



Basingstoke and Deane Local Plan Update 2021 to 2040

Draft for Regulation 18 Consultation
January 2024



Basingstoke
and Deane

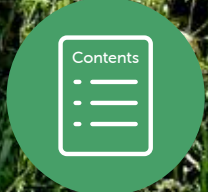
1. About the Consultation	5
2. Basingstoke and Deane Borough: Context and Issues	10
3. 2040 Vision and Objectives.....	23
4. The Spatial Strategy – Between Now and 2040	29
5. Mitigating and Adapting to Climate Change	44
Policy CLC1: A Carbon Neutral, Climate Adapted Borough	45
6. Delivering the Spatial Strategy	48
Policy SPS1: Scale and Distribution of Development.....	49
Policy SPS2: Regeneration.....	51
Policy SPS3: Delivering the Basingstoke Town Centre Masterplan	54
Policy SPS4: Basingstoke Town Centre – Areas of Change	58
Policy SPS5: Sites Allocated for Housing Led Development.....	62
Policy SPS5.1: Northern Manydown	64
Policy SPS5.2: Basingstoke Golf Course.....	68
Policy SPS5.3: Hounsome Fields.....	71
Policy SPS5.4: Southern Manydown.....	73
Policy SPS5.5: Popham Garden Village	84
Policy SPS5.6: Land to the East of Basingstoke	92
Policy SPS5.7: Sherfield Hill Farm	102
Policy SPS5.8: Land West of Marnel Park	106
Policy SPS5.9: Weybrook Park Golf Course	111
Policy SPS5.10: Overton Mill	115
Policy SPS5.11: Redlands Lodge.....	121
Policy SPS5.12: Land adjacent to Weybrook Park Golf Course.....	124
Policy SPS5.13: 16 Southern Road	127
Policy SPS5.14: 65 New Road.....	130
Policy SPS5.15: Land off Ashwood Way	133
Policy SPS6: Neighbourhood Planning	136
Policy SPS7: Ensuring a Supply of Deliverable Sites	139
Policy SPS8: Nuclear Installations – Aldermaston and Burghfield	140
Policy SPS9: Basing View.....	142
Policy SPS10: Oakdown Farm.....	146
Policy SPS11: Basingstoke Leisure Park.....	149

Policy SPS12: Chineham Railway Station	150
7. Protecting and Enhancing the Natural Environment	151
Policy ENV1: Landscape.....	152
Policy ENV2: Strategic Gaps	155
Policy ENV3: Thames Basin Heaths Special Protection Area.....	156
Policy ENV4: Nutrient Neutrality.....	157
Policy ENV5: River Loddon, Test and Enborne corridors.....	159
Policy ENV6: Biodiversity, Geodiversity and Nature Conservation.....	162
Policy ENV7: Green and Blue Infrastructure	168
Policy ENV8: Local Green Spaces.....	173
Policy ENV9: Water Quality.....	176
Policy ENV10: Managing Flood Risk.....	179
Policy ENV11: Energy Standards.....	183
Policy ENV12: Sustainable Design and Construction and Adaptation	186
Policy ENV13: Renewable and Low Carbon Energy Generation	189
Policy ENV14: Pollution	192
8. Supporting a Thriving Local Economy	195
Policy EMP1: Economic Growth and Investment.....	196
Policy EMP2: Employment Land and Premises (B-Use Classes) (Use Classes E(g), B2 and B8)	198
Policy EMP3: Town, District and Local Centres.....	201
Policy EMP4: Rural Economy	204
Policy EMP5: Rural Tourism.....	206
9. Creating Sustainable and Infrastructure-Rich Communities.	208
Policy INF1: Infrastructure.....	209
Policy INF2: Transport.....	214
Policy INF3: New and Improved Facilities.....	221
Policy INF4: Protecting Existing Community Facilities	224
10. Providing Homes for All	227
Policy HSG1: New Housing in the Countryside.....	228
Policy HSG2: Affordable Housing.....	231
Policy HSG3: Rural Exception Sites and First Homes Exception Sites.....	234
Policy HSG4: Single Plot Rural Exception Sites for Custom and Self-build Housing	236

Policy HSG5: Housing Mix for Market Housing.....	238
Policy HSG6: Specialist Accommodation for Older People and those with Specialised Needs.....	239
Policy HSG7: Custom and Self-build Housing	242
Policy HSG8: Accessible and adaptable dwellings	243
Policy HSG9: Gypsies, Travellers and Travelling Show People	245
11. Creating High Quality and Distinctive Places.....	250
Policy DES1: Key Design Principles	251
Policy DES2: Site Design.....	254
Policy DES3: Building Design	259
Policy DES4: Internal Space Standard for New Dwellings.....	263
Policy DES5: Density of New Residential Development	264
Policy DES6: The Historic Environment.....	265
Appendices.....	270
APPENDIX 1: Glossary.....	270
APPENDIX 2: Adopted green space and sport and recreation standards.....	291
APPENDIX 3: Guidance note to support Policy HSG4: Single Plot Rural Exception Sites for Custom and Self-Build Housing	294
APPENDIX 4: Relationship between policies and saved Local Plan policies.....	297

1

About the Consultation



1. About the Consultation

What is a Local Plan and why is the borough's Plan being updated?

