last Regulation 18 consultation	Position at 2024 base date (net floorspace need from 2025 ENA)	Position at 2025 base date (taking account of completions/ commitments in 2024/25)
Office	40,000 sqm (20,000 sqm over first 10 years)	24,000 sqm	24,000 sqm
Industrial	24,000 sqm	37,000 sqm	23,000 sqm
Logistics	99,000 sqm	177,000 sqm	89,000 sqm

3.9 The greatest increase in employment need identified by the ENA (2025) since the last consultation on the draft Plan was for storage and distribution, which increased from 99,000sqm to 177,000sqm. Significant planning permissions have been granted since 1 April 2024 however, including at Oakdown Farm, which was included as a draft allocation in the previous draft version of the Local Plan. The net additional need now stands at 89,000sqm.

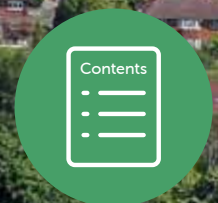
3.10 Industrial floorspace needs have remained relatively static over the last two years taking account of both changes in demand but also recent planning permissions. Office need has decreased, largely due to the large amounts of vacant office stock present. A significant proportion of any additional need arising can be absorbed into existing stock. Recent planning permissions have also been taken into account as have more recent employment densities (average amount of floorspace per employee in a workplace) now present in the borough. Section 5 outlines how all the above needs are proposed to be met over the plan period.

Retail Need

- 3.11 The council's Retail and Main Town Centre Uses Study (2020, updated 2025) identifies that demand for retail floorspace will not significantly change over the Plan period, and that there is likely to be a contraction in floorspace demand in Basingstoke town centre. Given the way in which shopping and leisure patterns have changed since the pandemic, it identifies the importance of the borough's town and district centres being flexible and diversifying with a range of different uses. In light of these findings, it is therefore not necessary for the plan to allocate new retail floorspace, except where it is required to meet the day-to-day needs of residents on the largest new housing sites. The draft Plan provides a framework to support suitable regeneration and diversification.

4

The Draft Updated Spatial Strategy



4. The Draft Updated Spatial Strategy

Key principles guiding the spatial strategy

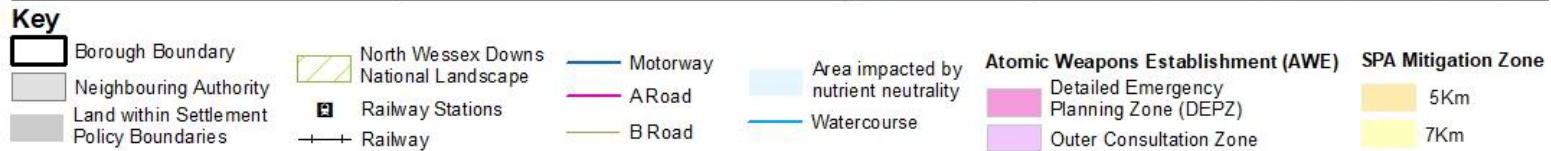
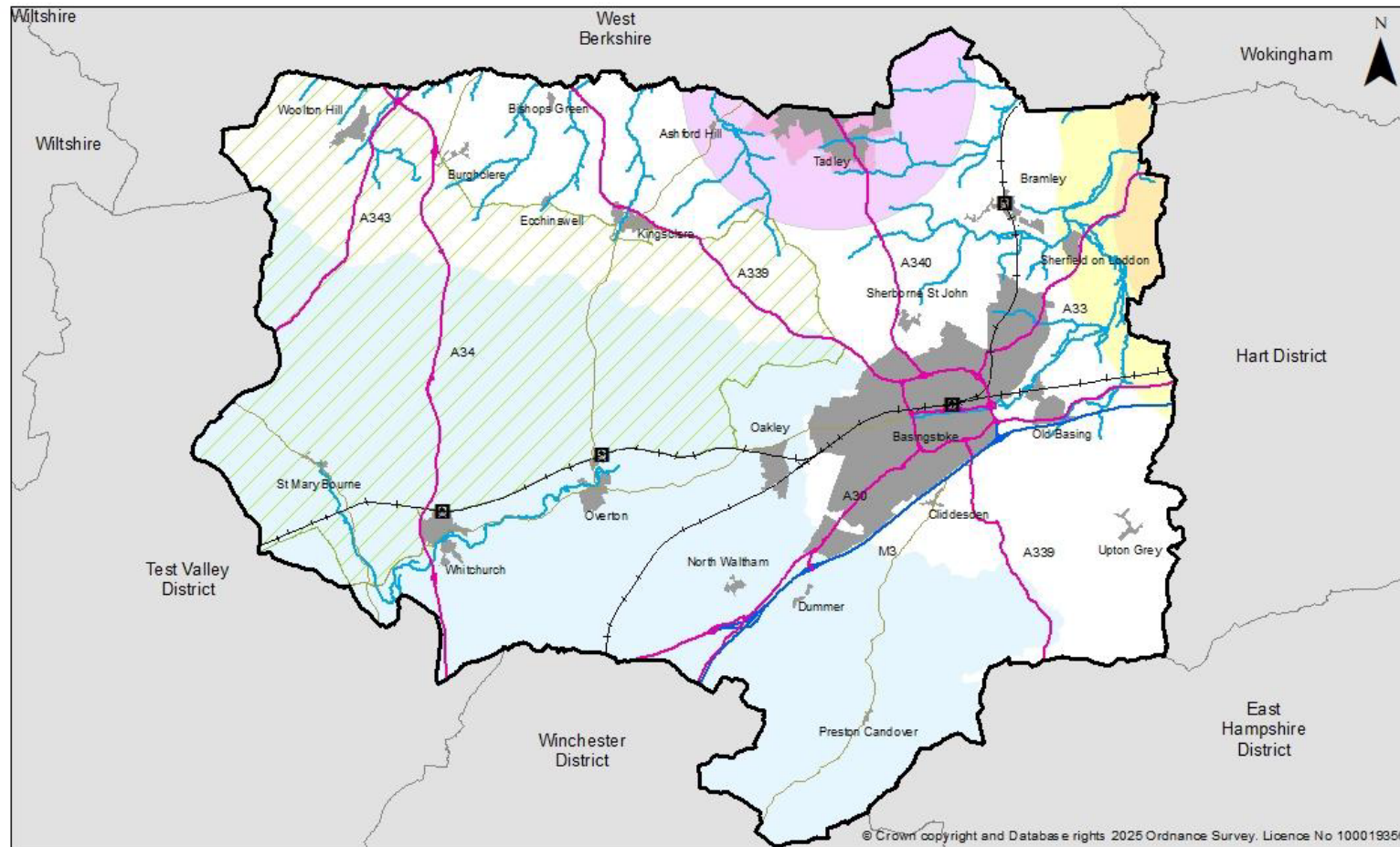
- 4.1 The draft Local Plan has been prepared in accordance with the principles of achieving sustainable development as set out in national planning policy. The proposed updated spatial strategy continues to direct the most growth to locations that are already sustainable or that can be made sustainable.
- 4.2 The draft Local Plan has, to date, been based on several key principles which have been generally supported through previous consultations including the consultation on Issues and Options which took place in 2022 and the previous draft Regulation 18 Plan (2024). It is considered that these principles should continue to underpin the evolving Plan and these are outlined below.

- The strategy will respond to the declared Climate Change and Ecological Emergencies, supporting the council's Climate Change and Air Quality Strategy by locating development in sustainable locations that enable the borough's key environmental assets to be protected and enhanced.
- The strategy will maximise opportunities for development within built up areas and on previously developed land, to minimise greenfield development and create sustainable communities.
- The focus of growth will continue to be at Basingstoke as the borough's most sustainable settlement, with the potential to reduce both the need to travel and vehicle emissions. A mix of site size and location will assist in maintaining delivery over the longer term. Where a number of sites are located in close proximity, the strategy will consider cumulative impacts in a joined-up and integrated way.
- The strategy will support suitable growth in viable rural communities, but with an emphasis on protecting their rural character and identity. Neighbourhood Planning will be supported as the key vehicle for shaping future change in such areas.
- The strategy will consider opportunities for new settlement/s, particularly those following garden village principles, which can deliver new strategic infrastructure to support the development of sustainable new communities and also minimise impacts on existing communities. Suitable infrastructure will be delivered in a timely manner to support development.

How has the spatial strategy been updated?

- 4.3 The 2024 Regulation 18 draft Plan was informed by a Sustainability Appraisal (SA), which was published alongside the draft plan as part of an Integrated Impact Assessment (IIA). This tested the impacts of different levels of growth, and different spatial options, based upon some key economic, social and environmental objectives. The SA also informed which sites were selected. Available sites were assessed against an extensive set of baseline technical criteria which reflect national policy and sustainability considerations, to identify potential opportunities and impacts that could arise from development. The [Integrated Impact Assessment](#) has been updated in light of the borough's increased housing requirement and updates to the evidence base.
- 4.4 In early 2025, the council carried out a new call for sites to understand whether any new sites were available for development. Approximately 80 new sites were promoted alongside several repromoted sites with amended boundaries. A number of new sites were also promoted during the last Regulation 18 consultation.
- 4.5 The council has undertaken site assessments of new sites with the potential to provide housing or meet employment needs in and around the more sustainable settlements (as defined in the draft Settlement Study) of Basingstoke, Tadley, Whitchurch, Overton, Bramley, Oakley, Old Basing and Kingsclere, in addition to other relevant strategic-scale sites. The assessments of previously submitted sites were also revisited and updated. Through this exercise, the most sustainable sites were identified, both individually and when taking into account cumulative impacts.
- 4.6 These assessments were informed by engagement with key stakeholders (including the Local Education Authority and the Integrated Care Board) as well as by the outcomes of detailed technical studies which considered a broad range of planning issues including transport and the sustainability of locations, biodiversity, landscape, flooding, heritage and character. The studies have informed a thorough understanding of the key issues and constraints in the borough (as set out in Section 2 of the Regulation 18 draft Plan, 2024). These are illustrated in Figure 4.1 below.
- 4.7 The site assessment process has involved a thorough and transparent consideration of the full range of issues to determine whether a site is suitable for allocation to meet the identified needs, and whether any potential impacts could be satisfactorily mitigated. Suitable criteria have been included in the detailed site allocation policies to ensure that any required mitigation is achieved. The [site selection report](#) provides more information on the approach taken.

Figure 4.1: Summary of the key constraints in Basingstoke and Deane Borough



Overview of the Proposed Spatial Strategy

Maximising brownfield land

- 4.8 A key principle of the Local Plan is to maximise the use of brownfield (previously developed) land, making the best use of available opportunities and limiting the amount of greenfield land lost to development. This approach was taken in the previous Regulation 18 version of the Plan, but assumptions and policies have been revisited as a result of the call for sites and the completion of additional technical work, to ensure that opportunities are maximised. The additional work has led to an increase in the number of homes to be delivered in Basingstoke town centre and at Basing View, as well as through neighbourhood renewal and improvement.
- 4.9 The Local Plan supports the implementation of the Masterplan for Basingstoke Town Centre (December 2022) aiming to deliver a vital and viable mixed use town centre. Given the opportunities for redevelopment within the town centre and also work that has been progressed on bringing sites forward, it is proposed that an updated town centre policy includes an increased delivery requirement of 500 new homes over the plan period.
- 4.10 The number of homes planned to be delivered at Basing View has also been increased, recognising that there are opportunities to intensify uses on the business park. The Local Plan will continue to protect and regenerate Basing View as a high-quality strategic employment site but recognises opportunities for some complementary mixed-use development including residential. The council has undertaken a Tall Buildings Study (2025) and an Intensification Study (2025) that have assessed the potential for tall buildings in Basing View and also opportunities to intensify existing uses by making more efficient use of land. They have led to the conclusion that the office floorspace requirements identified in the Economic Needs Assessment can be met on the business park, alongside opportunities for more residential development. As such, the updated Basing View policy includes a delivery requirement of 1,000 new homes over the plan period alongside 24,000sqm of additional office floorspace.
- 4.11 The previous Regulation 18 version of the plan recognised that a number of housing areas in Basingstoke are considered to be suitable for neighbourhood renewal, including Buckskin, South Ham, Norden and Winklebury which were identified as initial priority areas. Work has been progressing with Registered Providers Vivid and Sovereign, identifying significant opportunities over the plan period in these locations. As such, an updated neighbourhood renewal policy includes a delivery requirement of 1,000 new homes over the plan period.
- 4.12 Basingstoke is also considered to be the most suitable location to meet the majority of the borough's employment needs, and there is scope to intensify, rationalise and upgrade uses on existing Strategic Employment Areas including, as set out above, through the intensification of Basing View.

Sustainable greenfield sites

- 4.13 Despite an increase in the brownfield element of supply, additional greenfield site allocations are also required to meet the council's increased housing requirement. It is recognised that this will impact on the natural environment as previously undeveloped greenfield sites are lost, but the proposed spatial strategy seeks to minimise impacts as much as possible, putting in place strong mitigation measures and delivering positive impacts compared to alternatives.

Growth around Basingstoke

- 4.14 The updated draft spatial strategy retains the previous Regulation 18 Local Plan's focus on development around the edge of Basingstoke and includes additional site allocations at Basingstoke to meet the increased housing requirement.
- 4.15 The strategy for development on the western side of Basingstoke is broadly unchanged from the 2024 draft Plan, proposing that Northern Manydown (which has planning permission for up to 3,500 homes) be expanded to the south of the railway to form a comprehensively planned new community (Policies SPS5.1– 5.3). The allocation continues to include a new hospital, as well as the additional required land for logistics floorspace and also a proportion of the required industrial floorspace to meet needs. These uses are located at the southern end of the site and are considered to be suitable for such uses given the proximity of the site to the strategic road network (Junction 7/8 and M3).
- 4.16 On the eastern side of the town, the amount of land allocated for new homes is proposed to increase. The site formerly known as East of Basingstoke (now known as Land at Whitmarsh Lane) is already allocated in the adopted Local Plan for 450 homes, and the 2024 draft Plan proposed a further 450 homes to make the site more viable and deliverable. It is now proposed that the site be expanded further to include 600 additional homes on the adjacent land at Lodge Farm. An additional allocation at Redlands is also proposed for 70 homes. When combined with other development sites in the area, the proposed allocations have the potential to deliver a new community on the eastern side of the A33 of approximately 2,000 homes (Policies SPS 5.4 – 5.7).
- 4.17 A number of other housing allocations around Basingstoke Town have been proposed, varying in scale from under 20 to approximately 250 homes. These allocations will provide a mix of sites in terms of scale and location and will ensure a supply of deliverable sites over the plan period to meet needs. They were considered to be the most suitable sites to accommodate development through the site assessment process. Proposed allocations include retaining the previously proposed sites at Land West of Marnel Park (Policy SPS5.10) and Weybrook Park Golf Course (Policy SPS5.11), in addition to a new greenfield site allocation for 220 homes on Land West of Upper Cufaude Farm

(SPS5.12). The yields and boundaries of previous draft allocations have been updated in some cases to reflect the outcomes of further technical work.

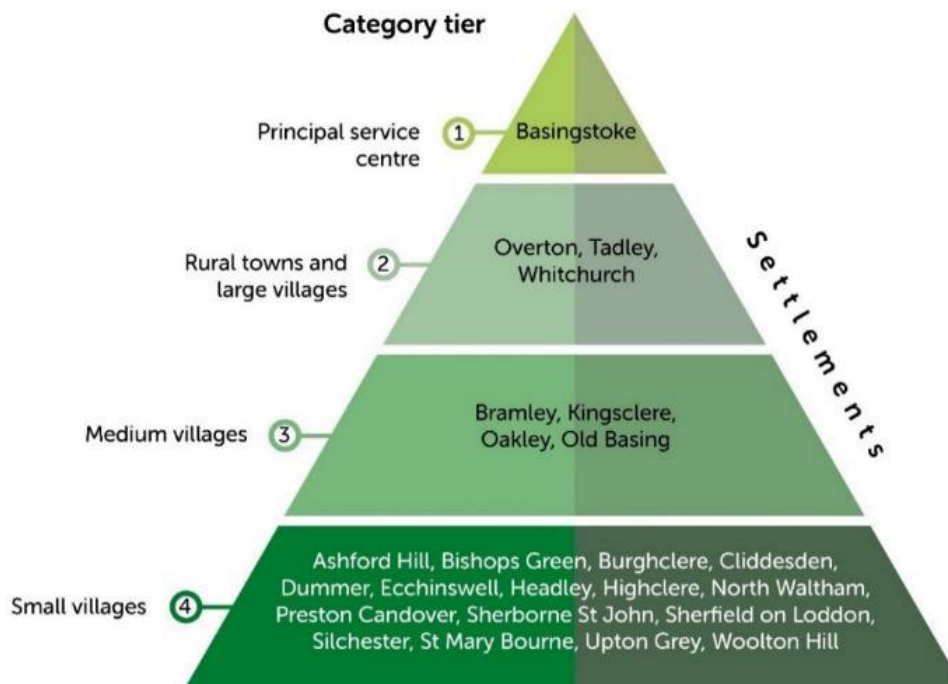
New settlements

- 4.18 New settlements are supported by the NPPF and provide an opportunity to deliver sustainable and infrastructure-rich new communities that will help to diversify supply and boost delivery rates.
- 4.19 The previous Regulation 18 draft Plan included a proposed new settlement at Popham Airfield, which lies approximately five miles to the southwest of Basingstoke alongside the A303. It is proposed that the overall size of this allocation be increased from 3,000 homes to approximately 4,250 homes, to enable higher order facilities including a secondary school to be provided on site, thereby reducing the need to travel and increasing its sustainability. The allocation also includes employment floorspace which could meet a proportion of the borough's required industrial floorspace.
- 4.20 The draft updated spatial strategy also proposes a further new settlement on land at Upper Swallick, less than a mile from the southern urban edge of Basingstoke to the south of the M3. The settlement would have the capacity to provide approximately 1,200 homes in the plan period. The design of the site would be informed by the landscape character of the area whilst preventing coalescence and protecting the separate identity of existing settlements such as Cliddesden and Ellisfield. The site would provide local facilities to meet residents' day-to-day needs, whilst providing active travel and public transport connections to higher order services and employment opportunities in Basingstoke.

Approach to Rural areas

- 4.21 Some growth is suitable in the borough's rural areas to enable settlements to remain viable and thrive. The draft updated spatial strategy continues the strategy from the 2024 Regulation 18 Plan, with a combination of site allocations and housing requirements proposed at the largest and most sustainable rural settlements, whilst also setting minimum housing requirements for smaller sustainable settlements, to be met through neighbourhood planning (Policy SPS6). The council strongly supports neighbourhood planning as it is considered that local communities are best placed to guide change in their areas. To date, 15 neighbourhood plans have been made in the borough, many of which have included site allocations.
- 4.22 The council completed a Settlement Study to inform the proposed approach to the rural settlements in the 2024 draft Plan. This has been updated in light of the outcomes of the 2024 consultation, new data, and a revised Settlement Study (2025) has been published. The first stage of the study was to place settlements in a hierarchy based upon their levels of sustainability. The proposed settlement category tiers are shown below and remain unchanged from the 2024 position.

Figure 4.2: Settlement Category Tiers



- 4.23 There are also settlements outside but immediately adjacent to the borough boundary with facilities and services that can support the sustainability of development in the borough. The Settlement Study has assessed the sustainability of these settlements in the same way that it assessed settlements within Basingstoke and Deane, and this has informed the proposed spatial strategy.
- 4.24 The draft Plan includes a new site allocation at Skates Lane near Tadley (Policy SPS5.17), as well as two new site allocations close to the borough boundary with West Berkshire on the edge of Mortimer (Land at West End Farm, Policy SPS5.16), and close to Newbury (Oakley Farm, Wash Water, Policy SPS5.16). The site assessment process and the Settlement Study (2025) have demonstrated that these sites would be sustainable locations for development, and the plan is proposing levels of growth proportionate to their sustainability.
- 4.25 Where rural settlements' needs are to be met by neighbourhood planning, the Settlement Study (2025) identifies specific housing requirements for the settlements, underpinned by three key principles of directing development to most sustainable places; ensuring fairness by recognising past delivery; and understanding local constraints and site availability. The methodology is based upon settlements taking a share of the borough's overall housing requirement, so the increase in the borough's housing number has increased the housing requirement for many settlements since 2024.
- 4.26 The study's findings provide a baseline figure for each settlement. This has then been balanced alongside a range of factors to inform the housing

requirement for each settlement and the overall spatial strategy. The key changes since the 2024 draft Plan are explained below:

Overton Mill Allocation

- 4.27 Draft Policy SPS6 sets an updated requirement for Overton to provide 410 new homes. It is expected that the majority of the required homes will be provided at Overton Mill. This site is no longer proposed for allocation through the Local Plan as the site has been allocated through the evolving Overton Neighbourhood Plan. Any remaining requirement is likely to come forward through small scale windfall development within the Overton SPB over the 15-year plan period.

Impact of site allocations on settlements

- 4.28 Strong concerns have been raised through the plan making process to date about the potentially significant levels of growth around Basingstoke and its impact on the rural character and heritage assets of nearby villages, the local road network, and local facilities and services.
- 4.29 As such, as per the 2024 Regulation 18 Plan, the strategy continues to propose that no specific additional housing requirement be given to affected settlements such as Old Basing, Oakley, Sherborne St John, Sherfield on Loddon and North Waltham given their relative proximity to major allocations to the east and southwest of Basingstoke. In light of the proposed additional allocations around Basingstoke, and responses to previous consultations, it is suggested that this approach be extended to Dummer and Cliddesden, reflecting the proposed additional development to the south of Basingstoke.
- 4.30 The housing requirement for the above settlements has been reduced to zero apart from Cliddesden, Dummer and North Waltham where the figure has been reduced to 10 homes, reflecting the requirement that remains outstanding from the current adopted Local Plan.

Settlement specific constraints and site availability

- 4.31 A number of settlements are highly constrained in terms of their suitability for significant growth. In the case of Tadley, the borough's second largest settlement, growth is severely affected by the proximity of the settlement to the Atomic Weapon Establishment (AWE) at Aldermaston and consequently residential development is generally restricted on the grounds of nuclear safety. Emergency planners responsible for enforcing the AWE Off Site Nuclear Emergency Plan have advised that any future housing allocations at Tadley would need to lie outside the defined consultation zone which covers the built-up area of Tadley. Allocations within the Detailed Emergency Planning Zone (DEPZ) would not be supported. Tadley's needs are proposed to be met, to the greatest possible extent, through the site allocation at Skates Lane, which is close to the settlement but lies outside the DEPZ (Policy SPS5.17).

4.32 The settlements of Whitchurch and Kingsclere are particularly impacted by environmental factors including their close proximity to the National Landscape and the presence of valued landscapes, which limit their potential to accommodate additional growth without severe landscape impacts. Local infrastructure is also a notable constraint in these settlements. Housing numbers must be deliverable, and the availability of suitable sites is a further key consideration when determining the deliverability of proposed housing targets at a local level. As such, the housing requirements at Whitchurch and Kingsclere are proposed to be reduced to reflect the above issues.

Summary of proposed policy changes

4.33 The proposed updates to the draft spatial strategy, summarised above, result in a number of policy changes. A new suit of draft spatial policies is outlined in section 5. These reflect updates to previously published policies and also a number of new draft allocation policies. A summary of the proposed new and updated site allocations, compared to the 2024 consultation plan, is provided in the table below, followed by a further summary table outlining the proposed changes to the requirements for rural towns and villages.

Figure 4.3: Summary of changes to Local Plan site allocations from the 2024 consultation Plan

2025 Policy Ref	Site Name	Capacity in 2024 Regulation 18 Plan	Capacity in 2025 Regulation 18 Plan	Reason for change
SPS5.1	Northern Manydown	4,000 homes	3,700 homes	Reflects current planning permission and the removal of part of the site into a separate allocation – see SPS5.2
SPS5.2	Land North of Pack Lane	Not included	300 homes	The site was previously allocated under SPS5.1. However, as this part of the allocation does not yet benefit from planning permission it is now proposed as a separate allocation.
SPS5.3	Southern Manydown	2,400 homes in Plan Period	2,750 homes in Plan Period	Reflects further technical work undertaken.
SPS5.4	Land at Whitmarsh Lane (previously called Land to the East of Basingstoke)	900 homes	1,500 homes	Site has been enlarged, to include land at Lodge Farm (and an additional 600 homes)
SPS5.5	Redlands	Not included	70 homes	New proposed site allocation.
SPS5.6	Redlands Lodge	16 homes	15 homes	Further capacity work undertaken.
SPS5.7	Sherfield Hill Farm	300 homes	385 homes	Reflects the planning permission granted on the site.
SPS5.8	Popham Garden Village	1,400 homes in Plan Period	1,800 homes in Plan Period	Reflects further technical work undertaken and the revised site boundary.
SPS5.9	Upper Swallick	Not included	1,200 homes in Plan Period.	New proposed site allocation.
SPS5.10	Land West of Marnel Park	200 homes	250 homes	Reflects further capacity work undertaken and revised site boundary.
SPS5.11	Weybrook Park Golf Course	220 homes	210 homes	Reflects further capacity work undertaken and the inclusion of the adjacent site (see below).
SPS5.12	Land West of Upper Cufaude Farm	Not included	220 homes	New proposed site allocation.
SPS5.13	65 New Road	6 homes	6 homes	
SPS5.14	Oakley Farm, Wash Water	Not included	500 homes	New proposed site allocation.

2025 Policy Ref	Site Name	Capacity in 2024 Regulation 18 Plan	Capacity in 2025 Regulation 18 Plan	Reason for change
SPS5.15	Land at West End Farm, Mortimer	Not included	350 homes	New proposed site allocation.
SPS5.16	Skates Lane, Tadley	Not included	235 homes	New proposed site allocation.
n/a	Basingstoke Golf Course	1,000 homes	Not included	Removed from Plan as site is under construction.
n/a	Hounsome Fields	750 homes	Not included	Removed from Plan as site is under construction.
n/a	Overton Mill	340 homes	Not included	Not required as site is due to be allocated through the emerging Overton Neighbourhood Plan.
n/a	Land adjacent to Weybrook Park Golf Course	30 homes	Not included	Site is now covered by Policy SPS5.11, Weybrook Park Golf Course.
n/a	16 Southern Road	9 homes	Not included	Site has been removed as it is no longer deliverable
n/a	Land off Ashwood Way	18 homes	Not included	Site has been removed as it is no longer deliverable

Figure 4.4: Summary of changes to requirements for rural settlements

Settlement	Requirement in 2024 Regulation 18 Plan	Requirement in 2025 Regulation 18 Plan
Overton	340 – to be delivered through the inclusion of Overton Mill as an allocation	410
Whitchurch	220	185
Bramley	0	85
Kingsclere	175	165
Burghclere	0	10
Cliddesden	20	10
Dummer	10	10
Ecchinswell	0	5
Headley	10	20

Settlement	Requirement in 2024 Regulation 18 Plan	Requirement in 2025 Regulation 18 Plan
Highclere	10	20
North Waltham	10	10
Preston Candover	10	20
Silchester	15	25
St Mary Bourne	15	25
Upton Grey	0	10
Woolton Hill	0	20

Key Diagram

4.34 The following Key Diagram provides a spatial representation of the proposed growth strategy.

5

Delivering the Spatial Strategy



5. Delivering the Spatial Strategy

- 5.1 The following section outlines the policies which the council is now seeking comments on as part of this consultation. The policies reflect the proposed draft updated spatial strategy and include a number of new site allocations as well as more general spatial policies which are relevant to the overall spatial strategy.
- 5.2 Above each policy is a blue box which summarises the key changes that have been made since the consultation on the whole draft Plan in 2024 (Regulation 18 consultation). These are published to aid this consultation and will not form part of the final plan. Policies are outlined in a green box and followed by supporting text which will aid with the implementation of policies. Comments are welcomed on all aspects of the policies. As the policies form an extract of the wider plan, in some cases references are made to parts of the Plan that have not been published as part of this consultation. However, the wording has been retained so that the complete policy and supporting text can be added back into the wider plan in due course.

Policy SPS1: Scale and Distribution of Development

Summary of changes made since the Regulation 18 2024 Consultation:

- The housing numbers have been updated to reflect the new standard method, housing requirement and draft updated spatial strategy, including a stepped trajectory.
- Clarification on the inclusion of a windfall allowance has been added.
- An updated employment section has been included within the policy, to explain the strategy in more detail.
- References to the leisure park and also new retail provision within larger housing allocations has been included.

Policy SPS1: Scale and Distribution of Development

The council will take a positive approach to development proposals that reflect the presumption in favour of sustainable development as set out in the National Planning Policy Framework.

Development and redevelopment will be permitted within Settlement Policy Boundaries where it contributes to social, economic and environmental well-being. In particular, development will be encouraged on suitable brownfield sites.

Sites outside Settlement Policy Boundaries will be considered to lie in the countryside, where development will be permitted where it complies with policies in the plan, or it

can be demonstrated that it has an essential need to be located in the countryside and is sustainable.

Meeting Housing Needs

To meet housing needs over the plan period from 2024 to 2042, provision will be made for at least 20,402 new homes and associated infrastructure. This will be phased in a stepped trajectory as follows:

- 740 completions in 2024/5, 1,142 in 2025/6 and 1,152 in 2026/7 to meet the relevant standard method figure (2024/5 – 2026/7).
- At least 900 homes a year for the first five years post adoption (2027/28-2031/32)
- At least 1,287 homes a year for the remainder of the Plan (2032/3 – 2041/2).

In addition to the delivery of existing commitments and allocations, this will be provided by:

- a) Supporting regeneration and neighbourhood renewal in built up areas, in line with Policies SPS2, SPS2a, SPS3, SPS4 and SPS9;
- b) Allocating sites, as set out in Policy SPS5, to provide approximately 13,280 homes over the plan period;
- c) Supporting the delivery of new homes through Neighbourhood Planning, in line with the settlement hierarchy and Policy SPS6; and
- d) Supporting a small sites windfall allowance and resisting developments that involve a net loss of housing, unless it can be demonstrated that the benefits outweigh the harm.

Meeting Employment Needs

To support economic growth and productivity, and taking into account both local business needs and wider opportunities for development, provision will be made to support the creation of 1,082 jobs per annum and meet employment floorspace needs as follows:

- A net gain of at least 24,000sqm of office floorspace
- A net gain of at least 37,000sqm of industrial floorspace
- A net gain of at least 177,000 sqm of logistics floorspace

In addition to the delivery of existing commitments, this will be provided by:

- e) Protecting Strategic Employment Areas for employment use (E(g)/B class) enabling their regeneration and intensification, in line with Policies EMP1, EMP2 and SPS9;
- f) Accommodating additional employment floorspace in line with policies SPS5.3, SPS5.8 and SPS9;
- g) Resisting the loss of sites in employment use unless it can be demonstrated that the criteria of Policy EMP2 are met and permitting new employment uses in suitable locations where this can be justified under policy EMP1;

- h) Supporting proposals that contribute to a prosperous rural economy and/or sustainable rural tourism, in line with Policy EMP4 and EMP5.

Meeting Retail and Leisure Needs

Main town centre uses (such as retail and leisure) will be directed to designated centres in accordance with Policy EMP3, with leisure facilities also supported on Basingstoke Leisure Park in line with Policy SPS11. New centres may also come forward as part of larger developments set out in Policy SPS5 and in line with Policy EMP3.

- 5.3 Policy SPS1 sets out an overarching framework for the Plan's spatial strategy, delivering new housing and other uses to meet the borough's needs over the Plan period. This includes the provision of supporting infrastructure in a timely manner. In particular, the policy seeks to focus new development on appropriate brownfield sites and within existing built-up areas (as generally defined by Settlement Policy Boundaries). As such, the Plan actively supports suitable neighbourhood renewal schemes within older housing estates, in addition to regeneration within Basingstoke Town Centre, Strategic Employment Areas such as Basing View and at Basingstoke Leisure Park. The policy reflects the borough's settlement hierarchy, set out in chapter 4, where settlements have been placed into categories reflecting their relative size and sustainability. Development is focused at Basingstoke, as the borough's principal service centre, with suitable levels of development in rural areas to enable settlements to remain viable and thrive. It also sets the framework for a number of greenfield site allocations, including two new settlements, which are required to meet needs.
- 5.4 The policies in the rest of the Plan provide more detail on the development to be delivered, combining to create a positive approach in favour of sustainable development. Proposals that accord with policies in the NPPF and the Local Plan will be approved without delay.
- 5.5 The purpose of a Settlement Policy Boundary (SPB) is to delineate areas within which the general principle of new development would be acceptable, where it complies with all other relevant planning policies, for example in relation to issues such as design, heritage and ecology and takes account of other constraints such as the AWE DEPZ). A number of new SPBs have been delineated in the updated plan to ensure a consistent approach to settlements in the borough. These are located at Headley, Highclere and Silchester and around proposed site allocations/new settlements, as suitable.
- 5.6 In terms of housing needs and in line with current national guidance, the policy sets out the strategy for meeting the Government's Standard Method in full over the plan period.
- 5.7 A stepped trajectory is being adopted, with a lower rate of housing delivery for the first five years of the Plan, following its adoption, before a step up in delivery over the longer term. This will support the delivery of the Plan's

larger strategic site allocations, including two new settlements, which will take time to deliver due to their significant lead in times. This approach also takes into account the council's own home building programme and gives the council time to work with major infrastructure providers to get more certainty about future investment and enable the infrastructure to 'catch up' after the high levels of past growth.

- 5.8 The policy also sets out how the borough's employment needs will be met over the plan period, in line with current national guidance. The council's Economic Needs Assessment (ENA) 2025 sets out the approach for the provision of office, industrial and logistics floorspace in the Borough and includes a net need of 24,000 sqm of office floorspace over the plan period. New floorspace will be delivered through existing commitments, the better use of existing office floorspace which is currently underutilised, and the intensification and regeneration of Strategic Employment Areas (SEAs), particularly Basing View. The borough's SEAs provide a range of employment opportunities across the borough and their regeneration and intensification is supported to allow businesses to expand and enable the provision of modern employment stock to replace properties that are reaching the end of their functional life. Mixed uses, including office accommodation, will also be supported in Basingstoke Town Centre and on housing led allocations, resisting the loss of existing employment floorspace and supporting the rural economy.
- 5.9 The net need for industrial and logistics floorspace amounts to at least 214,000 sqm between 2024 and 2042 and this will be accommodated on commitments and strategic mixed-use allocations at Manydown and Popham, in addition to floorspace provision in existing Strategic Employment Areas. South West Basingstoke is a focus for such uses, particularly given the proximity to the Strategic Highway Network and M3.

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications.

The policy will be monitored by:

- Annual monitoring of development including the location and number of housing completions and employment floorspace through the Authority Monitoring Report.

Policy SPS2: Neighbourhood Renewal

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy has been strengthened to outline more fully what relevant proposals will need to deliver, including a demonstrable benefit to the local community.
- The number of new homes to be delivered has been increased from 200 to 1,000 over the plan period.
- A number of specific issues, such as heritage impact and green and blue infrastructure, have been added to the supporting text to reflect comments made during the previous Regulation 18 consultation.
- The policy has been expanded through the addition of Policy SPS2a, which considers the Buckskin and South Ham area in more detail.

Policy SPS2: Neighbourhood Renewal

Neighbourhood renewal will be supported where it results in a demonstrable benefit to the local community, including through the provision of highly sustainable new homes (either through refurbishment or redevelopment); an improved historic environment and/or public realm; a protected and enhanced natural environment including enhanced green and blue infrastructure with open space, play provision; habitat connectivity and trees; improved connectivity for active travel; and enhanced infrastructure and facilities to meet identified local needs.

The initial priority areas of Buckskin and South Ham (see Policy SPS2a), Popley, Norden and Winklebury are shown on the policies map. Other suitable neighbourhood renewal proposals will also be supported. A minimum of 1,000 net additional new homes will be provided through neighbourhood renewal opportunities over the plan period.

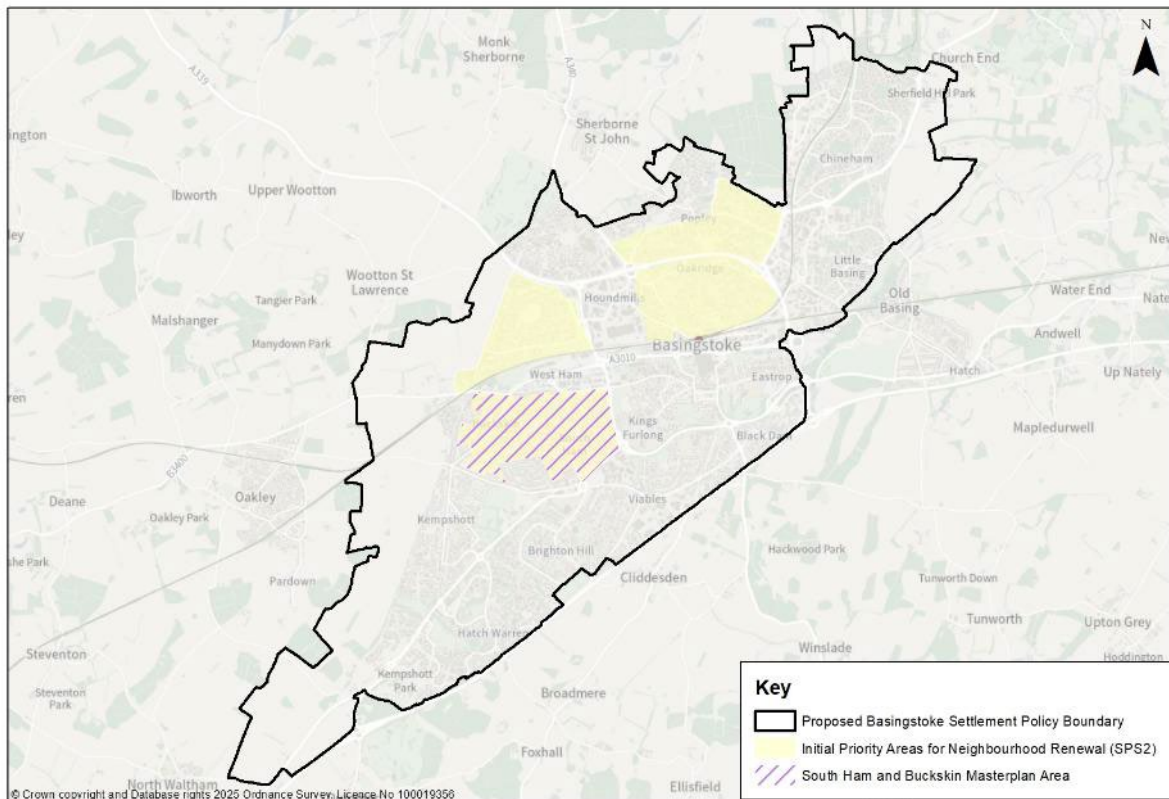
The preparation of proposals will require full involvement, engagement and consultation with the affected local communities. Masterplans and design codes must be prepared for large scale proposals, demonstrating that they will positively contribute to the places in which they are located and complement any comprehensive wider development of the area. Masterplans will be adopted as Supplementary Planning Documents (SPDs). Strategic Design Codes will be drawn up and agreed following the grant of outline planning permission, prior to the grant of full planning permission or the first reserved matters. Masterplans and Strategic Design Codes will be an important material planning consideration in the determination of planning applications and will ensure that high quality architectural and urban design will be achieved.

- 5.10 The areas of Buckskin, South Ham, Popley, Norden and Winklebury have been identified as initial priority areas where there are opportunities for neighbourhood renewal, with Buckskin and South Ham being specifically designated under Policy SPS2a given the nature of the neighbourhood renewal proposed. The identification of these neighbourhoods does not preclude other opportunities in other areas being brought forward.

- 5.11 Previous renewal schemes have involved a variety of stakeholders including local registered providers, the borough council and the local community. New renewal schemes will similarly require close working with all those involved in the regeneration process. It is important that stakeholder consultation opportunities are built into relevant scheme programmes, thereby ensuring the community is fully engaged and able to input into a project from an early stage.
- 5.12 Masterplans and design codes must be prepared for larger scale proposals which would result in a significant change to a neighbourhood. Smaller schemes, for example of less than 20 new homes, are unlikely to require masterplans and design codes. However, where a number of smaller schemes in a neighbourhood will, in combination, result in a significant change, masterplans and codes will be required to ensure a comprehensive approach is taken. Where masterplans or design codes are required, they must be developed in collaboration with stakeholders and also with the full involvement of the local communities affected. The involvement of the local community should be in line with the principles set out in the council's Statement of Community Involvement. They must also ensure that high quality architectural and urban design is achieved, and that redevelopment is well related to its surroundings. All new developments in these neighbourhoods should positively contribute to the places in which they are located. Development proposals must complement any comprehensive wider regeneration of the area.
- 5.13 Schemes must result in improvements to residents' overall quality of life and foster active and healthy lifestyles, with opportunities taken to enhance the local, natural and historic environment and provide new/enhanced local infrastructure and facilities such as green infrastructure, community and health facilities and public transport connections. Neighbourhood renewal offers the opportunity to address structural issues affecting some of the estates from the 1960s and 1970s which arose from the designs and layouts which were prevalent at the time. Any new homes proposed (either refurbished or built new) will be highly sustainable and will reduce energy use and whole life carbon emissions, help to address fuel poverty, and support the council's climate and ecological emergency declarations.
- 5.14 Proposals will need to consider any impacts on heritage assets. The council's [Heritage Supplementary Planning Document](#) provides additional guidance on scheduled monuments and other heritage assets.
- 5.15 Proposals will also need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. It should ensure that habitats are connected, have appropriate buffers and, where appropriate, link to those beyond the site and ensure that open space and play provision meets adopted council standards and is accessible and usable.

5.16 Through a mix of redevelopment, refurbishment and improvements to the public realm, local infrastructure, and natural and historic environment, neighbourhood renewal can help create significant enhancements to the borough's housing stock, the local environment and range of available facilities.

Figure 5.1: Potential Neighbourhood Renewal Areas (indicative map showing broader neighbourhoods, not areas specifically identified for renewal)



Implementation and Monitoring

The policy will be implemented through:

- Partnership working with local communities and relevant registered providers to bring forward proposals and inputting into strategy documents and masterplans for the delivery of relevant sites, and
- The determination of planning applications.

The policy will be monitored by:

- The annual monitoring of housing completions for relevant types of development

The extent to which relevant schemes meet the objectives of the policy.

Policy SPS2a: Buckskin and South Ham Neighbourhoods

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new policy.

Policy SPS2a: Buckskin and South Ham Neighbourhoods

The Buckskin and South Ham Neighbourhoods, as shown on the Policies Map, are identified as a priority area for neighbourhood renewal. Proposals will be underpinned by a Masterplan, green and blue infrastructure plan and design codes covering the priority area, prepared with full involvement and consultation with the local community. The Masterplan will be adopted as a Supplementary Planning Document (SPD).

Renewal proposals will:

- a) Provide a demonstrable benefit to the local community through the creation of high quality and sustainable neighbourhoods that foster a sense of community, vibrancy and activity, with an improved local environment and enhanced facilities to meet local needs;
- b) Improve and/or re-provide existing homes within the neighbourhood areas to meet the needs of existing residents. To ensure no overall loss of affordable homes in the neighbourhood areas, any affordable homes lost as part of the proposals, including through redevelopment, must be re-provided in the neighbourhood areas, both in terms of number, size and tenure;
- c) Provide for the phased delivery of proposals, including delivering new affordable homes to meet wider local housing needs. The provision of new homes will be required to meet the requirements of Policy HSG2 and provide the commensurate level of new affordable homes;
- d) Provide highly sustainable new or refurbished homes to reduce the borough's carbon emissions (as required by the Local Plan's low carbon building policies);
- e) Provide enhanced local infrastructure, in line with other policy requirements, to meet local needs and improve local services and facilities;
- f) Provide high quality green and blue infrastructure, including accessible open spaces in accordance with the council's Green Space Standards, and habitat and tree protection and enhancement, in a manner which is well related to the overall layout and character of the area, creating an effective green infrastructure network. The delivery of green space and play will need to be provided to ensure there are suitable facilities for residents to use throughout the delivery of proposals;
- g) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats, including Sites of Importance for Nature Conservation (SINCs) are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high

levels of habitat connectivity within the area and to the wider green infrastructure network;

- h) Include measures to improve accessibility by active travel and public transport, supporting active healthy lifestyles, minimising the transport impacts arising from proposals and improving connectivity within the area and to external routes. This includes providing safe, suitable and convenient access to local facilities and services via active travel or public transport services.