- 1.1 A Local Plan sets the planning policy framework for its area, guiding future growth and change. The borough has an existing Local Plan which was adopted in 2016 but this is now being updated to ensure that the borough has a Plan in place which remains fit for purpose, reflects current national planning guidance, delivers local priorities, and meets future needs.
- 1.2 The Basingstoke and Deane Local Plan Update (LPU) will set out how development will be planned and delivered across the borough up to 2040, outlining a strategy for guiding the location, scale and type of future development. It will also include detailed development management policies that will be used in the determination of planning applications. Upon adoption, it will replace the existing Local Plan and, alongside the borough's neighbourhood plans, will form the development plan for the area.
- 1.3 Having an up to date Local Plan in place has a number of significant benefits including, most notably, responding to the council's Climate Emergency declaration; protecting and enhancing the borough's environmental and heritage assets, enshrining the objectives of the Environment Act into the area's policy framework and responding to the declared Ecological Emergency; introducing a strengthened policy framework to improve design quality in the area; and meeting the borough's housing, employment and infrastructure needs in a sustainable way.

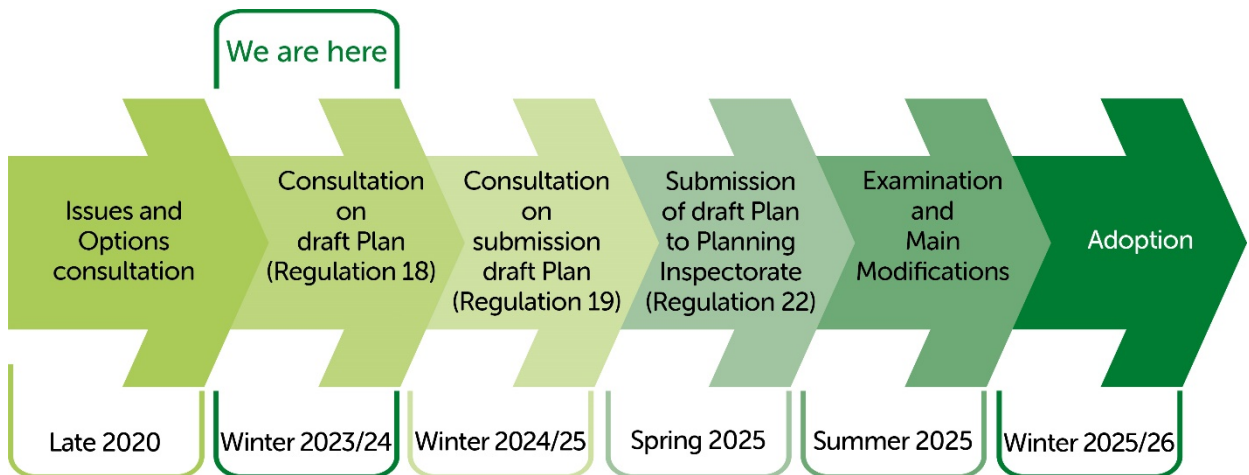
Figure 1.1: The Development Plan



How is the Local Plan Update being prepared?

- 1.4 The council has developed this draft LPU over the last couple of years based on a raft of relevant information including technical studies, input from a broad range of stakeholders and an Integrated Impact Assessment which has considered the impacts of options being considered. An Issues and Options consultation, focusing on key issues facing the borough, was undertaken in late 2020 and this has helped to shape the evolution of the Plan.
- 1.5 The making of a Local Plan is a relatively long process which follows a number of statutory stages set out in relevant national legislation and guidance. Key stages in the preparation of the LPU and relevant timescales, are shown below.

Figure 1.2: Local Plan Update Timeline



1.6 The council is now consulting on a draft version of the LPU. Comments made through this consultation will help to inform the next version of the Plan, which will continue to evolve. The Plan will be updated prior to a further consultation which will take place before it is submitted for examination by an independent Planning Inspector appointed by the Secretary of State. The council is aiming for adoption in late 2025.

What requirements must the Local Plan Update meet?

1.7 The LPU will need to set out a strategy to meet the borough’s needs up to 2040, including the amount and type of housing; employment and retail floorspace; and infrastructure needs including local services and facilities. The council also wants the Plan to reflect the aspirations and choices of the local community. However, it must comply with specific requirements set out in national planning legislation and guidance, and in particular meet ‘the tests of soundness’. When the Plan is examined, the examiner will consider whether the Plan is:

- Positively prepared: Providing a strategy that meets the identified needs
- Justified: An appropriate strategy based upon evidence and taking into account reasonable alternatives
- Effective: A deliverable strategy over the plan period
- Consistent with national policy: Enabling the delivery of sustainable development in accordance with the National Planning Policy Framework and other statements of national policy.

1.8 At this stage comments made through this consultation do not have to relate to the tests, but it is helpful to consider how any comments relate to them.

How will the Local Plan Update affect neighbourhood planning?

1.9 The borough has fourteen neighbourhood plans in place that set out a range of locally distinctive policies to guide development in their local areas. Updating the Local Plan does not automatically trigger a need to review neighbourhood plans

which will remain in place. However, if there is a conflict between the LPU and the neighbourhood plan, the most recently adopted plan takes precedence. Therefore, as the LPU moves forward, communities may wish to update their neighbourhood plans to bring them into line with the new plan, and to meet any new housing requirements. The council will continue to proactively support neighbourhood planning.

What is included in this consultation?