- 5.17 The neighbourhoods of South Ham, South Ham extension, and Buckskin were built between 1953 and 1976 as part of the development of Basingstoke as a London overspill town. The estates comprise of approximately 4,600 homes, approximately half of which are primarily social rent tenure and owned by Sovereign Network Group. The neighbourhoods have three local centres and other supporting infrastructure including schools, colleges and community and sports facilities.
- 5.18 Neighbourhood renewal will secure significant public benefits including an improved public realm; improved connectivity to the town centre and other facilities; a shift towards a more walkable neighbourhood with more active travel and sustainable forms of transport with new and improved safe footpath and cycle links; enhanced provision of green and blue infrastructure and biodiversity; improved local facilities and new jobs for local residents. A mix of new homes will be delivered to meet local housing needs.
- 5.19 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces and protection of trees. It should ensure that habitats are connected, have appropriate buffers, and ensure that open space and play provision meets the adopted council standards and is accessible and usable.
- 5.20 Given the nature of neighbourhood renewal, a masterplanning process is required, fully involving the local community and local stakeholders. A Masterplan and design codes will be produced to guide proposals and ensure the delivery strategy is realised. Schemes will be brought forward within this area by Sovereign Hill Partnership (SHP) and the local community will need to be fully engaged and involved in the co-design of relevant proposals.

Implementation and Monitoring

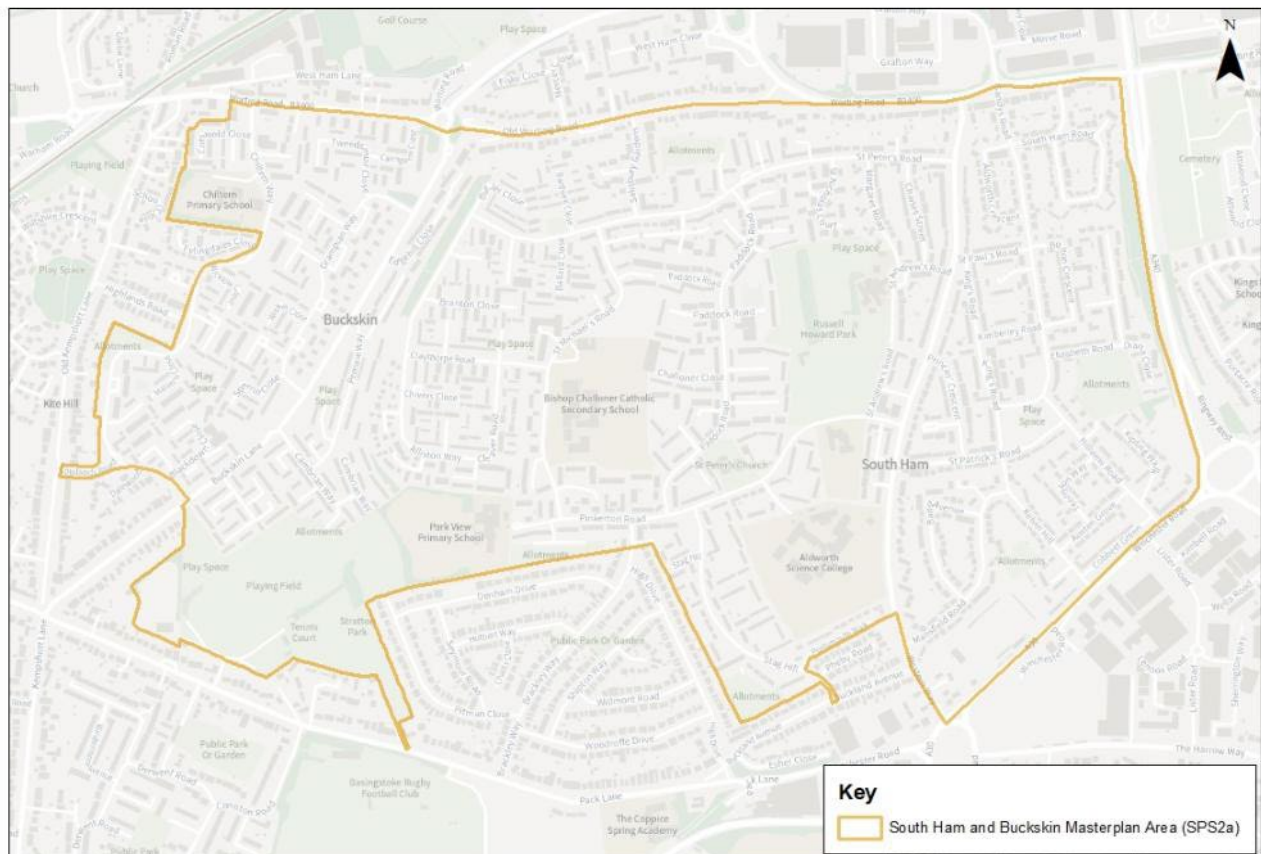
The policy will be implemented through:

- Partnership working with local communities and SHP to bring forward proposals.
- The determination of planning applications, including the securing of infrastructure delivery and affordable homes.

The policy will be monitored by:

- The annual monitoring of housing completions and relevant types of development.
- The extent to which proposals meet the objectives of the policy.

Figure 5.2: Buckskin and South Ham Masterplan Area (schemes will come forward within this area)



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Policy SPS3: Delivering the Basingstoke Town Centre Masterplan

Summary of changes made since the Regulation 18 2024 Consultation:

- Wording has been amended to highlight the suitability of the town centre for education and medical uses, and to reinforce that the primary function of the Primary Shopping Area is to accommodate retail uses.
- The first paragraph of the policy has been amended to clarify that it applies to development proposals within, or closely related to, the Basingstoke Town Centre Masterplan area, as designated on the Policies Map.
- The contribution made by the town centre to the supply of housing within the plan period has been increased from 400 to 500 homes. The boundary of the Town Centre Masterplan area has been amended to accord with that of the Town Centre Masterplan adopted by the Council in 2022 (other than Eastrop Park and War Memorial Park which are not included in the area covered by Policies SPS3 and SPS4 as the focus of these policies is on areas with opportunities for redevelopment).

Policy SPS3: Delivering the Basingstoke Town Centre Masterplan

Development proposals within, or closely related to, the Basingstoke Town Centre Masterplan area as designated on the Policies Map, must positively contribute to the vitality and viability of the town centre. This will ensure Basingstoke town centre remains the borough's principal centre for retail, supported by leisure, employment, community, cultural and residential uses.

Development proposals must support, and not prejudice, the implementation of the Masterplan for Basingstoke Town Centre (December 2022) and be consistent with the following key objectives for future change. The town centre will:

1. Be highly sustainable, resilient to climate change and embrace innovative ways to improve the environment, in order to address the council's Climate Emergency declaration.
2. Be a high-quality and distinctive urban environment that provides inspiring buildings, streets and public spaces and ensures positive experiences for residents and visitors.
3. Have a sense of place which supports its identity as a north Hampshire town and which is informed, as appropriate, by its historic, cultural and architectural heritage.
4. Provide a strong green and blue infrastructure network, with a variety of biodiversity enhancements, green spaces, trees and other natural features.
5. Be a destination for residents and visitors of all ages, with a strong sense of vitality and activity in the daytime and the evening, and support thriving communities.
6. Be well-connected, with walking, cycling and public transport being the predominant modes of travel into and across the town centre.
7. Enable innovation and creativity to thrive.

8. Embrace, promote and connect to local heritage and culture, contributing to the sense of place and community.

In order to achieve these objectives, planning permission will be granted where development proposals meet the following criteria where they are relevant to the scale and nature of the proposal:

- a) Contribute to the provision of a complementary mix of town centre uses within the Town Centre boundary (as defined by Policy EMP3), with the predominant land uses being retail, leisure (including sport), employment (including office, creative and co-working spaces), community and culture (including arts), education and medical uses;
- b) Deliver approximately 500 homes within or closely related to the Basingstoke Town Centre Masterplan area with particular focus on the areas of change outlined in Policy SPS4;
- c) Locate retail uses within the Primary Shopping Area as defined on the Policies Map. Other uses, including leisure, will be permitted where they do not individually or cumulatively undermine the vitality, viability or character of ground floor frontages within this area;
- d) Achieve a high standard of architectural and urban design, which responds positively to the key objectives set out above;
- e) Protect the existing, and enhance green and blue infrastructure with new green and blue spaces and links, street trees and other natural features throughout the town centre such as green walls;
- f) Support the creation of new streets at ground level, fronted by buildings and public spaces which are high quality, flexible and adaptable for multiple uses;
- g) Support the provision of high-quality public spaces which contribute to a sense of civic pride, connect with local heritage and provide facilities which meet the needs of all residents and visitors;
- h) Provide or retain active frontages at ground floor level;
- i) Take appropriate opportunities to incorporate residential development, particularly above ground floor level. This should include a mix of different housing types, sizes and tenures, be of a high standard of residential amenity, and have access to supporting infrastructure and private amenity space;
- j) Assist the provision of new parking facilities to include integrated charging for electric vehicles ensuring they are future proofed for new technologies and are enabled to form part of a wider smart energy grid; and make provision for community car services;
- k) Make provision for parking to meet the needs of residents as well as ensuring that the parking requirements of visitors is met in facilities in nearby locations;
- l) Include safe, legible and functional walking and cycling routes to provide improved connectivity across the town centre, and safeguard and improve connections between the Top of Town and the station, between Basing View and the station, and between Basing View and Festival Place. Cycle routes should be well connected to the wider cycle network (in relation to the town and its surroundings), and pedestrian routes should provide safe passage for pushchairs and wheelchairs;

- m) Incorporate new secure and high-quality cycle parking for visitors, workers and residents; and
- n) Facilitate the provision of high-quality public transport focussed on the town centre, including safeguarding suitable corridors, interchanges and supporting associated infrastructure.
- o) Ensuring the successful delivery of the town centre strategy is likely to involve various transitional arrangements in order to facilitate the development process. Where these are required, they should ensure that the town centre continues to operate effectively in functional terms, and ensure that any impacts on the character of the area are mitigated successfully and in a proportionate way to the nature of the works in question.

- 5.21 Basingstoke Town Centre is the primary centre for the Borough. While the role of town centres is increasingly diversifying away from being seen solely as a retail centre, the primacy of the town centre as a high quality and distinctive destination for shopping, leisure, cultural, employment and civic functions remains important. The projected reduction in retail floorspace in the borough over the coming years will be taken as an opportunity to consolidate, but also contract, retail provision in the town centre and introduce a greater diversity of main town centre uses. This includes new office floorspace and the town centre has a notable role to play in meeting the borough's wider office floorspace needs over the plan period.
- 5.22 The long-term uncertainty around town centre trends underlines the need to deliver buildings, streets and spaces which are flexible and adaptable. Whilst the town centre will continue to provide significant shopping and leisure space, proposals to redevelop or modify existing retail facilities should be taken as an opportunity to introduce a network of more flexible and adaptable outdoor streets rather than extend or further 'lock in' the existing patterns of development. Any changes should be focussed towards the introduction of a more diverse offer, better integrated with the surrounding streets and historic town.
- 5.23 Top of the Town is the historic heart of Basingstoke and remains important in the life of the town centre. The retention of retail uses with existing shop fronts is strongly encouraged. Opportunities for workspace, including creative and co-working spaces, cultural and leisure facilities and residential uses will be encouraged in this area.
- 5.24 Town centre living is regarded as an important component to create a vibrant and attractive place which can sustain a mix of uses. The Policy includes an allocation for approximately 500 homes in the town centre over the Plan period. This is likely to be delivered within the Areas of Change, most notably in the Top of Town and Eastrop areas, but other suitable schemes will be permitted within the wider Basingstoke Town Centre Masterplan area where they support the aims of the Policy. Where housing is proposed, it should have access to suitable supporting infrastructure and include an appropriate mix of dwelling and tenure types to enable a diverse community. Family

housing, either as town houses or duplex units, will be expected alongside flats and must benefit from private amenity space such as a garden, terrace or large balcony as well as shared green space.

- 5.25 Schemes should deliver sufficient levels of parking to meet the needs of residents as well as visitors and, where possible, should also support and enable innovative community car services such as car clubs.
- 5.26 The conversion of upper floors to provide residential accommodation is encouraged, ideally with independent residential access from the street frontage, with the aim of increasing the town centre residential population and creating positive street frontages which improve safety and connections.
- 5.27 As part of delivering a more sustainable town centre the approach to the management of parking is expected to change over time, in accordance with the Council's transport and parking strategies. This will help to protect the ability of the town centre to continue to adapt over time.
- 5.28 Small scale surface car parks may provide some scope to be consolidated into fewer larger facilities, particularly in the Top of the Town area. This is intended to make them more efficient in operation whilst also providing potential for other land uses to deliver more built capacity and improve street frontage continuity. New parking facilities are expected to include integrated charging facilities for electric vehicles, or other future technologies, enabled to form part of a wider smart energy grid. In accordance with the Council's transport and parking strategies, it is expected that improvements are made in town centre accessibility by active modes as well as public transport. It is, however, important to recognise the need to continue to access the town by car, particularly by those visitors from rural areas where there may be limited alternatives available.
- 5.29 Every opportunity should be sought to increase the green and blue infrastructure network in the centre, through new and enhanced green spaces and links, street trees and other natural features such as green walls. Development and public realm projects will play an important role in making the town centre more uplifting and able to support health and well-being. Green and blue infrastructure within the town centre will enhance biodiversity, improve visual amenity and mitigate the effects of climate change. Innovative ways to improve the environment and air quality will generally be supported. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character.
- 5.30 Key routes across the town centre, as shown on the inset map (see Policy SPS4) will be safeguarded. Streets within the town centre will be designed to allow for safe cycle access, providing connections into and through the town for local journeys and will anticipate transport innovations such as e-scooters, cargo-bike deliveries and autonomous deliveries. Developments and public realm projects will be expected to incorporate new cycle parking, for both visitors and residents and will include charging facilities and space for non-standard cycles.

5.31 The policy includes reference to the transitional nature of the evolution of the town centre. A number of temporary arrangements may be required as part of the change process. Such arrangements will need to ensure that the town centre and associated infrastructure continues to be able to operate effectively and that other impacts, such as to the character of the area, are mitigated as much as is practicable.

5.32 The policy will be applied to new development in a manner which is appropriate to its scale. Not all of the requirements will be relevant to small scale development.

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications.

The policy will be monitored by:

- Consideration of the extent to which proposals meet the objectives of the policy and Masterplan for Basingstoke Town Centre.
- Annual monitoring of the delivery of homes.

Other monitoring of the vitality of the town centre will be undertaken in relation to Policy EMP3.

Policy SPS4: Basingstoke Town Centre – Areas of Change

Summary of changes made since the Regulation 18 2024 Consultation:

- Additional references to the need for development to have due regard to the Town Centre Conservation Area Appraisal and Management Plan and to the setting of listed buildings have been introduced.
- The Policies Map/Illustrative Plan (Figure 5.3) has been amended to include an extension eastward of the eastern boundary of the Church Street Area of Change. This will facilitate a more comprehensive improvement of part of Festival Place to better meet the needs of retail and other uses.
- Wording has been added on the opportunity for the River Loddon to become a feature as part of a wider network of public spaces.
- Wording has been amended on the allowed storey heights of buildings.

Policy SPS4: Basingstoke Town Centre – Areas of Change

Development proposals within the Areas of Change identified on the Policies Map/Illustrative Plan (Figure 5.3) must support and not prejudice the Masterplan for Basingstoke Town Centre (December 2022), in line with the key principles and criteria set out in Policy SPS3 (Delivering the Basingstoke Town Centre Masterplan).

1. The Malls

Development proposals in this area must:

- a) Establish a coherent and linked set of streets, including those Key Routes identified in the Policies Map, which improve connectivity between the railway station and Festival Place, Church Street, The Anvil and to Basing View;
- b) Enable Churchill Way to be an outdoor street providing enhanced connections between the eastern and western parts of the town centre;
- c) Enable the provision of a Transport Hub to integrate rail and bus travel which is well connected to walking and cycling routes;
- d) Include a mix of town centre uses supported by housing with active frontages and with an emphasis on ground floor retail uses on the Key Route connecting the railway station to Festival Place;
- e) Provide a green and blue infrastructure network consisting of green and blue spaces and links, street trees and public open spaces; and
- f) Be up to six storeys in height with the potential for taller buildings nearer the station; and
- g) Have due regard to the Town Centre Conservation Area Appraisal and Management Plan.

2. Church Street

Development proposals in this area must:

- h) Enable new streets or new active frontages at ground level, and remove barriers to improve visual and physical connectivity between Church Street northwards towards the railway station, eastwards to Festival Place and to the south to Top of the Town;
- i) Protect the historic character of this area by having due regard to the Town Centre Conservation Area Appraisal and Management Plan and enhance the setting of St Michael's Church (Grade I) with development typically up to four storeys in height;
- j) Integrate with the enhancement of the public realm in the town centre including Glebe Gardens;
- k) Include a mix of town centre uses supported by housing with active frontages on the ground floor; and
- l) Protect Glebe Gardens, including its setting, and provide a network of green spaces, green links, street trees and public open spaces.

3. Eastrop

Development proposals in this area must:

- m) Establish a coherent and linked set of streets, including those Key Routes identified in the Policies Map, which improve connectivity between the Festival Place, the railway station and Basing View;
- n) Include a mix of town centre uses supported by housing with active frontages on the ground floor;
- o) Provide a green and blue infrastructure network of green and blue spaces and links, street trees and public open spaces with green linkages to Eastrop Park;
- p) Respond positively to Eastrop Park with development fronting onto the Park;
- q) Have due regard to the Town Centre Conservation Area Appraisal and Management Plan; and
- r) Be up to six storeys in height with a scale and massing which is sympathetic to the existing scale of buildings, including lower scale residential areas to the south. There is potential for taller buildings in the northern part of this Area of Change.

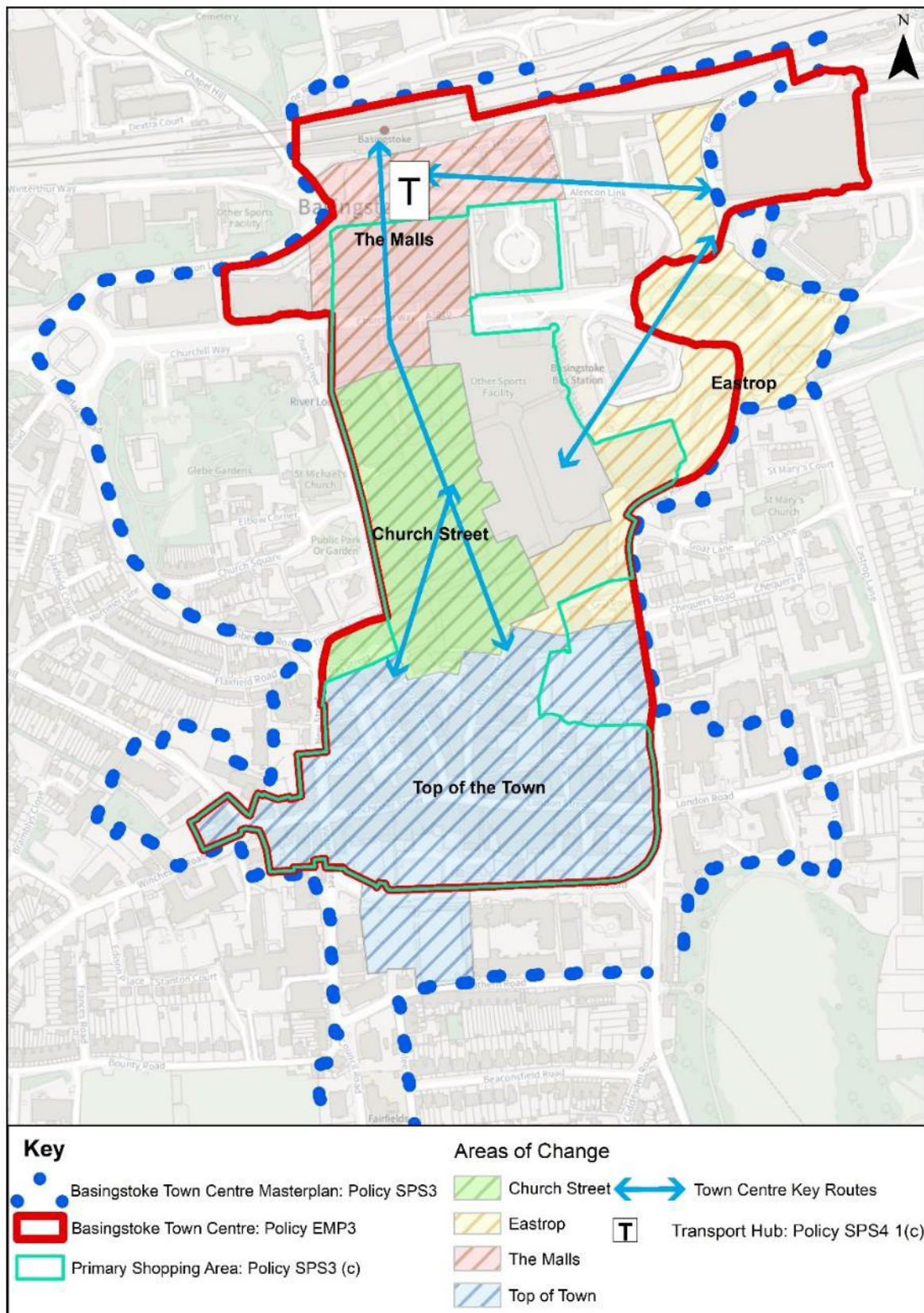
4. Top of the Town

Development proposals in this area must:

- s) Be of a scale and appearance which is sympathetic to the historic character of the area and neighbouring development with development up to three storeys in height with discrete elements at 3.5/4-storeys. Development must have due regard to the Town Centre Conservation Area Appraisal and Management Plan, the heritage significance of its many listed buildings and, where relevant, to the Fairfields Conservation Area Appraisal;
- t) Include a mix of town centre uses supported by housing with active frontages on the ground floor; and
- u) Support the creation of a network of pedestrian routes and to improve the pedestrian environment, including the creation of a tree lined street along New Road.

5.33 These Areas of Change (as shown on the map below) provide a policy framework for the substantial transformation of the town centre. A key aim is to replace the inward-looking and older parts of the main shopping areas in The Malls and Festival Place with a more traditional street pattern and opportunities for a wide range of new uses including retail, offices, leisure, community, cultural and residential. New development must significantly improve connections across the town centre, particularly for pedestrians and cyclists, enhance the vitality and viability of the town centre and transform the urban fabric to create a place with its own distinctive and high-quality identity.

Figure 5.3: Plan of Basingstoke Town Centre Areas of Change and Key Routes



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- 5.34 The area around the railway station, including the Malls, is a key opportunity area for change and the provision of new uses including office, leisure and residential will be encouraged. Providing enhanced connections between the station and the existing shopping areas of Festival Place is a key aim for this Area of Change. The introduction of more traditional street patterns offers the opportunity for Churchill Way to become an outdoor street (without development above it and including active frontages) and the River Loddon to be de-culverted and become an attractive feature as part of a wider network of public spaces. Establishing a Transport Hub by the railway station will better integrate rail and bus travel whilst still providing key bus facilities for Festival Place. Where it can be demonstrated that it would be in keeping with its immediate surroundings and not prejudice the character and identity of the town centre, development in this area could be up to 6 storeys and taller buildings may be possible nearer the station.

Church Street

- 5.35 The Church Street Area of Change offers the opportunity to substantially transform the older parts of Festival Place which look out onto Church Street to provide better connections and a richer mix of uses including retail, offices, cultural and residential. The scale of development in this area will typically be around 4 storeys high in order to protect the setting of the Basingstoke Town Conservation Area along Church Street.

Eastrop

- 5.36 Development in the Eastrop area could be up to 6 storeys in height where it can be demonstrated that it would be in keeping with its immediate surroundings and not prejudice the character and identity of the town centre. However, there is potential to provide taller development in parts of the Area of Change, particularly given its proximity to large-scale buildings such as Skyline Plaza, Churchill Plaza and Matrix House. Development in this area is predicated on an arrangement of buildings which create a coherent pattern of streets and spaces with a high-quality public realm. The scale of development will need to respond to the lower scale of existing residential areas to the east of the town centre and to the south of this Area of Change.
- 5.37 Development of this area provides an important opportunity to improve connectivity within the town centre, particularly in relation to the connections between the town centre and Basing View. Any redevelopment must provide for such linkages, and the development should be designed so as to reinforce the usability of these links, with buildings fronting onto them and active frontages. There is the opportunity for the River Loddon to be de-culverted in the Eastrop area and become an attractive feature as part of a wider network of public spaces.

Top of the Town

- 5.38 Revitalising this historic part of the town centre is a key aim of this Area of Change. Town centre uses supported by housing will be encouraged in order

to increase footfall and vitality. Development will be informed by the Basingstoke Town Conservation Area Appraisal and Management Plan which extends over much of this area. Another key aim of this Area of Change is the creation of a traditional street along New Road. Any development fronting New Road should have active frontages, creating a sense of enclosure. It should also typically be up to 3-storeys in height, with discrete elements at 3.5/4-storeys in height in order to have due regard to the character of the conservation area and its setting. Any development on the southern side of New Road will need to respond to the more traditional streetscape along Southern Road which forms part of the Fairfields Conservation Area and the setting of buildings such as All Saints Church.

- 5.39 Development and change in this area will focus on public realm improvements including: the provision of street trees; improving connectivity such as through the removal of pedestrian underpasses and replacement with surface level crossings, and the enhancement of routes through alleyways; protecting historic frontages; and improving the appearance of other buildings. Provision will be made for specific, segregated cycle routes.

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications relating to the site.

The policy will be monitored through:

- Consideration of the extent to which proposals meet the objectives of the policy and Masterplan for Basingstoke Town Centre.

Policy SPS5: Sites Allocated for Housing Led Development

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy has been updated to reflect the new proposed site allocations.
- The changes clarify when masterplans and strategic design codes will be produced and required.

Policy SPS5: Sites Allocated for Housing Led Development

The following sites, as shown on the Policies Map, are allocated and should be developed in accordance with policies within the Plan and the site-specific requirements set out in the individual site policies.

In bringing forward development, it will be a requirement to ensure that the necessary infrastructure is provided at a rate and scale to meet the needs that arise from the development, in accordance with both the Infrastructure Delivery Plan (IDP) and through conformity with the appropriate standards, as set out in Appendix 2.

Development is expected to come forward through a design led approach involving the local community. For the strategic housing led allocations at Southern Manydown, Eastern Basingstoke, Popham Garden Village and Upper Swallick, it will be necessary for a Masterplan and Strategic Design Code to be prepared. The Masterplans will be adopted as Supplementary Planning Documents (SPDs). Strategic Design Codes will be drawn up and agreed following the grant of outline planning permission, prior to the grant of full planning permission or the first reserved matters for the site or a phase. Masterplans and Strategic Design Codes will be an important material consideration in the determination of planning applications and must be demonstrably drawn up in collaboration with the local community. Where sites are adjacent to each other, it is a requirement that masterplanning, including the provision of infrastructure to support the allocations collectively, be undertaken jointly. It will be necessary for this joined up and collaborative approach to be demonstrated in any submitted applications, particularly where these are for only part of the allocation.

- SPS5.1 - Northern Manydown (Approx. 3,700 homes)
- SPS5.2 – Land north of Pack Lane (Approx. 300 homes)
- SPS5.3 - Southern Manydown (Approx. 2,750 homes in the plan period to 2042, with approx. 6,000 in total capacity within the land identified)
- SPS5.4 - Land at Whitmarsh Lane (Approx. 1,500 homes)
- SPS5.5 - Redlands (Approx 70 homes)
- SPS5.6 - Redlands Lodge (Approx. 15 homes)
- SPS5.7 – Sherfield Hill Farm (Approx. 385 homes)
- SPS5.8 – Popham Garden Village (Approx 1,800 homes in the plan period to 2042, with approx. with 4,250 in total capacity within the land identified)
- SPS5.9 – Upper Swallick (Approx. 1,200 in the plan period to 2042, with approx. 2,500 homes in total capacity within the land identified)
- SPS5.10 – Land West of Marnel Park (Approx. 250 homes)
- SPS5.11 - Weybrook Park Golf Course (Approx. 210 homes)
- SPS5.12 – Land West of Upper Cufaude Farm (Approx. 220 homes)
- SPS5.13 - 65 New Road (Approx. 6 homes)
- SPS5.14 – Oakley Farm, Wash Water (Approx. 500 homes)
- SPS5.15 – Land at West End Farm, Mortimer (Approx. 350 homes)
- SPS5.16 – Skates Lane, Tadley (Approx. 235 homes)

- 5.40 The preparation of Masterplans (to be adopted as Supplementary Planning Documents) and Strategic Design Codes is required for the larger sites of Southern Manydown, Eastern Basingstoke (comprising Land at Whitmarsh Lane, Redlands, Redlands Lodge and Sherfield Hill Farm), Popham Garden Village and Upper Swallick. Proposals for development on the remaining allocations listed in this policy will be required to demonstrate a masterplanning approach which involves stakeholders and integrates environmental opportunities and constraints with development objectives. It is required that this comprehensive masterplanning approach will be demonstrated in the information which supports an outline or full planning application on these sites. Proposals for development on the smaller sites listed in this policy will be accompanied by information demonstrating a design led approach which takes full account of the environmental context of the site.

The masterplanning of all allocation sites will take full account of how the development, when considered cumulatively with other proposed and permitted schemes, can impact the infrastructure of the local area and the approach to the internal layout of a site.

Implementation and Monitoring

The policy will be implemented through:

- The delivery of relevant Masterplans and Strategic Design Codes which meet the policy criteria.
- The determination of planning applications relating to the site allocations.

The policy will be monitored through:

- Annual monitoring of progress on the required site allocation related documents and also site delivery.
- The provision of required infrastructure in line with the Infrastructure Delivery Plan.

Western Basingstoke

5.41 Northern Manydown (Policy SPS5.1), Land north of Pack Lane (Policy SPS5.2), and Southern Manydown (Policy SPS5.3) will form a comprehensively planned new community on the western side of Basingstoke. The sites will come forward in accordance with Garden City Principles, to combine the best elements of living in town and country, guided by the following vision:

The Council's Vision:

The sites on the western side of Basingstoke will collectively form a thriving and sustainable strategic-scale new community. They will be well connected and delivered in line with Garden City Principles and deliver homes, jobs and new infrastructure within and beyond the plan period. Developments will have high quality architecture that reflect local character, and generous green spaces to create a high-quality environment for residents. Homes will be built to the highest sustainability standards, and their architectural and urban design will support and embed healthy and sustainable lifestyles that will help to address the council's Climate Emergency declaration.

The sites will respond positively to their landscape setting and the green and blue infrastructure and heritage assets within and beyond their boundaries. Development will provide generous interconnected multi-functional green spaces, preserve and enhance the ancient woodlands and deliver a biodiversity net gain.

The sites will form a high-quality new gateway into Basingstoke and retain the separate and historic identities of Oakley, North Waltham, Dummer and Worting, including through the provision of meaningful strategic gaps.

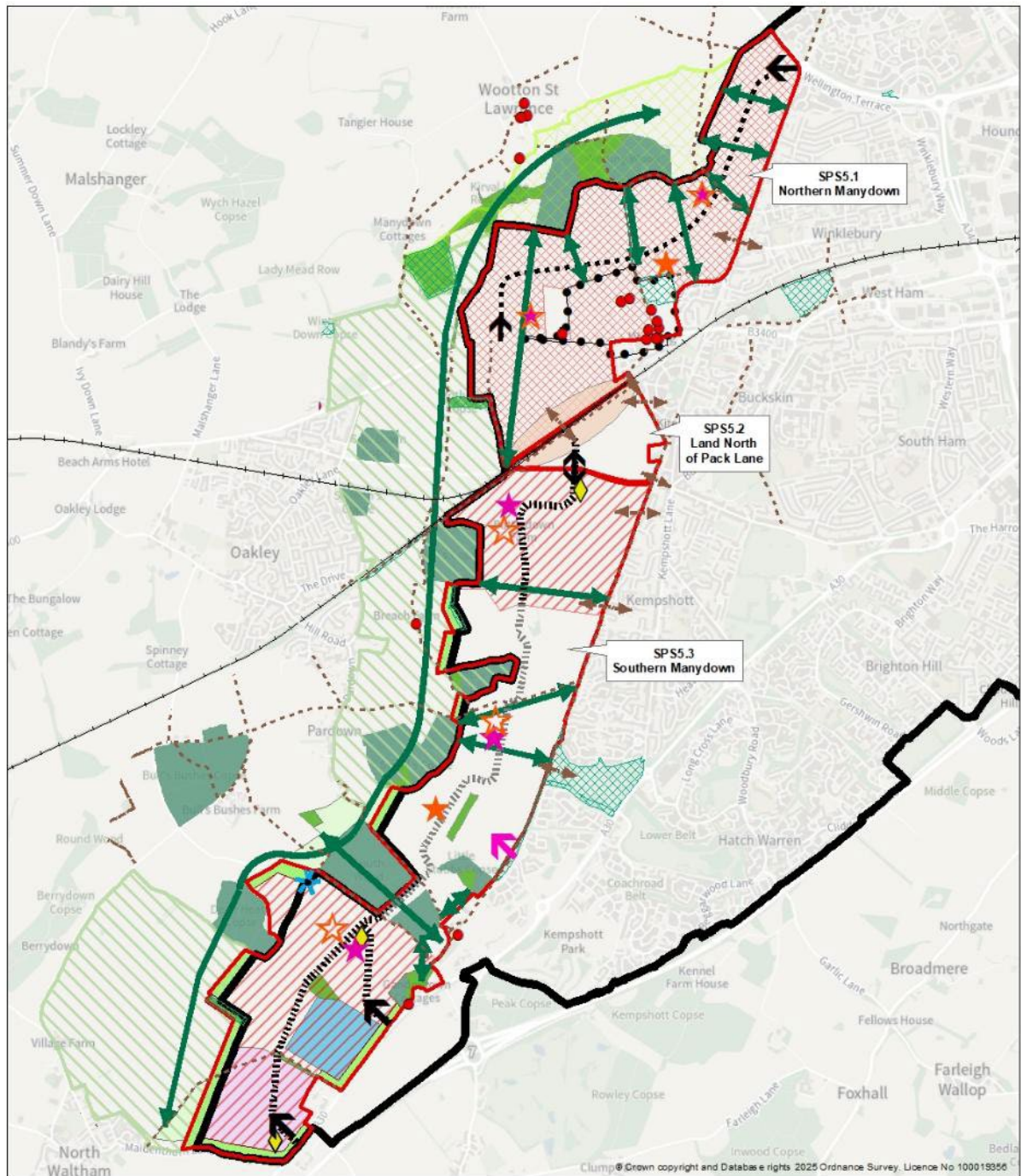
Walking, cycling and public transport will be the preferred ways to move within and between the sites, and to access other destinations including Basingstoke town centre. Where necessary, improvements will be made to the wider highways network to facilitate active travel and the delivery of development.

The development will provide a wide range of high-quality homes to meet current and future needs, including policy-compliant levels of affordable housing.

The scale of development will necessitate and support the delivery of on-site infrastructure including new schools, healthcare provision, green spaces, sports facilities and community buildings, and local shops and services, all set within walkable neighbourhoods. The infrastructure across the whole area of Western Basingstoke will be comprehensively planned, and a coordinated approach will be required between landowners and sites.

In recognition of Southern Manydown's proximity to the Strategic Road Network, the site will provide employment opportunities to meet identified needs. Land is also allocated for a new hospital that will serve residents from across North Hampshire and deliver a range of health, economic and social benefits.

Figure 5.4: Western Basingstoke Illustrative Concept Plan including SPS5.1, SPS5.2 and SPS5.3



Policy SPS5.1: Northern Manydown

Summary of changes made since the Regulation 18 2024 Consultation:

- An overall vision has been added for Western Basingstoke. This is relevant to Policies SPS5.1, SPS5.2 and SPS5.3.
- The land south of the railway has been removed and separated into its own policy (Policy SPS5.2, Land North of Pack Lane). This reflects the fact that the majority of Northern Manydown already has planning permission, whereas the land south of the railway does not, and there is an opportunity for it to be comprehensively planned with Southern Manydown (Policy SPS5.3).
- The land at Becketts Rise in Worting has also been removed from the site allocation boundary as the development on this land is already completed.
- Wording has been added on protecting and enhancing the ecological network including rare arable flora, Ancient Woodlands, and Sites of Importance for Nature Conservation, linking to opportunities identified in the Hampshire Local Nature Recovery Strategy (LNRS).
- Wording has also been added to the policy on securing 10% BNG and ensuring the protection of groundwater.

Policy SPS5.1: Northern Manydown

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Provide for the phased delivery of approximately 3,700 dwellings;
- b) Be in accordance with the principles of the Concept Plan and the Manydown Development Brief Supplementary Planning Document (2016);
- c) 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 Show people in the borough, such needs being identified in the council's Gypsy and Traveller Accommodation Assessment (and any updates);
- d) 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;
- e) 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;
- f) Include appropriate green space and 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;

- g) Make provision for a country park, as identified on the Policies Map, which is accessible to existing nearby residential areas;
- h) Respond positively to the special characteristics and sensitivities of the landscape, including the setting of the North Wessex Downs National Landscape, 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;
- i) Conserve and enhance the architectural and historic significance of the Worting Conservation Area and its listed buildings including Worting House, respecting their setting, and ensuring sufficient mitigation is put in place when required;
- j) 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;
- k) 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;
- l) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats, including rare arable flora, Ancient Woodlands and Sites of Importance for Nature Conservation within and adjacent to the site are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- m) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan; Opportunities will be taken to secure the creation and management of linkages between existing woodlands;
- n) 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;
- o) 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;

- p) Evaluate a range of options during the detailed masterplanning 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;
- q) 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;
- r) Incorporate and/or promote renewable and low-carbon energy technologies;
- s) 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;
- t) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design, infiltration features and any necessary mitigation. This should include assessment of contamination migration risks from the railway and land to the south of the railway line (Land at Old Kempshott Lane);
- u) Ensure adequate infrastructure is provided for sewerage (on and off site) and surface water drainage and produce a drainage strategy;
- v) Ensure that it is well integrated with development at Land north of Pack Lane (Policy SPS5.2) and Southern Manydown (Policy SPS5.3).

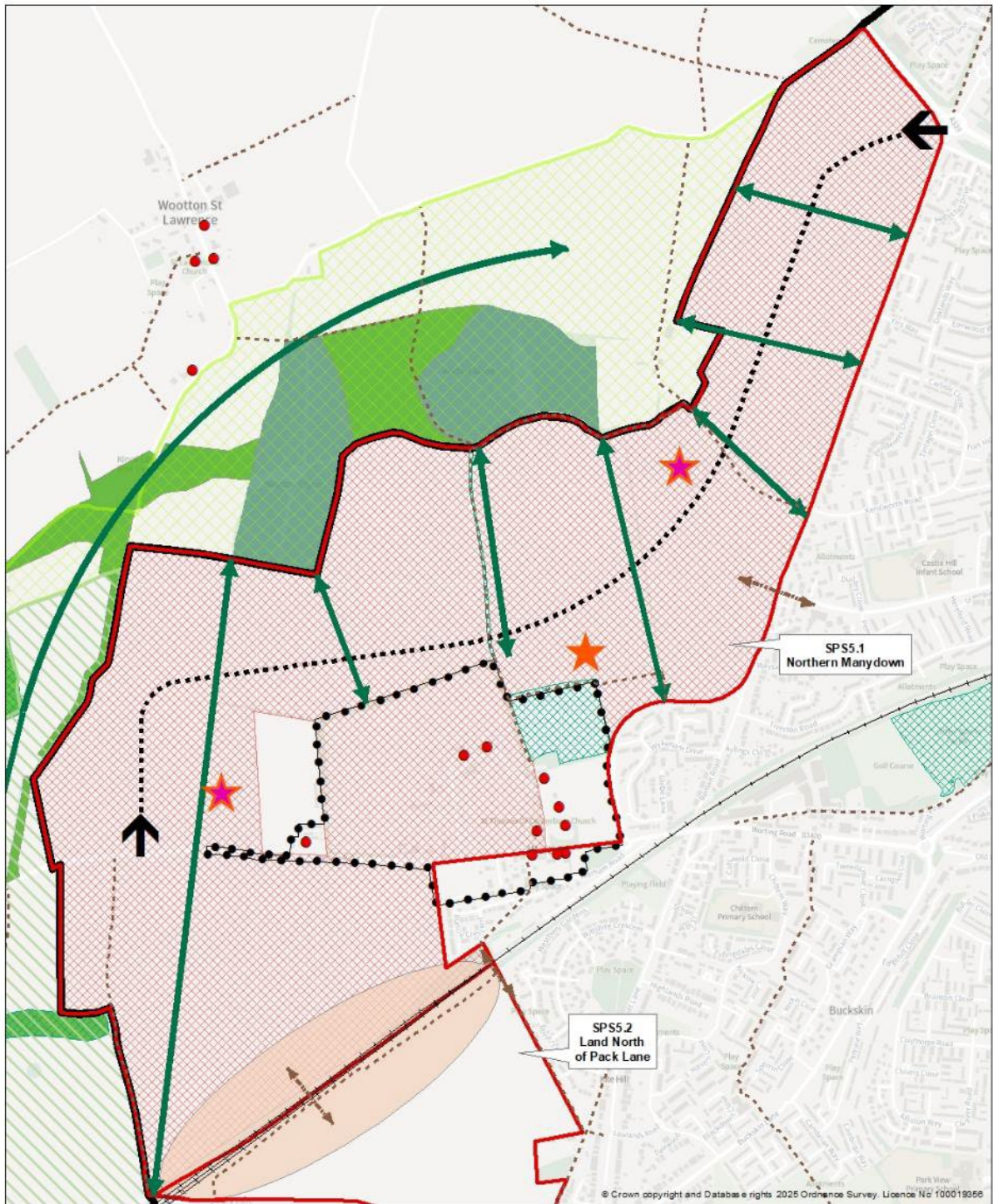
5.42 The land at Northern Manydown was allocated for a high quality, sustainable new development of approximately 3,400 new homes in the Local Plan 2011-2029. The proposal will sensitively respond to the site's opportunities and constraints, in particular its landscape and biodiversity context, heritage assets, and relationship with existing communities.


5.43 The council adopted a Development Brief SPD in December 2016 that provided further guidance about the design, layout and infrastructure requirements of the development.

5.44 A large area of the site has since received outline planning permission for up to 3,520 dwellings. In addition to the housing, the development includes local centres containing community and retail floorspace, two primary schools, safeguarded land for a secondary school, and a country park. It is expected that the first homes will be delivered in 2026/27. A further 104 dwellings have also been permitted at Worting Park within the site allocation.

5.45 There is some further land within the site allocation around Worting at Scrapps Hill that does not yet have planning permission, and this is expected to accommodate approximately 80 further dwellings.

Figure 5.5: SPS5.1 Northern Manydown Illustrative Concept Plan



Key					
	Site Allocation Boundary		Mixed Use Centre and Primary School		Strategic Gap
	Settlement Policy Boundary		Secondary School		Site of Importance for Nature Conservation (SINC)
	Land with planning permission		Land Safeguarded for Railway Crossing		Conservation Area
	Principal Access		Indicative Alignment of green corridor		Listed Building
	Indicative pedestrian and cycling access		Country Park		Public Right of Way
	Potential Link Road		Existing Trees to be Retained		Railway
			Ancient Woodland (SINC)		

Policy SPS5.2: Land North of Pack Lane

Summary of changes made since the Regulation 18 2024 Consultation:

- This land was included in the North Manydown site allocation in the adopted Local Plan (Policy SS3.10) and the 2024 draft Regulation 18 Plan (Policy SPS5.1). However, this site has now been separated out into a new site allocation with a new policy in recognition of the fact that it does not have planning permission and to allow it to be planned comprehensively with Southern Manydown.