1.10 The consultation seeks comments on the draft LPU. In addition to the Plan’s evidence base, a number of supporting documents have also been published that the council is also seeking views on and these are outlined below:

Figure 1.3: Consultation Supporting Documents

Document	Purpose
Policies map booklet	Illustrates the proposed draft strategy and policies in map format.
Infrastructure Delivery Plan	Summarises the key infrastructure required to accommodate currently planned development, as well as that likely to be required to support the LPU.
Integrated Impact Assessment	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.

How Can I Take Part in the Consultation?

1.11 This draft Local Plan Update is available for public consultation for a period of six weeks between 22 January 2024 and midnight on 4 March 2024.

1.12 Comments can be submitted through the online portal at the following address and the use of this portal is strongly encouraged:
<https://consult.basingstoke.gov.uk/consultation/local-plan-update>

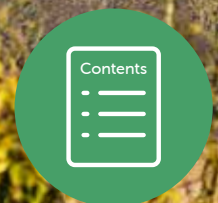
1.13 Alternatively, a response form can be downloaded from the council’s webpage at <https://www.basingstoke.gov.uk/LPU-have-your-say>, completed and sent to us:

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

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

2

Basingstoke and Deane Borough: Context and Issues



2. Basingstoke and Deane Borough: Context and Issues

- 2.1 This section provides an introduction to the borough of Basingstoke and Deane. It sets out key facts about the borough and its residents and highlights the main issues that will need to be addressed over the Plan period. These issues have been identified through consultation with communities and stakeholders through the plan-making process to date, the Integrated Impact Assessment process, the Local Plan evidence base and other wider sources of information. The issues have been used to inform the Local Plan Update's vision and objectives which are set out in Section 2.

Overview

- 2.2 Basingstoke and Deane borough covers an area of over 63,000 hectares (245 square miles) of north Hampshire. Much of the borough is attractive countryside, with the western part falling within the North Wessex Downs National Landscape. This high-quality natural environment defines the wider borough's character, its communities, economy and environment, and significantly contributes to residents' and visitors' quality of life.
- 2.3 The borough's principal settlement is Basingstoke which is the focus for key services and employment. The town was a traditional market settlement which developed rapidly between the 1950s and 1970s to accommodate part of the London overspill. It has a range of distinctive neighbourhoods, including traditional historic areas in its centre (which are conservation areas), and more recent developments at Beggarwood, Rooksdown and Sherfield Park.
- 2.4 The borough's second largest town is Tadley, in the north of the borough, which is adjacent to the licensed nuclear installation at the Atomic Weapons Establishment, Aldermaston (AWE). Tadley is within the AWE Detailed Emergency Planning Zone (DEPZ) where new residential development is not permitted unless it can be demonstrated that it can be accommodated within the Off-Site Nuclear Emergency Plan to the satisfaction of the Office of Nuclear Regulation. This constraint has limited significant growth in the area and an average of only 23 new homes per annum have been delivered in the town over the last ten years (since 2013).
- 2.5 The borough also has a number of other rural towns and larger villages including Overton, Whitchurch, Bramley, Kingsclere, Oakley and Old Basing, in addition to a scattered network of smaller villages and hamlets. Many of these villages have historic cores with a high quality built environment within and around conservation areas. Many of the borough's town and parish councils have adopted neighbourhood plans to shape development in their areas.

Issues to address

- Maintaining and enhancing the distinctive character of the borough, its settlements, the different areas of Basingstoke town, and the surrounding countryside.

- Enabling local communities to have a say in shaping and managing change within their local area, including through neighbourhood planning and involvement in shaping local regeneration schemes.
- Managing population growth in close proximity to the Atomic Weapons Establishment (AWE)/Detailed Emergency Planning Zone (DEPZ) in Aldermaston.
- Maximising opportunities for development of previously developed land.

Climate Change

- 2.6 The council is extremely concerned about the impact of human activity on the natural environment and declared a Climate Emergency in July 2019 setting the aim of making Basingstoke and Deane borough carbon neutral by 2030. This has been supported by a Climate Change and Air Quality Strategy setting out a range of actions to achieve this target. In 2021, the borough had a net carbon footprint of approximately 1 million tonnes of CO₂ taking into account emissions from industry, homes, travel (including on the M3 as it passes through the borough) and carbon absorption (for example, through trees).
- 2.7 Like the rest of the country, the effects of climate change are already being felt in the borough, including hotter summer temperatures and increases in peak rainfall. These have widespread impacts upon the welfare of residents and the environment.

Issues to address

- Reducing the borough's carbon footprint whilst delivering new development to meet needs.
- Increasing the borough's resilience to the effects of climate change.
- Improving the energy performance of existing buildings.
- Reducing emissions from transport and existing uses.
- Generating renewable and low carbon energy in a way that is sympathetic to its surroundings, including maximising opportunities on existing buildings and structures.
- Maximising opportunities for absorbing carbon dioxide (for example, through tree planting).
- Minimising the use of resources including water.
- Maintaining and improving air and water quality.

Population

- 2.8 The number of residents in the borough has notably increased since Basingstoke's designation as an expanded town in the 1960s and the population

had reached 185,200 at the time of the 2021 Census. The population increased by 17,400 people since 2011, approximately 10.4% compared to 7.5% for the South East and 6.6% for England. Approximately 63% of the borough's population live in the urban area of Basingstoke.

- 2.9 The borough has a relatively young population compared to neighbouring local authority areas, but the proportion of older residents, particularly those aged 75 or older is increasing¹. In the future, there is expected to be an increase in the proportion of households with no dependent children, and a reduction in the average household size².

Issues to address

- Responding to the changing needs of a growing population, including timely infrastructure provision.
- Responding to issues arising from the changing population structure, in particular the increasing number of older people.

Amount, Type and Affordability of Housing

- 2.10 In 2021, the borough had approximately 79,000 dwellings. The number of dwellings has increased by 8,125 since 2011, which is approximately 11.5% compared to 9.0% for the South East and 8.5% for England³. There is a higher proportion of houses (83.3%) than flats (16.4%) in the borough when compared to the wider south-east region (77.7% houses and 21.6% flats). A higher proportion of households in the borough live in socially rented properties (17.9%) and shared ownership properties (1.9%), compared to the wider south-east region (13.6% socially rented and 1.4% shared ownership)⁴.

- 2.11 The council had a requirement to deliver 850 dwellings per annum in its Local Plan (2011-2029) that was adopted in 2016. After the adoption of the Plan it took a couple of years for the allocated sites to start delivering homes, after which the delivery rate exceeded 1,200 homes in the three years from 2018/9. Delivery rates have fallen in the last few years but remain high. Despite the previous high delivery rate, the council is currently not able to demonstrate a five year supply of future deliverable housing sites to meet the housing requirement.

- 2.12 Although housing in Basingstoke and Deane is relatively more affordable than some other parts of Hampshire, affordability is an issue for first time buyers and households on low incomes who cannot access home ownership. This is particularly the case in rural areas where house prices tend to be higher. There is therefore a high demand for affordable housing in the borough. There are currently approximately 5,000 households on the council's rented housing

¹ ONS Sub-National Population Projections, 2018

² ONS Sub-National Household Projections, 2018

³ Census 2011 Table QS418EW and Census 2021 Table RM204

⁴ Census 2021 Table TS054

register⁵, which has increased from approximately 4,000 households in April 2022. There is also a high demand for intermediate types of affordable housing and there were approximately 1,800 households on the Help to Buy register when that closed in March 2023⁶. The council has since established its own Low Cost Housing Register, which contains about 500 households and is growing in size.

2.13 The borough's housing stock has a mix of dwelling sizes, and 27% of households live in homes with four bedrooms or more⁷. However, these are not distributed evenly across the borough and there is a greater proportion of large dwellings in the smaller rural settlements where there are higher levels of underoccupancy.

2.14 In April 2020 there were 1,459 residents in sheltered housing and 952 residents in nursing and residential care homes⁸. The ageing of the population over the Plan period will result in increasing requirements for specialist older persons' accommodation with varying levels of care, as well as adaptable and accessible homes that enable residents to stay in their own homes. The borough's self-build register identifies a demand for plots from people who would like to self-build, and there is also an increasing need for Gypsy and Traveller pitches.

Issues to address

- Providing a sufficient supply of new homes with a mix of sizes, types and tenure to meet needs.
- Restoring and maintaining a five year supply of deliverable housing sites.
- Meeting the needs of households on the housing register.
- Addressing affordability issues through an emphasis on social rent, recognising that owner/occupation, even with relatively lower house prices in the borough, is out of reach for households on low incomes.
- Meeting specific identified housing needs including rural housing, adaptable and accessible accommodation, specialist housing for those with care needs, providing self-build opportunities, and provision for gypsies and travellers.

Economy, Employment and Education

2.15 The borough's close proximity to London, excellent road and rail connections, the ports of Southampton and Portsmouth and the airports of Heathrow, Gatwick and Southampton have all helped its commercial success. The majority of working borough residents carry out their work within the borough. Residents

⁵ November 2023

⁶ The Help to Buy Scheme ended nationally on 31 March 2023.

⁷ Census 2021 Table TS050

⁸ Data from Elderly Accommodation Council, reproduced in Housing Market Assessment (2020)

that commute out of the borough to work in other nearby centres such as Newbury, Reading, or London, are counter-balanced by workers that commute into the borough from other parts of Hampshire and surrounding counties. Overall, the borough provides over 88,000 jobs (2023 BRES data).

- 2.16 The borough has a strong and diverse economy, focused on Basingstoke, and a good balance of businesses across a range of sectors, including advanced manufacturing and ICT; financial/business services; logistics/distribution; environmental technologies and rural businesses. The small business community is the bedrock of the borough's economy, with large companies being a critical part of past and future success. Incubating, innovating and unlocking entrepreneurial talent will also be a key to maintaining a thriving economy.
- 2.17 Estimates of unemployment within the borough stood at 2.5% of the population aged 16-64 in March 2023, which is similar to the South East average (2.8%) and below the England average (3.8%). Basingstoke and Deane has a well-qualified workforce, with 35.2% of the population aged 16 and over educated to degree level or equivalent. This compares to 35.8% in the South East and 33.9% in England. There were also fewer people in the borough with no formal qualifications (14.2%), compared to the South East (15.4%) and England (18.1%)⁹. Improving skills remains a key aspiration however and there is an aspiration to introduce a university to Basingstoke which will help to support local businesses.
- 2.18 Employment floorspace in the borough is concentrated within Basingstoke Town at the established employment locations which, combined, provide approximately 353 ha of employment land. However, a number of these employment sites contain premises that are reaching the end of their functional life. It will be important for the borough to maintain a supply of quality employment land and premises of the right quality, type and size.
- 2.19 One of the borough's most important employment areas is Basing View, an existing business location in a prime location in close proximity to the town centre and railway station. The council has worked proactively with partners to regenerate the area, improving connectivity and appearance while facilitating the delivery of new employment and supporting land uses. This regeneration will continue to enable the area to respond to changing trends and needs.
- 2.20 The borough also has a thriving and prosperous rural economy with a diverse range of land-based and non-traditional rural businesses. The rural economy needs to be supported to enable these businesses to grow sustainably, and to provide opportunities for agricultural and other land-based rural businesses to diversify.