Policy SPS5.2: Land North of Pack Lane

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Make provision for the delivery of:
 - i. Approximately 300 homes;
 - ii. 5% serviced plots for custom and self-build homes; and
 - iii. Permanent Gypsy and Traveller pitches proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;
- b) Be in accordance with the principles of the Concept Plan, and with the Masterplan for Western Basingstoke which will be adopted as a Supplementary Planning Document;
- c) Ensure the development is integrated with, and well related to the existing neighbouring communities, and the new sites at Northern Manydown (Policy SPS5.1) and Southern Manydown (Policy SPS5.3) in terms of siting, scale, layout, and integration with walking and cycle routes;
- d) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. Particular regard should be paid to the setting of the North Wessex Downs National Landscape and the historic landscape character of the site;
- e) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- f) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
- g) Provide for the retention and careful management of important archaeological remains within the site in a manner appropriate to their significance;

- h) Preserve or enhance the significance, setting, character and appearance of Worting conservation area through the protection of views to and from it;
- i) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design, infiltration features and any necessary mitigation. This should include assessment of contamination migration risks from the railway and land to the south of the railway line (Land at Old Kempshott Lane);
- j) Ensure that appropriate flood risk management measures are provided including sustainable drainage systems (SuDS);
- k) Ensure that noise impacts are successfully mitigated through suitable measures, in particular in locations close to the railway line;

Infrastructure

- l) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that the site's infrastructure requirements have been comprehensively planned and phased with the wider Manydown area (Policy SPS5.1 and SPS5.3);
- m) Make on-site provision for suitable amounts of open/green space including allotments in accordance with the council's Green Space standards in a manner that is well related to the overall layout and character of the development, taking account of how it relates to its surroundings. The green infrastructure provision will incorporate effective green infrastructure links (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which links to the surrounding countryside, habitats, Public Rights of Way and other walking/cycling links. The delivery of green space and play will be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied;
- n) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

Transport

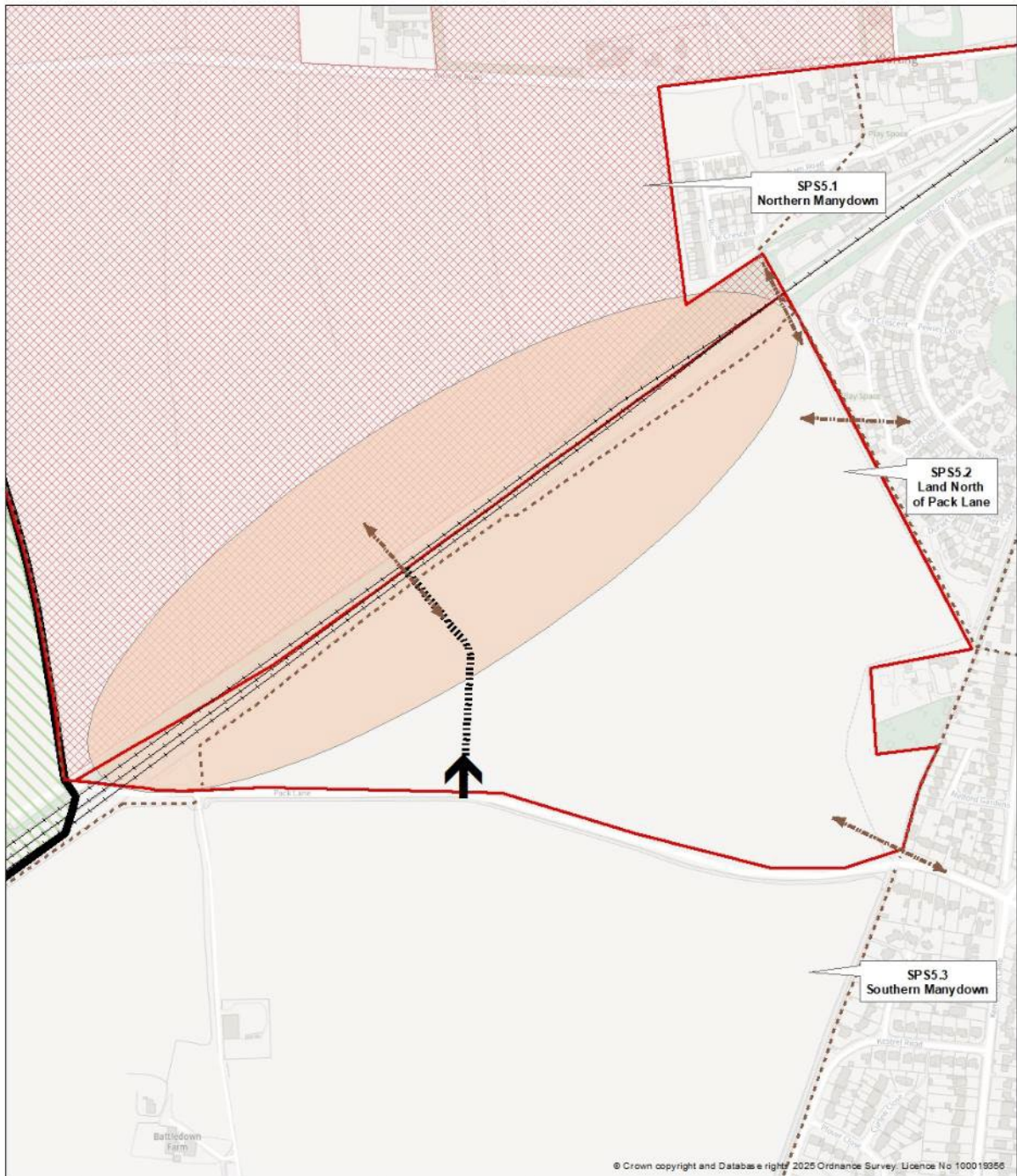
- o) Ensure that safe, suitable and convenient access for all users is provided from Pack Lane, prioritising active travel and access to high quality public transport services;
- p) Demonstrate that the location and the design of the means of access does not prejudice the provision of safe, suitable and convenient access to serve Southern Manydown;
- q) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Minimise the need to travel and prioritises and promotes active travel and public transport use within and beyond the site, to minimise the transport impacts arising from the development;
 - ii. Ensure that the development will not have a severe adverse impact on the local and strategic highway networks, nor an unacceptable impact upon highway safety, when considered cumulatively with surrounding

development including Southern Manydown, with the inclusion of suitable measures to mitigate the impact. This mitigation will include improvements to Fiveways junction and the B3400 corridor, as well as measures to prevent impacts upon rural roads and surrounding communities;

- r) Safeguard land and contribute towards a new crossing of the railway between the site and Northern Manydown, and a corridor across the site between the crossing and Pack Lane. This will provide a connection between the sites for active modes, as well as providing a connection for public transport, unless it can be demonstrated that it is not required to serve the development and achieve the Vision for Western Basingstoke;
- s) To improve the existing railway crossing, and provide an active modes corridor across the site between the crossing and Pack Lane, well integrated with the walking and cycling routes in Southern Manydown.

- 5.46 The Land North of Pack Lane (formerly known as Parcel 6A) is allocated for development in the current local plan but restricted to a total yield of 300 homes due to concerns about the operation of the Fiveways junction. The capacity of the site is also limited by the need to safeguard land for a crossing of the railway. It is possible that if the constraint at Fiveways could be overcome, a design solution could enable the site to accommodate more than 300 units.
- 5.47 Due to the site's close physical and functional relationship with Southern Manydown, the sites must be masterplanned together. Their infrastructure requirements, including highways infrastructure, must be considered comprehensively including how these will be phased and delivered alongside the development to ensure the Vision for Western Basingstoke is achieved.
- 5.48 In order to ensure that the communities in Northern and Southern Manydown are provided with a genuine choice of transport modes, whilst promoting social inclusion with easy active travel connections that enable and support healthy lives, it is important that these communities are well connected, with direct, safe and convenient access over the railway lines. Therefore, the developments will also need to deliver a new active modes crossing of over the railway lines together with suitable improvements at the existing footbridge (near Dorset Crescent) and the provision of well-designed, clear and legible active travel connections to/from each crossing (taking into account safe routes to school and other key destinations).
- 5.49 The new railway crossing will also need to accommodate suitable public transport services, unless it can be demonstrated to the satisfaction of the Local Planning Authority and the Local Highway Authority that suitably attractive, rapid and frequent public transport services can be provided without the use of the new crossing. This will include the provision of any consequentially wider transport improvements (including at the Fiveways junction) that would be needed to achieve this.

Figure 5.6: SPS5.2 Land North of Pack Lane Illustrative Concept Plan



- Key**
- Site Allocation Boundary
 - Settlement Policy Boundary
 - Land with planning permission
 - ➔ Principal Access
 - ↔ Indicative pedestrian and cycling access
 - Indicative Alignment of Active Travel and Public Transport Corridor
 - Land Safeguarded for Railway Crossing
 - + + + Railway
 - Public Right of Way
 - Strategic Gap

Policy SPS5.3: Southern Manydown

Summary of changes made since the Regulation 18 2024 Consultation:

- Further masterplanning work has been undertaken to refine the site's boundary and its capacity. This has resulted in the overall capacity of the site being reduced to 6,000 dwellings, subject to further refinement including understanding the density of development linked to Garden City principles and the overall vision.
- The proposed settlement policy boundary has been reviewed and this has resulted in a small increase in the developable area north of Jeffery's Copse (on the western boundary, adjacent to Oakley) that responds to the site's topography. At the southern end of the site the development has been pulled away from North Waltham so that it would be screened behind the Beech Break to the north of the village.
- The concept plan includes a planting buffer along the site's western boundary to screen the development from the wider landscape and provide improved ecological connectivity between the ancient woodlands. Further green connections are shown within the site to ensure that impacts upon the ancient woodlands are avoided.
- The specific site for the new hospital and employment uses has been identified, and wording has been added to clarify that employment uses includes logistics and industrial floorspace.
- The policy maintains its focus on prioritising active travel and public transport, and highlights some of the key areas where off-site highways mitigation would be required. Wording has been added to ensure the developments at SPS5.1, SPS5.2 and SPS5.3 have public and active travel corridors throughout, including a new active modes crossing over the railway line.
- Wording has been added to ensure the protection of groundwater, enhance and protect the ecological network, and ensure lighting impacts are minimised.
- Wording has been added on retaining the Scheduled Monument as an area of multifunctional green space, forming a heritage park.

Policy SPS5.3: Southern Manydown

Southern Manydown forms part of the new community for Western Basingstoke as shown on the Policies Map and is allocated for a well-designed and sustainable development that will:

Amount and Type of Development

- a) Make provision for:
 - i. Approximately 2,750 homes within the plan period (approximately 6,000 homes in total);
 - ii. Specialist accommodation for older persons;
 - iii. 5% as serviced plots for custom and self-build homes;
 - iv. A new hospital and health campus;

- v. Employment uses including logistics and industrial floorspace, and other office/commercial uses;
- vi. Education facilities;
- vii. Mixed use centres providing a range of retail, leisure, cultural, community, health, service and employment facilities; and
- viii. Permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment.

Development Principles

Masterplanning

- b) Be in accordance with the Vision for Western Basingstoke and the principles set out in:
 - i. The Concept Plan;
 - ii. A Masterplan for Western Basingstoke which will be adopted as a Supplementary Planning Document;
 - iii. A Strategic Design Code for Southern Manydown which will be required prior to the grant of a full planning permission or the first reserved matters within a phase;
- c) Enable the hospital and associated health campus, storage and distribution floorspace, and transport interchange to be located close to Junction 7 of the M3 and the A30 to reinforce the role of this area as a gateway to Basingstoke;

Design and Landscape

- d) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. Particular regard should be paid to the setting of the North Wessex Downs National Landscape and the historic landscape character of the site. Visual intrusion into the wider landscape, including by way of lighting, will be limited and the height, design and layout of development on the higher ground and on the outward facing edges of the site will enable a suitable transition to the adjacent countryside;
- e) Ensure development is sympathetically integrated with and connected to existing communities in western Basingstoke, and new communities including North Manydown and Hounsome Fields;
- f) Retain the physical and visual sense of separation between the development and Dummer, North Waltham and Oakley, and retain those villages' separate and historic identities. The development will maintain the relevant strategic gaps;

Biodiversity

- g) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated

as a last resort, avoiding the loss or deterioration of irreplaceable habitat and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network, including Old Down and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;

- h) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an Overall Biodiversity Gain Plan.

Heritage

- i) Preserve or enhance the significance, setting, character and appearance of the conservation areas in Dummer, North Waltham, Church Oakley and Worting through the protection of views to and from those conservation areas;
- j) Preserve the significance of listed buildings, including the Grade II listed Breach Farmhouse and Southwood Farmhouse, through preservation of their settings by provision of sufficient space and landscape buffers around the buildings;
- k) Provide for the retention and careful management of important archaeological remains within and adjacent to the site, including the Battledown Scheduled Monument, in a manner appropriate to their significance with a sensitive landscaping strategy;

Flooding and Pollution

- l) Ensure that appropriate flood risk management measures are provided including sustainable drainage systems (SuDS);
- m) Ensure the protection of groundwater and sensitive receptors (including ancient woodland and ancient and veteran trees) by undertaking a Hydrogeological Risk Assessment to inform development design, infiltration features and any necessary mitigation;
- n) Ensure that noise impacts are successfully mitigated through suitable measures, in particular in locations close to the railway line and close to the non-residential development;
- o) Ensure that lighting impacts are minimised, in particular in locations close to the rural edges of the site and close to woodlands;

Infrastructure

- p) Provide an Infrastructure Delivery Strategy with each full or outline planning application to identify the total infrastructure requirements of the site and Land north of Pack Lane (Policy SPS5.2), and to demonstrate that the infrastructure required across the Local Plan Period and at full build out, has been comprehensively planned and phased.

Energy

- q) Incorporate renewable and low carbon energy technologies including investigating opportunities for district heating using waste heat generated by the hospital and health campus;

Social and community

- r) Make on-site provision for three primary schools (three 3 form of entry), a special educational school, and one secondary school. The location of the school sites, the design of the surrounding movement network, together with the operation of School Travel Plans should encourage (inc. staff, pupils and parents) to travel by active travel as well as to/from the nearest public transport services, whilst also making suitable provision for access by dedicated school transport services;
- s) Make on-site provision for community facilities, early years childcare facilities, healthcare facilities, and indoor and outdoor sports facilities which will meet the needs of the new development, as required by the council's Infrastructure Delivery Plan;

Green Infrastructure

- t) Include on-site provision for suitable amounts of open/green space including allotments in accordance with the council's Green Space standards in a manner that is well related to the overall layout and character of the development, taking account of how it relates to its surroundings. The green infrastructure provision will incorporate effective green infrastructure links (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which links to the surrounding countryside, habitats, Public Rights of Way and other walking/cycling links. The delivery of green space and play will be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied;

Access, Movement and Connectivity

- u) Make provision for safe, suitable and convenient access for all users prioritising active travel, and access to high quality public transport services that offer a genuine choice of transport modes;
- v) Demonstrate that the design of the means of access and the associated highway improvements take into account the full build out of the development, and do not prejudice the provision of safe, suitable and convenient access to serve Oakdown Farm via the A30) and Land North of Pack Lane (Policy SPS5.2).
- w) Be subject to the submission of a detailed Transport Assessment and supporting site wide Travel Plan that seeks to:
 - i. Minimise the need to travel, and prioritise and promote active travel and public transport use within and beyond the site, together with suitable demand management measures to minimise the transport impacts arising from the development, following a 'Monitor and Manage' approach;
 - ii. Ensure that the development, when considered cumulatively with surrounding development, will not have a severe adverse impact on the local and strategic highway transport networks (including the Public Rights of Way network and associated level crossings), nor an unacceptable

impact upon highway safety, with the inclusion of suitable measures to mitigate the impact. This will include transport improvements to access the town centre, including upon the A30 and the B3400 corridors (including at the Fiveways junction), as well as suitable measures to prevent unacceptable highway safety impacts upon the surrounding movement networks, including the rural roads and within surrounding communities.

- x) Provide layouts, street designs and associated measures that prioritise and maximise active travel and enable the site to be serviced by attractive public transport services. This will include a suitable Access, Movement and Place Strategy covering:
- i. The phased delivery of an active travel and public transport corridor between the A30 and Pack Lane designed to integrate with the Land North of Pack Lane (Policy SPS5.2) and the onwards connectivity with North Manydown (Policy SPS5.1);
 - ii. The provision of suitable traffic management measures to control access by general traffic and to prevent open access between the A30 and Pack Lane, other than by active travel and public transport services;
 - iii. Contribute towards the delivery of a new railway crossing and improvements to the existing footbridge between Land North of Pack Lane (Policy SPS5.2) and Northern Manydown (Policy SPS5.1). This will provide active travel connections between the sites, and the new crossing will also be required to make provision for public transport connectivity unless it is demonstrated that it is not required;
 - iv. An assessment of the anticipated increased use of the existing Southampton and Exeter Parlour Gates railway level crossings (connecting with Oakley Footpath 731) to ensure safe and suitable access for all users, including mitigations or the closure of these crossings and associated rerouting via the new railway crossing between Land North of Pack Lane (Policy SPS5.2) and Northern Manydown (Policy SPS5.1);
 - v. The provision of new high-quality public transport services to provide rapid and frequent access to/from Basingstoke Town Centre (including Basingstoke Railway and Bus Stations) and other local facilities and services. These will serve the residents and users of the first phases of development at the southern and northern parts of the site and subsequent phases thereafter, including Mobility Hubs and accessible and convenient boarding and waiting facilities, located to maximise access and encourage public transport use. All Mobility Hubs should be sensitive to their setting;
 - vi. An on-site dedicated network of segregated facilities for pedestrians and cyclists that integrate with the existing movement networks, including the Public Rights of Way network;
 - vii. The provision of new and improved off-site connections for pedestrians and cyclists, providing safe, suitable and convenient access to the surrounding communities, facilities, services and employment opportunities including Oakley village centre and Basingstoke town centre. This will include improved walking and cycling provisions along the A30 corridor, Pack Lane and on Buckskin Lane;

y) Provide details of a parking strategy for the site;

Utilities

z) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

- 5.50 Southern Manydown provides an opportunity to deliver a strategic-scale sustainable development that will provide for a significant proportion of the borough's housing needs, within this Plan period and beyond. The scale of the development will allow the creation of an infrastructure-rich and healthy net zero carbon new community through exemplar design that will proactively address the council's Climate Change and Ecological emergencies.
- 5.51 It is expected that approximately 2,750 homes will be provided on the site over the plan period, with the site accommodating approximately 6,000 new homes in totality, including a significant number of affordable homes, along with supporting community and social infrastructure. It is anticipated that the first housing could be delivered from 2032/33, and there is an opportunity for the landowners to bring forward development at both the northern and southern ends of the site to increase the delivery rate within the plan period. The Concept Plan identifies land with capacity to deliver more than 2,750 homes in the first phase (up to 2042) to provide flexibility to respond to site circumstances.
- 5.52 In addition to housing, a new health campus and a range of employment uses will also be accommodated at the southern end of the site close to junction 7 of the M3 and the A30.
- 5.53 The health campus will include a new specialist hospital alongside other services and research facilities allowing mutual cooperation and innovation, and will require a helipad. The health campus buildings will be contained within the built-up area, and land in the Hospital Trust's ownership in the Strategic Gap will be used for landscaping and open space, as part of improving access to restorative environments for patients and visitors. The health campus will serve residents from across North Hampshire and deliver a range of health, economic and social benefits. The design and layout of the new hospital will include suitable access for emergency vehicles (including under blue light conditions) and direct access to the public transport services, including suitable waiting and boarding facilities. The new hospital would need to be well connected to Basingstoke and the surrounding area by public transport, and have easy access to local retail, services and facilities for both staff and visitors via active travel within the wider site.
- 5.54 The employment uses will include storage and distribution floorspace, as well as industrial and office floorspace, to meet needs. The layout and design of these uses and the surrounding movement network, together with the operation of Workplace Travel Plans, should encourage users (inc. staff, patients and visitors) to travel by active travel as well as to/from the nearest

public transport services, whilst also making suitable provision for access by delivery, collection and service vehicles.

Masterplanning and infrastructure principles

- 5.55 The scale and complexity of planning the future of Southern Manydown requires that a series of stages be followed to ensure a coordinated approach to development. This will ensure that the site and its individual phases are developed comprehensively and delivered to a consistently high standard.
- 5.56 The Concept Plan for Southern Manydown provides a broad overview of how the site is expected to be developed within the Plan period, set within a wider vision for the area.
- 5.57 However, given the scale and complexity of the site, the council will work with the site promoters to produce a more detailed Masterplan for Western Basingstoke that will be adopted as a Supplementary Planning Document which will be a significant material consideration in the determination of any future planning applications. This will be informed by the site promoters' emerging Sustainable Transport Strategy and provide a more detailed framework to guide future planning applications. This Masterplan will include a site wide Framework Plan, Parameter Plans, an Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and the responsibilities for its delivery.
- 5.58 Through the planning process, site-wide frameworks and strategies will be required to be produced to ensure a comprehensive approach to the planning of the site and the delivery of infrastructure. These will be supported by a Strategic Design Code for Southern Manydown which will be produced either by the Local Planning Authority (LPA) or the developer in agreement with the LPA prior to the approval of the first full or reserved matters planning application. This approach will ensure consistent quality and delivery across the site by different developers. The Masterplan and Strategic Design Code will be subject to local consultation and engagement involving the neighbouring communities.
- 5.59 The site is within the ownership of three separate landowners, and it will be necessary to ensure a coordinated approach is taken to deliver the necessary infrastructure, facilities and services to meet the needs of the new community. This should also take into account the needs arising from development on Land North of Pack Lane (Policy SPS5.2). Suitable infrastructure will be provided when it is required, and the landowners will jointly produce an Infrastructure Delivery Strategy to demonstrate that its provision has been coordinated and fairly shared.

Landscape-led design

- 5.60 Southern Manydown will be a distinctive and well-designed development that will respond to its environmental setting and wider spatial context and create

an attractive gateway into Basingstoke. The site will be well integrated with the other developments taking place to the west of Basingstoke (including northern Manydown which has consent for up to 3,520 dwellings and the site allocation at the Land North of Pack Lane) to provide a comprehensive and cohesive expansion to the west of the town which creates a new community in line with the vision.

- 5.61 The development will have a focus upon people and the provision of local facilities and services to meet the majority of people's day to day needs, including a network of centres in accessible locations to create walkable neighbourhoods.
- 5.62 The design, layout and scale of the development will be landscape-led, and its structure will be informed by the local topography including ridgelines and other landscape features. The land rises from the north and the south to a high point around South Wood, with a prominent ridgeline running in a south-west to north-east direction across the southern part of the site. It will be particularly important to consider the impact of development on the higher land and more visible slopes, and ensure any impacts are minimised.
- 5.63 A Landscape and Visual Impact Assessment will be required to inform the development and layout, to ensure there would be no significant impacts on longer distance views, including from the North Wessex Downs National Landscape, public rights of way and surrounding villages. Subject to an assessment of the specific impacts, higher storey heights and densities within residential areas will usually be expected around centres, and along public transport routes, with lower density development in more peripheral areas and on the rural edge. The site's natural features will inform unique character areas that will create a legible, distinctive place.
- 5.64 It will be particularly important to ensure that taller and larger-scale buildings respond to these sensitivities. The employment buildings and the hospital should be contained on lower ground within the A30 corridor to ensure they are not visible beyond the ridge. The design and layout of these uses will need to respond positively to the topography of their sites and have particular regard to the setting of Dummer conservation area.
- 5.65 In order to ensure there is an appropriate transition to the countryside and to avoid a hard edge to development, the layout of development on the higher ground and along the rural edges of the site will be of a lower density and scale with a greater separation between buildings. New and enhanced green infrastructure including tree planting will be required on the highest points of the site to provide a treed horizon, and care should be taken to prevent light spill. Open spaces along the edge should incorporate suitable levels of planting (including native trees and hedging) to help give a soft transition to the countryside. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards and also avoid prominent parking areas on the edge of the site. The site allocation includes undeveloped land, which contributes to the green infrastructure network, and

can be used to accommodate biodiversity enhancements and some types of natural greenspace.

- 5.66 The development will be well integrated with western Basingstoke but will retain its separation from surrounding rural settlements. Strategic Gaps have been identified between the site and North Waltham and Oakley to prevent coalescence. These gaps also contribute to the site's green infrastructure network but are unlikely to be suitable for uses with a more urban character such as sports pitches or allotments.
- 5.67 Reinforced planting (at least 50m deep, with a minimum 30m of woodland) will be required along the western edge of the development to mitigate the visual impact of the development and to connect the blocks of woodland. Additional planting will also be required along the northern edge of Maidenthorn Lane and along the A30 to screen and soften the appearance of the hospital and the employment uses. New planting must be provided at the outset of the development to enable it to grow and mature before development takes place.

Green and blue infrastructure, and biodiversity

- 5.68 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.
- 5.69 The site supports high levels of biodiversity and contains several Sites of Importance for Nature Conservation (SINCs), the majority being ancient woodlands and one designated for supporting rare arable flora. Notable and protected species are known to be located on or around the site, such as farmland birds, dormice and bats. The site's layout will be underpinned by an understanding of the site's existing ecology and green infrastructure, including those areas not previously assessed for SINC status, so that key ecological areas and features are avoided by development and instead enhanced and connected to the wider environment.
- 5.70 Ancient woodlands will be protected from impacts related to development such as habitat loss and fragmentation, increased recreational pressure and pollution. A package of measures will be developed to ensure development does not result in their deterioration, comprising buffer zones 30-50m deep (depending upon the sensitivities of the location) to mitigate edge effects on the woodland, a comprehensive green infrastructure network to redirect recreational pressure away from the woodlands (including large green spaces for recreation and ecological corridors to ensure habitats are not fragmented and isolated from the landscape) and long-term woodland habitat management plans to ensure habitat resilience in the future. A suitable compensation strategy will need to be developed and implemented in advance of the loss of the Manydown Rare Arable Plant Margins SINC. It will be expected that the development will not result in an overall reduction in the

area and spread of rare arable plants across the locality, which is currently recognised as a nationally important arable plant area.

- 5.71 Opportunities to enhance existing habitats will need to be taken and the masterplan will identify opportunities to improve habitat connectivity within and beyond the site on a landscape scale, including through the creation of north-south and east-west ecological corridors that will connect the existing woodland blocks, taking into account the opportunities identified by the Local Nature Recovery Strategy (LNRS). It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy. Indirect impacts on habitat features within and/or adjacent to the site will need to be considered and addressed separately and transparently. BNG calculations can incorporate some habitat-based mitigation and compensation up to no net loss (not including compensation for impacts on irreplaceable habitat), with the required 10% to come from additional measures, in line with government guidance.

Heritage

- 5.72 Development must also respect heritage including retaining, protecting and positively responding to the Battledown Scheduled Monument, an Iron Age settlement within the site. This is likely to require the use of appropriate buffers and a sensitive landscape strategy. The Scheduled Monument would be retained as an area of multifunctional green space and would form a heritage park that would support a range of environmental, recreational, educational and cultural functions. The design and layout of the heritage park would be informed by the archaeological sensitivity of different parts of the monument.
- 5.73 A Roman road forms the eastern boundary of the site and this and other components of the historic landscape should be retained within the site's green infrastructure. The site contains other areas of archaeological potential, some of which may need to be retained in situ, and the masterplan should respond to any sub-surface heritage assets according to their level of significance. Where archaeological assets are agreed not to be retained they will be subject to mitigation by recording with appropriate community engagement.
- 5.74 It will also be necessary to ensure development preserves the significance, character and appearance of other designated local heritage assets, including the rural setting of the conservation areas in Dummer, North Waltham and Church Oakley. There are also two Grade II Listed Buildings within the site which should be retained within sufficient space and buffered from new development to preserve their sense of rural setting and context.

Infrastructure

- 5.75 The mixed-use centres will provide a mix of uses to meet local needs and foster healthy and sustainable lifestyles, and will be well connected by active travel and by public transport. Within the centres, the amount of retail floorspace will be suitable in scale to the level of growth proposed and commensurate to the centres' sizes, and not have a significant adverse impact upon existing centres.
- 5.76 The development will include on-site infrastructure to support and develop the new community including schools, community facilities, healthcare uses, sports and leisure facilities, and green uses commensurate with the number of homes in the development (also taking into account the cumulative requirements with Land North of Pack Lane), and as set out in the council's Infrastructure Delivery Plan. The infrastructure will be suitably phased to ensure it is available at the time it is needed. As development will be phased from the northern and southern ends of the site, it will be necessary to ensure suitable facilities are easily accessible via active travel and public transport to all residents when they occupy their homes. The design and location of these facilities should take into account their future management, and it is expected that the sports pitches will be grouped and co-located with community facilities to form 'sports hubs'.
- 5.77 The development will include affordable housing, older persons' accommodation, plots for custom and self-build housing, and gypsy and traveller pitches to create a diverse and sustainable new community. It is expected that older persons' accommodation will be provided in or near the centres where there is the best access to facilities and services. The plots for custom and self-build housing should be brought forward in groups to create distinct custom and self-build areas.
- 5.78 Opportunities for district heating using waste heat from the hospital and health campus should be investigated fully by the applicant to determine its feasibility and viability. It will also be necessary to demonstrate that suitable utilities can be provided in a timely manner that provides minimal disruption to local residents.

Access, Movement and Connectivity

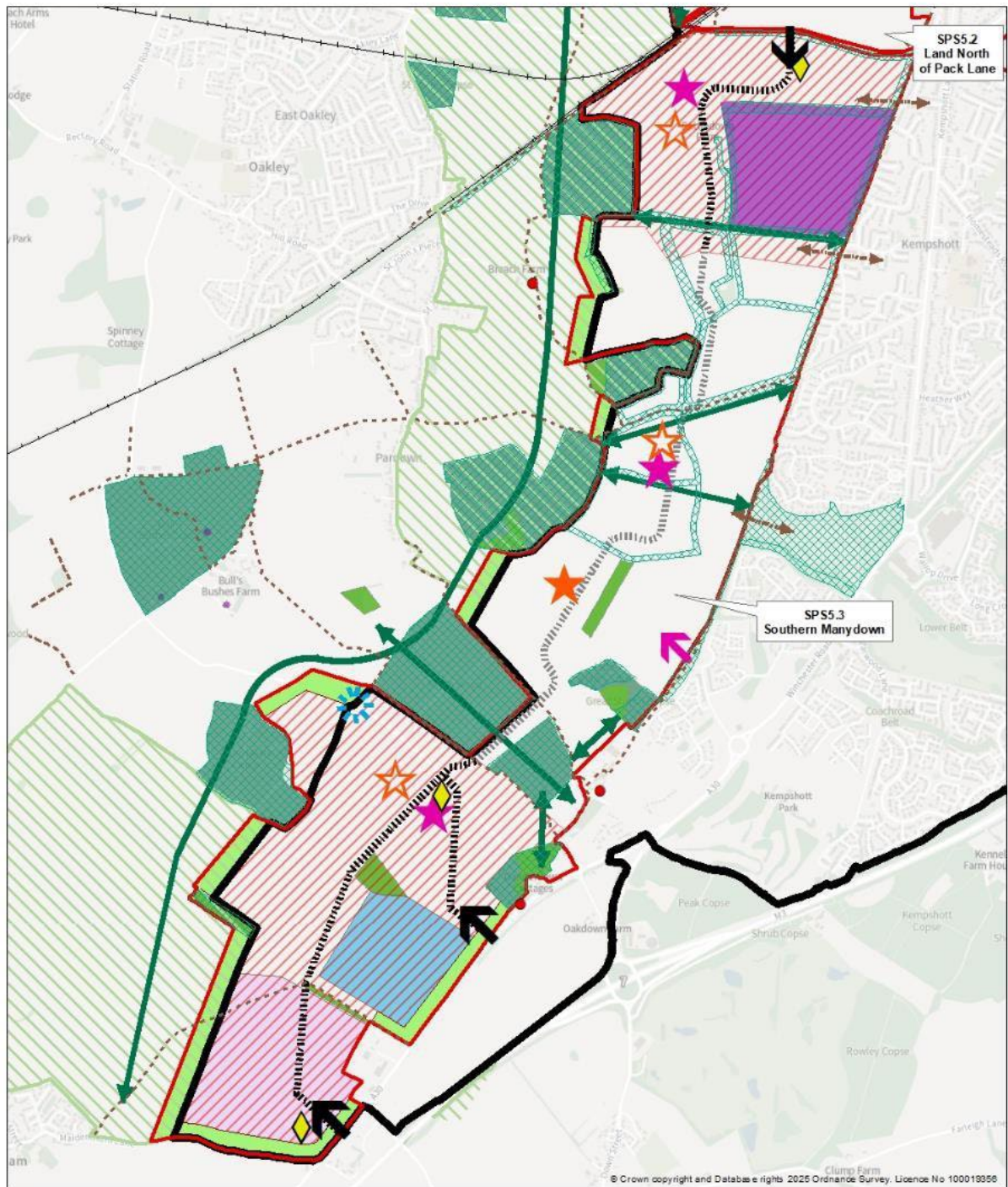
- 5.79 Development proposals will be informed by a detailed Transport Assessment (TA) and supporting Travel Plan, which takes into account the full build out of the development on this site, the storage and distribution uses at Oakdown Farm, and Land North of Pack Lane (Policy SPS5.2) as well as suitable connectivity to/from Northern Manydown (SPS5.1) and other surrounding communities. This must set out an ambitious strategy to reduce the need to travel offsite together with suitable demand management measures to minimise the transport impacts arising from the development, whilst maximising opportunities for active travel and public transport use to achieve mode share targets in line with Garden City Principles.

- 5.80 To achieve these, the site's internal design and movement network will need to include layouts, street designs and dedicated transport infrastructure that give priority to active travel and public transport services within and beyond the site. The design and delivery of the site's movement network shall be phased to offer a genuine choice of transport modes and will be in place to serve the residents and users of the first phases of development at the southern and northern parts of the site, and subsequent phases thereafter.
- 5.81 A continuous transport corridor providing priority for active travel and public transport will be completed beyond the plan period and run through the site providing connectivity between the southern and northern parts of the site, with suitable connections to/from the A30 and Pack Lane, to provide attractive and direct connections towards Basingstoke Town Centre and other key destinations.
- 5.82 To ensure that the communities in Northern and Southern Manydown provide a genuine choice of transport modes, whilst promoting social inclusion with easy active travel connections that enable and support healthy lives, it is important that these communities are well connected with direct, safe and convenient access over the railway lines. Therefore, the developments (Policies SPS5.2 and SPS5.3) will also need to deliver a new active modes crossing over the railway lines between the Land North of Pack Lane (Policy SPS5.2) and Northern Manydown (Policy SPS5.1), together with suitable improvements at the existing footbridge (near Dorset Crescent) and the provision of well-designed, clear and legible active travel connections to/from each crossing (taking into account safe routes to school and other key destinations).
- 5.83 The new railway crossing will also need to accommodate suitable public transport services, unless it can be demonstrated to the satisfaction of the Local Planning Authority and the Local Highway Authority that suitably attractive, rapid, frequent and high-quality public transport services can be provided without the use of the new railway crossing.
- 5.84 To encourage active travel and regular use of the public transport services, the development will provide a high quality dedicated pedestrian and cycle network (including segregated facilities where appropriate) that will provide safe, suitable and convenient access to the nearest bus stops as well as the local facilities and services necessary to enable residents to meet their day-to-day needs, and connect with neighbouring developments and communities, Basingstoke Town Centre (including the Railway and Bus Stations) and other key destinations such as the country park in Northern Manydown (Policy SPS5.1) and the Basingstoke Leisure Park. The active modes network shall include safer routes to school (on and off-site) that encourages active travel by users (inc. staff, pupils and parents) as well as being integrated with the public transport services, including accessible and safe boarding and waiting facilities (including Mobility Hubs). The Mobility Hub and transport interchange will provide high quality and accessible facilities that act as focal points for public and shared transport, including supporting facilities such as car club parking, EV charging facilities for visitors, secure cycle parking and other

measures to provide focal points for public and shared transport and access to attractive public transport services for travel within and beyond the site. The hub should be sensitive to its setting in terms of design and layout, and incorporate green features to minimise the hard standing.

- 5.85 A parking strategy will be required that sets out the approach to ensuring that the parking provisions across this site will be well designed and available in the right locations. The design of the various parking facilities for all users will need to respond positively to the character and appearance of the street scene and the surrounding area, whilst reflecting the different levels of accessibility across the site, and the proximity of the local services and facilities as well as the active travel and public transport routes. The parking strategy will need to take a best practice approach that takes into account how it is anticipated that people's travel behaviours will change over time, including with respect to the increased use of EVs, car clubs, Mobility as a Service, Connected and Autonomous Vehicles and other emerging transport technologies.
- 5.86 The quantum of development at the northern end of the site accessed from Pack Lane together with the on-site traffic management measures to prevent access by general traffic from the south (except by public transport services) will be informed by the TA.
- 5.87 The development informed by the TA, will also need to provide off-site infrastructure to mitigate its impact upon the local and strategic highway networks, including the Pack Lane/B3400 corridor (including at the Fiveways junction) and the A30 corridor (including at the Southwood Corner junction). The specific mitigation measures will be informed by a 'Monitor and Manage' approach, which will monitor the impacts arising from the site, thereby enabling the mitigations to target those impacts.
- 5.88 Given the rural nature of some of the existing roads and lanes in this area, including those that provide access to the existing villages, the TA will also need to demonstrate how the impacts of the development traffic upon these routes will be appropriately monitored and mitigated (including during the construction phases of the development). The TA will also identify whether further improvements beyond the plan period are likely to be required, including engagement with National Highways with respect to the Strategic Road Network (including M3 junctions 7/8).
- 5.89 It is recognised that there are a range of options for how the site can be accessed and how its transport impacts can be mitigated. Other options will be further investigated to inform the final policy and masterplan.

Figure 5.7: SPS5.3 Southern Manydown Illustrative Concept Plan



Key

- | | | |
|--|---|---|
| Site Allocation Boundary | Hospital and health campus | Indicative Buffer Planting |
| Settlement Policy Boundary | Industrial and Logistics | Existing Trees to be Retained |
| Phase 1 (up to 2042) | Indicative Alignment of Active Travel and Public Transport Corridor | Ancient Woodland (SINC) |
| Principal Access | Phase 1 Phase 2 | Strategic Gap |
| Potential Alternative Principal Access | Mixed Use Centre | Scheduled Monument (Heritage Park) |
| Indicative pedestrian and cycling access | Primary School | Site of Importance for Nature Conservation (SINC) |
| Access to be managed | Secondary School | Listed Building |
| Mobility Hub | Indicative Alignment of green corridor | Public Right of Way |
| | | Railway |

Eastern Basingstoke

5.90 Land at Whitmarsh Lane (Policy SPS5.4), Redlands (SPS5.5), Redlands Lodge (Policy SPS5.6) and Sherfield Hill Farm (Policy SPS5.7) will form along with other already permitted development, a comprehensively planned new community on the eastern side of Basingstoke. The sites will be guided by the following vision:

The Council's Vision:

Development to the east of Basingstoke will create a new neighbourhood that provides a high-quality environment for residents with good connections to the surrounding communities of Basingstoke, Chineham, Lychpit, Sherfield Park and Sherfield-on-Loddon as well as the wider countryside. New developments will be well integrated with existing developments to create a holistic and well-planned area.

The development will incorporate high quality architecture that reflects local character, and generous green spaces to create a high-quality environment for residents. Homes will be built to the highest sustainability standards, and the architectural and urban design will support and embed healthy and sustainable lifestyles that will help to address the council's Climate Emergency declaration.

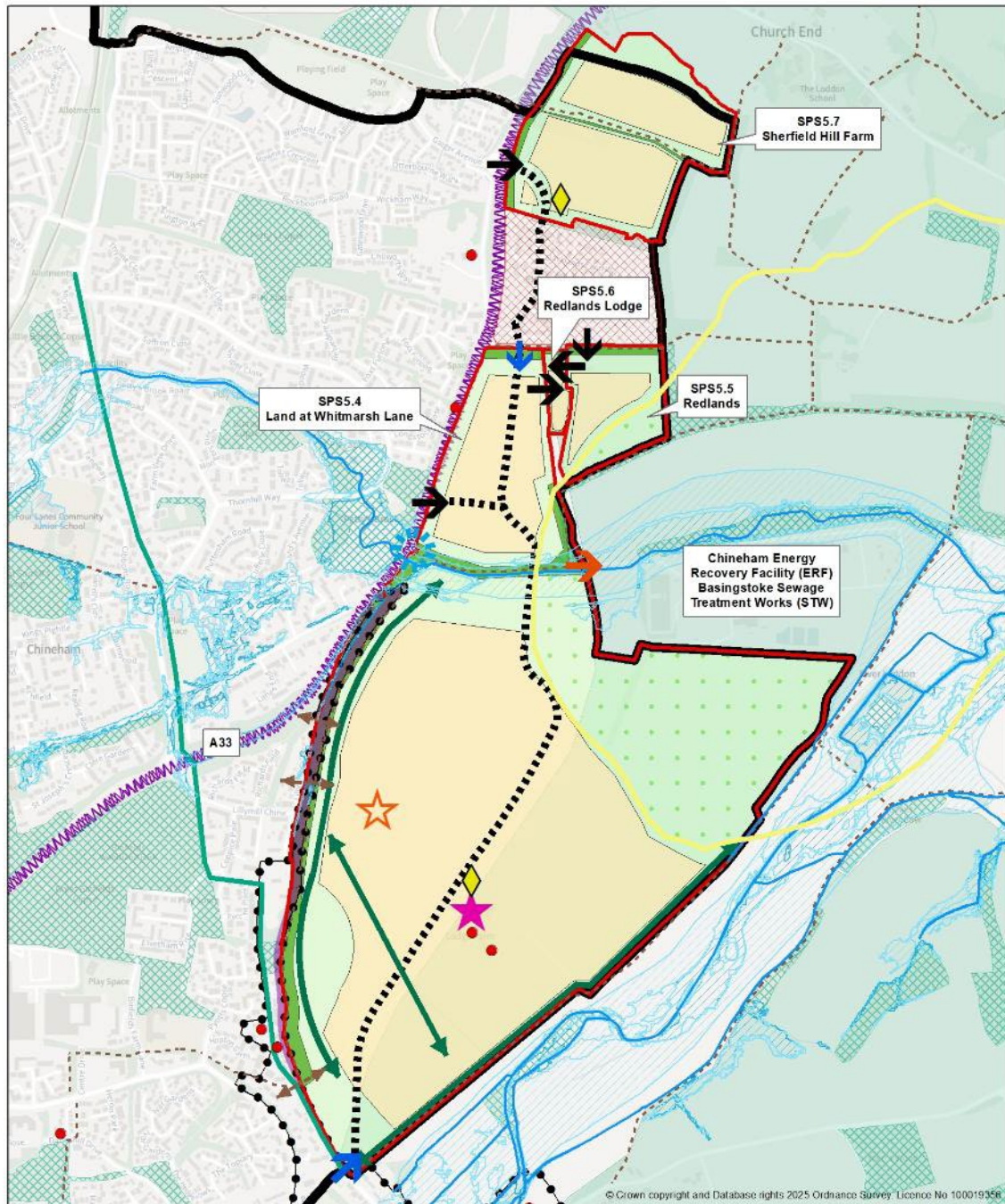
The development will incorporate high quality infrastructure including a mixed-use centre at the heart of the area with, a school, local shops and community facilities serving new and existing residents' day to day needs. The infrastructure across the whole area of Eastern Basingstoke will be comprehensively planned, and a coordinated approach will be required between landowners and sites – this is critical to the success of the vision, given the cumulative impact of the numerous individual proposed schemes.

A sustainable transport corridor will be required to provide an attractive and convenient link running through the heart of the new neighbourhood encouraging walking and cycling linking the sites together.

The development will have a positive relationship with the surrounding landscape and the existing green and blue infrastructure. It will celebrate the River Loddon chalk stream and other natural features such as the Petty's Brook, the pattern of hedgerows and the small blocks of woodland. The rolling topography with open plateau areas provides open space and views across the wider area. Opportunities will be taken to restore and re-naturalise the River Loddon, which is a chalk stream, and Pettys Brook to deliver increased floodplain storage, improved recreational access and to enhance biodiversity.

The development will need to provide a sensitive edge to the countryside with its own locally distinctive character to protect the character and identity of rural villages, the local landscape and the historic environment.

Figure 5.8: Eastern Basingstoke Illustrative Concept Plan including SPS5.4, SPS5.5, SPS5.6 and SPS5.7



Key			
	Site Allocation Boundaries		Green Corridor
	Settlement Policy Boundary		Site of Importance for Nature Conservation
	Housing development completed or under construction		Public Right of Way
	Principal Access		Road Noise
	Indicative Pedestrian and Cycle Access		Conservation Area
	Developable Area		Scheduled Monument
	Retained for Open Space		Listed Building
	Retained for Open Space / Land affected by Odour		Mixed Use Centre
	Primary School		Mobility Hub
	Mixed Use Centre		Access to STW and ERF
	Mobility Hub		Modal Filter
	Access to STW and ERF		National Cycle Network 23
	Modal Filter		Sustainable Transport Corridor/Primary Access
	National Cycle Network 23		Closure of existing A33/Whitmarsh Lane Access
	Sustainable Transport Corridor/Primary Access		3.0 Indicative Odour Contour
	Closure of existing A33/Whitmarsh Lane Access		Existing Trees/Hedges to be retained and enhanced
	3.0 Indicative Odour Contour		Rivers
	Existing Trees/Hedges to be retained and enhanced		Flood Zone 2
	Rivers		Flood Zone 3
	Flood Zone 2		Loddon River Terrace Valued Landscape
	Flood Zone 3		
	Loddon River Terrace Valued Landscape		

Policy SPS5.4: Land at Whitmarsh Lane

Summary of changes made since the Regulation 18 2024 Consultation:

- An overall vision for Eastern Basingstoke has been added. This is relevant to Policies SPS5.4, SPS5.5, SPS5.6 and SPS5.7.
- The allocation has been extended to include Lodge Farm and the site name changed from Eastern Basingstoke to Land at Whitmarsh Lane to reflect the new site but also the need for a wider Eastern Basingstoke vision.
- Updates have been made to refer to the River Loddon Valued Landscape (L1).
- Updates have been made to criteria relating to the ecological network and BNG, with reference to the LNRS and offsite habitat restoration/creation.
- Updates have been made to the SuDS criteria as the geology of the site may not be suitable for infiltration features.
- Clarification that supporting infrastructure is brought forward in a co-ordinated manner in line with a Phasing Strategy, to be agreed by the council.
- Updates have been made to the infrastructure criteria to refer to early years provision and to clarify the position with regards to the existing access at Whitmarsh Lane.
- Wording has been added to explain the requirement for and purpose of a Land at Whitmarsh Lane masterplan and strategic design code.

SPS5.4: Land at Whitmarsh Lane

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

Amount and Type of Development

- a) Make Provision for:
 - i. Approximately 1,500 homes;
 - ii. Specialist accommodation for older persons;
 - iii. 5% serviced plots for custom and self-build homes;
 - iv. Education facilities;
 - v. A mixed-use centre to meet the day-to-day needs of the community, providing a range of retail, leisure, cultural, community, health, service and employment facilities; and
 - vi. Permanent Gypsy and Traveller pitches proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment.

Development Principles

Masterplanning

- b) Be in accordance with the Vision for Eastern Basingstoke and the principles set out in:
 - i. The Concept Plan;
 - ii. A Masterplan for Eastern Basingstoke which will be adopted as a Supplementary Planning Document;);

- iii. A Strategic Design Code which will be required prior to the grant of a full planning permission or the first reserved matters within a phase;

Design and Landscape

- c) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside;
- d) A holistic approach is required to integrated buffers and ecological corridors into the south-eastern part of the site which forms part of the northern setting to the Loddon Valley and Floodplain Valued Landscape (L1);
- e) Retain the physical and visual sense of separation between the development and Old Basing, and retain Old Basing's separate and historic identity. The development will maintain the strategic gap to the south;

Biodiversity

- f) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats, including adjacent ancient woodland and onsite veteran trees, Sites of Importance for Nature Conservation (SINCs), Pettys Brook and the River Loddon chalk stream, are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- g) Provide offsite habitat creation/restoration measures in order to adequately protect the River Loddon chalk stream and its floodplain from recreational impacts;
- h) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an overall Biodiversity Gain Plan;

Heritage

- i) Preserve or enhance the significance, setting, character and appearance of the Old Basing Conservation Area through the protection of views to and from the conservation area;
- j) Preserve the significance of nearby listed buildings including the Grade II listed Lodge Farm and barn, through preservation of their setting. Opportunities should be taken to better reveal the significance of heritage assets within and in the vicinity of the site, safeguarding important vistas and views;
- k) Assess the full extent of any archaeological constraints and ensure that the layout responds positively to those constraints, and successfully mitigates any archaeological impacts. This includes providing for the retention and careful management of important archaeological remains within and adjacent to the site, including the Pyotts Hill Entrenchment Scheduled Monument along the western edge of the site and the Roman Road, in a manner appropriate to their significance, with a sensitive landscaping strategy;

Flooding, Pollution and Minerals

- l) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design and any necessary mitigation;
- m) Avoid development, with the exception of points of access within flood zones 2 and 3 and ensure that appropriate flood risk management measures are provided including considering the need for the expansion of the floodplain and the provision of sustainable drainage systems (SuDS), appropriate to the local geology and environmental characteristics, to avoid any polluting runoff into the watercourses;
- n) Ensure that noise impacts arising from the A33 and adjacent incinerator, sewage treatment works and industrial uses are successfully mitigated through suitable measures;
- o) Given the proximity of the energy recovery facility and sewage treatment works, robustly demonstrate and ensure that odour and air quality standards that are acceptable to the LPA, can be met within homes and amenity areas;
- p) Make appropriate use of mineral resources as established via a Minerals Resource Assessment;

Infrastructure

- q) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that the sites' total infrastructure requirements in addition to those required by all sites identified in the Eastern Basingstoke vision have been comprehensively planned and phased and will be brought forward in a co-ordinated manner in line with a Phasing Strategy;

Energy

- r) Incorporate renewable and low carbon energy technologies including investigating opportunities associated with the nearby incinerator for district heating;

Social and community

- s) Make on-site provision for a two form of entry primary school, expandable to a three-form entry if required;
- t) Make on-site provision for a community centre, early years childcare facilities, healthcare facilities (if required on site) and indoor and outdoor sports facilities, including one artificial grass pitch, which will meet the needs of the new development, as required by the council's Infrastructure Delivery Plan;

Green Infrastructure

- u) Make on-site provision for suitable amounts of open/green space, including allotments, sports pitches and a Neighbourhood Park in the vicinity of the mixed used centre, in accordance with the council's Green Space Standards, that is well related to the overall layout and character of the development taking account of how it relates to its surroundings. This provision will be set within a robust and effective green infrastructure network (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which links to the surrounding countryside, habitats and Public

Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied;

- v) Maintain as open space the higher ground along the site's northern boundary, the eastern boundary with the river Loddon and in the southwest by the Pyotts Hill Entrenchment;

Access, Movement and Connectivity

- w) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users, including a new all-purpose access from the A33 together with the closure of the existing A33/Whitmarsh Lane access. Whilst also accommodating the vehicle movements (including HGVs) associated with the continued operation of the adjacent incinerator and sewage treatment works;
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Demonstrate that safe, suitable and convenient access to local facilities and services, can be achieved via active travel and/or public transport services;
 - iv. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development;
 - v. Ensure that the development will not have a severe adverse impact on the strategic and local highway network including the A33 corridor and the connecting routes nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- x) Provide layouts, street designs, dedicated facilities and associated measures that prioritise and maximise active travel and ensure the ability to service the site by public transport services within and beyond the site. This will include an Access Movement and Place Strategy covering:
- y) Provision of a Sustainable Transport Corridor, with suitable connections to the north (connecting with Redlands Avenue and to the A33 Taylor's Farm Roundabout and the south connecting with Pyotts Hill/Bartons Lane. This needs to provide a direct route, including preventing access by general traffic to Pyotts Lane/Bartons Lane to the south and Redlands Avenue to the north;
- z) The scale, design and operation of suitable traffic management measures if necessary together with the associated highway improvements off Pyotts Lane/Bartons Lane, needs to be limited to that necessary to provide self-enforcing, safe and convenient access by permitted users only (e.g. pedestrians, cyclists, public transport and the emergency services), whilst preventing access by general traffic;
- aa) Provision of high quality public transport services including bus priority measures, accessible and convenient waiting and boarding facilities, including a Mobility Hub(s) which are sensitive to their setting, and new high-quality developer supported public transport services and infrastructure, to provide attractive, convenient and direct access to Basingstoke town centre (including Basingstoke Railway and Bus Stations) and other local facilities and services, which will be available to serve the residents and users of the first phase of the development and subsequent phases thereafter;

- bb) An on-site dedicated network of segregated active travel facilities that integrate with the existing movement networks including the Public Rights of Way Network;
- cc) Provide details of a parking strategy for the site, with supporting measures to ensure the unhindered operation of public transport services via the active travel and Public Transport Corridor as well as the vehicle movements (including HGVs) associated with the continued operation of the adjacent incinerator and sewage treatment works.

Utilities

- dd) Provide or contribute to suitable infrastructure for sewerage (on and off site), foul water and other utilities.

5.91 This development will make provision for approximately 1,500 dwellings, which are to be provided via a range of dwelling types. The western portion of the site already falls within the Settlement Policy Boundary of Basingstoke in the adopted Local Plan where the site was allocated for 450 homes as a first phase with a potential for a later phase of 450 homes being referenced in the policy. This allocation is for the whole site, also incorporating additional land to the east, formally known as Lodge Farm. The site should be delivered as a comprehensive development. It should also be considered in the context of other proposals to the east of Basingstoke in accordance with the Eastern Basingstoke Vision as it is vital that development in the area is planned comprehensively and brought forward in a co-ordinated manner to ensure cohesive communities and a joined-up approach to the delivery of infrastructure.

Masterplanning and infrastructure principles

5.92 The Concept Plan for Land at Whitmarsh Lane provides a broad overview of how the site is expected to be developed within the Plan period. However, given the scale and complexity of the site, the council will work with the site promoters to produce a more detailed Masterplan for Eastern Basingstoke that will be adopted as a Supplementary Planning Document and will be a significant material consideration in the determination of any future planning applications. The Masterplan will provide more detail about how the development will respond to its environmental setting and wider spatial context, and how development will be supported by suitable infrastructure providing a more detailed framework to guide future planning decisions. This document will include a site wide Framework Plan, Parameter Plans, an Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and the responsibilities for its delivery.

5.93 Through the planning process, site-wide frameworks and strategies will be required to be produced to ensure a comprehensive approach to the planning of the site and the delivery of infrastructure. These will be supported by a Strategic Design Code for Land at Whitmarsh Lane produced either by the Local Planning Authority (LPA), or the developer in agreement with the LPA,

prior to the approval of the first full or reserved matters planning application. Planning applications submitted prior to the approval of the Strategic Design Code should have regard to an emerging code. This will ensure a comprehensive approach and consistent quality and delivery across the site by different developers. The Masterplan and Strategic Design Code will be subject to local consultation and engagement, involving the neighbouring communities.

- 5.94 The site is currently within the ownership of two separate landowners, and it will be necessary to ensure a coordinated approach is taken to deliver the necessary infrastructure, facilities and services to meet the needs of the new community. Suitable infrastructure will be provided when it is required, and the landowners will jointly produce an Infrastructure Delivery Strategy to demonstrate that its provision has been coordinated.

Landscape and Green Infrastructure-led design

- 5.95 The development will be distinctive and well-designed, responding to its environmental setting and wider spatial context. Valued Landscape L1 (Loddon Floodplain) follows the south-eastern site boundary; the importance of this valued landscape, its setting and its undisturbed open aspects and sense of place should be retained and enhanced as part of the development. Any application will need to be supported by a Landscape and Visual Impact Appraisal to consider the landscape associated with the site in more detail. This should follow the Landscape Institute guidelines and the design and layout of the proposed development should respond to its findings. In particular it will be important to consider the topography of the site and how it impacts the design, layout and scale of development. Account should be taken of the importance to the setting of the site of higher ground along the northern boundary and along the south-western boundary by the Pyotts Hill Entrenchment and the need to maintain these areas as open space. It will also be necessary to consider how the development would appear in longer views from the surrounding countryside and from Old Basing given the need to maintain the strategic gap with Basingstoke to prevent coalescence in line with Policy ENV2. Tree and landscape buffers will be required to ensure protection of species/habitats and to minimise the visual impact of the development.
- 5.96 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the eastern edge of the site should be of a lower density and scale with greater separation between buildings. New development should be predominantly 2-storeys in height with limited potential for some 2.5 and 3-storey buildings, especially in the mixed-use centre. Open spaces along the edge of the site should incorporate suitable levels of planting (including trees and hedging) to help provide a soft transition to the countryside. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards; layouts should avoid prominent parking areas on the edge of the site.

Biodiversity

- 5.97 The site supports high levels of biodiversity and contains several Sites of Importance for Nature Conservation (SINCs) including the ancient woodland SINCs and Pettys Brook, a tributary of the River Loddon, which flows through the site and forms part of the River Loddon valley which forms the eastern boundary of the site. These features link up to provide important ecological networks across the site and into the wider countryside, allowing for the dispersal and migration of species, as well as food and shelter. These habitats will be particularly vulnerable to impacts from urbanisation and recreation. The site is also known to support important assemblages of wintering and breeding birds which will require appropriate mitigation and compensation where necessary. The sites layout will be underpinned by an understanding of the sites existing ecology and green infrastructure so that ecological areas and features are avoided by development and instead enhanced and connected to the wider environment.
- 5.98 Opportunities to enhance existing habitats will need to be taken and the masterplan will identify opportunities to improve habitat connectivity within and beyond the site on a landscape scale, including through the creation of north-south and east-west ecological corridors, taking into account the opportunities identified by the Local Nature Recovery Strategy (LNRS). It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy. Indirect impacts on habitat features within and/or adjacent to the site will need to be considered and addressed separately and transparently. BNG calculations can incorporate some habitat-based mitigation and compensation up to no net loss (not including compensation for impacts on irreplaceable habitat), with the required 10% to come from additional measures, in line with government guidance.
- 5.99 Due to the scale of development, further off-site measures are envisaged necessary to protect the River Loddon chalk stream and its associated floodplain habitat from increased recreational pressure from people and dogs. Opportunities to secure potential habitat creation and restoration measures should be explored through a combination of wide buffers and substantial greenspace onsite, and offsite habitat creation measures to reconnect the river to the floodplain.

Flood risk and sustainable drainage

- 5.100 A Flood Risk Assessment will be required, which will need to accord with the requirements set out in Policy ENV10 and national guidance. The site is not affected by significant flood constraints, but there are small areas of the site within flood zone 2 and 3 where development should be limited and further technical work will be required to demonstrate that safe access can be achieved. Appropriate flood risk management measures may be required to ensure essential infrastructure will be operational and safe in times of flood. Sustainable Drainage Systems must be incorporated in a manner which is well related to the rest of the development and which takes the opportunity to

provide other benefits such as biodiversity enhancements and open space provided the local geology and environmental characteristic are suitable.

Heritage

- 5.101 The southern and western boundary of the site abuts the Old Basing Conservation Area and is in close proximity to a number of listed buildings within the conservation area (including two Grade II listed buildings to the west of the site (Compton Close and Hill Rise Cottage). The Pyotts Hill Entrenchment Scheduled Monument (also known as Park Pale), which runs along the western site boundary is an important feature of the conservation area. Lodge Farm farmstead which includes Grade II listed Basing Lodge Farmhouse and an associated barn, which is separately listed as Grade II, lies in the south eastern part of the site. The design and layout of the development will need to preserve the significance of this farmstead.
- 5.102 Opportunities should be taken to better reveal the significance of heritage assets within or in the vicinity of the site, taking due account of important vistas and views identified in the Old Basing Conservation Area Appraisal and Management Plan (2021). Proposals should also ensure that any development in proximity to the listed buildings within the site is sensitively designed through consideration of suitable positions and design and/or the provision of a buffer to preserve the significance of such assets, and to allow for the appreciation of those assets. It is desirable that the listed buildings within the site are integrated into development proposals and their setting enhanced by the removal of buildings of poor quality in the vicinity.
- 5.103 Any development should also respond positively to the archaeological heritage assets within the site including the Scheduled Monument and its setting. Opportunities for the interpretation of the Pyotts Hill Entrenchment Scheduled Monument and the Roman Road should be explored to determine how these features can be incorporated into the layout of the development and the green infrastructure network. The advice and opinion of Historic England will be needed and archaeological assessments must be undertaken before an application is submitted.

Noise and odour

- 5.104 The neighbouring incinerator and sewage treatment works are a notable noise and odour source affecting the site and successfully mitigating these impacts will be vital for the quality of life of future occupants and ensuring the delivery of healthy communities. Robust technical and comprehensive noise, odour and air quality assessments must be submitted by the applicant, prepared in consultation with relevant infrastructure providers utilising the most up to date evidence. In this regard it is likely that a significant buffer between the sewage treatment works, incinerator and the edge of the built form will be required to ensure acceptable noise and odour standards can be met within new homes and amenity areas. The Concept Plan shows an indicative 3.0OUE/m³ contour outside of which sensitive uses such as housing and schools are to

be located. To encourage use of the neighbourhood park, it should also be located outside of the 1.5 OUE/m³ contour.

Infrastructure

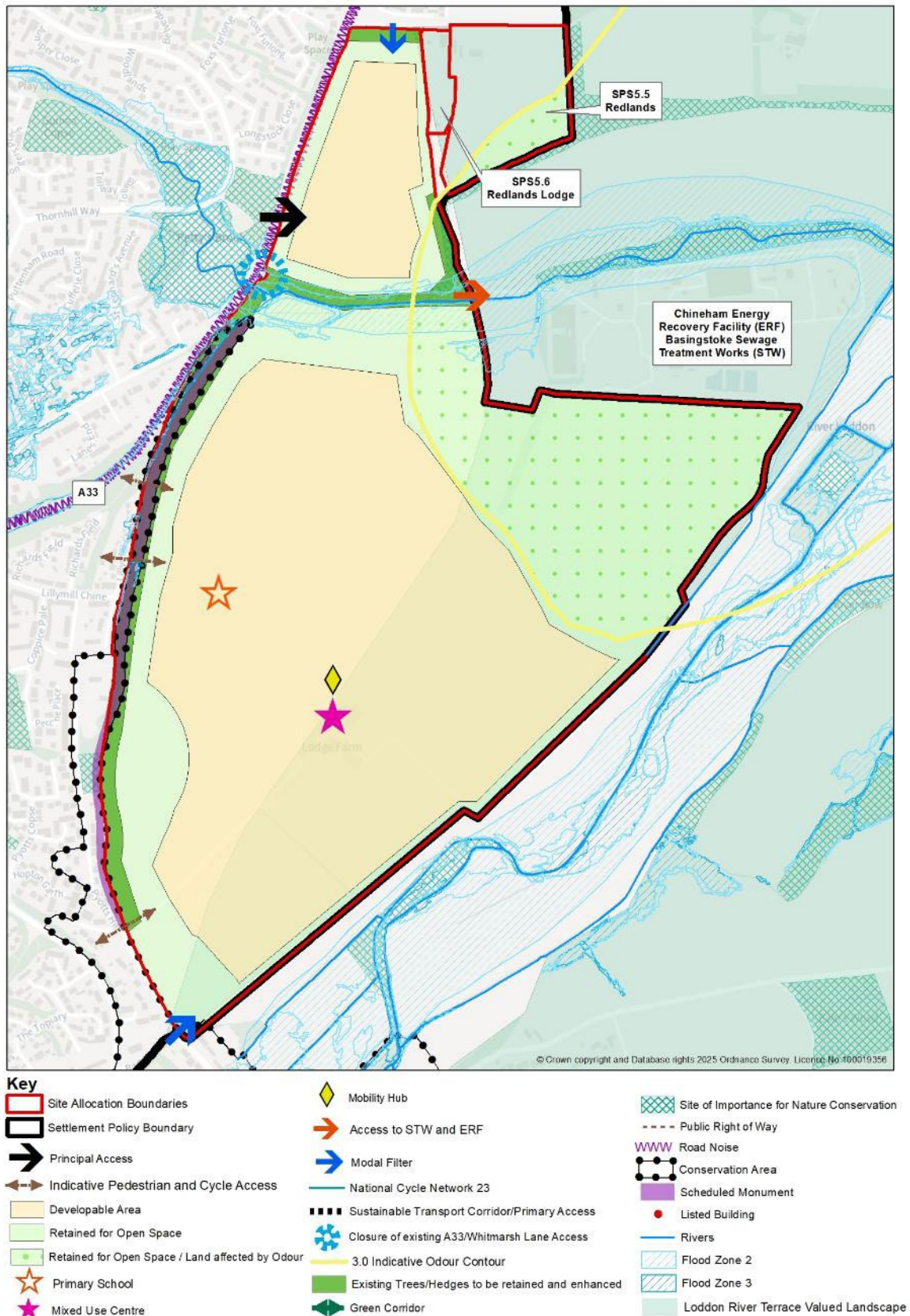
- 5.105 A mixed-use centre is to be delivered which will need to provide a sufficient range of facilities and services to ensure that the community's day to day needs can be met, fostering healthy and sustainable lifestyles. New infrastructure will need to be suitably phased to ensure it is accessible to new residents.
- 5.106 A new primary school will be provided on the site. The school will be planned to allow expansion from two to three forms of entry if required. It will be delivered in a comprehensive manner with the design of the surrounding movement network, together with the operation of a School Travel Plan encouraging users (including staff, pupils and parents) to travel by active travel as well as to/from the nearest public transport services, whilst also making suitable provision for delivery and service vehicles. The full details of the mechanisms for delivering the new school will need to be agreed with HCC Children's Services.
- 5.107 The development will include affordable housing, older persons' accommodation, plots for custom and self-build housing, and gypsy and traveller pitches to create a diverse and sustainable new community. It is expected that older persons' accommodation will be provided in or near the mixed-use centre where there is the best access to facilities and services. The plots for custom and self-build housing should be brought forward in groups to create distinct custom and self-build areas. The provision of Gypsy and Traveller's pitches will be required and will be based on the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment.
- 5.108 Opportunities presented by the nearby incinerator to provide district heating will be investigated fully by the applicant to determine feasibility and viability. This would be a positive aspect of any proposal in terms of ensuring that development is sustainable and responds to the council's declared climate emergency. If feasible and viable across the lifetime of the development, it will be vital to ensure that this is successfully delivered in a manner which ensures effective connection between the power generated and the new development. At outline planning application stage, information is to be submitted setting out the feasibility of providing district heating and, if feasible, sustainable and viable, the timescales for provision along with a detailed method statement clarifying the technical aspects in terms of connection to the new development.
- 5.109 With regards to potential highway impacts, the proposal will need to provide safe, suitable and convenient access for all users from the A33, whilst also satisfactorily accommodating the vehicle movements associated with the operation of the adjacent incinerator and sewage treatment works, together with associated transport infrastructure to mitigate its impact upon the local

and strategic highway networks. A robust and comprehensive site-specific Transport Assessment will be required, supported by a site wide Travel Plan, that seeks to minimise the need to travel, and prioritises and promotes active travel and public transport use within and beyond the site, to minimise the transport impacts arising from the development.

- 5.110 The scheme as a whole, including the internal layout, street designs and associated measures, must prioritise active travel and public transport to serve the residents and users of the first phase of the development, and subsequent phases thereafter. This needs to include the provision of a Sustainable Transport Corridor with suitable connections to the north (and onwards to the Taylor's Farm Roundabout (A33)) and the south (Pyotts Hill/Bartons Lane). This needs to provide a direct route, with the inclusion of suitable traffic management measures, including preventing access by general traffic with Pyotts Lane/Bartons Lane to the south and the Redlands site to the north.
- 5.111 Given the existing rural character of Pyotts Lane/Bartons Lane which falls within the Old Basing Conservation area, the scale and design of the suitable traffic management measures together with the associated highway improvements, needs to be limited to that necessary to provide safe and convenient access by permitted users only (pedestrians, cyclists, public transport and the emergency services).
- 5.112 To encourage travel by active travel and public transport services, the proposal needs to provide high quality dedicated pedestrian and cycle networks throughout the development that integrate with the existing networks, including the Public Rights of Way network, the National Cycle Network Route No. 23 (Pyotts Lane/Bartons Lane), together with the operation of suitable public transport services, including accessible and safe boarding and waiting facilities including a Mobility Hub(s). The Mobility Hub(s) needs to provide high quality and accessible facilities that act as a focal point(s) for public and shared transport, including supporting facilities such as car club parking, EV charging facilities for visitors, secure cycle parking and other measures to provide access to attractive public transport services for travel within and beyond the site. Hubs should be sensitive to their setting in terms of design and layout and incorporate green features to minimise hard standing.
- 5.113 To minimise the transport impacts arising from the development, the high quality active travel and public transport networks need to provide safe, suitable and convenient access to on and off-site local facilities and services to meet the day-to-day needs of residents and users, as well as connectivity with neighbouring developments and communities, local employment opportunities, Basingstoke town centre (including Basingstoke Railway and Bus Stations) and other key destinations such as Basing View and Chineham District Centre.
- 5.114 Existing public rights of way run north-south adjacent to Pyotts Hill Entrenchment and north-south adjacent to the eastern site boundary adjacent

to the river Loddon. These rights of way must be protected during development and incorporated within the development.

Figure 5.9: SPS5.4 Land at Whitmarsh Lane Illustrative Concept Plan



Policy SPS5.5: Redlands

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new site allocation policy.

Policy SPS5.5: Redlands

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Make provision for the delivery of approximately 70 homes;
- b) Be in accordance with the Vision for Eastern Basingstoke and the principles set out in:
 - i. The Concept Plan;
 - ii. The Masterplan for Eastern Basingstoke which will be adopted as a Supplementary Planning Document;
- c) Ensure that the development is integrated with, and well related to, the neighbouring site allocations in terms of siting, scale, layout, integration with footpath and cycle routes, and infrastructure provision;
- d) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that the sites' total infrastructure requirements in addition to those required by all sites identified in the Eastern Basingstoke vision have been comprehensively planned and phased and will be brought forward in a co-ordinated manner in line with a Phasing Strategy;
- e) Be subject to the submission of a detailed Transport Statement that seeks to:
 - i. Provide safe, suitable and convenient access for all users, via the emerging new community to the north, with connectivity to/from Hale Farm Close/Redlands Avenue, whilst also accommodating users of the public footpath (No. 210/4/1);
 - ii. Ensure the provision of measures to prevent vehicular access between this site and the A33 via the existing driveway/public footpath (No. 210/4/1);
 - iii. Provide all-purpose connectivity to/from the neighbouring Redlands Lodge (Policy SPS5.6) to the west if required;
 - iv. Ensure access to a genuine choice of transport modes;
 - v. demonstrate that safe, suitable and convenient access to local facilities and services, can be achieved via active travel and/or public transport services;
 - vi. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development;
 - vii. Ensure that the development will not have a severe adverse impact on the local highway network including the A33 corridor nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- f) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring

built environment; and the local distinctiveness of the area. The design and layout of the development should retain the important tree in the north-west portion of the site and on its outward facing edges enable a suitable transition to the adjacent countryside. This will require the retention, and enhancement where appropriate, of the tree belts and hedges along the boundaries of the site and a broad green buffer along the northern boundary in order to safeguard views towards this site from the south and the sites landscape setting;

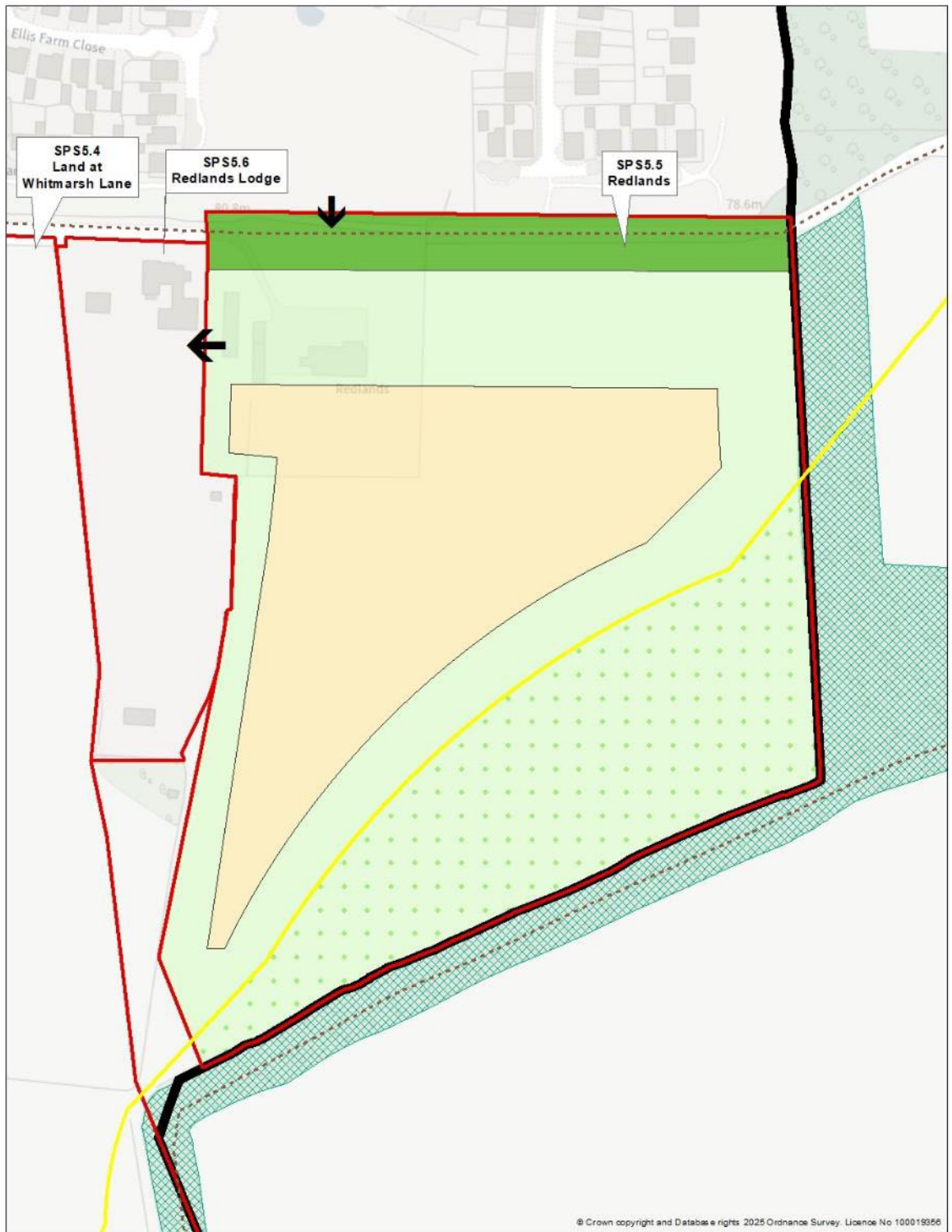
- g) Make provision for suitable amounts of open/green space in accordance with the council's Green Space Standards, including the provision of play space. This will need to be provided in a manner which is well related to the overall layout and character of the development and how it relates to its surroundings. This provision needs to incorporate effective green and blue infrastructure links (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which link to the surrounding countryside, to habitats and Public Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied;
- h) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- i) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
- 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) Undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine the flood risk management measures which are required to ensure sustainable development and incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the local geology and environmental characteristics;
- l) Ensure that noise impacts arising from the A33 and nearby incinerator, sewage treatment works and industrial uses are successfully mitigated through careful design and layout, and the provision of substantial buffers; and
- m) Given the proximity of the incinerator and sewage treatment works, ensure that acceptable odour and air quality standards can be met within homes and amenity areas;
- n) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.











5.115 This greenfield site is allocated for approximately 70 homes. Given its proximity to the Land at Whitmarsh Lane, Redlands Lodge and other allocation sites, it will be important to ensure that proposals for the site are well integrated with those allocations in line with the Vision for Eastern Basingstoke, in terms of siting, scale and layout.

- 5.116 The Concept Plan for Redlands provides a broad overview of how the site is expected to be developed within the Plan period. The council will work with the site promoters of all sites included in the Eastern Basingstoke Vision to produce a more detailed Masterplan that will be adopted as a Supplementary Planning Document and will be a significant material consideration in the determination of any future planning applications. The Masterplan will provide more detail about how the development will respond to its environmental setting and wider spatial context, and how development will be supported by suitable infrastructure, providing a more detailed framework to guide future planning decisions. This document will include a site wide Framework Plan, Parameter Plans, Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and who is responsible for its delivery.
- 5.117 It will be important to co-ordinate the infrastructure required to serve the development. The site must be well integrated with, and connected to, other developments in this location via a suitable walking and cycling network and clear and direct links to bus stops on the sustainable transport corridor which will enable access for all users to nearby facilities including education and community facilities and services.
- 5.118 Given the significant traffic flows carried by the A33, access to the site would need to be from the development to the north (the emerging new community under construction, with connectivity to/from Hale Farm Close/Redlands Avenue). Provision of an access via this site to Redlands Lodge to the west will also be safeguarded.
- 5.119 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. Ensuring the achievement of 10% biodiversity net gain on site is also a key requirement. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate).
- 5.120 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the eastern edge of the site should be of a lower density and scale with a greater separation of buildings. Open spaces along the edge should incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside and to provide a buffer to the wastewater treatment works and incinerator. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards and also avoid prominent parking areas on the edge of the site. A broad green buffer along the ridgeline on the northern boundary is needed to safeguard views towards this site from the south and to preserve its landscape setting.

5.121 The neighbouring incinerator and sewage treatment works are a notable noise and odour source affecting the site and successfully mitigating these impacts will be vital for the quality of life of future occupants and ensuring the delivery of healthy communities. Robust technical and comprehensive noise, odour and air quality assessments must be submitted by the applicant, prepared in consultation with relevant infrastructure providers utilising the most up to date evidence. In this regard it is likely that a significant buffer between the sewage treatment works, incinerator and the edge of the built form will be required to ensure acceptable noise and odour standards can be met within new homes and amenity areas. The Concept Plan shows an indicative 3.0 OUE/m³ contour outside of which homes are to be located.

Figure 5.10: SPS5.5 Redlands Illustrative Concept Plan



Key		
	Site Allocation Boundary	 Site of Importance for Nature Conservation (SINC)
	Settlement Policy Boundary	 3.0 Indicative Odour Contour
	Principal Access	 Public Right of Way
	Developable Area	 Existing Trees/Hedges to be retained and enhanced
	Retained for Open Space	
	Retained for Open Space / Land affected by Odour	

Policy SPS5.6 Redlands Lodge

Summary of changes made since the Regulation 18 2024 Consultation:

- The housing capacity has been reduced from 16 to 15 dwellings.
- Two potential principal access options are now shown. A new access is shown from the Redlands allocation to the east instead of via the site to the north (which was also formally known as Redlands). This limits disruption to the footpath running along the northern boundary and reduces reliance on the delivery of the Land at Whitmarsh Lane allocation to the west, should this be slower to come forward.
- Updates made to SuDS criteria to refer to consideration of individual site geology/constraints.
- Updates made to criteria on the ecological network and BNG with reference to the LNRS.
- New criteria added relating to archaeology.
- Wording has been added on the requirement to work with all site promoters for Eastern Basingstoke to create an overall masterplan to be adopted as an SPD.

Policy SPS5.6: Redlands Lodge

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Make provision for the delivery of approximately 15 homes;
- b) Be in accordance with the Vision for Eastern Basingstoke and the principles set out in:
 - i. The Concept Plan;
 - ii. The Masterplan for Eastern Basingstoke which will be adopted as a Supplementary Planning Document;
- c) Ensure that the development is integrated with, and well related to, the neighbouring site allocations in terms of siting, scale, layout, integration with footpath and cycle routes, and infrastructure provision;
- d) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that the sites' total infrastructure requirements in addition to those required by all sites identified in the Eastern Basingstoke vision have been comprehensively planned and phased and will be brought forward in a co-ordinated manner in line with a Phasing Strategy;
- e) Ensure the provision of safe, suitable and convenient access for all users including vehicular access via either:
 - i. The Land at Whitmarsh Lane site (Policy SPS5.4) to the west; or
 - ii. The Redlands site (Policy SPS5.5) to the east, together with connectivity via the emerging new community to the north to/from Hale Farm Close/Redlands Avenue;
- f) No all-purpose vehicular access shall be provided through this site between the Land at Whitmarsh Lane site (Policy SPS5.4) and the Redlands site (Policy SPS5.5);

- g) Ensure the provision of appropriate parking and servicing provisions as well as measures to prevent vehicular access between this site and the A33 via the existing driveway/public footpath (No. 210/4/1);
- h) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. This will require the retention, and enhancement where appropriate, of the tree belts and hedges along the boundaries of the site;
- i) Make provision for suitable amounts of open/green space, in accordance with the council's Green Space Standards;
- j) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- k) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
- l) Undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine the flood risk management measures which are required to ensure sustainable development and incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the local geology and environmental characteristics;
- m) Opportunities will be taken to better reveal the significance, including the setting, of heritage assets in the vicinity of the site, safeguarding important vistas and views;
- n) 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;
- o) Ensure that noise impacts arising from the A33 and nearby incinerator, sewage treatment works and industrial uses are successfully mitigated through careful design and layout and the provision of substantial buffers;
- p) Given the proximity of the incinerator and sewage treatment works, ensure that acceptable odour and air quality standards can be met within homes and amenity areas; and
- q) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

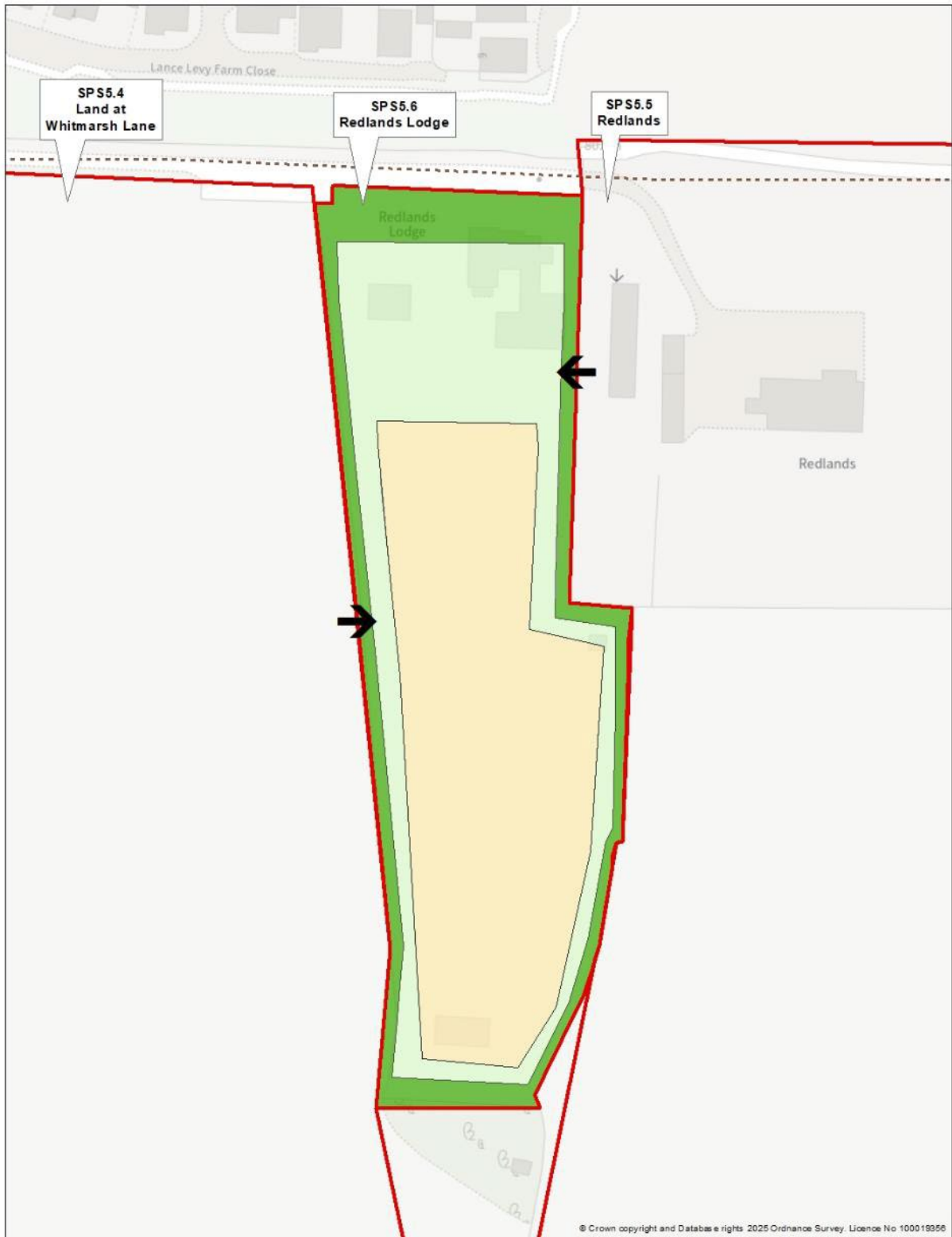
5.122 This small greenfield site is allocated for approximately 15 homes. Given its proximity to the Land at Whitmarsh Lane and Redlands allocations it will be important to ensure that proposals for the site are well integrated with those allocations in terms of siting, scale and layout.

5.123 The Concept Plan for Redlands Lodge provides a broad overview of how the site is expected to be developed within the Plan period. The council will work with the site promoters of all sites included in the Eastern Basingstoke Vision to produce a more detailed masterplan that will be adopted as a

Supplementary Planning Document and will be a significant material consideration in the determination of any future planning applications. The Masterplan will provide more detail about how the development will respond to its environmental setting and wider spatial context, and how development will be supported by suitable infrastructure providing a more detailed framework to guide future planning decisions. This document will include a site wide Framework Plan, Parameter Plans, Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and who will be responsible for its delivery.

- 5.124 It will be important to co-ordinate the infrastructure required to serve the development. The site must be well integrated with, and connected to, other developments in this location via a suitable walking and cycling network which will enable access for all users to neighbouring sites and nearby facilities including education and community.
- 5.125 Given the significant traffic flows carried by the A33, the restrictive nature of the existing access via a narrow drive from the A33, as well as the presence of the public footpath (Sherfield on Loddon Footpath 4), it would not be appropriate for this route to provide vehicular access to serve the redevelopment of this site. Therefore, access to the site would need to be either from the neighbouring Land at Whitmarsh Lane allocation to the west, or the Redlands allocation to the east. The existing driveway should be retained to provide active travel links.
- 5.126 Proposals are to be informed by a coordinated and integrated approach to green and blue infrastructure provision which links with adjoining sites within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and to the surrounding countryside, habitats and Public Rights of Way. Ensuring the achievement of 10% biodiversity net gain on site is also a key requirement. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate).
- 5.127 A deep buffer is required between housing and the northern boundary to protect long distance views of the trees which occupy this boundary along a ridgeline. Housing will be limited to a scale of predominantly 2-storeys in order to not prejudice these longer distance views of the well-treed ridgeline.