⁹ Census 2021 Table TS067

Issues to address

- Providing and protecting sufficient employment sites and premises of the quality, size, type and location that meet the needs of established businesses and inward investors and provide knowledge-based and high value jobs.
- Supporting the regeneration and/or redevelopment of existing employment areas (including Basing View)
- Supporting businesses to deliver clean growth, supporting innovation in green technologies and jobs.
- Supporting high quality education, skills and learning across the borough to provide a highly skilled local workforce, supporting ambitions to deliver a university.
- Supporting sustainable rural businesses and the diversification of the rural economy.

Green Infrastructure and the Natural Environment

- 2.21 The natural environment of the borough is highly valued by residents and visitors, both for the quality and diversity of the biodiversity and also for the attractive setting and recreational opportunities that it provides. The council declared an Ecological Emergency in October 2021, highlighting the damage to the natural environment and the ecosystems within it due to human activity.
- 2.22 The borough straddles the geological areas of the Thames Basin and the Hampshire Downs with the southern half of the borough dominated by chalk downland and the northern half influenced by deposits of clay and sands. The landscape in the west of the borough is recognised as nationally important, and more than 20,000ha have been designated as a part of the North Wessex Downs National Landscape.
- 2.23 The borough supports various types of green and blue infrastructure owing to its varied geology and important river systems including the Rivers Loddon, Test and Enborne. The impacts of future growth will need to be managed, with improvements to water services infrastructure, to maintain water quality and ensure compliance with required water quality standards under the Water Framework Directive. Some of the borough's water bodies do not meet good status under the Water Framework Directive and the borough is within a region that is 'water stressed'.
- 2.24 Extensive areas of the borough's green infrastructure are protected designations including 20 Sites of Special Scientific Interest (SSSI), one National Nature Reserve (NNR), more than 820 Sites of Importance for Nature Conservation (SINCs) wholly or partly within the borough and 9 Local Nature Reserves (LNRs). 7.5% of the borough is covered by Ancient Woodland.

- 2.25 In addition to the important habitats within the borough, there are some restrictions on development to the east of the borough on sites in proximity to the Thames Basin Heaths Special Protection Area. It is also necessary to ensure development in the catchments of the River Test and River Itchen are nutrient neutral, to prevent harmful impacts upon protected nature conservation sites in the Solent and River Itchen.
- 2.26 Although only a small percentage of the borough is within floodplain, parts of the borough are vulnerable to groundwater, surface water and sewer flooding. New development will need to manage flood risk and take into account the effects of climate change.

Issues to address

- Protecting and enhancing the borough's landscape and ensuring a net gain in biodiversity, including through supporting Local Nature Recovery Networks.
- Improving green infrastructure accessibility and connectivity.
- Protecting and enhancing the special qualities of the borough's waterways, including the River Loddon, Test and Enborne.
- Ensuring new development is safe from flood risk and doesn't increase flooding elsewhere.
- Protecting, managing and improving the quality of the borough's water environment and ensuring sustainable water use.
- Ensuring development does not have a harmful impact upon protected nature conservation sites outside Basingstoke and Deane.
- Protecting and providing local greenspace to meet the needs of residents, including addressing deficiencies in some parts of the borough.

The Built Environment and Communities

- 2.27 Basingstoke experienced rapid growth in the 1960s and since that time the town has continued to expand with the addition of new communities. Whilst many areas are attractive places to live, some areas of the town are now dated and in need of regeneration. A number of successful regeneration projects have positively improved the quality of life for existing residents and contributed towards creating safer, better-designed and more integrated communities. The council wants to continue to actively facilitate and support a collaborative regeneration programme to maximise the significant benefits that can be provided. Priority areas include Buckskin, South Ham and Winklebury. The council also wants to drive up housing standards for all residents and ensure that homes are built to high liveability standards.
- 2.28 Newer development has often lacked identity and a sense of place. The council recognises the need to ensure a higher standard of design in future new

developments, creating beautiful and distinctive places. The council also recognises the importance of local communities shaping their own areas in the way they want and neighbourhood planning has been a successful way of supporting localism.

- 2.29 The borough benefits from a range of historic assets which contribute to the character of the borough, including over 40 designated conservation areas, a significant number of listed and locally listed/notable buildings, Scheduled Monuments and other archaeological sites, including important historic tourist attractions such as Basing House, Highclere Castle, The Vyne and the Roman settlement at Silchester. The borough's heritage assets make an important contribution to local distinctiveness as well as local recreation, education, and the tourism economy.

Issues to address

- Supporting regeneration of some parts of older residential housing areas.
- Driving up housing standards to ensure new homes provide a liveable and comfortable environment for all residents. Creating neighbourhoods where residents feel safe and which have a high quality of design, are beautiful, healthy, sustainable, inclusive and locally distinctive.
- Ensuring communities continue to guide change in their areas through neighbourhood planning.
- Conserving, enhancing and improving understanding of the borough's historic environment, in light of pressures for growth and change.