Figure 5.11: SPS5.6: Redlands Lodge Illustrative Concept Plan



Key

- Site Allocation Boundary
- Retained for Open Space
- Principal Access
- Existing Trees/Hedges to be retained and enhanced
- Developable Area
- Public Right of Way

Policy SPS5.7: Sherfield Hill Farm

Summary of changes made since the Regulation 18 2024 Consultation:

- The majority of the site benefits from a resolution to grant planning permission for 350 homes.
- The yield has been increased to 385 homes to reflect the permission and also the development likely to come forward on the remaining land adjacent to the A33.
- Update to criteria on the ecological network and BNG with reference to the LNRS.
- New criteria included for archaeology.
- Update to SuDS criteria to refer to consideration of individual site geology/constraints.
- Wording has been added to ensure an Infrastructure Delivery Strategy is provided.
- Wording added to protect and enhance the ecological network, require a minimum of 10% BNG, and ensure protection of groundwater.
- Wording has been amended to ensure the site responds sensitively to the significance of heritage assets.
- Wording added on the requirement to work with all site promoters for Eastern Basingstoke to create an overall masterplan to be adopted as an SPD.

Policy SPS5.7: Sherfield Hill Farm

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Make provision for the delivery of:
 - i. Approximately 385 homes;
 - ii. 5% serviced plots for custom and self-build homes; and
 - iii. Permanent Gypsy and Traveller pitches proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;
- b) Be in accordance with the Vision for Eastern Basingstoke and the principles set out in:
 - i. The Concept Plan;
 - ii. The Masterplan for Eastern Basingstoke which will be adopted as a Supplementary Planning Document;
- c) Ensure that the development is integrated with, and well related to, the neighbouring site allocations in terms of siting, scale, layout, integration with footpath and cycle routes, and infrastructure provision;
- d) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that the sites' total infrastructure requirements in addition to those required by all sites identified in the Eastern Basingstoke

- vision have been comprehensively planned and phased and will be brought forward in a co-ordinated manner in line with a Phasing Strategy;
- e) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users, with the principal site accesses being from Redland Farm Avenue leading to the A33 Taylors Farm Roundabout, together with active travel connections to/from the A33 controlled crossing to the north of this roundabout;
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, can be achieved via active travel and/or public transport services;
 - iv. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development; and
 - v. Ensure that the development will not have a severe adverse impact on the local highway network, including the A33 and the connecting routes, nor have an unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
 - f) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The design and layout of the development on its outward facing edges should enable a suitable transition to the adjacent countryside;
 - g) Provide a gap between new housing and the site's northern boundary in order to maintain the separate identity of Church End and prevent coalescence with Basingstoke. The design and layout of development will include an open and undeveloped green buffer to retain the visual and physical separation of Church End with Basingstoke and minimise the visual impact of development;
 - h) Provide a strategic planted buffer along the western boundary of the site to safeguard the landscaped character of this gateway into Basingstoke along the A33 and also maintain buffers along the eastern and southern boundaries of the site to protect and enhance existing tree belts;
 - i) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
 - j) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
 - k) Respond sensitively to the significance of affected heritage assets, including (but not limited to) the setting of the Grade II listed St Leonard's Church. Opportunities will be taken to better reveal the significance, including the setting, of the listed church, taking due account of important vistas and views;

- l) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design and any necessary mitigation;
- m) Undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine flood risk management measures to ensure sustainable development and incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the site's local geology and environmental characteristics;
- n) Ensure that acceptable noise standards can be met within homes and amenity areas through suitable noise mitigation measures in light of the proximity of the site to traffic along the A33;
- o) Ensure acceptable noise and odour standards can be met within homes and amenity areas in light of the nearby incinerator and sewage treatment works;

Infrastructure

- p) Make provision for suitable amounts of open/green space (including allotments), in accordance with the council's Green Space Standards. This needs to create an effective green infrastructure network (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which links to the surrounding countryside, habitats and Public Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied; Provide safe, suitable and convenient access facilities for all users, including an on-site movement network and connections, that maximises accessibility by active travel modes and local public transport services, together with appropriate parking and servicing provisions as well as measures targeted to minimise the transport impacts arising from the development. This includes providing a suitable principal site access from Redland Farm Avenue, connectivity with the A33 controlled crossing and the existing and emerging communities to the south as well as retaining the alignment and providing suitable connectivity with the existing Public Rights of Way within and adjoining this site as appropriate;
- q) Make provision for an on-site Mobility Hub, which is sensitive to its setting, together with access to future public transport services and active travel corridors to Basingstoke town centre, including associated boarding and waiting facilities and secure cycle parking;
- r) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

5.128 The site, which would form an extension to Basingstoke, is allocated for approximately 385 homes, which are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. Development will be supported by the timely delivery of supporting infrastructure including open space and allotments.

5.129 The Concept Plan provides a broad overview of how Sherfield Hill Farm is expected to be developed within the Plan period. The council will work with the site promoters of all sites included in the Eastern Basingstoke Vision to

produce a more detailed Masterplan that will be adopted as a Supplementary Planning Document and will be a significant material consideration in the determination of any future planning applications. The Masterplan will provide more detail about how the development will respond to its environmental setting and wider spatial context, and how development will be supported by suitable infrastructure providing a more detailed framework to guide future planning decisions. This document will include a site wide Framework Plan, Parameter Plans, an Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and the responsibilities for its delivery.

- 5.130 It will be important to co-ordinate the infrastructure required to serve the development taking account neighbouring sites. The site must be well integrated and connected to other development in this location via a suitable walking and cycling network which will enable access for all users to nearby facilities and services including education and community facilities which will be available off-site and will serve this site. In order to minimise the impact of development on the A33 corridor, as well as surrounding connections, the development must include measures to minimise the need to travel (including access to digital services) and improve accessibility by active travel and public transport use, including financial contributions as appropriate towards the provision/improvement of new or existing bus routes and services to provide regular access for future residents to and/from the Basingstoke Town Centre (including Basingstoke Railway and Bus Stations) and other local facilities and services. A site wide travel plan and associated measures will be required to minimise the transport impacts arising from the development together with a suitable Mobility Hub that provides a high quality and accessible focal point for public and shared transport, including access to public transport services and associated facilities (e.g. car club parking, EV charging facilities for visitors, secure cycle parking, etc.) to provide access to attractive public transport services for travel beyond the site. The hub should be sensitive to its setting in terms of design and layout, and incorporate green features to minimise hard standing.
- 5.131 Proposals are to be informed by a coordinated and integrated approach to green and blue infrastructure provision which links with adjoining sites. The allocation will need to preserve the physical separation between Basingstoke and Church End and protect the character of Church End, by maintaining an open and undeveloped green gap between the development and the settlement to the north. Protection and enhancement of existing tree and hedge belts along the southern, eastern and western boundaries will provide strategic planted buffers. Appropriate green infrastructure and a minimum of 10% biodiversity net gain should be provided on site where appropriate. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate).
- 5.132 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the northern and eastern edges of the site should be of a lower density and scale with a greater

separation of buildings. Open spaces along the edge should incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards and also avoid prominent parking areas on the edge of the site. New housing development should be predominantly 2-storeys in height with the limited potential for some 2.5 storey buildings.

- 5.133 It will be important to have regard to the impact on the setting of the Grade II Listed St Leonard's Church. The site forms part of its wider setting. The church is unusual in that it is some distance away from and separate from the main part of the village which it serves. The sense of separation must be maintained in order to preserve the significance of the listed building.

Policy SPS5.8: Popham Garden Village

Summary of changes made since the Regulation 18 2024 Consultation:

- The overall capacity of the site has been increased from 3,000 to 4,250 homes. This has enabled the development to accommodate a secondary school which will allow it to become significantly more sustainable in transport terms.
- The site boundary has been extended northwards and westwards to accommodate the increased level of development. New woodlands are proposed along the northern boundary of the site to improve the screening of the development in views from the north. Extensive green connections are provided across the site to provide biodiversity corridors and to enhance the landscape setting of the housing.
- A larger Solar Farm has been introduced into the scheme split between two locations in the west and south-east of the site.
- Further to advice from the statutory providers, the policy refers to the on-site provision of an early-years childcare facility and health care facilities.
- Supporting text has been introduced to recognise the loss of the Airfield in the southern part of the site. The contributions made by the Airfield to the national network of general aviation airfields, to aviation-related employment and to community and leisure events are being considered further. These contributions will be considered in the context of a need for sustainable housing growth.

The Council's Vision:

Popham Garden Village will be a sustainable new community with a strong and clearly defined village character, that will maximise the opportunities presented by its attractive rural setting in a sensitive and positive manner. It will be a place with a strong and clearly defined rural character, utilising high quality characterful architecture and generous green spaces to create an uplifting environment for residents.

The Garden Village will include high quality facilities and services, to meet residents' day-to-day needs and create a self-sustaining and healthy environment in which to live, work and play.

The Garden Village will have a positive relationship with the surrounding landscape, and its natural features, including the existing pattern of woodlands, will form a prominent part of the development. There will be a series of countryside and ecology corridors which contribute to the important wider green infrastructure and biodiversity networks. The separate identity of North Waltham will continue to be protected.

Walking and cycling will be the preferred way to move within the site, and it will have sustainable access to transport facilities off-site at Micheldever Station and in Basingstoke town.

5.134 The Vision has been used to inform the policy approach for Popham Garden Village.

Policy SPS5.8: Popham Garden Village

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

Amount and Type of Development

- a) Make provision for:
 - i. Approximately 1,800 homes within the plan period (approximately 4,250 homes in total);
 - ii. Specialist accommodation for older persons;
 - iii. 5% as serviced plots for custom and self-build homes;
 - iv. Education facilities;
 - v. Employment land (comprising uses falling within Classes E(g), B2);
 - vi. Two village centres providing a range of retail, leisure, cultural, community and health facilities;
 - vii. Permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;
 - viii. A solar farm;

Development Principles

Masterplanning

- b) Be in accordance with the principles set out in:
 - i. The Concept Plan;
 - ii. A Masterplan which will be adopted as a Supplementary Planning Document. This Masterplan will include a Vision for a Garden Village with its own identity and character, strongly informed by its rural Hampshire location;);
 - iii. A Strategic Design Code which will be required prior to the grant of a full planning permission or the first reserved matters within a phase;
- c) The development will make provision for employment uses in the southern part of the site near the boundary with the A303. The Principal Village Centre will be located in the centre of the site within easy walking distance to all residents;

Design and Landscape

- d) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the vision for the Garden Village; and the local distinctiveness of the area. The siting and scale of development should pay particular regard to the topography of the site, to existing areas of woodland (within and next to the site) and to the impact on the North Wessex Downs National Landscape. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside. Buildings, layouts and spaces will be created which promote a sense of place and which weave green infrastructure into the fabric of the built environment. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character;

Biodiversity

- e) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and the Hampshire Local Nature Recovery Strategy. A minimum 10% biodiversity net gain with on-site and off-site habitat enhancements will be secured as appropriate under a Biodiversity Gain Plan;
- f) Demonstrate, via a nutrient neutrality mitigation strategy, that nutrient neutrality can be achieved in perpetuity in order to protect the Solent nature conservation sites. This should be via on-site mitigation measures unless it can be robustly demonstrated that this is not achievable, in which case off-site mitigation would be required;

Heritage

- g) Ensure that the layout responds positively to archaeological assets such as the Popham Beacons Round Barrow Scheduled Monument, and successfully mitigates any impacts via analysis by specialist consultants;

Flooding and Pollution

- h) Ensure the protection of groundwater and sensitive receptors (including SSSI and woodland copses) by undertaking a Hydrogeological Risk Assessment to inform development design, infiltration features and any necessary mitigation. This should include assessment of contamination risks from the airfield;
- i) Ensure that appropriate flood risk management measures are provided including sustainable drainage systems (SuDS);
- j) Ensure that noise and air quality impacts arising from traffic on the A303 and neighbouring uses are successfully mitigated through suitable measures;

Infrastructure

- k) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that infrastructure requirements across the Local Plan Period has been comprehensively planned and phased. The Infrastructure Delivery Strategy should also have regard to the infrastructure requirements of the site in its totality;

Energy

- l) Ensure that a solar farm is delivered in line with a detailed method statement, setting out how it will be connected with the residential and employment development;

Social and Community facilities

- m) Make on-site provision for two 3-forms of entry primary schools (with potential expansion for one of these schools to 3.5-forms of entry) and one 6-forms of entry secondary school (with potential expansion to 8-forms of entry);
- n) Make on-site provision for: two community centres which will meet the needs of the new development, informed by the requirements set out in the council's Leisure and Recreational Needs Assessment; early-years childcare facilities;

healthcare facilities including a doctors' surgery; and on-site sports pitches which will meet the needs of the new development as required by the council's Infrastructure Delivery Plan;

Green Infrastructure

- o) Make on-site provision for suitable amounts of open/green space including allotments in accordance with the council's Green Space Standards, in a manner which is well related to the overall layout and character of the development, and how it relates to its surroundings. This provision needs to incorporate an effective green and blue infrastructure network within the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which connects with the surrounding countryside, habitats and Public Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time housing is occupied;

Transport

- p) Safe, suitable and convenient access must be provided for all users including: from Overton Road to the west of the site; from the C226 to the south of the site; and across Steventon Road to link the eastern and western parts of the site. Access will prioritise active modes (walking and cycling) and high quality public transport services that offer a genuine choice of transport modes;
- q) Ensure no severe adverse impact on the local and strategic highway networks nor have an unacceptable impact on highway safety with the inclusion of suitable measures to mitigate the impact, including for users accessing and egressing the A303 Trunk Road and the connecting routes;
- r) Be subject to the submission of a detailed Transport Assessment and a supporting site wide Travel Plan which prioritises and promotes active travel and public transport use within and beyond the site. This will include:
 - i. Provision of suitable new and improved facilities for active modes (walking and cycling) in order to establish safe, suitable and convenient access both within the site and to the railway station at Micheldever Station;
 - ii. Provision of high quality public transport infrastructure including Mobility Hubs which are sensitive to their setting, accessible and convenient waiting and boarding facilities, and new developer supported public transport services to access higher order services and facilities, including to/from the railway station at Micheldever Station, and Basingstoke town centre (including Basingstoke Railway and Bus Stations), which will be available to serve the residents and users of the first phase of the development and subsequent phases thereafter;
 - iii. Ways to reduce the need to travel (including access to digital services), and to prioritise and maximise movement by active modes and public transport services, including layouts, street designs and associated measures that give priority to active travel and convenient access to high-quality public transport services, to minimise the transport impacts arising from the development;

Utilities

- s) Provide or contribute towards suitable infrastructure for sewerage (on and off-site), foul water and other utilities.

- 5.135 The site, which will be developed as a Garden Village, will deliver approximately 1,800 homes over the plan period, with the site accommodating approximately 4,250 new homes in total, to be provided via a range of dwelling types. Two village centres are to be provided, with a sufficient range of facilities and services to ensure that the community's day to day needs can be met. An employment area offering a range of business opportunities will play a key role in encouraging the Garden Village to be as self-contained and sustainable as possible. The development of the Garden Village will result in the loss of Popham Airfield which currently occupies the southern part of the site.
- 5.136 The development will include affordable housing, older persons' accommodation, plots for custom and self-build housing, and gypsy and traveller pitches to create a diverse and sustainable new community. It is expected that older persons' accommodation will be provided in or near the centres where there is the best access to facilities and services. The plots for custom and self-build housing should be brought forward in groups to create distinct custom and self-build areas.
- 5.137 The development includes the provision of a solar farm. This supports the sustainability of the development and responds to the council's declared Climate Emergency. An outline planning application for the Garden Village will need to set out the timescales for the provision of the solar farm along with a detailed method statement clarifying how the solar farm will be connected to the new development.

Masterplanning Principles

- 5.138 The scale and complexity of planning the future of the site requires that a Masterplan, Green and Blue Infrastructure Plan and Strategic Design Code are produced to ensure a coordinated approach to development. This will ensure that the site and its individual phases are developed comprehensively and delivered to a consistently high standard. It is essential that the Garden Village has its own identity and character which is strongly informed by its rural location within the Hampshire countryside.
- 5.139 The council will work with the site promoter to produce a Masterplan for the site. This will be informed by the site promoter's emerging Sustainable Transport Strategy and will include a site wide Framework Plan, Parameter Plans, Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements) including the development's timing, funding and the responsibilities for its delivery. This document will be adopted as a Supplementary Planning Document. The Masterplan will be supported by a Strategic Design Code to ensure that the development of individual phases is planned in a comprehensive manner. The Strategic Design Code will be produced either by the Local Planning Authority (LPA), or the developer in agreement with the LPA, prior to the approval of the first full or reserved matters planning application within a phase. The Masterplan and Strategic Design Code will be

subject to local consultation and engagement, involving the neighbouring communities.

- 5.140 The large and mainly greenfield site is in two ownerships and is likely to be brought forward by a number of developers in phases. Infrastructure will need to be provided in a timely manner.

Landscape and Biodiversity

- 5.141 Landscape sensitivity is known to vary across the site, as has been set out in the council's Landscape Sensitivity Assessment. Any future application will need to be supported by a Landscape and Visual Impact Assessment and the design and layout will need to respond to its findings. In particular it will be important to consider the topography of the site and how that impacts on the design, layout and scale of development, and how the development would appear in longer views, particularly from the National Landscape. It will be important to ensure that the design and layout of the development responds appropriately to the landscape constraints. Examples of this include the need to: avoid development on the higher parts of the site; and ensure that housing on the edges of the site provides a suitable transition to the countryside beyond, such as, by being of a lower density and scale, by facing out to the countryside, and incorporating suitable levels of planting including trees and hedging.
- 5.142 Ensuring the achievement of 10% biodiversity net gain on site is a key requirement. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate). Ecological assets which affect development include ancient woodland within and adjacent to the site and chalk grassland in the southern part of the site. Protected species such as dormice and bats are known to be located on or around the site and there is the potential for reptiles on the site. Considerations of the impacts on these species must be addressed in detail as part of the ecological surveys and mitigation measures.
- 5.143 Woodlands, SINC's and the SSSI will need to be protected with a combination of strategic open space with a suitable large area as a focus to draw recreational pressure, wide woodland buffers, further habitat provision to increase connectivity and long-term woodland management plans. The Cocksford Down chalk grassland SINC in the southern part of the site will be partially or entirely lost so a suitable compensation strategy will be needed, which should look to be delivered as close to the area of loss as possible. This could contribute towards greenspace provision as part of a wider ecological mitigation package that also caters for woodlands.

Heritage

- 5.144 Close to the south western boundary of the site is the Popham Beacons Round Barrow, a set of Bronze Age burial mounds which are protected as a Scheduled Monument. Although outside the proposed allocation, development will need to protect the setting of this archaeological site. In the east of the site

are three archaeological sites of unknown content which may merit recording or preservation within any potential development.

Road noise from the A303

- 5.145 Road traffic along the A303 is a significant noise source. Successfully mitigating the noise impacts will be vital for the quality of life of the future occupants and ensuring that the development achieves the character of a Garden Village. Traffic on the A303 is also likely to be a source of air pollution which needs to be addressed. It is likely that a significant roadside barrier and buffer between the A303 and the edge of the built up area will be required. This buffer should include as much mature tree planting as is practical in order to reduce the visual impact of the road on the development and provide a verdant character to the edge of the development, reflective of the Garden Village character of the development. The location of employment uses near the boundary with the A303 and close to one of the site's access points, will help the creation of residential areas with a high quality of amenity.

Water Quality and Flood Risk

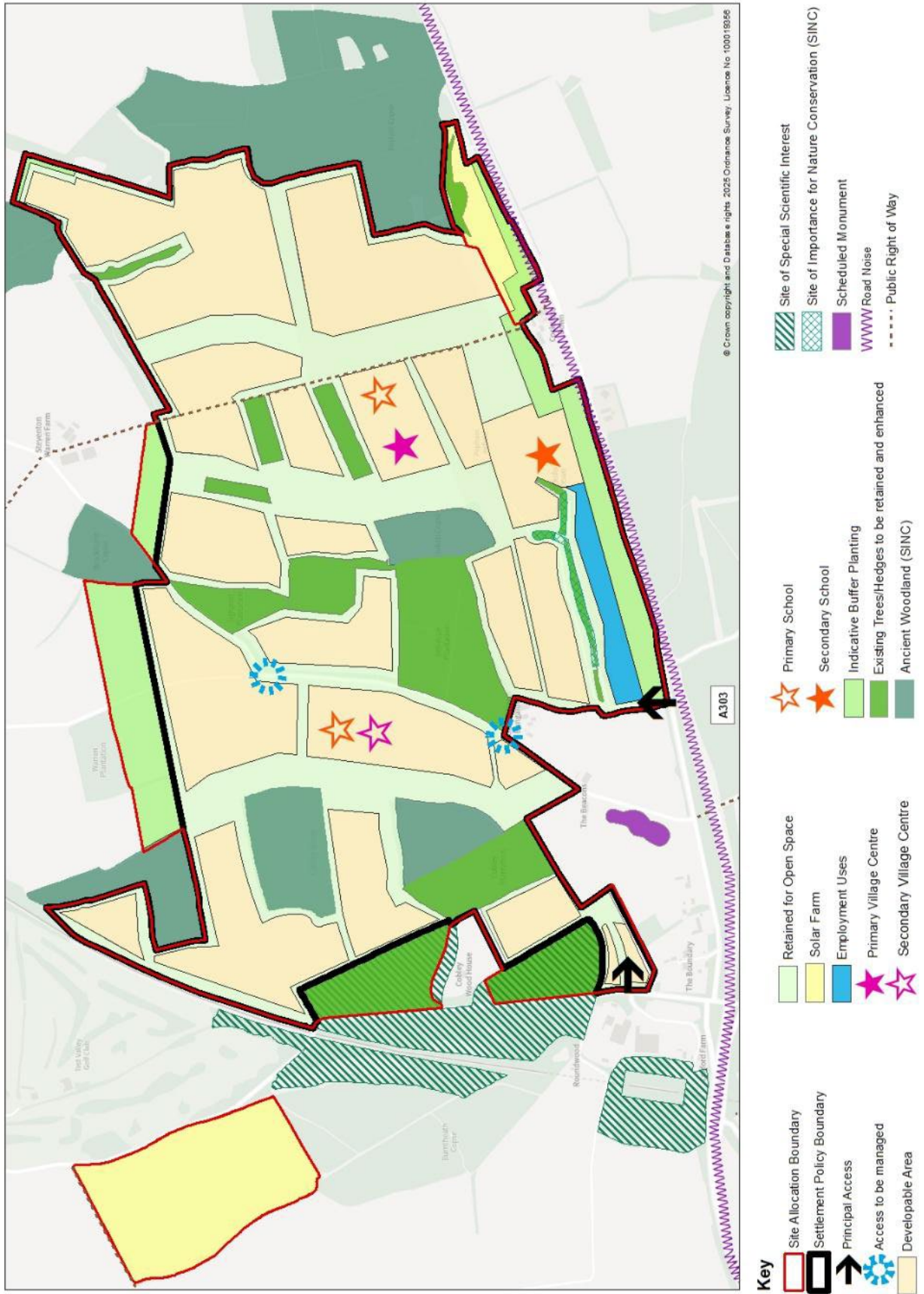
- 5.146 Water quality is an extremely important issue in relation to this site. The site drains to the River Test catchment, and therefore it will be necessary to ensure that the site achieves nitrate neutrality. This will need to be achieved via on-site mitigation measures. Off-site measures would only be acceptable if it can be robustly demonstrated that on-site measures are not appropriate. In addition, the nearest wastewater treatment plant is at Whitchurch, and it has been established that this has capacity constraints. Therefore, development will not be consented until it has been demonstrated that acceptable arrangements have been put in place for ensuring appropriate disposal of wastewater.
- 5.147 A Flood Risk Assessment will be required, which will need to accord with the requirements set out in Policy ENV10 and the stipulations set out in national guidance. The site is not affected by significant flood constraints, though there is evidence of some potential groundwater flooding issues. Sustainable Drainage Systems should be incorporated in a manner which is well related to the rest of the development and takes the opportunity to provide other benefits such as biodiversity enhancements.

Transport and Infrastructure

- 5.148 The proposal needs to ensure safe, suitable and convenient access for all users, and that the transport impacts can be effectively mitigated in agreement with the highway and transport authorities. As part of this process, it will be important to demonstrate that the proposal will not have a severe residual impact nor have an unacceptable impact on highway safety in relation to the operation of the strategic and the local highway networks (including the A303, Overton Road and Steventon Road).

- 5.149 The proposal needs to demonstrate suitable transport accessibility and connectivity, including limiting the need to travel and offering a genuine choice of transport modes. The proposal as a whole must prioritise and maximise active travel and public transport use, including safe, suitable and convenient access for all users to Micheldever Railway Station and for cyclists and public transport users to Basingstoke town centre (including Basingstoke Railway and Bus Stations). In addition, the development will need to be accessible via high quality and frequent public transport options including Mobility Hubs and other accessible and convenient boarding and waiting facilities. The Mobility Hubs need to provide high quality and accessible facilities, including access to public transport services and associated facilities (e.g. car club parking, EV charging facilities for visitors, secure cycle parking, delivery lockers and so on) to provide focal points for public and shared transport, and access to attractive public transport services for travel within and beyond the site. The hubs should be sensitive to their setting in terms of design and layout, and incorporate green features to minimise hardstanding.
- 5.150 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.
- 5.151 The two primary schools and secondary school will need to be integrated in a manner which ensures that they will not result in unacceptable highways impacts, for example owing to vehicles stopping on main routes at drop off and pick up times. The streets around schools will be designed such that walking and cycling will be the first choice for travel to school. The full details of the mechanisms for delivering the new schools will need to be agreed with HCC Children's Services.

Figure 5.13: Policy SPS5.8 Popham Garden Village Illustrative Concept Plan



Policy SPS5.9: Upper Swallick Garden Village

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new site allocation policy.

The Council's Vision:

Upper Swallick Garden Village will be a sustainable new community with a strong and clearly defined village character. The new Garden Village will maximise the opportunities presented by its attractive rural setting in a sensitive and positive manner, and create a high quality environment for residents with high quality characterful architecture and generous green spaces.

It must be a biodiverse and high-quality place that is well integrated with the landscape, provides ecological enhancement and green corridors that link new and existing features and creates clear links with the surrounding countryside.

To ensure the development fulfils its potential, the Garden Village must include high quality facilities and services for existing and future residents providing a sustainable and healthy environment in which to live, work and play.

There will be a meaningful physical and visual separation between the new settlement and existing villages such as Cliddesden and Ellisfield to retain their separate and historic identity.

It is essential that the Garden Village is a well-connected place with high quality transport infrastructure supporting links to Basingstoke Town Centre (including Basingstoke Rail and Bus Stations), supported by public transport and active travel corridors. It will need to be a place which is highly walkable, with convenient access to local facilities and services within the development to meet the majority of people's day to day needs. Access to the site will be managed to minimise the impact of traffic upon both the surrounding rural roads and nearby rural communities, and urban roads and communities in southern Basingstoke.

5.152 The Vision has been used to inform the policy approach for Upper Swallick Garden Village.

Policy SPS5.9: Upper Swallick Garden Village

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

Amount and Type of Development

- a) Make provision for:

- i) Approximately 1,200 homes within the plan period (approximately 2,500 homes in total);
- ii) Specialist accommodation for older persons;
- iii) 5% as serviced plots for custom and self-build homes;
- iv) Education facilities;
- v) A mixed-use village centre providing a range of retail, leisure, cultural, community, health and service facilities;
- vi) Permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;

Development Principles

Masterplanning

- b) Be in accordance with the principles set out in:
 - i. The Concept Plan;
 - ii. A Masterplan which will be adopted as a Supplementary Planning Document. This Masterplan will include a Vision for a Garden Village with its own identity and character, strongly informed by its rural Hampshire location;
 - iii. A Strategic Design Code which will be required prior to the grant of a full planning permission or the first reserved matters within a phase;

Design and Landscape

- c) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The siting and scale of development should pay particular regard to the topography of the site. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside and respect the openness of the existing landscape;
- d) Ensure the setting to the nearby Hackwood Park, Registered Park and Garden is protected;
- e) Retain the physical and visual sense of separation between the development and existing villages including Cliddesden and Ellisfield, and retain their separate and historic identity;

Biodiversity

- f) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network;
- g) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an Overall Biodiversity Gain Plan;

Heritage

- h) Seek to preserve or enhance the significance, setting, character and appearance of the Cliddesden Conservation Area, and to preserve the significance of nearby listed buildings including St Andrew's and St Mary's Churches, taking due account of the contribution made to their setting. Opportunities should be taken to better reveal the significance of heritage assets in the vicinity of the sites, safeguarding important vistas and views;
- i) Protect the setting to the nearby Hackwood Park, Registered Park and Garden;
- j) Ensure that the layout responds positively to archaeological assets and successfully mitigates any impacts, via analysis by specialist consultants;

Flooding and Pollution

- k) Ensure that appropriate flood risk management measures are provided including sustainable drainage systems (SuDS);
- l) Ensure that noise impacts arising from traffic on the A339 and M3 are successfully mitigated through suitable measures;

Infrastructure

- m) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that infrastructure requirements across the Local Plan Period have been comprehensively planned and phased. The Infrastructure Delivery Strategy should also have regard to the infrastructure requirements of the site in its totality;

Energy

- n) Incorporate renewable and low carbon energy technologies;

Social and Community facilities

- o) Make on-site provision for a new 2 forms of entry primary school, a 1.5 forms of entry expansion to Cliddesden Primary School and early years childcare facilities;
- p) Make on-site provision for a community centre which will meet the needs of the new development, informed by the requirements set out in the council's Leisure and Recreational Needs Assessment;
- q) Make on-site provision for sports pitches which will meet the needs of the new development as required by the council's Infrastructure Delivery Plan;

Green Infrastructure

- r) Make on-site provision for suitable amounts of open/green space including allotments in accordance with the council's Green Space Standards, in a manner which is well related to the overall layout and character of the development, and how it relates to its surroundings. This provision needs to incorporate an effective green infrastructure network within the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which connects with the surrounding countryside, habitats and Public Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time housing is occupied. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character;

Transport

- s) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users, including a new all-purpose access from the A339 and from the B3046, together with a new all-purpose spine road (with parallel segregated active travel facilities) between the A339/B3046/Woods Lane and through the M3 motorway underpass, with associated traffic management measures to deter the development traffic from passing to/through Cliddesden. Including modal filters to prevent vehicular access through the development via Hackwood Lane and Northgate Lane as appropriate;
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Provide new developer supported attractive, rapid and frequent public transport services to access higher order services and facilities, including to/from Basingstoke town centre (including Basingstoke Railway and Bus Stations) and Brighton Hill District Centre, which will be available to serve the residents and users of the first phase of the development and subsequent phases thereafter. Supported by high quality public transport infrastructure including accessible and convenient waiting and boarding facilities (including Mobility Hubs which are sensitive to their setting);
 - iv. Demonstrate that safe, suitable and convenient access to local facilities and services, can be achieved via active travel and/or public transport services;
 - v. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel and the transport impacts arising from the development;
 - vi. Ensure that the development will not have a severe adverse impact on the strategic and local highway network including the A339, B3046, Brighton Way, Hatch Warren Way and Cliddesden corridors as well as the surrounding country lanes (Church Lane, Station Road, Hackwood Lane, Northgate Lane, Garlic Lane, Farleigh Lane and Woods Lane) and the connecting routes nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;

Utilities

- t) Provide or contribute towards suitable infrastructure for sewerage (on and off-site), foul water and other utilities.

5.153 The site, which would be developed as a Garden Village, will make provision for approximately 1,200 homes over the plan period, to be provided via a range of dwelling types. The site has an overall capacity of approximately 2,500 homes in total. A village centre is to be provided, with a sufficient range of facilities and services to ensure that the community's day to day needs can be met.

5.154 The scale and complexity of planning the future of the site requires that a Masterplan and Strategic Design Code are produced to ensure a coordinated approach to development. This will ensure that the site and its individual

phases are developed comprehensively and delivered to a consistently high standard. It is essential that the Garden Village has its own identity and character which is strongly informed by its rural location within the Hampshire countryside.

- 5.155 The council will work with the site promoter to produce a Masterplan for the site informed by the site promoter's emerging Sustainable Transport Strategy and including a site wide Framework Plan, Parameter Plans, Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off site transport improvements), including its timing, funding and the responsibilities for its delivery. The Masterplan will be adopted as a Supplementary Planning Document. The Masterplan will be supported by a Strategic Design Code to ensure that the development of individual phases is planned in a comprehensive manner. The Strategic Design Code will be produced either by the Local Planning Authority (LPA), or the developer in agreement with the LPA, prior to the approval of the first full or reserved matters planning application within a phase. The Masterplan and Strategic Design Code will be subject to local consultation and engagement, involving the neighbouring communities.

Transport

- 5.156 The proposal needs to ensure safe, suitable and convenient access for all users, and that the transport impacts can be effectively mitigated in agreement with the highway and transport authorities. As part of this process, it will be important to demonstrate that the proposal will not have a severe residual impact nor have an unacceptable impact on highway safety in relation to the operation of the strategic and the local highway networks (including the A339, access to Woods Lane and Cliddesden village).
- 5.157 The proposal also needs to demonstrate suitable transport accessibility and connectivity, including limiting the need to travel and offering a genuine choice of transport modes. The proposal as a whole must prioritise and maximise active travel and public transport use, including safe, suitable and convenient access for all users to Basingstoke town centre (including Basingstoke Railway and Bus Stations). In addition, the development will need to be accessible via high quality and frequent public transport options including Mobility Hubs and other accessible and convenient boarding and waiting facilities. The Mobility Hubs need to provide high quality and accessible facilities, including access to public transport services and associated facilities (e.g. car club parking, EV charging facilities for visitors, secure cycle parking, delivery lockers, etc.) to provide focal points for public and shared transport, and access to attractive public transport services for travel within and beyond the site. The hubs should be sensitive to their setting in terms of design and layout and incorporate green features to minimise hard standing.
- 5.158 Ensuring the achievement of 10% biodiversity net gain on site is a key requirement. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate). The main ecological constraint pertaining to the site is the ancient woodland within close

proximity to the site and consideration of these features should include the indirect impacts. Protected species are also known to be located on or around the site, such as farmland birds (including ground nesting skylark), badgers and bats and there is the potential for reptiles on the site. Considerations of the impacts of these species must be addressed in detail as part of the ecological surveys with suitable mitigation and enhancement measures as necessary.

Landscape-led design

- 5.159 Any future application will need to be supported by a Landscape and Visual Impact Assessment. This will need to consider the landscape issues associated with the site in more detail. It will be important to ensure that the design and layout of the development responds appropriately to the landscape constraints.
- 5.160 On the western boundary of the site, it will be important to consider the local topography and how that impacts on the design, layout and scale of development. It will be necessary to consider how the development would appear in longer views, particularly from the Cliddesden Conservation Area and how it affects the setting of the village of Cliddesden.
- 5.161 On the eastern boundary of the site with the A339, the location and design of development will need to protect the setting of Hackwood Park. Adequate space should be provided between the edge of the park and the eastern edge of the residential parcels to allow a sense of openness to remain, respecting the character of the setting of Hackwood Park.
- 5.162 It will be important to ensure that housing on the edges of the site provides a suitable transition to the countryside beyond such as by being of a lower density and scale and incorporating suitable levels of planting (including trees and hedging).

Heritage

- 5.163 The proposed site abuts the southwestern portion of the setting of the Registered Park and Garden of Hackwood Park. The erosion to the rural setting of the Registered Park and Garden would seek to harm the significance and therefore careful mitigation is required. In this regard it is likely that a roadside barrier running the eastern edge of the site and a significant buffer between the road and the edge of the built form would be required. Adequate space should be provided between the edge of Hackwood Park and the eastern edge of the residential parcels to allow a sense of openness to remain, respecting the character of the setting of Hackwood Park. The edge of the built form should be of a suitably low density to provide a soft edge that transitions between the open landscape and the built form, assimilating the garden village into the landscape. Adequate space for a structural vegetation buffer should be included, with as much mature tree planting as is practical in order to avoid the erosion of the setting of Hackwood Park, reduce the visual impact of the road on the development and provide a

verdant character to the edge of the development, reflective of the garden village ethos for the site.

Green and Blue Infrastructure

- 5.164 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.

Biodiversity

- 5.165 Opportunities to enhance existing habitats will need to be taken and the masterplan will identify opportunities to improve habitat connectivity within and beyond the site on a landscape scale, including through the creation of north-south and east-west ecological corridors, taking into account the opportunities identified by the Local Nature Recovery Strategy (LNRS). It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy.

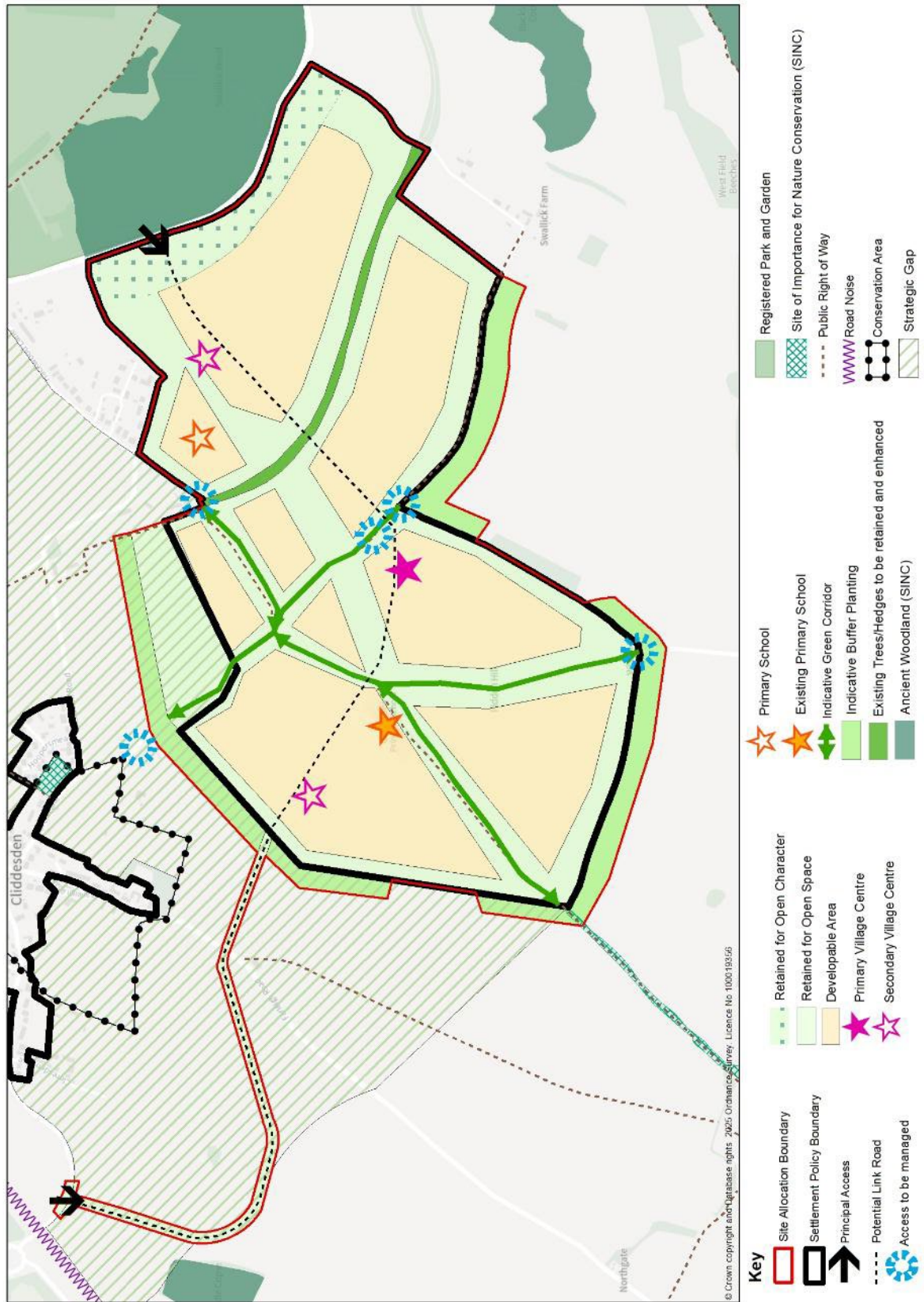
Infrastructure

- 5.166 The mixed-use village centres will provide a mix of uses to meet local needs and foster healthy and sustainable lifestyles and will be well connected by active travel. The development will include on-site infrastructure to support and develop the new community including schools, community facilities, healthcare uses, sports and leisure facilities, and green uses commensurate with the number of homes in the development and as set out in the council's Infrastructure Delivery Plan.
- 5.167 The development will include affordable housing, older persons' accommodation, plots for custom and self-build housing, and gypsy and traveller pitches to create a diverse and sustainable new community. It is expected that older persons' accommodation will be provided in or near the local neighbourhood centre where there is the best access to facilities and services. The plots for custom and self-build housing should be brought forward in groups to create distinct custom and self-build areas. The provision of Gypsy and Traveller's pitches will be required and will be based on the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment.
- 5.168 The schools will need to be integrated in a manner which ensures that it will not result in unacceptable highways impacts (for example owing to vehicles stopping on main routes at drop off and pick up times) The streets around schools will be designed such that walking and cycling will be the first choice

for travel to school. The full details of the mechanisms for delivering the new school will need to be agreed with HCC Children's Services.

- 5.169 The existing Cliddesden Primary school is within the proposed development and would be retained through the development of Upper Swallick. It is envisaged that the existing school would be expanded alongside the provision of a new primary school to serve the community resulting in two 2-forms of entry primary schools.

Figure 5.14: Policy SPS5.9 Upper Swallick Garden Village Illustrative Concept Plan



Policy SPS5.10: Land West of Marnel Park

Summary of changes made since the Regulation 18 2024 Consultation:

- The site boundary has been extended southwards with a new access from Chineham Lane. This will allow a higher housing capacity (changed from 200 to 250 dwellings). The visual separation of Basingstoke with Sherborne St John will be maintained whilst this alteration will enable a lower housing density more in keeping with the character of the surrounding area.
- The new access from Chineham Lane will enable less reliance on vehicular travel through the existing neighbourhood to the east and will allow improved retention of the green infrastructure corridor to the north.
- Wording added to ensure access will be provided from Gibbons Place and secondary access from Chineham Lane if appropriate, subject to a detailed Transport Assessment and supporting Travel Plan.
- Updated criteria on the ecological network and BNG with reference to the LNRS, and wording added on protecting and enhancing green and blue infrastructure.
- Additional criteria added relating to scheme design and noise mitigation.
- Requirement included for hydrogeological risk assessment.

Policy SPS5.10: Land West of Marnel Park

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Make provision for the delivery of approximately 250 homes including 5% serviced plots for custom and self-build homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Provide for permanent Gypsy and Traveller pitches proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Travellers Accommodation Assessment;
- d) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users, including principal access from Gibbons Place and secondary access from Chineham Lane if appropriate;
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, including Basingstoke Town Centre, Chineham District Centre and Sherborne St John, can be achieved via active travel and/or public transport services;
 - iv. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development;
 - v. Ensure that the development will not have a severe adverse impact on the local highway network including the A33 corridor and Chineham Lane nor

have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;

- e) Ensure the siting, density, scale, layout, character and hard and soft landscaping of the development responds positively to, and takes opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside;
- f) Ensure the character, layout and appearance of the housing will be distinguishable from adjoining development to create a separate identity for this new neighbourhood;
- g) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network. This includes the protection and enhancement of great crested newt populations and Basing Forest Spiers Copse Site of Importance for Nature Conservation (SINC) and Marnel Park Grasslands SINC. The existing tree belt on the eastern boundary will be retained (other than for necessary access) in order to maintain its visual and biodiversity functions and its identified role in local ecological network mapping. Provision will be made for buffers against the surrounding tree and hedge belts and the Basing Forest Spiers Copse and the Basing Forest Kiln Farm Spreads Ancient Woodland SINCs on the north-eastern and western boundary of the site.
- h) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
- i) The siting, density, scale, layout, character and hard and soft landscaping of the development, together with the siting of open space and landscape buffers, will mitigate any visual impact of the development on the strategic gap between Basingstoke and Sherborne St John. This will require the avoidance of built development on the southern part of the site adjoining Chineham Lane;
- j) Provide a reinforced tree belt to the west and south of the housing parcels to protect views towards the site from the wider countryside and Chineham Lane, and minimise inter-visibility between Basingstoke and Sherborne St John. Green corridors with a minimum width of 20m will be introduced running east to west within the site, linking to the existing green infrastructure network within adjoining development and ensuring maintenance of the existing Public Rights of Way. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character;
- k) Undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine flood risk management measures to ensure sustainable development and incorporate the provision of on-site sustainable drainage systems (SuDS);
- l) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design, infiltration features and any necessary mitigation based on local geology and environmental considerations. This should include assessment of contamination migration risks from the former Marnel Dell landfill adjacent to the site;

- m) Seek to preserve the significance of the Kiln Farm historic farmstead, taking due account of the contribution made by the allocation site to setting. Opportunities will be taken to better reveal the significance, including the setting, of heritage assets in the vicinity of the site. Development within the setting of heritage assets will be sensitively located and designed to avoid or minimise adverse impacts;
- n) Assess the full extent of any archaeological constraints via analysis by specialist consultants, and ensure that the layout responds positively to those constraints, and successfully mitigates any archaeological impacts;
- o) Make appropriate use of mineral resources as established via a Mineral Resource Assessment;
- p) Undertake gas monitoring assessment prior to development, due to the presence of former domestic landfill close to the site boundary, and implement any necessary protection measures;
- q) Ensure that the scheme design and layout demonstrably respond to noise impacts arising from any site traffic within the site vicinity, in order to optimise noise mitigation by good acoustic design;

Infrastructure

- r) Make provision for suitable amounts of open/green space (including allotments), in accordance with the council's Green Space Standards. This will need to be provided in a manner which is well related to the overall layout and character of the development, and how it relates to its surroundings. This provision needs to create an effective green and blue infrastructure network (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which links to the surrounding countryside, habitats and Public Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied;
- s) Provide safe, suitable and convenient access facilities for all users, including principal access from Gibbons Place and secondary access from Chineham Lane if appropriate and subject to detailed transport assessment, together with an on-site movement network and connections that maximises accessibility by active travel and public transport, with appropriate parking and servicing provisions, together with measures targeted to minimise the transport impacts arising from the development;
- t) Provide internal active travel routes which link to existing and proposed external routes including through the Spiers Meadow development to the south and to the Public Right of Way network, including to Sherborne St John. This includes retaining the alignment of the public footpath (No. 208/17b/1) which runs southeast-northwest through the northern part of the site and its landscaped setting;
- u) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

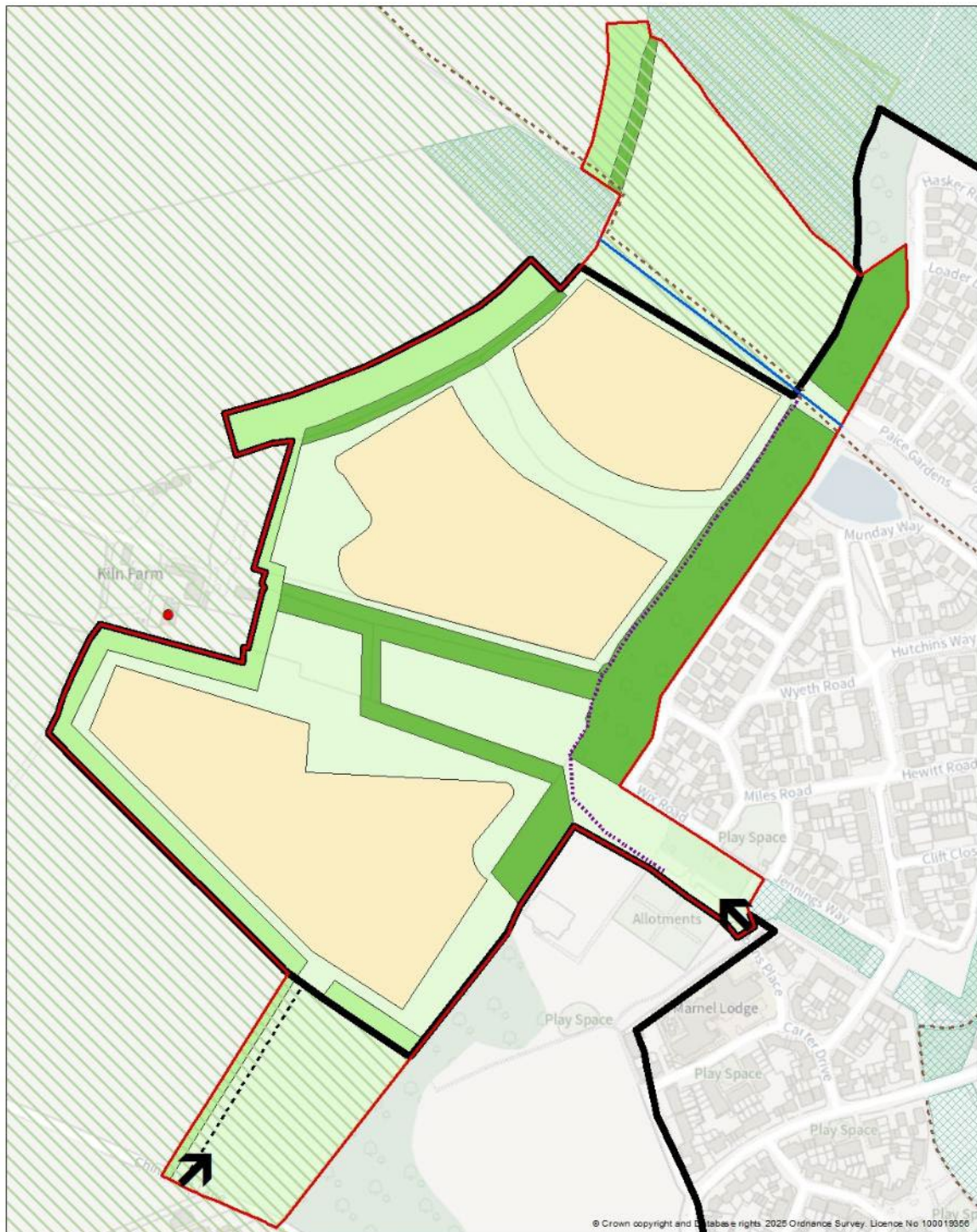
5.170 The site, which would form an extension to Basingstoke, will make provision for approximately 250 dwellings, which are to be provided via a range of dwelling types and tenures including 40% affordable housing. Development

will be supported by the timely delivery of supporting infrastructure including open space and allotments. Proposals for the site will be landscape-led and, although a formal design code is not required, the development should demonstrate high quality design, as well as a positive relationship with the rural character of the edge of Basingstoke, minimise impacts on the Strategic Gap, and protect key views identified in the Sherborne St John Neighbourhood Plan 2011-2029.

- 5.171 In order to minimise impact on the highway network and local environment, the development will maximise opportunities for travel by active modes to access local services, facilities and public transport services, as well as ensuring safe, suitable and convenient access throughout the site.
- 5.172 Kiln Farmhouse, a Grade II listed building, lies immediately to the west of the site. It is likely that all or part of the site has an historic association with the listed building. Opportunities will be taken to respond sensitively to context and to limit and mitigate adverse impacts on the significance of the listed building at Kiln Farm arising from development within its setting, taking account of historic land use and associations, and of important views to, of and from the listed building.
- 5.173 In order to ensure that there is an appropriate transition to adjacent countryside, and to avoid a hard edge to development, the layout along the northern, western and southern edges of the site should be of a lower density and scale with a greater separation of buildings. Open spaces along the edge will incorporate appropriate planting, such as tree belts and hedges, to help give a soft transition to the countryside.
- 5.174 The character and appearance of the housing will be distinguishable from existing housing which adjoins the site to the immediate east. This will help to provide a more varied streetscene which will benefit the overall character of the residential neighbourhoods along the northern edge of Basingstoke. The site's location on the edge of Basingstoke adjoining countryside indicates that the new housing development should be predominantly of 2 storeys in height with discrete elements at 2.5 storeys.
- 5.175 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. The existing tree belt along the eastern boundary will be protected and maintained (other than to allow necessary access) to retain the landscape structure of existing development and protect biodiversity interests which function as part of the local ecological network mapping. An existing Public Right of Way runs east-west through the site, linking the existing housing to the east with the wider countryside. This shall be maintained and incorporated within a green corridor running along the drainage channel and connecting to the existing green network through Marnel Park.

5.176 It will be necessary for the development to achieve a minimum of 10% measurable biodiversity net gain with habitat creation and enhancement prioritised on site, in line with the biodiversity gain hierarchy. The Spiers Copse SINC lies immediately to the north of the site with Basing Forest beyond, these containing populations of bats and dormice and woodland bird species. The site may also be used by great crested newts, which are known to populate the adjoining residential neighbourhood to the east and nearby woodland within Marnel Park Grasslands SINC. Tree and landscape buffers will be necessary to ensure protection of these species/habitats and improve ecological connectivity across the local landscape as well as to minimise the visual impact of the development.

Figure 5.15: SPS5.10 Land West of Marnel Park Illustrative Concept Plan



Key

- | | | |
|--|--|---|
|  Site Allocation Boundary |  Potential Access Road |  Site of Importance for Nature Conservation (SINC) |
|  Settlement Policy Boundary |  Informal Footpath |  Existing Trees/Hedges to be retained and enhanced |
|  Principal Access |  Public Right of Way |  Listed Building |
|  Developable Area |  Indicative Buffer Planting |  Strategic Gap |
|  Retained for Open Space |  Drainage Channel | |

Policy SPS5.11: Weybrook Park Golf Course

Summary of changes made since the Regulation 18 2024 Consultation

- The main Weybrook Park Golf Course site (originally for 220 homes) and the Land adjacent to the Weybrook Park Golf Course (for 30 homes) have been combined to form one allocation.
- In order to retain the trees in the centre and north of the main Weybrook Park Golf Course site, the housing yield has been reduced by 40 homes.
- Additional text has been added to protect the right of way footpath along the western site boundary and to ensure that any noise arising from golf related activities to the west is suitably mitigated.
- The Environment Agency (EA) provided comments during the previous Regulation 18 consultation that the smaller site (for 30 homes) has potential off-site contamination risks and potential contaminants from previous uses. Relevant wording has been added to the policy to address these concerns.
- Building heights have been more limited on the south-western part of the site.
- Additional text has been added to ensure archaeological constraints are respected. The actual location of the banjo enclosure (archaeological site) has been included on the concept plan.
- The concept plan has been updated to show the two sites combined as one, in addition to the retention of the aforementioned trees.
- An 'all modes access point' has been shown connecting the main allocation to the smaller site to the south-west, and the entire site would be accessed from the A340.
- Wording amended on protecting and enhancing ecological networks, requiring a green and blue infrastructure plan, and securing minimum 10% BNG.

Policy SPS5.11: Weybrook Park Golf Course

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Make provision for the delivery of approximately 210 homes including 5% serviced plots for custom and self-build homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Provide for permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;
- d) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users, including a new access from the A340;
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, can be achieved via active travel and/or public transport services, including a safe and convenient access to the bus route down the A340 into Basingstoke;

- iv. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development;
- v. Ensure that the development will not have a severe adverse impact on the local highway network including the A340 corridor, nor have an unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- e) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. This will require the retention, and enhancement where appropriate, of the trees and hedges along the boundaries and in the centre of the site. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside;
- f) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green and blue infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- g) Retain the northern part of the site as undeveloped green space in order to protect rural views between Basingstoke and Sherborne St John and to prevent the coalescence of these settlements. The design and layout of development will include a strong and defensible green buffer in the northern part of the site to limit the visual impact of development;
- h) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an Overall Biodiversity Gain Plan;
- i) Retain and enhance existing tree belts and hedges along all external boundaries to protect the rural setting of the site, with suitable buffers. Housing will be sited away from the western boundary to protect longer distance views towards the site from the west and the rural setting of the footpath;
- j) Undertake technical investigation and assessment of all sources of flooding and any potential on-site contamination (including from surface water and groundwater as well as contamination migration risks from Park Prewett Hospital to the south-east of the site and the historic landfill site to the north) to determine flood risk management measures and any necessary mitigation together with any remedial works required to ensure no risk to human health and/or groundwater supplies and incorporate the provision of on-site sustainable drainage systems (SuDS).
- k) Ensure that the design and layout of the proposals respond positively to the full extent of the archaeological constraints within and adjacent to the site, including the retention and careful management of the banjo enclosure and Roman road. Any archaeological impacts should be suitably mitigated;
- l) Demonstrate that the scheme design and layout respond to noise impacts arising from traffic along the A340 to the east as well as noise from existing golf related activities and buildings to the west, in order to ensure that acceptable

noise standards can be met within homes and amenity areas and to optimise noise mitigation by good acoustic design;

Infrastructure

- m) Make provision for suitable amounts of open/green space in accordance with the council's Green Space Standards, including the provision of allotments. This needs to create an effective green and blue infrastructure network (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which link to the surrounding countryside, to habitats, to Rooksdown to the south and Public Rights of Way. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied.
- n) Provide safe, suitable and convenient access from the A340 Aldermaston Road for all users (including public transport) to serve the whole of this site, without an all-purpose vehicular access from/to Rooksdown Lane.
- o) Include measures to improve accessibility by active travel modes and ensure safe, suitable and convenient access to local public transport services to/from Basingstoke Town Centre (including Basingstoke Railway and Bus Stations), together with suitable waiting and boarding facilities, and associated connections;
- p) Make provision on site for a dedicated network of segregated walking and cycle routes, that integrate with existing and proposed external routes including to Park Prewett to the south and to the Public Rights of Way network;
- q) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

5.177 The site, which would form an extension to Basingstoke, is allocated for approximately 210 homes, which are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. Development will be supported by the timely delivery of supporting infrastructure including open space and allotments. Proposals for the site will be design-led and, although a formal design code is not required, the vision for the development should demonstrate a high quality and comprehensive approach to design.

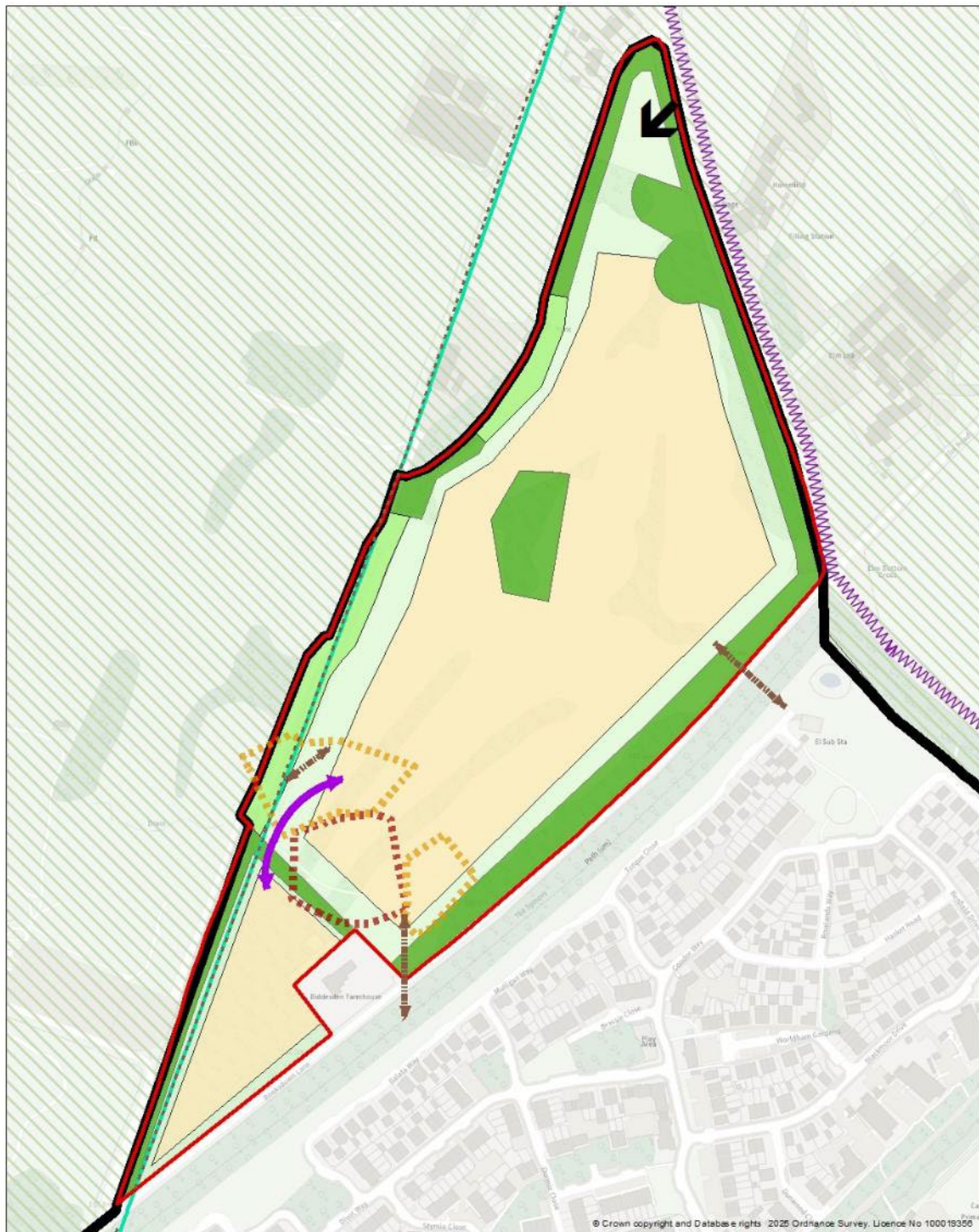
5.178 The site must be well integrated and connected to other developments in this location via a suitable walking and cycling network which will enable access for all users to nearby facilities including education and community facilities which will be available off-site. In order to minimise the impact of development on the A340 corridor, as well as surrounding connections, the development must include measures and supporting facilities to improve accessibility by active modes and public transport services to provide regular access for future residents to and from the town centre and other local facilities and services. A site wide travel plan and associated measures will be required to minimise the transport impacts arising from the development and deliver sustainable transport objectives.

- 5.179 Proposals are to be informed by a coordinated and integrated approach to green infrastructure provision which links with adjoining sites. Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. The triangular parcel of land to the south-west of the 'all-modes access' point comprises semi-improved grassland with a good species structure and diversity. Consideration should therefore be given to targeting Green and Blue Infrastructure provision within this area to retain and enhance habitat.
- 5.180 The allocation will preserve rural views between Basingstoke and Sherborne St John by retaining the northern part of the site as undeveloped open green space and including a strong and defensible strategic planted buffer to limit visual impact. Protection and enhancement of existing tree and hedge belts on the site's boundaries will provide strategic planted buffers. Development of the site must not have an adverse impact on the landscape qualities of the area including the North Wessex Downs National Landscape which lies to the west.
- 5.181 It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy. An existing Public Right of Way runs along the western boundary of the site, which would link the new development with the existing housing to the south. This right of way must be protected during the construction of the development and expansion of the right of way network should be considered wherever possible in order to maximise opportunities for active travel.
- 5.182 The scale of the new housing development should be predominantly of no more than 2-storeys in height with discrete elements at 2.5 storeys provided that this does not harm the rural setting of the site. Notwithstanding this, the new housing development within the south-western part of the site should be no more than 2-storeys in height. Careful consideration of buildings heights is needed to safeguard against visual coalescence between Basingstoke and Sherborne St John and to mitigate the impact of the development on the setting of the North Wessex Downs National Landscape and on the adjoining well vegetated edge to Basingstoke to the south and east.
- 5.183 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to the development, the layout along the western, northern and eastern edges of the site will be of a lower density and scale with a greater separation of buildings. Open spaces along the edge will incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside. Development will need to face out to the countryside, with no rear gardens facing outwards and avoid prominent parking areas on the edge of the site.

5.184 The site is adjacent to a number of important archaeological sites and to the line of the Roman road. If or where the Roman road survives as an earthwork it should be protected in situ. Where it survives as a historic line in the landscape (in this case defining the west edge of the site), the design and layout should respect and reinforce this line in order to retain its contribution to local distinctiveness and sense of place.

5.185 In relation to the banjo enclosure, the design and layout of the proposals within this area must be informed by the sensitivity of these archaeological remains. The banjo enclosure may need to be retained in situ and where archaeological assets are agreed not to be retained, they will be subject to mitigation (most likely via excavation) prior to any development taking place and recording with appropriate community engagement.

Figure 5.16: SPS5.11 Weybrook Park Golf Course Illustrative Concept Plan



Key					
	Site Allocation Boundary		Developable Area		Strategic Gap
	Settlement Policy Boundary		Retained for Open Space		Road Noise
	Principal Access		Indicative Buffer Planting		Roman Road
	All Modes Access		Existing Trees/Hedges to be retained and enhanced	Archaeological Features	
	Indicative pedestrian and cycling access		Public Right of Way		Banjo Enclosure
					Additional archaeological features (possibly part of Banjo Enclosure)

Policy SPS5.12: Land West of Upper Cufaude Farm

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new site allocation.

Policy SPS5.12: Land West of Upper Cufaude Farm

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Make provision for the delivery of approximately 220 homes including 5% serviced plots for custom and self-build homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Provide for permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;
- d) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users via the adjoining housing development to the east (Upper Cufaude Farm housing allocation) and without vehicular access from Cufaude Lane (except for emergency vehicles);
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, can be achieved via active travel and/or public transport services;
 - iv. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development;
 - v. Ensure that the development will not have a severe adverse impact on the local highway network including Cufaude Lane and the A33 corridor nor have an unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- e) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside;
- f) Retain the northern part of the site as undeveloped green space in order to protect rural views between Basingstoke and Bramley. The boundary to the north of the developable area will include an appropriate green buffer to

protect the setting of the Grade I Listed The Vyne mansion and Grade II Registered Park and Garden to the west whilst enabling interconnectivity between the development and area of open space;

- g) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green and blue infrastructure network. This should include through to the adjacent Galleries Copse Site of Importance for Nature Conservation (SINC) and ancient woodland on the western boundary and to the housing development to the east, as well as responding positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- h) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an Overall Biodiversity Gain Plan;
- i) Retain and enhance existing tree belts and hedges along all external boundaries to protect the rural setting of the site, with suitable buffers;
- j) Seek to preserve the significance of heritage assets in the area including the Grade I Listed The Vyne mansion and Grade II Registered Park and Garden, and the Grade II listed buildings at Cufaude Farm, paying due regard to the contribution to their significance made by the allocation site. Development within their setting will be sensitively located, and designed to avoid harm where possible. Any harm to heritage assets shall be adequately mitigated;
- k) Avoid development within flood zones 2 and 3 and undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine flood risk management measures to ensure sustainable development and incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the local geology and environmental characteristics;
- l) Ensure that the scheme design and layout demonstrably respond to noise impacts arising from the Business Park to the south and the Ministry of Defence land to the east, in order to optimise noise mitigation by good acoustic design;

Infrastructure

- m) Make provision for suitable amounts of open/green space in accordance with the council's Green Space Standards, including the provision of allotments. This will need to be provided in a manner which is well related to the overall layout and character of the development and how it relates to its surroundings. This provision needs to incorporate effective green and blue infrastructure links (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which link to the surrounding countryside, to habitats and Public Rights of

Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied.

- n) Provide safe, suitable and convenient access facilities for all users, including an on-site movement network and connections, that maximises accessibility by active travel and public transport, with appropriate parking and servicing provisions, together with measures targeted to minimise the transport impacts arising from the development. This includes providing suitable active travel links to the National Cycle Network located along Cufaude Lane, the Upper Cufaude Farm development to the east and the Public Rights of Way network;
- o) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

5.186 The site, which would form an extension to Basingstoke, will make provision for approximately 220 dwellings, which are to be provided via a range of dwelling types and tenures including 40% affordable housing. Development will be supported by the timely delivery of supporting infrastructure including open space and allotments. Proposals for the site will be design-led and, although a formal design code is not required, the vision for the development should demonstrate a high quality and comprehensive approach to design.

5.187 The site provides an extension to the adjacent Upper Cufaude Farm and Vyne Park, two housing developments which were allocated in the previous Local Plan (adopted in 2016). The West of Upper Cufaude Farm site will be well connected to these developments in order to promote active travel. Furthermore, development will ensure a cycle connection to the National Cycle Network along Cufaude Lane.

5.188 Any development on this site will have regard to its potential impact on the character of the countryside along this northern edge of Basingstoke. This can be achieved by restricting housing development to the southern part of the site and subject to more detailed analysis at application stage, it is anticipated that buildings may be predominantly up to 2 storeys in height with discrete elements at 2.5 storeys. The design and layout will need to protect the important landscape features such as existing trees and hedgerows and allow for softening of the edge of the site. Opportunities will be taken to incorporate rural landscape features such as additional hedges, copses and trees.

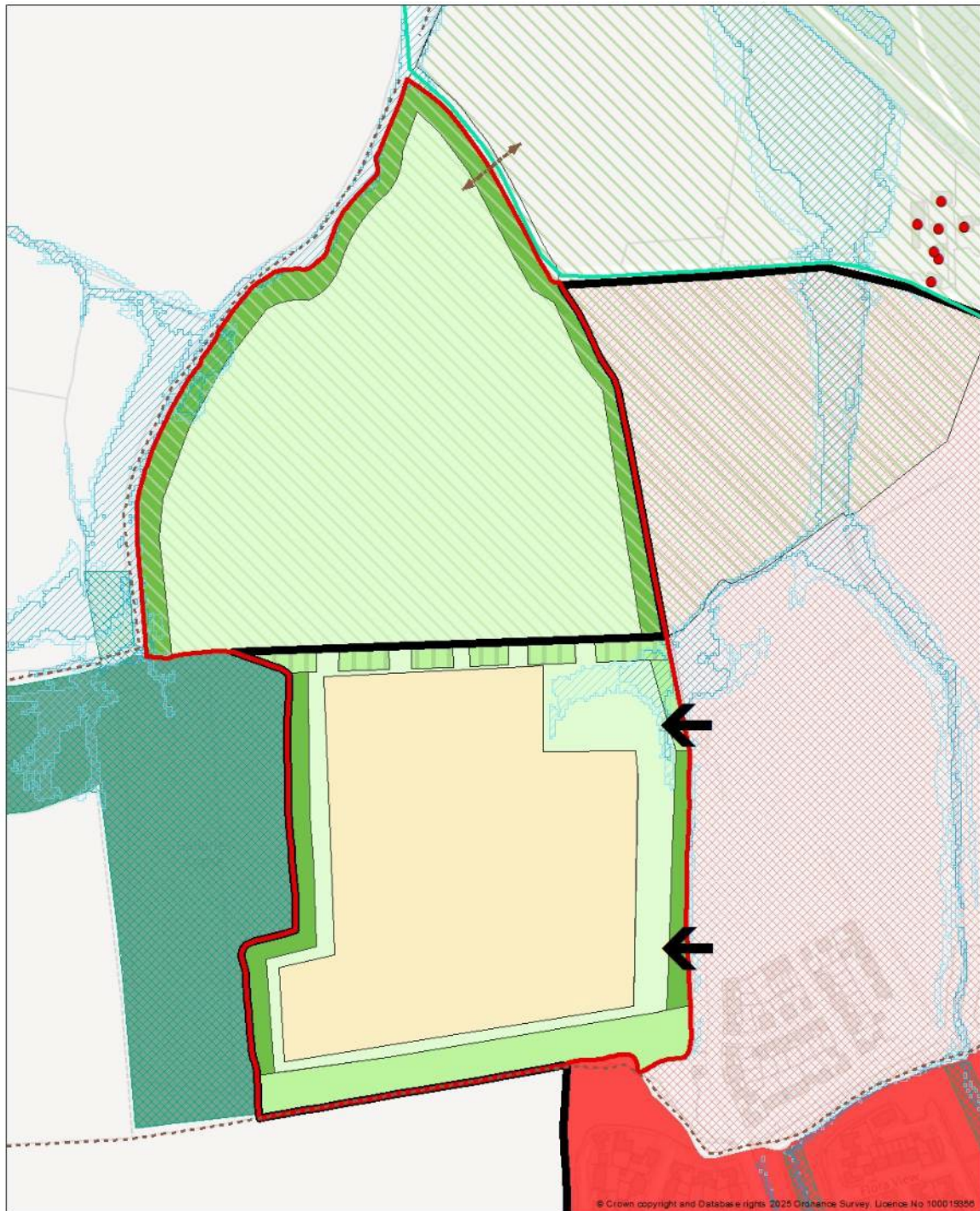
5.189 In order to ensure that there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the northern and western edges of the site should be of a lower density and scale with a greater separation of buildings. Open spaces along the northern and western edges will incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside. Development will need to face out to the countryside, with no rear gardens facing outwards and also avoid prominent parking areas on the edge of the site.

- 5.190 The allocation will preserve rural views between Basingstoke and Bramley by retaining the northern part of the site as undeveloped open green space and including an appropriate green buffer to the north of the developable area to protect the setting of the Vyne and its associated Registered Park and Garden. The existing tree and hedge belts along the site's northern boundaries will be protected and enhanced.
- 5.191 The Site of Importance for Nature Conservation (SINC) and ancient woodland of Galleries Copse lies to the west of the site, and will be vulnerable to impacts from the nearby urbanisation and recreational pressure. This site, and the existing hedgerows which surround the site, should be protected and enhanced. This will be assisted by the provision of a strong buffer of 20m as a minimum on the western boundary, measured from the edge of the canopy to protect the existing ancient woodland and wider countryside. Buffers should be designed cohesively with substantial greenspace provision to the north to divert recreational pressure away from the woodland. Greenspace provision in the north should be designed to integrate cohesively with greenspace in the adjacent approved development to the east, to maintain ecological connectivity across the local landscape for habitats and species. This should include additional planting along the northern and northwestern boundaries of the site, with suitable landscaping proposed on the eastern edge. It will be necessary for the development to achieve a minimum of 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy.
- 5.192 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character.
- 5.193 It will be important to ensure that the development is sensitively located and designed to avoid or minimise adverse impacts to the significance of heritage assets arising from development within their settings. A Landscape and Visual Impact Assessment is required to demonstrate the impact of proposed development on the setting of the Vyne and its associated Registered Park and Garden, and a Heritage Statement to assess the settings of listed buildings at Cufaude Farm and Cufaude Manor. A comprehensive statement of significance will also be required. The Grade I status of The Vyne mansion is noted.
- 5.194 A flood risk assessment will be required, which will need to accord with the requirements set out in Policy ENV10 and national guidance. The site is not affected by significant flood constraints, but there are small areas of the site within flood zone 2 and 3 and further technical work will be required to demonstrate that safe access can be achieved. Development, and where possible, points of access will need to avoid areas at risk of flooding and appropriate flood risk management measures may be required to ensure

essential infrastructure will be operational and safe in times of flood. Sustainable Drainage Systems must be incorporated in a manner which is well related to the rest of the development and which takes the opportunity to provide other benefits such as biodiversity enhancements and open space provided the local geology and environmental characteristics are suitable.







- 5.195 Hampshire International Business Park is located to the south of the site and to the east of the site is the Ministry of Defence land. Any noise pollution as a result of these nearby uses affecting new homes and amenity spaces will need to be satisfactorily mitigated through design and layout that follows the principles of good acoustic design. Attenuation treatment to dwellings should be viewed as a last resort.
- 5.196 It will be necessary to demonstrate that the proposed highway impacts of the development and its access are acceptable. Access to the site will be via the Upper Cufaude Farm residential development to the immediate east of the site. No vehicular access will be permitted onto Cufaude Lane in recognition of the limited capacity and rural character of the road and to ensure the safety for users of the National Cycle Network located along Cufaude Lane.
- 5.197 Existing public rights of way run east to west along the southern site boundary and along the western site boundary in a north-south direction. These rights of way must be protected during the construction of the development and expanded to maximise opportunities for active travel.

Figure 5.17: SPS5.12 Land West of Upper Cufaude Farm Illustrative Concept Plan






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Key

-  Site Allocation Boundary
-  Settlement Policy Boundary
-  Principal Access
-  Razors Farm (completed)
-  Land with planning permission and currently under construction
-  Indicative pedestrian and cycling access

-  Developable Area
-  Retained for Open Space
-  Indicative Buffer Planting
-  Existing Trees/Hedges to be retained and enhanced
-  Soft Buffer Planting
-  Site of Importance for Nature Conservation (SINC)

-  Listed Building
-  Strategic Gap
-  Ancient Woodland (SINC)
-  Public Right of Way
-  National Cycle Network 23
-  Flood Zone 2
-  Flood Zone 3

Policy SPS5.13: 65 New Road

Summary of changes made since the Regulation 18 2024 Consultation:

- Wording amended for the protection and enhancement of ecological networks.
- Wording added to require investigation into any potential sources of on-site contamination.
- Wording added to require the provision of SuDS.
- Wording added regarding the provision of suitable water and utilities infrastructure.

Policy SPS5.13: 65 New Road

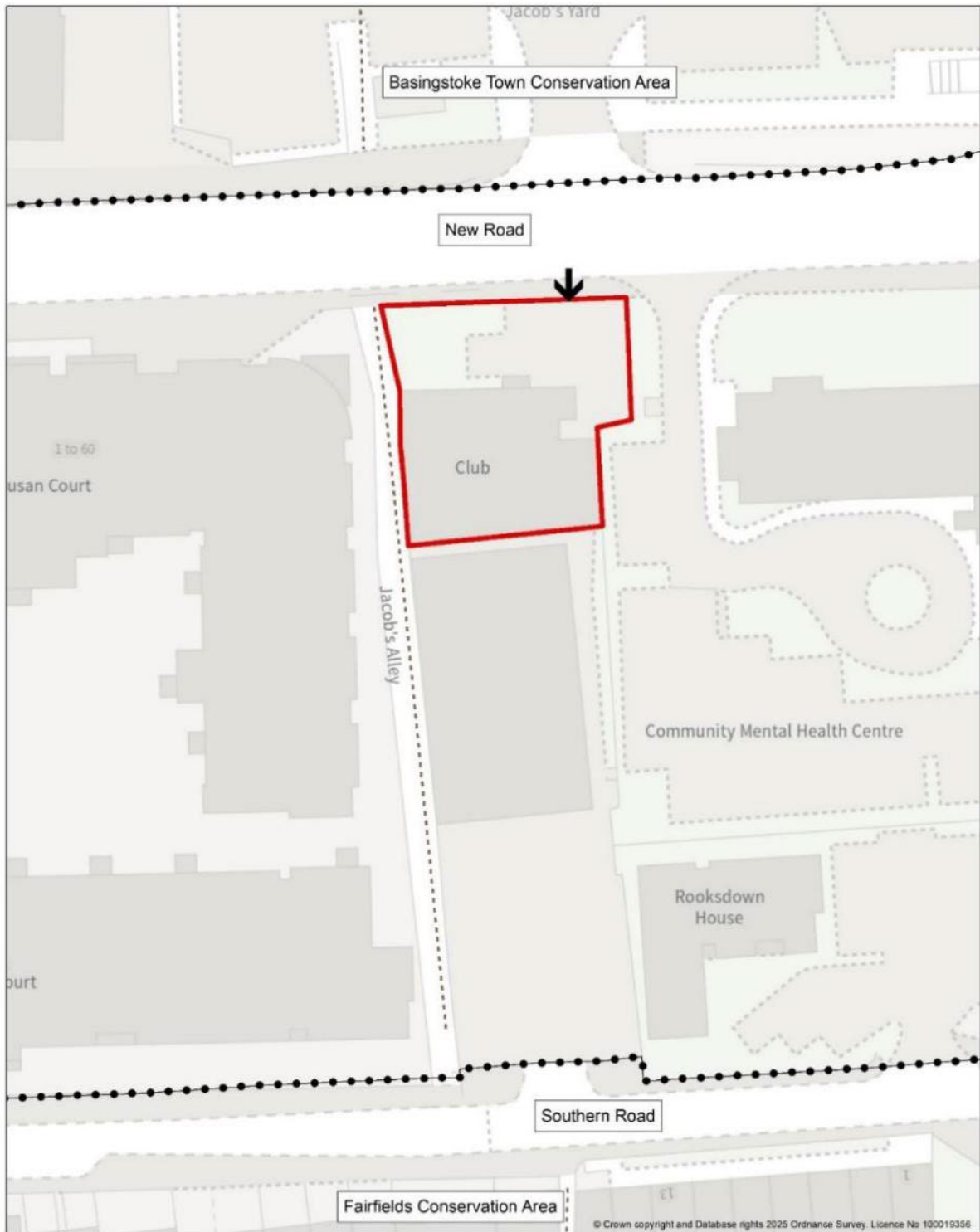
The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Make provision for approximately 6 homes;
- b) Be in accordance with the principles in the Concept Plan;
- c) Ensure a safe, suitable and convenient access is provided for all users, together appropriate parking and servicing provisions, whilst maintaining the safe and unhindered operation of the existing pedestrian crossing upon the northern frontage of the site;
- d) Respond positively to, and take opportunities to enhance, the characteristics of the site and wider area through the siting, density, scale, layout, character and hard and soft landscaping of the development and have due regard to the amenity of neighbouring properties;
- e) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network;
- f) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
- g) Preserve or enhance the significance, setting, character and appearance of the Basingstoke Town Centre and Fairfields Conservation Areas through the protection of views to and from those conservation areas;
- h) Preserve the significance, including the setting, of listed buildings, including the Grade II listed All Saints Church, and any non-designated assets through the siting, scale, layout and character of development;
- i) Ensure that street trees are provided along the frontage of the proposal;
- j) Ensure that acceptable noise standards can be met through suitable mitigation measures in light of the proximity of the site to road traffic;
- k) Provide an investigation into any potential sources of on-site contamination (including from adjacent land) together with any remedial works required to ensure no risk to human health and/or groundwater supplies; and

- l) Incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the local geology and environmental characteristics;
- m) Provide or contribute towards suitable infrastructure for sewerage (on and offsite), foul water and other utilities.




- 5.198 The small site is allocated for approximately 6 dwellings. The development of this site provides an opportunity to contribute to the repair of the slightly fragmented arrangement of buildings in the locality so that there is an improvement to the setting of Basingstoke Town Conservation Area to the north and the wider streetscene. It will be important to ensure that the proposal is sympathetic to the character of the area and has due regard to the amenity of neighbouring properties, such as the sheltered housing to the west, in terms of issues such as overlooking, outlook and access to natural light.
- 5.199 Given the busy nature of New Road at peak times as well as the presence of the existing signal-controlled pedestrian crossing upon the northern frontage of this site, proposals for developing this site (including the access and servicing arrangements), will need to ensure that these do not hinder the safe operation of New Road, including the existing signal-controlled pedestrian crossing.
- 5.200 Currently, the site has little ecological interest and its redevelopment presents an opportunity to create a measurable net gain for biodiversity. It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy.
- 5.201 Development of the site will need to be informed by the Basingstoke Town Conservation Area which lies immediately to the north of the site and Fairfields Conservation Area which is located to the south. The character of the conservation areas should be used to inform the design of the site. Consideration should be given to new housing providing a frontage along New Road.
- 5.202 Trees of Townscape Significance are identified within the Basingstoke Town Conservation Area along New Road lying opposite the site to the north. Additional street trees along the New Road frontage of the site would enhance the existing streetscene and development should be set back from the road to protect this local character.
- 5.203 The site has the potential to be contaminated due to the former use on the adjacent site as a builders yard and now as a car repair garage. Some remedial measures may be required to ensure that any identified contamination does not pose an unacceptable risk to human health. Pre-commencement contaminated land conditions would be required as part of any planning permission.

Figure 5.18: SPS5.13 65 New Road Illustrative Concept Plan



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Key

-  Site Allocation Boundary
-  Principal Access
-  Public Right of Way
-  Conservation Area

Policy SPS5.14: Oakley Farm, Wash Water

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new site allocation policy.

Policy SPS5.14 – Oakley Farm, Wash Water

The site, as shown on the Policies Map and Illustrative Concept Plan, is allocated for a well designed and sustainable development that will:

- a) Make provision for the delivery of approximately 500 homes including 5% serviced plots for custom and self-build homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Provide for permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;
- d) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users;
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, can be achieved via active travel and/or public transport services;
 - iv. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development; and
 - v. Ensure that the development will not have a severe adverse impact on the strategic and local highway networks including the A34/A343 grade separated junction, the A343, Penwood Road and the connecting routes nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- e) The density, scale, layout and hard and soft landscaping must respond positively to, and take opportunities to enhance, the landscape characteristics of the site and wider area;
- f) Protect the rural landscape setting of the site and the North Wessex Downs National Landscape to the south, retaining and enhancing existing tree belts and hedges along all external boundaries, with suitable buffers. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character;
- g) Recognise the importance of the SINC's on the site, and ensure development parcels are set back from them by providing a suitable buffer;
- h) Protect and enhance the ecological network, in particular the River Enbourne corridor and associated habitats in its floodplain, by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or

compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat. To also secure the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network, including SINCs across the site and respond positively to the Hampshire Local Nature Recovery Strategy;

- i) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an Overall Biodiversity Gain Plan;
- j) Respond sensitively to the significance of affected heritage assets, including (but not limited to) preserving the significance of the Grade II listed Granary at Falkland Farmhouse and the Grade II listed Mill at Falkland Farm taking due account of the contribution made by the setting. Opportunities will be taken to better reveal the significance, including the setting, taking due account of important vistas, views and archaeology;
- k) Avoid development within flood zones 2 and 3 and undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine flood risk management measures to ensure sustainable development and incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the site's local geology and environmental characteristics to avoid any polluting runoff into the watercourses;
- l) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design and any necessary mitigation;
- m) Make appropriate use of mineral resources as established via a Minerals Resource Assessment;
- n) Ensure that acceptable noise standards can be met within homes and amenity areas through suitable noise mitigation measures in light of the proximity of the site to traffic along the A34;
- o) Ensure acceptable odour standards can be met within homes and amenity areas in light of the nearby sewage treatment works;

Infrastructure

In line with the IDP, the site should:

- p) Provide safe, suitable and convenient access to facilities for all users, including an on-site movement network and connections, that maximises accessibility by active travel modes and local public transport services, together with appropriate parking and servicing provisions as well as measures targeted to minimise the transport impacts arising from the development. This includes providing an onsite Mobility Hub as well as suitable active travel connections with the emerging housing development (Land at Watermill Bridge) and associated facilities upon the opposite side of the A343 (including safe, suitable and convenient A343 crossing facilities);
- q) Ensure access to day-to-day services and facilities via sustainable modes of transport or active travel;
- r) Provide suitable infrastructure for sewerage (on and off site), foul water and other utilities; and

s) Make provision for suitable amounts of open/green space (including allotments) in accordance with the council's Green Space Standards, which is well related to the overall layout and character of the development and how it relates to its surroundings. This includes the provision of multi-functional green space (MFGS) including kickabout space and equipped play areas within the development parcels. Provision needs to incorporate effective green infrastructure links within and through the development which links to the surrounding countryside, habitats and Public Rights of Way, utilising appropriate planting in order to support their biodiversity and landscape function. The development should provide increased tree canopy coverage and that trees have sufficient buffers to allow for healthy future growth.