Retail, Leisure and Culture

- 2.30 Basingstoke town centre provides a wide range of facilities and services for local residents and visitors. However, the way in which the centre is used continues to change most notably with the demand for retail floorspace reducing. Changes are therefore needed to make the centre more sustainable and resilient to change. A Town Centre Strategy has been prepared to guide future change and help to deliver a revitalised, well-connected, attractive and greener centre with a broad range of shopping, leisure and cultural experiences where people enjoy spending time.
- 2.31 There are also designated centres in Brighton Hill, Chineham, Overton, Whitchurch and Kingsclere supported by a network of smaller neighbourhood centres and local shopping parades that help to meet residents' day-to-day needs.
- 2.32 Residents and visitors enjoy a wide range of publicly-provided leisure services and facilities in and around the borough such as arts venues, theatres, museums and sports facilities, parks, local nature reserves and woodlands. This

is complemented by a range of private sector attractions such as cinemas, health clubs, an ice rink, golf and tennis clubs and equestrian facilities. The availability of such a range of facilities and services is a significant benefit for residents and an attraction for visitors. The council has adopted a new masterplan to deliver a revitalised and better connected Leisure Park in Basingstoke, which is fit for the 21st Century and offers improved facilities for all.

Issues to address

- Delivering a revitalised Basingstoke town centre and maintaining the vitality and viability of other centres in light of changing leisure and shopping patterns.
- Maintaining and improving the balance of high quality and well located local facilities to support sustainable communities.
- Regenerating Basingstoke Leisure Park to create a more diverse range of experiences for residents and visitors.

Infrastructure and Travel

- 2.33 There are concerns that infrastructure has not kept pace with the level of growth that has occurred in the borough, and that some existing local and strategic infrastructure is in need of upgrading or replacing. This includes school provision, healthcare and sewage infrastructure. Strong and sustainable communities must be supported by suitable infrastructure in order to maintain the quality of life of residents. It is therefore important that key community services and facilities are protected whilst a proactive approach is taken to infrastructure planning, working with partners to ensure that the right infrastructure is delivered in the right location at the right time to support new development. The provision of new strategic infrastructure, such as a hospital and healthcare campus, will be supported. An Infrastructure Delivery Plan for the borough sets out what infrastructure is required and when.
- 2.34 In terms of transport, the borough is well connected by road and rail across the region. The M3 runs through the borough from east to west, passing to the south of Basingstoke, and the A33 and A339 provide connections to the M4 corridor and beyond. It is recognised that there are some traffic and congestion issues at key 'hot spots' in Basingstoke during the peak periods, despite there being a generally good road network with capacity at other times.
- 2.35 Basingstoke is well connected by rail to London and the Midlands and has direct connections to Reading and Southampton. There are also railway stations at Whitchurch, Overton and Bramley that provide connections to Basingstoke and beyond.
- 2.36 There is a regular bus service in and around Basingstoke connecting neighbourhoods to the town centre and the station, although there is less public transport availability in rural areas which limits accessibility to facilities and

services for residents. The council's Transport Strategy aims to deliver fast and direct public transport corridors to Basingstoke town centre from new development areas.

- 2.37 There is generally good walking and cycling connectivity across Basingstoke Town and there are plans to enhance key corridors through the Local Cycling and Walking Improvement Plan (LCWIP). Outside Basingstoke there is a network of walking and cycling routes, and a number of long-distance walking routes pass through the borough.

Issues to address

- Ensuring that the right infrastructure is provided in the right location at the right time to ensure that needs are met and existing residents are not disadvantaged by new development.
- Ensuring that community services and facilities are protected and enhanced.
- Supporting the delivery of new strategic infrastructure, including a hospital, to support new development and mitigate impacts.
- Enhancing opportunities for active travel such as walking and cycling through enhanced connectivity, particularly along key corridors and to improve access to the public transport network.

The Borough's Role in the Region

- 2.38 Basingstoke and Deane shares its boundary with six other local authorities, and it is necessary to ensure the Local Plan's strategy is coordinated with the borough's neighbours and other authorities further afield. Whilst the borough is generally a self-contained Functional Economic Market Area (FEMA), there is some economic movement between the districts in terms of commuting across the borders to work. Communities close to the borough's boundaries also utilise some of the borough's services, and vice versa, and some residents are reliant upon neighbouring areas for access to higher order services, highlighting the complex cross boundary issues that exist. For example, local residents rely upon the towns of Newbury to the north, Andover to the west and Hook to the east for higher order services including retail and education. There is also significant economic movement between the borough and Reading which is also a significant retail destination.

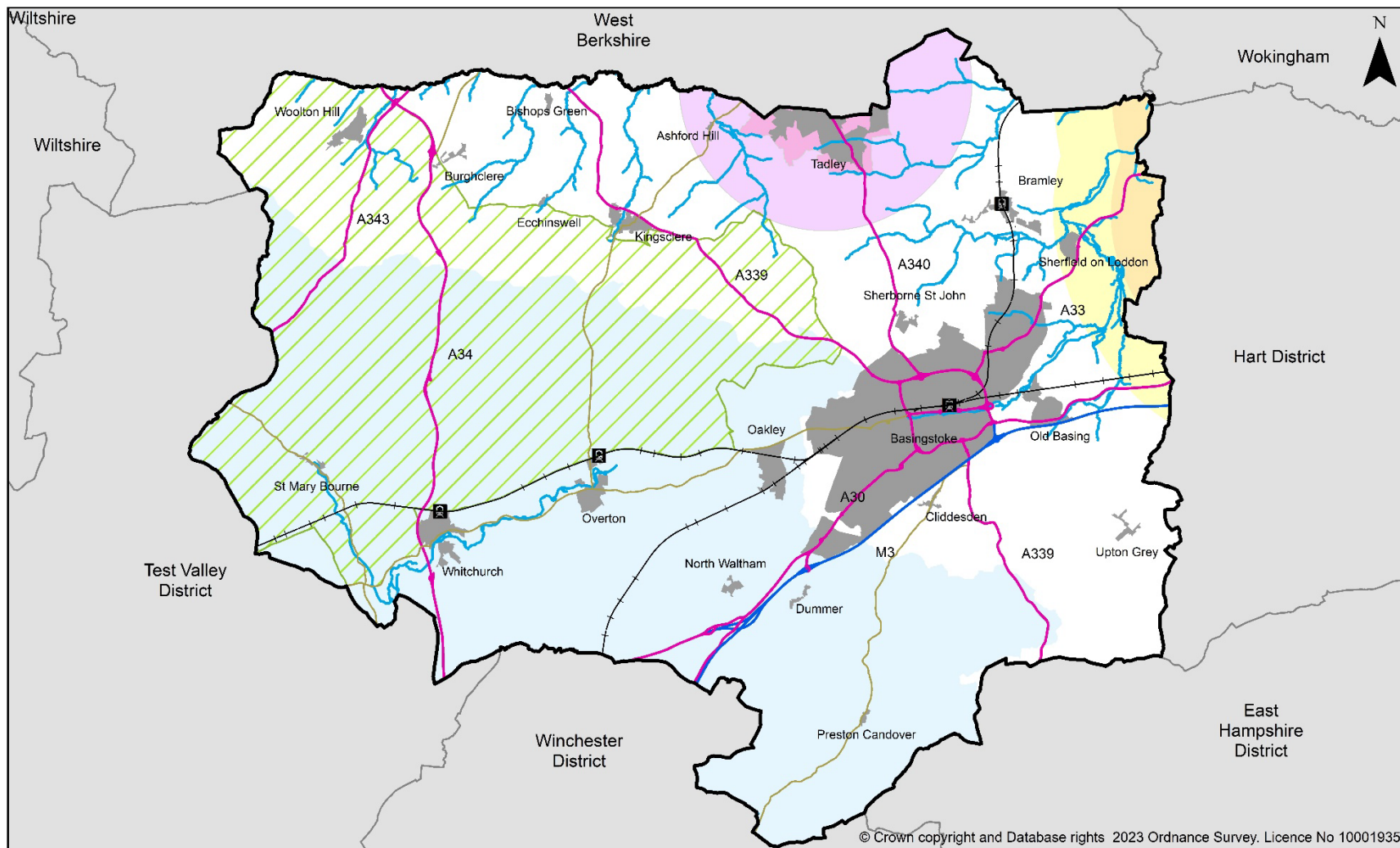
- 2.39 In terms of housing, people also migrate to and from neighbouring districts, the wider South East and London. However, the borough's housing market is relatively self-contained. Overall, Census 2021 showed that of the borough residents that had moved within the previous 12 months, 54% already lived in the borough prior to their move. Within some parts of the borough, this level of self-containment was as high as 73%.

2.40 The Local Plan needs to take account of the wider challenges, issues and opportunities affecting neighbouring areas as well as the wider region. This includes such issues as the impact of commuting on the area's strategic transport network and other cross boundary issues such as ensuring the provision of suitable employment floorspace. The environment is also a significant cross boundary issue with landscapes, ecological corridors and river catchments running across borders. A joined-up approach across the region, through the development of Local Nature Recovery Networks etc. will be key to ensuring opportunities are maximised.

Issues to address

- Working with neighbouring authorities and other bodies to address a range of cross-boundary issues including the environment, transport, housing and employment.

Figure 2.1: Summary of the key constraints in Basingstoke and Deane Borough



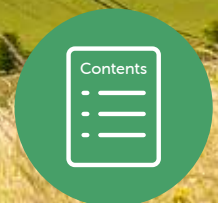
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Key

- | | | | | | |
|------------------------|---|----------|--------------------------------------|---|----------------------------|
| Borough Boundary | Railway Stations | Motorway | Area impacted by nutrient neutrality | Atomic Weapons Establishment (AWE) | SPA Mitigation Zone |
| Neighbouring Boundary | Railway | A Road | Watercourse | Detailed Emergency Planning Zone (DEPZ) | 5Km |
| Land within Settlement | B Road | | | Outer Consultation Zone | 7Km |
| Policy Boundaries | North Wessex Downs Area of Outstanding Natural Beauty | | | | |

3

2040 Vision and Objectives



3. 2040 Vision and Objectives

Introduction

- 3.1 The Plan needs to consider the sort of place Basingstoke and Deane should be by 2040 and beyond, and how to achieve this. The vision and objectives for the Plan are set out below:

2040 Vision

In 2040, Basingstoke and Deane will be an exemplar, carbon-neutral borough that will be resilient to the impacts of climate change.

The borough will be locally distinctive, recognising its valued natural environment, including its special landscapes and waterways, which will be protected, restored, reconnected and enhanced to also enable biodiversity to thrive. The borough's towns and villages will have clear identities and cohesive communities, with residents that are proud of where they live.