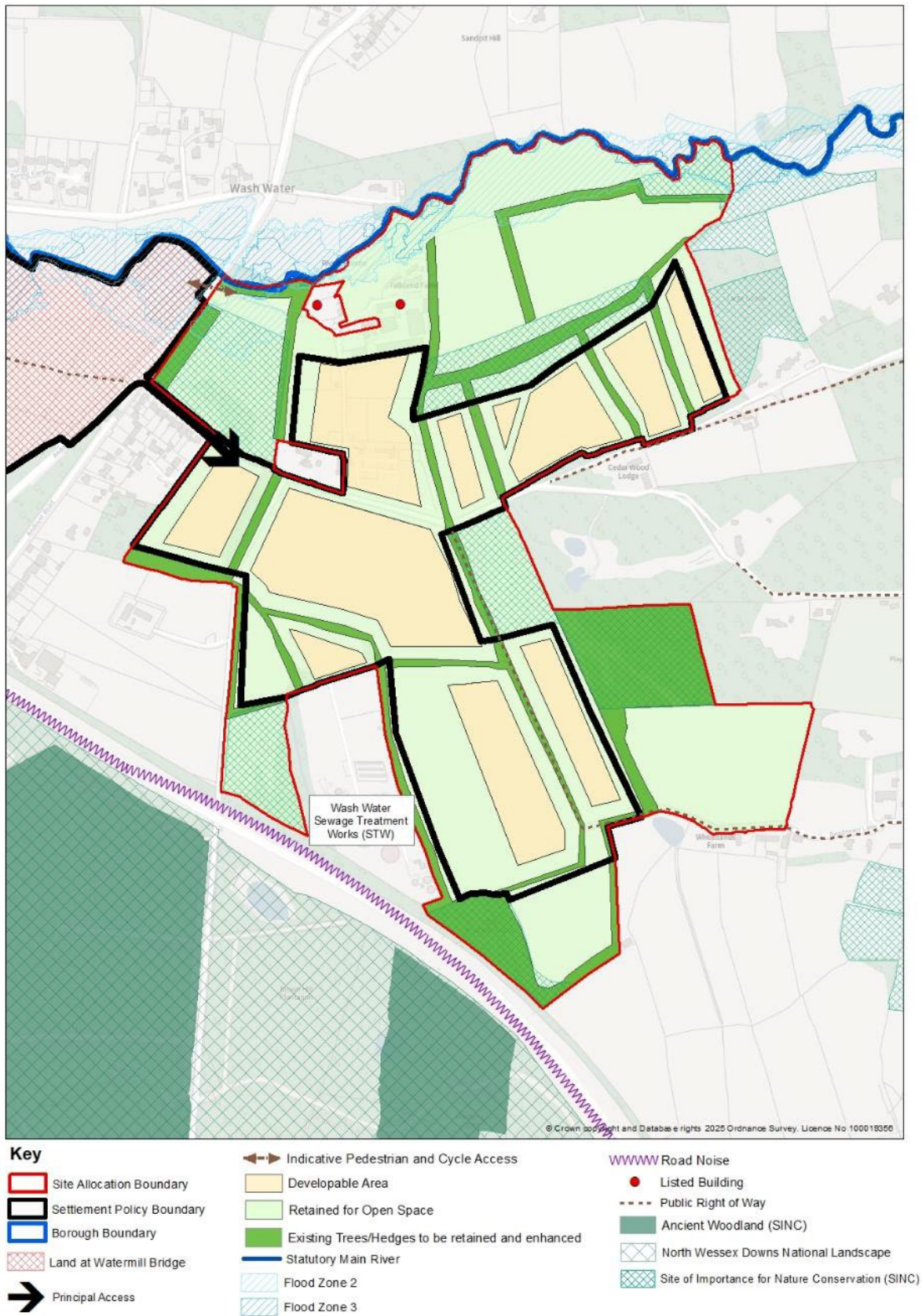
- 5.204 The site, which would increase development around Wash Water, near Newbury, is allocated for approximately 500 homes. These are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. The site is allocated due to its proximity to Newbury which, although located outside of the borough, is of a size sufficient to accommodate the level of additional growth proposed at the site. Additionally, the adjacent site at Watermill Bridge was allowed at appeal establishing the principle of development in this location.
- 5.205 Development will be supported by the timely delivery of supporting infrastructure including open space and allotments in accordance with the councils Green Space Standards. Proposals for the site should be design-led and, although a formal design code is not required, the vision for the development should demonstrate a high quality and comprehensive approach to design.
- 5.206 The site must be well integrated and connected to other developments in this location via a suitable walking and cycling network which will enable access for all users to nearby facilities including education and community facilities which will be available off-site. In order to minimise the impact of development on the A34 and A343, as well as surrounding connections, the development must include measures to improve accessibility by non-car modes. A site wide travel plan and associated measures will be required to deliver sustainable transport objectives, including the provision of EV charging infrastructure. Furthermore, it will also be important to demonstrate how safe, suitable and convenient access will be provided for the retained existing premises within and around this site, together with the users of the existing routes through the site including Penwood Lane and how these will be integrated within the development to satisfactorily accommodate all users.
- 5.207 Future residents must be able to access day-to-day services and facilities via sustainable modes of transport or active travel. In line with the Settlement Study, this includes access to suitable retail, education, social and community facilities.

- 5.208 Proposals are to be informed by a coordinated and integrated approach to green infrastructure provision. A number of SINC's are present across the site and it is unlikely that these can be developed or used for public open space. SINC's will need to be supported with long term management plans to ensure their conservation interests are retained and enhanced into the future. Notably, the impacts of creating a safe access on Wash Water Field SINC will need to be thoroughly investigated and any loss will need to be kept to a minimum and suitably compensated onsite. The River Enborne Corridor, to the north of the site, will need to be retained and enhanced in line with the need for strategic biodiversity corridors as identified in the emerging Local Nature Recovery Strategy. The site includes many woodlands, tree belt and tree lines which are expected to be retained and enhanced. Strategic buffers will be required around all of these features and along the site boundaries in line with the guidance in the Council's Landscape, Biodiversity and Trees SPD. Development of the site must not have an adverse impact on the landscape and scenic quality of the area including the North Wessex Downs National Landscape, including its setting and ancient woodland, including Little Hitchens Copse within the site, and south west of the site (over the A34). Impacts on Little Hitchens Copse will need to be avoided by the inclusion of a wide buffer, the inclusion of green infrastructure and additional planting. It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised onsite, in line with the biodiversity gain hierarchy.
- 5.209 The North Wessex Downs National Landscape lies within close proximity to the site and is located southwest of the A34. Proposals should reflect the North Wessex Downs Management Plan and protect the setting of the National Landscape. Measures should include suitable landscape buffers, reduced building heights, considerate massing and scale, appropriate roofscape design and the avoidance of development in more exposed locations.
- 5.210 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the eastern edges of the site should be of a lower density and scale with a greater separation of buildings. Open spaces along the edge should incorporate appropriate planting, such as tree belts and hedges, to help provide a soft transition to the countryside. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards and also avoid prominent parking areas on the edge of the site. New housing development should be up to 2-storeys in height with discrete elements at 2.5-storeys.
- 5.211 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.
- 5.212 Two listed buildings are located within the northern part of the site or adjacent to it. These include the Grade II listed Granary at Falkland Farmhouse and the

Grade II listed Mill at Falkland Farm. Buffers are maintained around these buildings to protect their setting. There is an archaeological site on the western edge of the site by Andover Road. It is expected that any development proposal would provide a Heritage Impact Assessment to understand if the listed buildings and archaeological site may present any constraints to development.

- 5.213 The River Enborne is located along the northern boundary of the site, and extensive stretches of the site are expected to be subject to fluvial flooding, surface water flooding and groundwater flooding. Development of the site in areas within floodzone 2 and 3 should be restricted. A Flood Risk Assessment will be required, which will need to accord with the requirements set out in Policy ENV10 and national guidance. Sustainable Drainage Systems (SuDS) must be sensitively designed and implemented to ensure there are no adverse hydrological impacts on the River Enborne or other SINC, and which takes the opportunity to provide other benefits such as biodiversity enhancements and open space. SuDS will need suitable long-term management and monitoring plans to ensure their lasting effectiveness.
- 5.214 There is a sewage treatment works towards the south of the site which will require measures to mitigate the impact of odour on the development including an area of the site which will be retained as open space to ensure housing is set back a sufficient distance from the site. A detailed and thorough Odour Impact Assessment would be required to be submitted with an application to ascertain how the site can be developed in a manner sensitive to the impacts of the sewage treatment works.
- 5.215 Additionally, part of the site has been identified in the Hampshire Minerals and Waste Plan as safeguarded for wastewater treatment works at the Washwater Wastewater Treatment Works. Therefore, an Infrastructure Safeguarding Assessment is a requirement prior to planning.
- 5.216 The site falls within a 5km buffer zone of several Special Areas of Conservation, these are Kennet and Lambourne Floodplain, Kennet Valley Alderwoods and River Lambourne. It is likely that technical work will be required to understand if development in this location would have an impact on these sites and if any mitigation measures might be required.
- 5.217 The site lies within close proximity to both the A343 and A34. The A34 is elevated and the noise is likely to propagate unobstructed across the site. However, due to the presence of SINC, housing will already be required to be set back from the road. To understand if this will be sufficient, noise assessments might be required.

Figure 5.19: SPS5.14 Oakley Farm, Wash Water Illustrative Concept Plan



Policy SPS5.15: Land at West End Farm, Mortimer

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new site allocation policy.

Policy SPS5.15 – Land at West End Farm, Mortimer

The site, as shown on the Policies Map and Illustrative Concept Plan, is allocated for a well designed and sustainable development that will:

- a) Make provision for the delivery of approximately 350 homes including 5% serviced plots for custom and self-build homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Provide for permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;
- d) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users;
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, can be achieved via active travel and/or public transport services;
 - iv. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development; and
 - v. Ensure that the development will not have a severe adverse impact on the local highway network, including West End Road and the connecting routes, nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- e) Ensure that development of the site does not have an adverse impact on the landscape qualities of the area including the Pamber Forest and Heaths Valued Landscape located to the north and west. The density, scale, layout and hard and soft landscaping must respond positively to, and take opportunities to enhance, the landscape characteristics of the site and wider area;
- f) Retain the western part of the site as undeveloped green space in order to protect rural views. The design and layout of development should include a strong and defensible green buffer in the western part of the site to limit the visual impact of development;
- g) Retain and enhance existing tree belts and hedges along the eastern and southern boundary to protect the rural setting of the site, with suitable buffers. Housing should be sited away from the southern boundary to protect longer distance views towards the site from the south. Development should consider

trees that contribute to visual amenity, biodiversity, climate resilience and local character;

- h) Ensure that suitable buffers and accessible greenspace are provided across the south and west of the site in order to protect Simm's Copse SINC and Ancient Woodland and Hundred Acre and Fifty Acre Pieces SINC from any impacts of the development;
- i) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network;
- j) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an Overall Biodiversity Gain Plan;
- k) Demonstrate that any heritage impacts are thoroughly investigated and understood owing to the proximity to the setting of the Scheduled Monument The Late Iron Age oppidum and Roman town of Calleva Atrebatum to the south of the site and the archaeological potential within the site;
- l) Respond sensitively to the significance, and setting, of listed buildings, including (but not limited to) the Grade II Windabout cottage through the siting, scale, layout and character of development;
- m) Provide technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine flood risk management measures to ensure sustainable development and provision of on-site sustainable drainage systems (SuDS) as appropriate to the site's local geology and environmental characteristics;
- n) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design and any necessary mitigation;
- o) Make appropriate use of mineral resources as established via a Mineral Resource Assessment;
- p) Ensure that noise impacts arising from West End Road are successfully mitigated through suitable measures;

Infrastructure

In line with the IDP, the site should:

- q) Provide safe, suitable and convenient access facilities for all users, including an on-site movement network and connections, that maximises accessibility by active travel modes and local public transport services, together with appropriate parking and servicing provisions as well as measures targeted to minimise the transport impacts arising from the development. This includes retaining the alignment and providing suitable connectivity with the existing Public Rights of Way within and adjoining this site as appropriate;
- r) Provide suitable infrastructure for sewerage (on and off site), foul water and other utilities; and
- s) Make provision for suitable amounts of open/green space (including allotments) in accordance with the council's Green Space Standards, which is

well related to the overall layout and character of the development and how it relates to its surroundings. This includes the provision of a neighbourhood park and allotments in the western part of the site and a kickabout space in the housing area to the south. Provision needs to incorporate effective green infrastructure links within and through the development which links to the surrounding countryside, habitats and Public Rights of Way, utilising appropriate planting in order to support their biodiversity and landscape function.

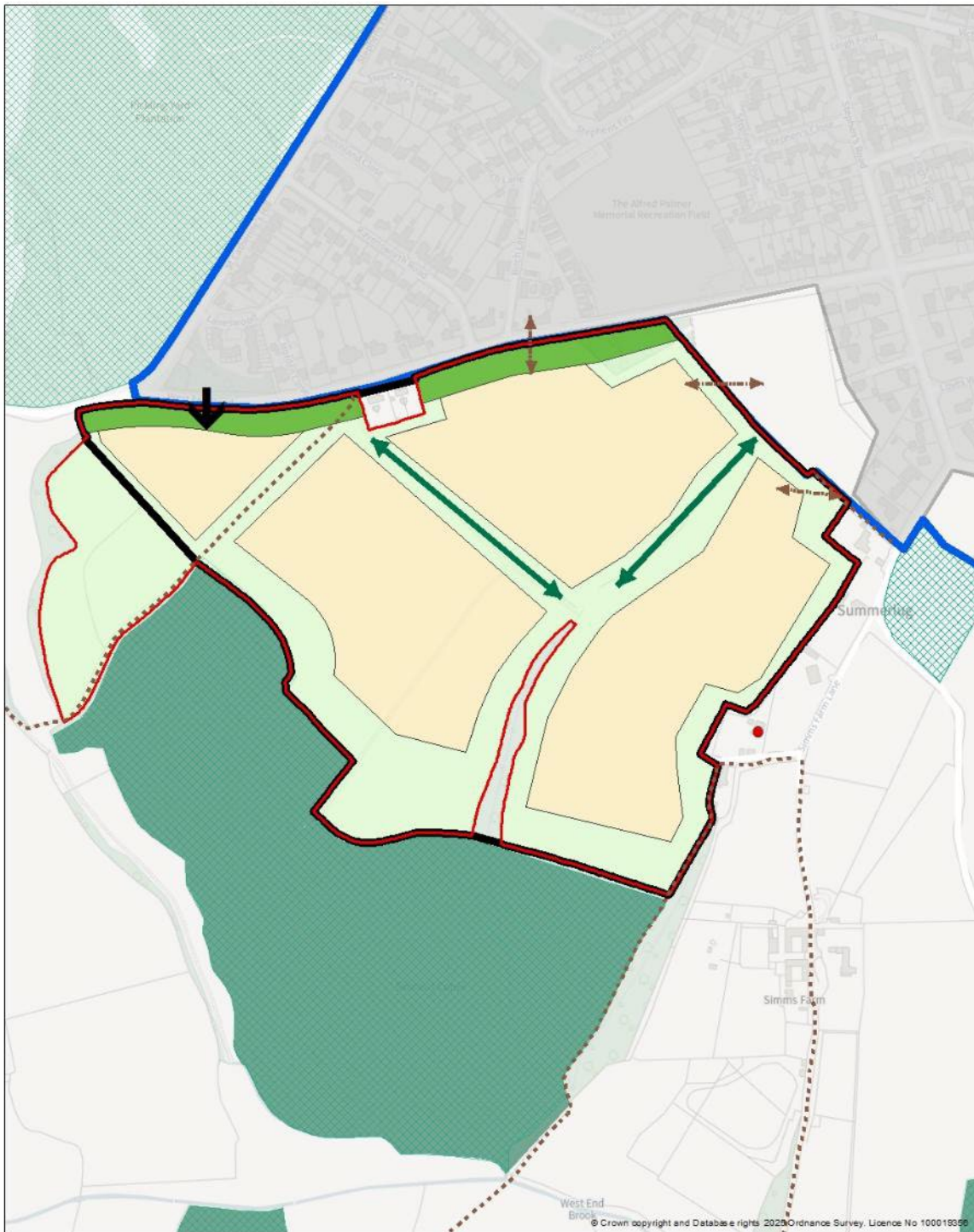
- 5.218 The site, which would form an extension to Mortimer, is allocated for approximately 350 homes. These are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. Mortimer is considered to be a Rural Service Centre within the West Berkshire Local Plan (2023) in the District Settlement Hierarchy, which is defined as providing a focal point for surrounding villages and rural areas in terms of provision of services and facilities.
- 5.219 Development will be supported by the timely delivery of supporting infrastructure including open space and allotments, in accordance with the councils Green Space Standards. Proposals for the site should be design-led and, although a formal design code is not required, the vision for the development should demonstrate a high quality and comprehensive approach to design.
- 5.220 The site must be well integrated and connected to Mortimer via a suitable walking and cycling network which will enable access for all users to nearby facilities including education and community facilities, which will be available off-site. It is expected that this is to be achieved by enhancing the existing footpath network where possible, including a buffer either side of the footpath in the north west of the site. In order to minimise the impact of development on West End Road, as well as surrounding connections, the development must include measures to improve accessibility by non-car modes. A site wide Travel Plan will need to be submitted to minimise car use and deliver sustainable transport objectives.
- 5.221 Development proposals will need to be informed by a robust and comprehensive site-specific Transport Assessment to demonstrate how a how safe, suitable and convenient access can be provided for all users in agreement with the Local Highway Authority.
- 5.222 Proposals are to be informed by a coordinated and integrated approach to green and blue infrastructure provision which links with Mortimer and ensures impacts on Simm's Copse SINC and ancient woodland and Hundred Acre and Fifty Acre Pieces SINC are avoided. Where ancient woodland abuts the southwestern edge of the site, a buffer in excess of 20m will be required between the development and the ancient woodland. The allocation will preserve rural views of Mortimer by retaining the western part of the site as undeveloped open green space. Protection and enhancement of existing tree and hedge belts on the site's boundaries will create strong and defensible

strategic planted buffers to limit visual impact of development. The existing tree belt in the south of the site will be retained and enhanced to create a biodiversity corridor with a second green corridor to be introduced northwards to break up the housing blocks as seen on the concept plan. Development of the site must not have a significant impact on the landscape qualities of the area including the Pamber Forest Valued Landscape which lies to the west. It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy.

- 5.223 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.
- 5.224 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the northern and western edges of the site should be of a lower density and scale with a greater separation of buildings. Open spaces along the edge should incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards and also avoid prominent parking areas on the edge of the site. New housing development should be predominantly up to 2-storeys in height with discrete elements at 2.5-storeys.
- 5.225 The site lies 1.2 kilometres away from Scheduled Monument: The Late Iron Age oppidum and Roman town of Calleva Atrebatum and associated features. Development of the site will need to demonstrate that it has considered the potential impact on the setting of the Scheduled Monument. There is also archaeological potential within the site which will require further investigation. Development of the site will need to ensure that any impact on these heritage features is understood, and suitability mitigated.
- 5.226 The site is in close proximity to Grade II listed Windabout cottage which lies to the east of the site. Development along the eastern edge will be required to provide appropriate buffers between development and the edge of the site and the distance may need to be larger to protect the setting of the listed building. It is expected that a Heritage Assessment would also appraise the listed building and ensure that opportunities are taken to preserve the significance and setting of the building.
- 5.227 The site is located within the Middle and Outer Consultation Zone of Atomic Weapons Establishment (AWE) and therefore comments received from the Office for Nuclear Regulation will need to be taken into account in line with Policy SPS8.
- 5.228 The site is within a Source Protection Zone 2 and development would need to be designed to prevent the pollution of groundwater. A Flood Risk

Assessment will be required, which will need to accord with the requirements set out in Policy ENV10 and national guidance. Sustainable Drainage Systems must be incorporated in a manner which is well related to the rest of the development, and which takes the opportunity to provide other benefits such as biodiversity enhancements and open space.

Figure 5.20: SPS5.15 Land at West End Farm, Mortimer Illustrative Concept Plan



Key					
	Site Allocation Boundary		Developable Area		Ancient Woodland (SINC)
	Settlement Policy Boundary		Retained for Open Space		Site of Importance for Nature Conservation (SINC)
	Mortimer, West Berkshire SPB		Indicative Green Corridor		Public Rights of Way
	Borough Boundary		Indicative Pedestrian and Cycle Access		Listed Building
	Principal Access		Existing Trees/Hedges to be retained and enhanced		

Policy SPS5.16: Skates Lane, Tadley

Summary of changes made since the Regulation 18 2024 Consultation:

- This is new site allocation policy.

Policy SPS5.16: Skates Lane, Tadley

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- a) Make provision for the delivery of approximately 235 homes including 5% serviced plots for custom and self-build homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Provide for permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Travellers Accommodation Assessment;
- d) No development should be located within the Detailed Emergency Planning Zone of AWE Aldermaston. A strong buffer will be required to clearly demarcate the boundary between the DEPZ and the site;
- e) Ensure no severe adverse impact on the local highway network nor have an unacceptable impact on highway safety with the inclusion of suitable measures to mitigate the impact;
- f) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users, including a new all-purpose access from the A340;
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, including within Tadley, can be achieved via active travel and/or public transport services;
 - iv. Provide measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development; and
 - v. Ensure that the development will not have a severe adverse impact on the local highway network, including the A340 and the connecting routes, nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- g) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside. The visual impact of the development on rural views from the south of the site will be minimised;
- h) The design and layout of the development will relate well to, and not harm the setting of, the town of Tadley and the adjoining countryside;

- i) The central and eastern part of the eastern field by the A340 will remain as green space in order to protect the character, appearance, setting and significance of Tadley Conservation Area and the character of the entrance to Tadley;
- j) Retain and enhance existing tree belts and hedges along all external boundaries, and internal field boundaries where possible, to protect the rural setting of the site, with suitable buffers. A strategic planted buffer will be provided along the northern boundary of the site to safeguard the character of Honey Mill Brook and ensure there is clear demarcation between the DEPZ and the site. Development should consider trees that contribute to visual amenity, biodiversity, climate resilience and local character;
- k) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the Hampshire Local Nature Recovery Strategy;
- l) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an Overall Biodiversity Gain Plan;
- m) Ensure that suitable buffers are provided around and Sites of Importance for Nature Conservation (SINCs) within the site boundary and the two adjacent Sites of Special Scientific Interest (Pamber Forest and Ron Ward's Meadow);
- n) Respond sensitively to the significance, and setting of Tadley Conservation Area and Church Road Conservation Area and listed buildings in the vicinity, notably at Skates Farm, and the Roman Road, through the siting, scale, layout and character of development;
- o) Avoid development within flood zones 2 and 3 and undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine flood risk management measures to ensure sustainable development and incorporate provision of on-site sustainable drainage systems (SuDS);
- p) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design and any necessary mitigation;
- q) Make appropriate use of minerals resources as established via a Minerals Resources Assessment;
- r) Ensure that noise impacts arising from neighbouring uses to the south are successfully mitigated through suitable measures;

Infrastructure

- s) Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. It should ensure that habitats are connected, have appropriate buffers and where

appropriate link to those beyond the site, ensure that open/green space and play provision meets the council's Green Space Standards, including open space with 2 on-site kickabout areas, equipped play space, and allotments. This will need to be provided in a manner which is well related to the overall layout and character of the development and how it relates to its surroundings. This provision needs to incorporate effective green infrastructure links (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which link to the surrounding countryside, habitats and Public Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied;

- t) Provide a convenience store; and
- u) Provide safe, suitable and convenient access facilities for all users, including an on-site movement network and connections, that maximises accessibility by active travel modes and local public transport services, together with appropriate parking and servicing provisions as well as measures targeted to minimise the transport impacts arising from the development. This includes retaining the alignment and providing suitable connectivity with the existing Public Rights of Way within and adjoining this site as appropriate;
- v) Provide or contribute towards suitable infrastructure for wastewater (on and off site), foul water and other utilities.

5.229 The site is located in close proximity to the town of Tadley, the second largest settlement in the borough. The site is allocated for approximately 235 homes, which are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. Development will be supported by the timely delivery of supporting infrastructure including open space and allotments in accordance with the Council's Green Space Standards. Proposals for the site will be design-led: the vision for the development should demonstrate a high quality and comprehensive approach to the layout and appearance of the housing.

5.230 Whilst the majority of the site is located within the outer consultation zone of AWE Aldermaston, a small section to the north of the site is located within the inner zone of the Detailed Emergency Planning Zone (DPEZ) and no development will be located within the DPEZ. Radiation (Emergency Preparedness and Public Information) Regulations (REPPPIR) require that the boundary of the DPEZ is clearly defined and suggest physical features are used to define the DPEZ. A strong buffer will therefore be required in order to clearly demarcate the boundary between the DPEZ and the site. The remainder of the site is located within the Middle Consultation Zone and therefore comments received from the Office for Nuclear Regulation will need to be taken into account in line with Policy SPS8.

5.231 The A340 provides a link between Basingstoke and Tadley. It will need to be demonstrated that the Skates Lane and development related traffic can be

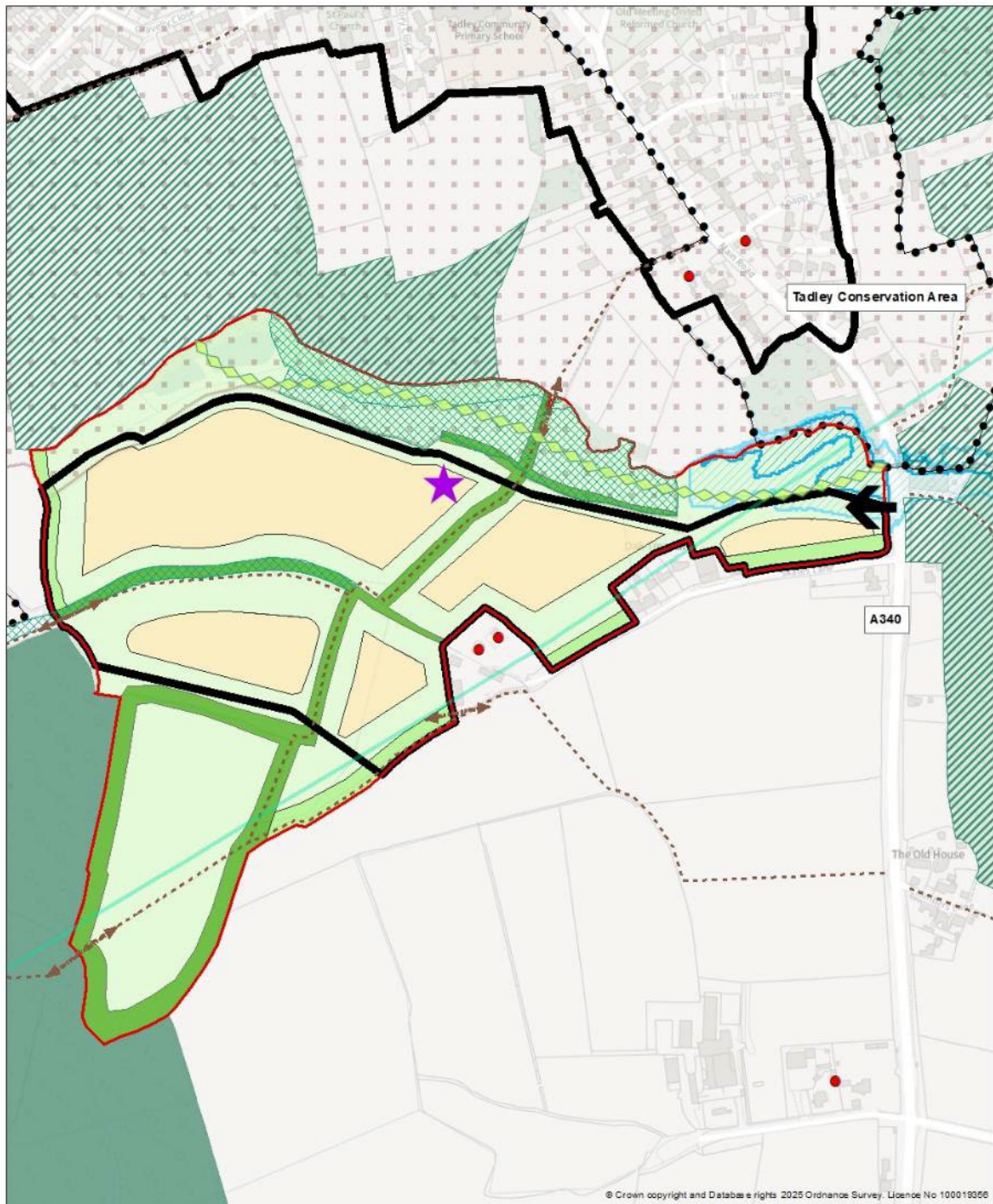
satisfactorily accommodated without detriment to the safe operation of the A340. Pedestrian and cycle improvements are needed to link the site to facilities in Tadley. Any scheme will therefore include measures to increase active travel through improved links to local services and facilities, as well as the existing pedestrian and cycle networks, and encourage increased public transport use in order to deter travel by the private car wherever possible. A site wide travel plan and associated measures will be required to deliver sustainable transport objectives, including the provision of EV charging infrastructure. Furthermore, there is a public footpath which runs through the centre of the site and connects the edge of Tadley to the wider Public Rights of Way network to the south. Such connections should maximise opportunities for active travel.

- 5.232 The site contains three onsite SINC's including the wet meadow Skates Farm Meadows SINC and Woodland Along Silchester Brook SINC associated with the Honeymill Brook, and Skates Lane SINC which supports ancient woodland. The site lies adjacent to Ron Ward's Meadow with Tadley Pastures Site of Special Scientific Interest (SSSI) and Lee and Moor Copses ancient woodland SINC, and Pamber Forest and Silchester Common SSSI lies just to the east across the A340. A number of European Protected Species have been recorded within a 300-metre radius of the site including bats, dormice and great crested newt and surveys will need to be undertaken of these species. The site provides an ecologically sensitive and important corridor connecting the designated sites across the local landscape.
- 5.233 In recognition of the sensitive ecological corridor following the Honeymill Brook across the north of the site, it is unlikely that the SINC's would be available for any recreational uses and may need to be fenced off from public access. Additionally, a plan should be in place to ensure the long-term management of the SINC's. A detailed hydrological assessment will be required to assess impacts on the water table affecting the SINC's and the watercourse, and to inform width and design of buffers and SuDS system. It will be important that the SINC's do not form part of the SuDS system. The site features a number of established tree belts and hedgerows, which form networks across the site, and these will be retained and enhanced, setting them within a robust green and blue infrastructure network. Ancient woodland abuts the western edge of the site, and a buffer in excess of 20m will be required between the development and the ancient woodland.
- 5.234 It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy.
- 5.235 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.

- 5.236 The site rises gently to the south from Honeymill Brook which flows eastwards along, and within, the northern edge of the site. Development on this site must have regard to its potential impact on the character of the countryside along the southern edge of Tadley, particularly the views from the public rights of way and passing roads. The design and layout will need to protect the important landscape features such as existing trees and hedgerows and allow for softening of the edge of the site. Opportunities will be taken to incorporate rural landscape features such as additional hedges, copses and hedge trees.
- 5.237 The siting, scale, layout and appearance of the housing will respond positively to the site's location on the edge of the town of Tadley and adjoining countryside. Housing should be predominantly up to 2-storeys in height with discrete elements at 2.5-storeys. The convenience store should be set back from entrance to the site to safeguard the rural entrance to Tadley.
- 5.238 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the northern, western and southern edges of the site should be of a lower density and scale with a greater separation between buildings. Open spaces along the edge will incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside.
- 5.239 The site lies close to a number of heritage assets including Church Road Conservation Area, Tadley Conservation Area, and a number of listed buildings including Grade II listed Skates Farmhouse and an associated barn. Additionally, within the site there is a line of a Roman Road. Opportunities will be taken to respond sensitively to the setting and significance of these heritage assets, as well as seeking to protect the Roman Road via integrating the iconic heritage feature within the green infrastructure network.
- 5.240 The southwestern field of the site will be predominantly retained as farmland or be used for open space purposes to protect the landscape setting of Tadley from the south. A substantial part of the eastern field by the A340 will be retained as green space to protect the setting and significance of Tadley Conservation Area and the character of the entrance to the town of Tadley to the north. Moreover, part of the eastern parcel of the site, is within floodzone 2 and 3. There are waterbodies including Honeymill Brook and small ponds within the northwest corner of the site. Appropriate technical investigation and assessment will need to be undertaken to ensure measures are put in place to reduce the risk of flooding on site.
- 5.241 A flood risk assessment will be required, which will need to accord with the requirements set out in Policy ENV10 and national guidance. The site is not affected by significant flood constraints, but there are small areas of the site within flood zone 2 and 3 and further technical work will be required to demonstrate that safe access can be achieved. Development and where possible points of access will need to avoid areas at risk of flooding and appropriate flood risk management measures may be required to ensure essential infrastructure will be operational and safe in times of flood. Sustainable Drainage Systems must be incorporated in a manner which is

well related to the rest of the development and which takes the opportunity to provide other benefits such as biodiversity enhancements and open space provided the local geology and environmental characteristic are suitable.

Figure 5.21: SPS5.16 Skates Lane Illustrative Concept Plan



Key

Site Allocation Boundary	Indicative Buffer Planting	Listed Building
Settlement Policy Boundaries	Existing Trees/Hedges to be retained and enhanced	Site of Special Scientific Interest
Principal Access	Ecology Corridor	Ancient Woodland (SINC)
Developable Area	Roman Road	Site of Importance for Nature Conservation (SINC)
Retained for Open Space	Public Right of Way	Conservation Area
Convenience Store	Flood Zone 2	AWE Aldermaston
Indicative pedestrian and cycling access	Flood Zone 3	

Policy SPS6: Neighbourhood Planning

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy has been updated to reflect the housing requirements identified for the rural settlements in the updated Settlement Study (2025).

Policy SPS6: Neighbourhood Planning

The council will support parish/town councils and other representatives from local communities in non-parished areas in meeting needs through the Neighbourhood Planning process.

In the settlements listed below, where there is an outstanding requirement, it will be necessary to identify sites/opportunities to meet the following levels of development, within and/or adjacent to the settlements' defined Settlement Policy Boundaries:

Settlement	Policy requirement at 1 April 2024	Outstanding requirement at 1 April 2025
<i>Rural Towns and Large Villages</i>		
Overton	410	410
Whitchurch	185	185
<i>Medium villages</i>		
Bramley	110	85
Kingsclere	165	165
<i>Small villages</i>		
Burghclere	10	10
Cliddesden	10	10
Dummer	10	10
Ecchinswell	5	5
Headley	20	20
Highclere	20	20
North Waltham	10	10
Preston Candover	20	20
Silchester	25	25
St Mary Bourne	25	25
Upton Grey	10	10
Woolton Hill	20	20

At the time of the Local Plan's five-year review, if a neighbourhood plan or neighbourhood development order that would meet the requirements of this policy has not been submitted to the Council, or at least 50% of a settlement's identified requirement has not been given planning permission, the council will allocate sites to meet this need through a Development Plan Document.

- 5.242 The council strongly supports the principle of neighbourhood planning, which includes the development of Neighbourhood Plans and Neighbourhood Development Orders, including Community Right to Build Orders. The council offers a range of support to neighbourhood planning groups and there has been great success in the borough with preparing neighbourhood plans. Neighbourhood planning offers local communities the opportunity to come together and agree on joint aspirations for their area, and consequently guide future development decisions. A number of local guides have been developed by the council to assist local communities through this process, including the Neighbourhood Planning Protocol (2024).
- 5.243 The council continues to support the preparation of Neighbourhood Plans across the borough, and 20 neighbourhood areas have been designated in the borough at time of publication with 15 Neighbourhood Plans made and forming part of the Development Plan for their area. The council will work with these local communities to identify the most appropriate means of delivering the identified levels of development. Other communities who are not listed in the policy may also wish to prepare Neighbourhood Plans and the council will support them in bringing these forward.
- 5.244 A key part of the spatial strategy is the settlement hierarchy which identifies and groups together towns and village based on their levels of sustainability (see Figure 4.2). The housing requirements identified in the policy take account of a settlement's sustainability and size and, as a general principle, seek to direct the most growth to the largest and most sustainable settlements. A number of larger settlements have not been given a specific new housing number however, due to their proximity to strategic new development sites allocated under Policy SPS5. These settlements are Oakley, Old Basing, Sherborne St John and Sherfield on Loddon. Cliddesden, Dummer and North Waltham have also not been given a new requirement but carry across the unmet requirement for 10 dwellings from the adopted Local Plan. The housing requirements for Whitchurch and Kingsclere have also been informed by the availability of suitable sites, and the fact that some of their housing need can be met through the provision of homes on the nearby strategic site at Popham. This approach to settlements is in line with a key objective of the Plan to protect the character of the borough's rural villages.
- 5.245 The housing requirements have been adjusted to account for whether settlements have experienced more or less development than was required by the last Local Plan 2011-2029, and are set at the Plan's base date of April 2024. These requirements will be updated annually through the Authority Monitoring Report to take account of development that has occurred over the previous monitoring year. The requirements are based upon the assumption that all commitments, including sites allocated in relevant Neighbourhood Plans, will be delivered. This position will also be monitored and where sites do not come forward as predicted the relevant number of homes will be added back into the above totals. The council will provide an up-to-date requirement to all relevant parishes as part of its annual housing monitoring process.

- 5.246 All net new dwellings within the defined Settlement Policy Boundaries of the settlements listed will qualify towards the requirements outlined in the policy. Outside of, but adjacent to, Settlement Policy Boundaries, developments with a net gain of five or more units will also qualify. As an exception to these requirements, all homes built on self-build single plot exception sites outside settlements (as set out in Policy HSG4) and 100% affordable housing sites will also be counted. If developments of a qualifying size come forward within or adjacent to the named settlements via alternative means to neighbourhood planning, for example via a planning application, this will contribute towards the targets set out within the policy.
- 5.247 Consents will be 'counted' in the manner set out above from the day following the adoption of the Local Plan Update. Prior to this date, consents will continue to be recorded against the qualifying criteria set out in the Local Plan 2011-2029.
- 5.248 Where a neighbourhood plan is being progressed and it can be demonstrated that there are no suitable sites which can be allocated within or adjacent to the settlement policy boundary, the council will exceptionally permit other sites that are closely related to the settlement to count towards the policy's requirement. This flexibility would not apply to qualifying windfall development, which must meet the criteria outlined in the policy.
- 5.249 The council will expect local communities to review their settlement policy boundaries (SPBs) through the neighbourhood planning process. SPBs are shown on the proposals map or in Neighbourhood Development Plans. In identifying sites for new homes, neighbourhood plans should consider opportunities for bringing forward custom and self-build housing. This can enable a greater mix and variety of homes and, if suitably controlled, could provide a particularly suitable and sensitive form of development.
- 5.250 Neighbourhood Plans which allocate sites within the area of the River Test and Itchen catchment will be required to ensure that sites can demonstrate nutrient neutrality in order to protect the Solent nature conservation sites. This should be achieved on site unless it can be robustly demonstrated that this is not achievable, in which case off-site mitigation would be required. Neighbourhood plans could also take the opportunity to allocate nutrient mitigation sites for the development in that area, which may also achieve wider environmental and community objectives, particularly where multiple site allocations are unable to achieve on-site mitigation.
- 5.251 The policy will be monitored annually as part of the Authority Monitoring Report to ensure the requirements of the policy will be met within the plan period. If requirements are not on course to be met at the time that the Local Plan has its five year review, the council will step in to allocate sites through a new Development Plan Document. Should this be necessary, this will be undertaken in close liaison with the local community.

Implementation and Monitoring

The policy will be implemented by:

- Supporting the development of Neighbourhood Plans and Development Orders, including Community Right to Build Orders, through to adoption and determining planning applications in line with relevant adopted policies.

The policy will be monitored by:

- Annual monitoring of progress on the adoption and delivery of Neighbourhood Plans and Development Orders.
- Annual monitoring of new residential development which will contribute towards the targets set out in the policy.

Policy SPS7: Ensuring a Supply of Deliverable Sites

Summary of changes made since the Regulation 18 2024 Consultation:

- No updates have been made.

Policy SPS7: Ensuring a Supply of Deliverable Sites

The delivery of residential development will be managed to ensure a five-year supply of sites can be maintained over the plan period. A review of the Local Plan will be triggered if a future supply cannot be demonstrated.

To take account of water quality matters in line with Policy ENV9 and where monitoring indicates a likely deterioration in individual elements band status of the borough's water bodies, development proposals in affected areas will have to demonstrate that they would not exacerbate such deterioration in the relevant catchment. Intervention mechanisms will be required to improve the quality of the relevant catchment prior to the release of any further allocated sites or granting of planning permissions.

5.252 Policy SPS7 establishes the framework for ensuring a rolling five year supply of deliverable housing sites to meet needs. Given the stepped trajectory, in the first five years of the plan period, post adoption, the assessment of housing land supply will relate to the reduced requirement rather than the standard method. Annual monitoring will be the primary means of considering whether the borough is able to provide a supply of deliverable sites, in line with the stepped trajectory approach. An immediate review of the plan will be triggered where annual monitoring shows that an additional supply of deliverable housing sites is necessary for the borough's five year housing needs to be met, for example, as a result of the non-delivery or delayed delivery of current allocations.

5.253 Given local water quality issues, further development will also be dependent on the status of water bodies, and this will be considered through monitoring undertaken by the Environment Agency through the relevant River Basin Management Plan and monitoring information which will be reported through the council's Authority Monitoring Report. In the event that this indicates that the status of the borough's water bodies is likely to deteriorate in band status, development proposals in affected areas will have to demonstrate that they would not exacerbate deterioration in the relevant catchment. The council will work in partnership with the Environment Agency, the water companies and other relevant parties to identify the means of reversing the deterioration through appropriate intervention mechanisms prior to the release of any further allocated sites or granting of planning permissions.

Implementation and Monitoring

The policy will be implemented by:

- ensuring that there is a supportive approach to development on appropriate urban sites
- the determination of planning applications.

The policy will be monitored by:

- annual monitoring of housing completions and the preparation of a housing trajectory to set out how the borough will provide a five year supply of housing sites in line with stepped trajectory approach
- Council monitoring of the Environment Agency data for the Water Framework Directive and the relevant River Basin Management Plans; Catchment Management Plans; water company data and other verified data such as citizen science.

Policy SPS8: Atomic Weapons Establishment (AWE) – Aldermaston and Burghfield

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy has been amended so that it more closely aligns with the policy in the West Berkshire Local Plan.
- Wording amended to provide a more accurate description of the situation and reflects the presumption against development in the Detailed Emergency Planning Zone (DEPZ).

Policy SPS8: Atomic Weapons Establishment (AWE) - Aldermaston and Burghfield

In the interests of public safety, and to ensure that any proposed developments do not pose an external hazard to the AWE sites, any new development located in the

Detailed Emergency Planning Zone (DEPZ)¹ of AWE Aldermaston and AWE Burghfield for uses described in the table below² is likely to be refused unless it can be demonstrated that the Off-Site Emergency Plan (OSEP) can accommodate the needs of the population in the event of an emergency.

The ONR will be consulted on applications for new development in the DEPZ, Outer Consultation Zone (OCZ)³ and any other consultation zone, as detailed on the ONR website, which meets the consultation criteria described in the table below (or as amended by the ONR).

For development proposals in the DEPZ and OCZ consideration will be given as to how the proposed development would impact on the AWE Off-Site Emergency Plan (OSEP) and supporting documents.

Development within the Land Use Planning Consultation Zones: Office for Nuclear Regulation

Zone	Development Type
Detailed Emergency Planning Zone (DEPZ)	<p>Any new development, re-use or re-classification of an existing development that could lead to an increase in residential or non-residential populations, thus impacting on the off-site emergency plan.</p> <p>Any new development, re-use or re-classification of an existing development that could pose an external hazard to the site.</p>
Outer Consultation Zone (OCZ)	<p>Any new residential development of 200 dwellings or greater.</p> <p>Any re-use or re-classification of an existing development that will lead to a material increase in the size of an existing development (greater than 500 persons).</p> <p>Any new non-residential development that could introduce vulnerable groups to the OCZ.</p> <p>Any new development, re-use or re-classification of an existing development that could pose an external hazard to the site.</p>
12km zone	A circular zone of 12km radius around all nuclear sites, for certain types of significant development due to the potential for such developments to pose an external hazard to sites (the ONR website provides examples of such types of development ⁴)

¹ Detailed Emergency Planning Zone (DEPZ) as defined by REPPIR and as detailed on the WBDC website (owner of the OSEP)

² This table reflects the ONR's consultation criteria as at 2022 – please note that these may change over time and the Policy SPS8 reflects the Council's intention to follow the latest ONR guidance

³ Outer Consultation Zone (OCZ) and 12km zones defined on ONR website along with relevant distances and centre points

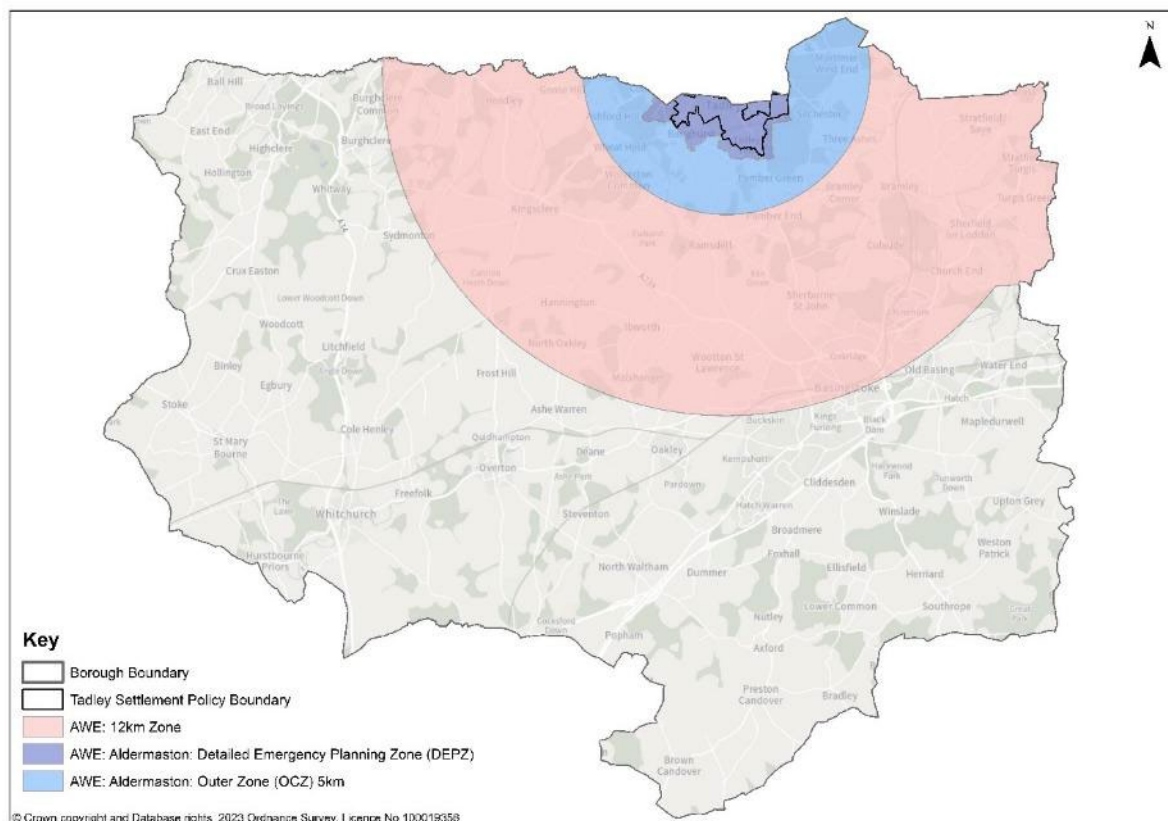
⁴ <https://www.onr.org.uk/our-work/what-we-regulate/other-regulationslegislations/land-use-planning/>

- 5.254 There are two licensed nuclear installations located in close proximity to the border of Basingstoke and Deane Borough Council's administrative boundary, the Atomic Weapons Establishment Aldermaston (AWE A) and the Atomic Weapons Establishment Burghfield (AWE B). The two sites, both in West Berkshire, are operated by AWE plc, an arm's length non-departmental public body wholly owned by the MOD. The principal regulator for these sites is the Office for Nuclear Regulation (ONR). There are hazards associated with the authorized use of these sites including conventional chemicals, explosives and radiation sources.
- 5.255 The NPPF outlines how planning policies and decisions should promote public safety and take into account wider security and defence requirements. It also outlines how the appropriate bodies should be consulted when considering applications for the siting of, or changes to, major hazard sites, installations or pipelines, or for development around them. National Planning Practice Guidance provides further general advice about the need for consultation regarding proposed developments in the vicinity of licensed nuclear installations. Consultation distances are applied around such sites to ensure any consequences of future development to public safety or major accidents are mitigated. The methodology for establishing the appropriate distances for detailed emergency planning zones around each site is set out in the Radiation (Emergency Preparedness and Public Information) Regulation 2019 (REPPiR).
- 5.256 The relevant consultation zones are outlined in the policy and, in these zones, the Local Planning Authority should consult ONR in specified circumstances. The ONR is consulted on any planning application within the Detailed Emergency Planning Zone (DEPZ) around each site and also proposed developments within the Outer Consultation Zone (OCZ) which meet their consultation criteria and therefore have the potential to affect the viability, operability or extendibility of the off-site emergency plan. The OCZ is concerned with information and communication to a wider community and whilst it provides a lower level of requirement for planning, in that it is not required to be accommodated in the Off-Site Emergency Plan, it covers considerations for rare but potentially more serious events.
- 5.257 The consultation thresholds and zones are agreed locally between the council and the ONR and are kept under review. Consultation zones may change over the plan period, as may the ONR's advice on particular proposals, in light of new information. Any changes will be updated and available to view on the council's website at the earliest opportunity.
- 5.258 Applicants considering new development within these consultation zones are strongly encouraged to enter into discussions with the council to establish at an early stage whether there are likely to be any off-site emergency plan implications with regards to the proposed development. Developments of the type outlined in the policy are likely to be refused if the ONR and/or the MOD has advised to do so, due to concerns about public safety and impacts upon AWEs core functions.

5.259 The consultation zones for the AWE installations cross over into neighbouring councils: West Berkshire District, Reading Borough and Wokingham Borough Council. Given the potential cumulative effects of any developmental increase surrounding the facilities, it will be necessary to monitor committed and future development proposals in partnership with neighbouring councils, the multi agencies who have duties under REPIR and the ONR.

5.260 The ONR’s decision whether to advise against a particular development will be based on the extent to which the Off Site Emergency Plan can accommodate the proposed additional development.

Figure 5.22: DEPZ and consultation zones associated with Atomic Weapons Establishment (these zones are subject to change and up to date mapping can be viewed on the West Berkshire website⁵)



Policy SPS9: Basing View

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy has been amended to reflect the conclusions of the work the council has undertaken on the suitability of Tall Buildings in Basing View and the opportunities for Intensification of Basing View, particularly the introduction of a mix of uses, including residential uses.

⁵ <https://www.westberks.gov.uk/awe>

- Wording has been added to require a green and blue infrastructure network, minimum 10% BNG, investigations into any potential sources of on-site contamination, and ensure the protection of groundwater.
- Wording has been added to avoid development and points of access within flood zones 2 and 3 and require appropriate flood risk management strategies.
- Wording has been amended to refer to listed buildings and ensure the historic asset is better used in placemaking.

Policy SPS9: Basing View

Basing View will continue to be regenerated as a 21st century business location and will be protected as a high-quality strategic employment site (Class E (g) (i) (ii) use). It will support the role of Basingstoke town as a driver of economic growth by further encouraging economic prosperity and inward investment, whilst appropriately accommodating a mix of uses including, but not limited to, residential.

Development proposals will be permitted which:

- a) Help enhance Basing View's role as one of the borough's primary locations for employment through the provision of high-quality office floorspace, which should be Grade A standard (or in the case of refurbished floorspace, the highest standard which is practical and viable);
- b) Make efficient and effective use of under-used/vacant land including through the delivery of taller buildings in suitable locations (as highlighted on Figure 9.2). Taller buildings must be sensitive to the surrounding context, heritage assets and the wider townscape setting;
- c) Make provision to achieve a net gain of at least 24,000 sqm of office floorspace;
- d) Support regeneration through the provision of complementary uses (including mixed-use proposals) such as residential, retail, hotel accommodation, medical facilities, leisure uses and restaurants;
- e) Deliver a minimum of 1,000 homes over the plan period. Residential development will be supported as part of mixed-use schemes in the locations shown on the associated plot map;
- f) Residential development will only be supported where there is no overall net loss of employment floorspace on the site or it can be demonstrated that it is neither deliverable nor viable to retain the employment floorspace;
- g) Ensure that the mix of uses, including wider Class E uses, can be appropriately accommodated on site, in accordance with other policies in this Plan. The design and layout of the development must ensure that the proposed uses can successfully co-exist, having had regard to: the amenity of future residents and the operational requirements of existing and future businesses, and ensuring that any conflicts are appropriately mitigated and that proper consideration has been given to safety and security; layout, orientation, access, servicing and delivery arrangements, including in relation to hours of operation; vibration and noise, and air quality, including in relation to dust, odours, and emissions;

- h) Utilise sustainable design and construction methods and provide on-site low carbon energy generation;
- i) Provide a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users, including for delivery, collection and service vehicles as well as for emergency vehicles;
 - ii. Ensure access to a genuine choice of transport modes;
 - iii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, including the Town Centre, Railway and Bus Stations, can be achieved via active travel and/or public transport services;
 - iv. Provide measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development;
 - v. Ensure that the development will not have a severe adverse impact on the strategic and local highway networks including Eastrop Roundabout and the connecting routes, nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- j) Achieve a high standard of design which contributes towards the delivery of a high-quality public realm and meets the Plan's climate change policies to support the council's climate emergency and ecological emergency declarations;
- k) Provide a green and blue infrastructure network of open spaces and green links, street trees and public open spaces in accordance with the council's Green Space Standards;
- l) Achieve a minimum 10% biodiversity net gain, unless proposals are exempt in terms of national guidance;
- m) Provide an investigation into any potential sources of on-site contamination (including from adjacent land) together with any remedial works required to ensure no risk to human health and/or groundwater supplies;
- n) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design and any necessary mitigation;
- o) Avoid development and points of access within flood zones 2 and 3 and ensure that appropriate flood risk management measures are provided;
- p) Incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the local geology and environmental characteristics.
- q) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

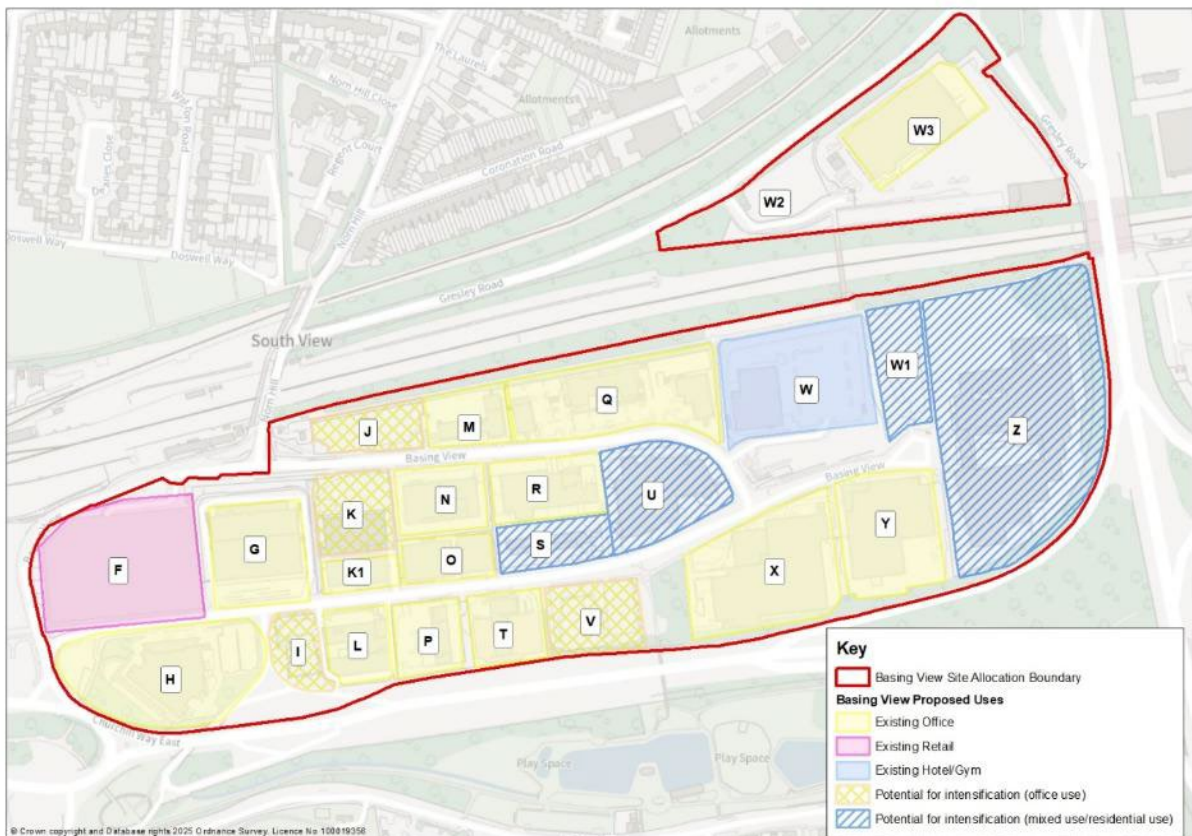
5.261 Basing View, the boundary of which is defined on the Policies Map, is a key asset for the borough and the regeneration of this business district is of vital importance to the commercial future of the town and borough. The council's Economic Needs Assessment highlights the role of Basing View in delivering sustainable economic development in the borough, outlining how the success of Basing View is key to this aspiration by making efficient use of land and

providing employment opportunities in a location which is highly accessible by non-car modes. The regeneration of Basing View provides a key opportunity to deliver high quality office accommodation, which will meet modern business requirements over the plan period. As a business location, it benefits from excellent public transport and highway links and is located close to Basingstoke town centre's retail, cultural and leisure facilities.

- 5.262 There are opportunities across Basing View to intensify development, including making better use of land through redeveloping currently vacant plots, through the provision of additional storeys on existing buildings and through the development of newly configured and taller buildings. A Tall Buildings Study (TBS) and an Intensification Report (IR) have been completed to assess the suitability of taller buildings at Basing View in terms of scale, massing and density. The TBS concludes that tall buildings can be sensitively and strategically accommodated within Basing View, where they respond to existing character, enhance legibility, and support the site's long-term role as a key destination for employment and growth. The IR concludes that intensified office use can be accommodated alongside the introduction of more residential uses. The IR concludes that an additional 24,000 sqm of office floorspace will be provided through the intensification of the site.
- 5.263 The policy makes specific reference to the need to maximise the provision of Grade A office floorspace. This is in order to tackle the current lack of such space in Basingstoke. Grade A space is generally new space, comprising very high-quality, well-designed buildings. These buildings will typically have the latest infrastructure technology, allowing them to achieve the highest standards in efficiency and will benefit from high quality facilities in relation to issues such as security and disabled access. Such buildings are also likely to have top quality amenities potentially including, for example, cafes, childcare facilities or gyms. This description isn't intended to act as a definitive set of requirements, but rather to provide some clarification in order to aid with the interpretation of the policy.
- 5.264 In order to improve the image of Basing View and achieve development which meets modern business requirements, it will be important to ensure that new development achieves a high standard of design both in relation to the individual buildings and the public realm. This will be facilitated by features such as active frontages and high quality hard and soft landscaping. The presence of Grade II listed Plant building and its associated gardens on Basing View will inform place-making on the site.
- 5.265 The inclusion of complementary land uses on Basing View including retail, residential, hotels, leisure and restaurants will serve the office-based business community, continue to inject new life into the area and broaden the range of employment opportunities. The policy enables mixed use development which includes residential development, but only where there is no overall net loss of employment floorspace on sites or there is no borough-wide need for the employment floorspace. A minimum of 1,000 new residential units will be provided over the Plan period, which will be well-designed and include a suitable mix of private and shared amenity space.

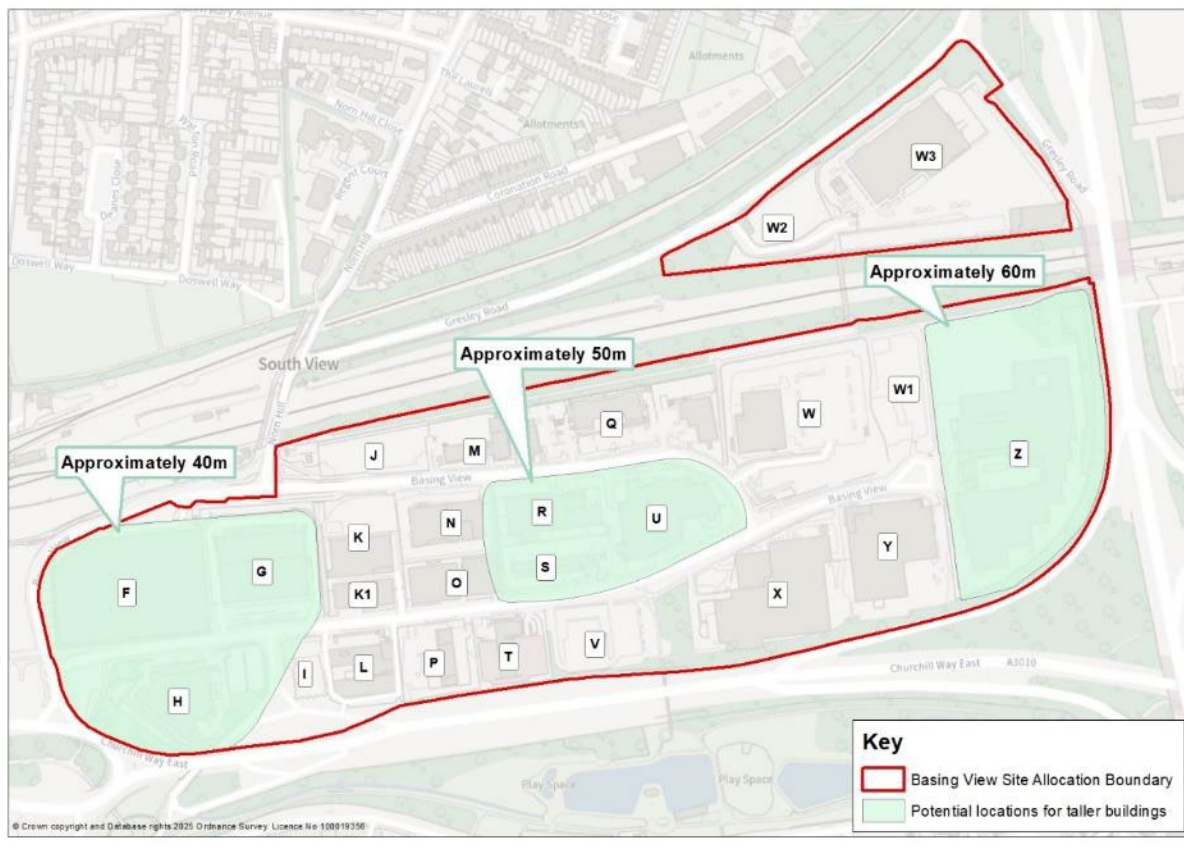
5.266 Proposed sites for intensified office-uses and mixed-uses (including residential) are shown in the following indicative plan. The redevelopment of these plots will be supported. Other development proposals which come forward on these plots, such as extensions or remodelling, will be considered on their merits.

Figure 5.23: Indicative uses map for Basing View



5.267 Basing View is an appropriate location to accommodate higher density development including taller buildings given its character and location close to the town centre. The height of any new building must be sensitive to the surrounding context, heritage assets and the wider townscape setting. The Tall Buildings Study identified three main areas in the east, centre and west of Basing View which are capable of accommodating taller buildings. This approach provides a clear structure for taller buildings across Basing View which optimises redevelopment potential whilst protecting the character of the wider area. Suitable maximum height parameters for these areas of taller buildings are set out in Figure 9.2 below. Proposals for buildings which exceed these heights will be considered on their merits.

Figure 5.24: Suitable approximate maximum height parameters for areas of taller buildings at Basing View



5.268 Retail proposals should be located within the defined town centre boundary and then in edge of centre locations which, for retail purposes, are limited up to 300 metres from the primary shopping area. Small scale complementary retail may be permitted outside of the town centre boundary where this supports regeneration aspirations.

5.269 The feasibility of low carbon technologies on site, including district heating and combined heat and power (CHP) on site should be explored and incorporated into the redevelopment proposals if both feasible and viable. Any schemes for district heating and CHP should be designed to enable further connection and extension of the network to take place.

5.270 The regeneration of Basing View will make a major contribution to the local economy by attracting businesses and creating new employment opportunities at the site. The Highway Authority will therefore require Transport Assessments to accompany development proposals to demonstrate how they can be accessed by all modes of transport including walking and cycling and improve integration with the town centre and railway station where possible. As a part of future improvements, changes to the wider highway network may also need to be secured through appropriate mitigation measures.

5.271 A Flood Risk Assessment will be required, which will need to accord with the requirements set out in Policy ENV10 and national guidance. The site is not affected by significant flood constraints, but there are small areas of the site within flood zone 2 and 3 where development should be limited, including avoiding points of access in these locations. Sustainable Drainage Systems must be incorporated in a manner which is well related to the rest of the development and which takes the opportunity to provide other benefits such as biodiversity enhancements and open space.

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications for proposals on Basing View.
- Working with the landowner and developers for relevant schemes in order to help facilitate the development of schemes which will help achieve the objectives of the policy.
- Inputting into any future strategy documents and masterplans for the site in order to ensure that they reflect the objectives of the policy and the plan generally.

The policy will be monitored through:

- Recording annual changes in the supply of employment land and floorspace, both in terms of applications and completed gains or losses.
- Identifying within the annual Authority Monitoring Report any developments for non-employment floorspace and setting out the reasons why consent was granted.
- Annual monitoring of the delivery of homes.

Policy ENV2: Strategic Gaps

Summary of changes made since the Regulation 18 2024 Consultation:

- A new strategic gap between Cliddesden and the proposed Upper Swallick new settlement has been included.

Policy ENV2: Strategic Gaps

In order to prevent coalescence of built-up areas and to maintain the separate identity of settlements, the generally open and undeveloped nature of the following gaps will be protected:

- Basingstoke – Oakley
- Basingstoke - Sherborne St John
- Basingstoke - Old Basing
- Basingstoke/Chineham - Bramley/Sherfield on Loddon
- Basingstoke – North Waltham

- Basingstoke – Dummer
- Cliddesden – Upper Swallick
- Tadley – Baughurst

Development in gaps will be permitted where:

- a) It would not diminish the physical and/or visual separation; and
- b) It would not compromise the integrity of the gap either individually or cumulatively with other existing or proposed development; or
- c) It is proposed through a Neighbourhood Plan or Neighbourhood Development Order, including Community Right to Build Orders.

5.272 There is a long history within Hampshire of identifying gap designations through Local Plans. They are well established in the borough and have been supported by local communities for many years. In parts of Basingstoke the towns and villages are located relatively close to one another and the land allocations within this plan will in some instances reduce the distance between settlements further. The gaps have not been defined to protect the countryside or landscape (Policy ENV1), they are a planning tool to prevent the coalescence of settlements and maintain their separate identity.

5.273 A clear gap between settlements helps maintain a sense of place for both residents of, and visitors to, the settlements on either side of the gaps. When travelling through a strategic gap (by all modes of transport) a traveller should have a clear sense of having left the first settlement, having travelled through an undeveloped area and then entered the second settlement.

5.274 The policy does not seek to prevent but rather guide development within the strategic gap, in order to maintain the principle and integrity of the gap. In some circumstances, such as where a proposal has a strong rural character or justification to be sited in a rural area (e.g. an agricultural building) and/or it is in keeping with the rural nature of the gap (e.g. re-use or alteration to existing buildings and farm diversification schemes) development may be permitted provided that it is appropriately sited and designed to minimise the impact on the openness of the gap and on the visual identity of the settlement, subject to other policies of this plan.

5.275 The land within strategic gaps performs multiple functions and offers green infrastructure opportunities that provide health and wellbeing benefits for communities, as well as contributing to the borough's ecological networks. Enhancement opportunities may include new and improved access for recreation, natural and sustainable water management, carbon storage, enhancing natural capital and management of land for biodiversity including, where relevant, nutrient mitigation and off-site biodiversity net gain in line with the areas identified in the Local Nature Recovery Strategy.

5.276 The precise boundaries for the gaps are set out on the policies map.

Implementation and Monitoring

The policy will be implemented through:

- Advice on and the determination of relevant planning applications
- Monitoring of permitted applications which do not meet the policy requirements.

Appendices

APPENDIX 1: Glossary

Accessibility

A measure of the ease with which somebody can travel to or from a particular destination.

Active Travel

Making journeys by physically active means such as walking or cycling.

Affordable Housing

Housing for sale or rent (with products defined by the NPPF) provided to eligible households whose needs are not met by the open market.

Allocated site

A site identified in the Local Plan as being appropriate for a specific land use or land uses.

Amenity

The pleasant aspects of a location which contributes to its overall character and the enjoyment of residents or visitors.

Ancient Woodland

An area that has been wooded continuously since at least 1600AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites.

Atomic Weapons Establishment (AWE)

The AWE operates from two main sites, Aldermaston (AWE A) and AWE Burghfield (AWE B), both of which are located outside the borough's boundary. The sites are owned by the Ministry of Defence and operated by AWE plc. The sites carry out research and development, manufacturing, assembly, handling and storage of nuclear warheads.

Authority Monitoring Report

A report published at least annually by the Local Planning Authority, which assesses progress in preparing planning documents and monitors the performance of current development plan policies.

Biodiversity

Biological diversity means the variability among living organisms from all sources, including terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part; this includes diversity within species, between species and of ecosystems.

Biodiversity Net Gain (BNG)

An approach to ensure development contributes to the recovery of nature. It is a way of making sure the habitat for wildlife is in a better state than it was before development.

Brownfield Land

See 'Previously Developed Land'.

Built up area

Land and buildings within defined settlement policy boundaries, and other land outside settlement policy boundaries where the built form has sufficient density and cohesion. There is no minimum area for a collection of buildings to be considered built up.

Car club

Car rental services that allow members access to locally parked cars for use on a short-term basis as an alternative to private car ownership for individuals and businesses.

Clean Growth

This means allowing growth to boost the economy whilst ensuring greenhouse gas emissions are minimised or mitigated including using renewable sources of energy where this is achievable to ensure that the climate and environment upon which we and future generations depend is protected.

Climate Emergency Declaration

A climate emergency for the borough was declared on 10th September 2019 and sets ambitious targets for the council to become carbon neutral in its operations by 2025 and a net zero carbon borough by 2030.

Coalescence

The physical or perceived merging or coming together of separate towns or villages to form a single entity.

Density

Housing density is represented by the number of dwellings per hectare (dph). Net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided.

Detailed Emergency Planning Zone (DEPZ)

The DEPZ is required under REPPiR 2019 and is a defined zone around premises (such as AWE Aldermaston and Burghfield) where it is necessary to pre-define protective actions to mitigate the consequences of a radiation emergency. Within these areas, development needs to be assessed to determine whether it would have

any implications for the Off-Site Nuclear Emergency Plan (OSEP) in conjunction with the Office of Nuclear regulation.

Development

The carrying out of building, engineering, mining or other operations in, on, or under the land, or the making of any material change in the use of any buildings or other land (Section 55, Town and Country Planning Act, 1990).

Development Plan

Documents which set out local planning authorities' policies and proposals for the development and use of land within their areas. In the borough of Basingstoke and Deane, the Development Plan comprises the Local Plan, the Policies Map, Hampshire Minerals and Waste Plan and Neighbourhood Development Plans.

District Centre

A district centre comprises groups of shops often containing at least one supermarket or superstore, and a range of non-retail services and public facilities that will meet the day-to-day needs of their local populations and the residents of neighbouring areas. District Centres are shown on the Policies Map in Brighton Hill, Chineham, Overton, Tadley and Whitchurch.

Ecological Connectivity

The ability for species on land or in water to move freely and unimpeded from place to place to find food, breed, and establish new home territories.

Ecological Emergency Declaration

An ecological emergency was declared on 14 October 2021 and the council is taking steps to manage, protect, enhance and restore nature across the borough.

Ecological Networks

An ecological network comprises a suite of high quality sites which collectively contain the diversity and area of habitat that are needed to support species and which have ecological connections between them.

Economic Development

As defined by national guidance, this includes development within (or formerly within) the 'B' Use Classes (e.g. office, industrial, storage or distribution), public and community uses and main town centre uses. It also includes other development which achieves at least one of the following objectives:

- Provides employment opportunities
- Generates wealth or
- Produces or generates an economic output or product

Edge of Centre

For retail purposes, a location that is well connected to, and up to 300 metres from the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations

outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Electric Vehicles (EVs)

Vehicles that are either partially or fully powered by electric power, including e-bikes (cycles with an electric battery to assist with pedalling).

Embodied Carbon

The carbon emissions incurred from the manufacture, transport and erection of building materials used in the construction of the building.

Employment Use

An 'employment use' includes the following main categories:

- Uses within use Classes E(g) (including offices), B2 general industry and B8 storage/distribution uses
- Other uses (excluding retail and leisure) that provide employment opportunities or support the economic development of the borough and would not undermine the business function of a wider Employment Area.

Farm Diversification

The generation of commercial income through non-agricultural diversification in order to supplement farming businesses and potentially improve their viability.

Geodiversity

The variety of rocks, minerals, fossils, soils, landforms and natural processes.

Green and Blue Infrastructure (GI)

This is a term used to refer to the multi-functional living network of green spaces, water and other environmental features in both urban and rural areas. It is often used in an urban context to cover benefits provided by trees, parks, gardens, road verges, allotments, cemeteries, woodlands, rivers and wetlands. Green and blue infrastructure is also relevant in a rural context, where it might refer to the use of farmland, woodland, wetlands or other natural features to provide services such as flood protection, carbon storage or water purification. Green and blue infrastructure maintains critical ecological links between town and country.

Greenfield

Land that has not been 'previously developed'.

Green Spaces

Green spaces include any land with vegetation on it, such as open space, woodlands, green corridors, playing fields, disused railway lines, or allotments. They can provide, protect and enhance biodiversity and support climate change adaptation; be used for play, recreation and relaxation; and also provide the setting to features of historical or cultural importance.

Gypsies and Travellers

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such (Planning Policy for Traveller Sites, 2023).

Habitat

Place where an organism or a community of organisms live, including all living and non-living factors and conditions of the surrounding environment.

Heritage Assets

Parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest. They include designated heritage assets (such as listed buildings and conservation areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.

Housing Completions

The number of residential units which have been approved and constructed.

Infrastructure Delivery Plan (IDP)

The Infrastructure and Delivery Plan (IDP) forms part of the evidence base for the Local Plan Update. It assesses the infrastructure capacity and needs of the borough and provides an overview of the way infrastructure is planned and the agencies involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure and forms the basis for assessing contributions that would be sought to meet the needs of new development.

Infrastructure Delivery Strategy

Document to be provided with outline or full planning applications on relevant sites 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.

Irreplaceable Habitats

Those habitats which are technically very difficult or takes a very long time to restore, recreate or replace, often as a result of their age, diversity or uniqueness. They include ancient woodlands and ancient and veteran trees.

Key Species

In the context of biodiversity and nature conservation, this is an umbrella term to cover legally protected species, Species of Principal Importance in England and Notable Species in Hampshire. Legally protected species mean those given statutory protection for nature conservation reasons, including those given protection under the Wildlife and Countryside Act 1981, the Conservation of Habitats and Species Regulations 2010, regulations 61 and the Protection of Badgers Act 1992. Species of Principle Importance in England are those listed under the provisions of Section 41 of the Natural England and Rural Communities Act 2006. Notable Species in Hampshire are listed in Living Landscapes.

Listed Building

A building of special historic or architectural interest included at Grades I, II* or II in a statutory list compiled or approved by the Secretary of State for Digital, Culture, Media and Sport. A listed building may not be demolished, extended or altered, internally or externally, in any way which would affect its character or appearance as a building of special architectural or historic interest, without the prior consent of the local planning authority.

Local Centres

Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include a small supermarket, newsagent, sub-post office and a pharmacy. In rural areas, large villages may perform the role of a local centre.

Local Development Scheme (LDS)

The Local Development Scheme (LDS) provides a 'project plan' identifying which development plan documents will be produced, in what order and when. It will be reviewed annually through the Authority Monitoring Report (AMR).

Local Distinctiveness

The positive features of a place and its communities which contribute to its special character and sense of place.

Local Highway Authority (LHA)

Hampshire County Council (HCC), as Local Highway Authority, is charged with looking after the highway network on behalf of the public. This means both maintaining its condition and protecting the right of all to use it without hindrance.

Local Nature Recovery Strategy (LNRS)

Strategies for nature designed as tools to encourage more coordinated practical and focused action and investment in nature. These strategies will help to map the Nature Recovery Network (NRN) locally and nationally.

Local Planning Authority (LPA)

The public authority whose duty it is to carry out specific planning functions for a particular area. This applies to Basingstoke and Deane Borough Council, and Hampshire County Council to an extent appropriate to their responsibilities.

Local Road Network

The majority of roads within the borough, including the major 'A' roads, the 'B' and 'C' roads as well as the unclassified roads intended for local traffic, but excluding the Motorway (M3), and Trunk Roads (A303 and A34). The network is managed by Hampshire County Council as the Local Highway Authority.

Main Town Centre Use

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Masterplans/Masterplanning

A document describing the overall development concept for an area, addressing matters such as land use, green infrastructure, access and movement, comprehensive development, infrastructure and delivery.

Minerals Safeguarding Area (MSA)

Locally, these are defined in the Hampshire Minerals and Waste Plan (2013) as follows: "The MSA is defined by minerals and waste planning authorities. They include viable resources of aggregates and are defined so that proven resources of aggregates are not sterilised by non-mineral development. The MSA does not provide a presumption for these resources to be worked."

Basingstoke and Deane Borough Council is required (as set out in the NPPF) to identify the MSAs in the Local Plan (see the Policies Maps), however, the specific policies to which the MSAs relate are set out in the Hampshire Minerals and Waste Plan – October 2013, which forms part of the council's Development Plan.

Mobility hub

A high quality, accessible space that acts as a focal point and brings together access to different modes of transport including public transport services, walking and cycling with associated facilities (e.g. waiting and boarding facilities, car club parking, EV charging facilities for visitors, secure cycle parking, parcel lockers, etc.) which offer attractive alternatives to private car use.

Multi-functional spaces

Areas of open green and blue spaces within urban or rural areas that serve multiple purposes and deliver a wide range of benefits for humans and nature. Their

functions go beyond aesthetics and recreation, encompassing ecological, social and economic aspects. Such spaces can also help to combat the effects of climate change by providing natural cooling and water management.

National Highways

National Highways are responsible for operating, maintaining and improving the Strategic Road Network with respect to the borough. This includes the relevant sections of the M3 Motorway, the A303 and the A34 Trunk Roads that pass through the borough. The remainder of the Local Road Network within the borough is managed by Hampshire County Council (HCC), as the Local Highway Authority (LHA).

National Landscape (formerly Area of Outstanding Natural Beauty)

An area designated by Natural England for its particularly attractive landscape and unspoilt character, which should be protected and enhanced as part of the national heritage. In the borough of Basingstoke and Deane, this consists of the North Wessex Downs National Landscape, which was designated as an Area of Outstanding Natural Beauty in 1972.

National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England and how these are expected to be applied at the local level.

Natural Capital

The world's stocks of natural assets which include geology, soil, air, water and all living things.

Nature Recovery Network (NRN)

A national network of wildlife rich places. The aim is to expand, improve and connect these places across cities, countryside and coast.

Neighbourhood Development Order

An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant permission for a specific development proposal or classes of development.

Neighbourhood Plan

A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area.

Nutrient Neutrality

A means of ensuring that development does not add to existing nutrient burdens within water catchments.

Office for Nuclear Regulation (ONR)

An agency of the Health and Safety Executive which is responsible for all nuclear sector regulation across the United Kingdom.

Off Site Emergency Plan for Aldermaston Atomic Weapons Establishment (OSEP)

A formal, multi-agency strategy to manage major incidents and their consequences outside the site of the Aldermaston AWE, protecting the public and environment. It is the duty of the relevant local authority (West Berkshire District Council) under REPPiR 2019 to have in place such as Plan.

Open Space

Land which is not built on and which has some amenity value or potential for amenity value. Amenity value is derived from the visual, recreational or other enjoyment which the open space can provide, such as historic and cultural interest and value. This includes open spaces in public or private ownership.

Previously Developed Land

As defined by national planning policy, this is land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape. For the avoidance of doubt, the grazing of horses in a field that does not or has not previously contained a permanent structure, does not necessarily constitute previously developed land.

Primary Shopping Area

Area where retail development is concentrated. The extent of the primary shopping area is defined on the Policies Map.

Public rights of Way

Public roads, bridleways, and footpaths.

Public Transport

Transport services available for use by the public (e.g. bus, train and coach) that typically charge fares, including those services operating along defined routes in accordance with published timetables.

Regeneration

The holistic process of reversing economic, social and physical decline in an area in order to provide demonstrable benefits.

Registered Providers

Registered Providers are government funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, they undertake a landlord function by maintaining properties and collecting rent.

Renewable/Low Carbon Energy

Renewable energy covers energy which comes from natural resources such as sunlight, wind, rain, tides, and geothermal heat, which are renewable (naturally replenished) and not derived from fossil or nuclear fuel. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). Renewable and low-carbon energy supplies include biomass and energy crops, combined heat and power, ground-source and air-source heat pumps, energy-from-waste, photovoltaic generation, and wind generation.

River Basin Management Plans (RBMP)

These are plans that set out the environmental objectives for all the water bodies within a river basin district and how they will be achieved. The plans are based upon a detailed analysis of the pressures on the water bodies and an assessment of their impacts and must be reviewed and updated every six years.

Scheduled Monuments

Archaeological remains of national importance entered into a schedule compiled by the Secretary of State for Culture, Media and Sport.

Section 106 Agreement

A legal agreement, under Section 106 of the Town and Country Planning Act 1990, between a local authority and a landowner, to regulate the development or use of land in a way that cannot effectively be controlled by planning conditions. This may be used to secure benefits or financial contributions, such as for the provision of community facilities, play space or transport related improvements.

Self-Build (and Custom-Build) Housing

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Sequential Approach

An approach which directs Main Town Centre Uses to town centres, then edge of centre locations, in preference to out of centre sites.

Sequential Test

A test based on flood risk, which should be applied at all stages of planning in order to steer new development to areas at the lowest probability of flooding.

Settlement

A settlement typically consists of a town or a village (comprised of more than a group of houses, or farmstead and including at least one service or facility, such as a village hall, public house or school).

Settlement Policy Boundary (SPB)

Boundary surrounding a settlement which separates the main built-up area from the open countryside. In general there is a presumption in favour of development within the Settlement Policy Boundary. Outside of an SPB is defined as open Countryside, (please see definition of Countryside), where development is more tightly controlled.

Sheltered Housing

Accommodation for elderly or disabled people consisting of private independent units with some shared facilities and a warden.

Significance (in relation to a Heritage Asset)

The significance of a heritage asset is the sum of its architectural, historic, artistic or archaeological interest.

Sites of Importance for Nature Conservation (SINCs)

Non-statutory wildlife site designated for their habitat and/or species interests against a set of criteria developed by Hampshire County Council, Natural England and the Hampshire and Isle of Wight Wildlife Trust. SINCs are put forward for selection and review by the Hampshire Biodiversity Information Centre on behalf of Basingstoke and Deane Borough Council.

Sites of Special Scientific Interest (SSSI)

Sites designated under the Wildlife and Countryside Act 1981 (as amended) for their outstanding interests in respect of flora, fauna, geology and/or limnology.

Social Rented Housing

Rented housing owned and managed by registered social landlords, for which guideline target rents are determined through the national rent regime.

Source Protection Zone (SPZ)

Areas defined by the Environment Agency for groundwater sources such as wells, boreholes and springs used for public water drinking supply. They show the risk of contamination from any activities that might cause pollution in the area.

Special Protection Area (SPA)

Habitat sites which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

The Thames Basin Heaths SPA includes areas of heathland across Surrey, Hampshire and Berkshire. Part of the 5km buffer/mitigation zone around this SPA covers the north east of the borough.

Standard Method

A methodology prescribed by the Government to determine the local housing need in the Local Authority Area, unless exceptional circumstances can be demonstrated.

Statement of Community Involvement (SCI)

The SCI sets out standards to be achieved by the local planning authority in relation to involving the community in the preparation, alteration and continuing review of the Development Plan and in developing the SCI control decisions. It is subject to independent examination. In respect of documents prepared under the Development Plan the local planning authority is required to produce a statement showing how it complies with the SCI.

Strategic Employment Areas

The main locations for employment development in the borough, as identified in the Local Plan.

Strategic Flood Risk Assessment (SFRA)

The council has completed an SFRA (2021) in conjunction with the Environment Agency and the local water companies which provides information on the probability of flooding, such as that from groundwater sources and sewers. The SFRA is used to ensure that, in allocating land or determining applications, development is located in areas at lowest risk of flooding.

Strategic Gaps

Areas between towns and villages that have been defined to prevent the coalescence of settlements. The council and local community attach great importance to the function of these areas as a means of maintaining individual settlement identity.

Strategic Road Network

Managed by National Highways including the relevant sections of the M3 Motorway, the A303 and the A34 Trunk Roads which pass through the borough. With respect to these strategic routes, Department for Transport Circular 01/2022 (Dec. 2022) sets out how National Highways look to support the delivery of sustainable development.

Supplementary Planning Document (SPD)

Non-statutory guidance on specific or sensitive planning issues which adds detail to policies in the Local Plan, and which has been the subject of public consultation.

Sustainability Appraisal (SA)

A tool for appraising policies to ensure that they reflect sustainable development objectives (i.e. economic, social and environmental factors). It incorporates

Sustainable Environmental Assessment (SEA). Sustainability Appraisal is required under the Planning and Compulsory Purchase Act 2004, to be carried out on all Development Plan Documents.

Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. In the planning context, this is reflected by the economic objective, the social objective, and the environmental objective of the NPPF.

Sustainable Drainage Systems (SuDS)

The term Sustainable Drainage Systems (SuDS) covers the range of drainage elements for managing surface water in a way which is more sympathetic to the natural and human environment than conventional below-ground drainage systems.

This can include:

- Source control measures including rainwater recycling and drainage
- Infiltration devices to allow water to soak into the ground, that can include individual soakaways and communal facilities
- Filter strips and swales, which are vegetated features that hold and drain water downhill mimicking natural drainage patterns
- Filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed, and
- Basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding.

Sustainable Transport Modes

Forms of transport and travel that have a low impact on the environment, including Active Travel (e.g. walking and cycling) and public transport.

Tenure

Housing tenure describes the status under which people occupy their accommodation. The most common forms of tenure are home ownership and renting.

Town Centre

Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area. Basingstoke has a defined town centre, as indicated on the Policies Map.

Transport Assessment

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will need to be taken to deal with the anticipated transport impacts and to improve accessibility and safety for all modes of travel, particularly sustainable travel modes such as Active Travel (walking and cycling) and public transport.

Transport Statement

A simplified version of a TA relating to proposed developments where the transport considerations may not require a full TA to identify suitable mitigations.

Travel Plans

A Travel Plan is a travel management strategy for a site, group of sites or organisation. It contains a package of measures designed to reduce the need for travel, whilst also offering a choice of sustainable travel modes to encourage travelling in a more sustainable way. They provide, together with Transport Assessments, the mechanism for assessing and managing access to sites for all users, whilst also improving accessibility, both to and from the site, and to local amenities and services.

Valued Landscape

Landscape areas identified as exhibiting special characteristics and distinctive qualities that elevate them above the rest of the countryside.

Whole life carbon

This includes both embodied carbon and carbon emissions associated with operational energy.

Windfall Sites

Sites not identified through a Local Plan or Neighbourhood Plan which become available for development during the Local Plan period.

www.basingstoke.gov.uk/draftlp

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If you need this information in a different format, for example large print, CD or braille, please contact the council.

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