There will be a sustainable number of new, well-designed and affordable homes built to high housing standards that will meet residents' needs, and these will be supported by the right infrastructure. The local economy will be thriving, with high quality jobs and a well-educated and highly skilled local population, supported by a new university, with vibrant town and village centres, and a wide range of local amenities that enable all residents to enjoy an excellent quality of life.

Objectives

- 3.2 The following sixteen objectives have been identified to help to deliver the Vision.

Mitigating and Adapting to Climate Change

- a) To introduce an ambitious Plan that tackles the council's Climate Emergency Declaration and makes the fullest possible contribution to achieving **a carbon neutral borough** by 2030. Whilst recognising that new development and growth results in increased greenhouse gas emissions, climate change impacts will be mitigated by: reducing emissions through sustainably located development; ensuring good connectivity; providing sustainable travel options; introducing requirements that would deliver exemplar sustainable design and construction principles including homes with a net zero energy use; and promoting renewable and low carbon energy technologies in suitable locations.
- b) To ensure that new development enhances the borough's **resilience to the impacts of climate change**, with consideration to the welfare of residents and enhancement of the natural environment.

Delivering the Spatial Strategy

- c) To ensure a **sufficient supply of land** to meet the borough's need for homes, employment and other uses. This will enable the borough to maintain a rolling five year supply of deliverable housing sites. The strategy will take account of relevant constraints, prioritising brownfield development and growth around Basingstoke town and promoting a sustainable pattern of dynamic and healthy places in a way that maintains the local distinctiveness of settlements and their communities, and sustains their vitality. Local communities will be empowered to shape the future of their local areas through the promotion of neighbourhood planning.

Protecting and Enhancing the Natural Environment

- d) To **protect and enhance the environment**, in support of the Ecological Emergency Declaration and in recognition of the wider benefits gained from the borough's natural assets, by enhancing biodiversity through connected networks and the achievement of at least 10% biodiversity net gain from new development; and by protecting and enhancing the locally distinctive character of the landscape including that which is particularly valued and the North Wessex Downs National Landscape.
- e) To **improve air quality** and **conserve, manage and improve the borough's water resources**, reducing the risk of flooding and consequences of pollution through partnership working, active flood management and appropriate mitigation approaches. This includes protecting and enhancing the special qualities of the borough's waterways including the River Loddon, Test and Enborne corridors and ensuring nutrient neutral development in the River Test and Itchen catchment to protect the Solent and River Itchen nature conservation sites.

Supporting a Thriving Local Economy

- f) To maintain and enhance the borough's position as a **prosperous economic centre** and grow jobs and wages. There will be a focus upon clean growth, supporting a diverse economy as well as key local sectors through the availability of employment land and premises of the right quality, type, location and size, and facilitating opportunities to grow new dynamic and innovative sectors. This will be delivered through the protection and regeneration of Basing View and the other established strategic employment areas, and the allocation of well-located and accessible new employment sites to meet identified need.
- g) To facilitate a **well-educated and highly skilled local population** and workforce with strong connections to the local business community and support opportunities to access high quality education through the delivery of a university.
- h) To revitalise **Basingstoke town centre** and ensure it is a well-connected, vibrant and attractive centre offering an exciting shopping, leisure and cultural experience. The town centre will be competitive and appealing to new inward

investment and able to adapt to changing needs and trends, while supporting the town's distinctive cultural and historic identity.

- i) To promote a **thriving rural economy** with a network of vibrant towns and villages where centres remain attractive and viable destinations, building upon their specific characteristics and rural businesses are supported to grow sustainably. Local homes, services, jobs and infrastructure will be provided to meet the needs and aspirations of local communities.

Creating Sustainable and Infrastructure-rich Communities

- j) To create **healthy, active and strong communities**, supported by high quality facilities and services. Development will promote healthy lifestyles, including protecting and enhancing local community, health, cultural, leisure, sport and recreational facilities. Improvements will make the Leisure Park fit for the 21st century.
- k) To ensure growth is supported by **high quality infrastructure** that is delivered alongside development. This will meet the changing needs of residents and employers, and ensure the quality of life of existing residents is not compromised. To also facilitate the provision of strategic infrastructure including a new hospital and associated opportunities.
- l) To work collaboratively with local communities to promote and support **successful regeneration and renewal schemes** that will improve the built and natural environment. These will tackle inequality, benefit local residents and improve housing and employment areas.
- m) To reduce the need to travel by planning for **well-connected and safe neighbourhoods** which promote walking and cycling. Where travel is necessary, to encourage and support **better, greener transport** including a self-sustaining public transport network with fast and direct services. To work in partnership to address local and strategic road network issues and ensure a safe and efficient highway network including the M3.

Providing Homes for All

- n) To provide **a choice of homes** incorporating a mix of tenure, size and type, with a particular focus upon the delivery of social rented housing, in addition to other low-cost home ownership tenures where they would meet the identified needs of local communities. All new homes will be built to high housing standards and will meet minimum internal space standards. The provision will include a choice of suitable and desirable accommodation for older people, people with disabilities, smaller households, families, people wishing to build their own home and gypsies and travellers.

Creating High Quality and Distinctive Places

- o) To ensure **a high standard of design**, through the use of tools such as masterplans and design codes, to create beautiful and distinctive places through

high quality architecture, place-making and public and private amenity space within a greener environment. Development will enhance local character and create places that residents are proud of.

- p) To proactively manage the borough's rich **historic and built environment** and to protect and enhance its quality and distinctiveness while accommodating change such that historic buildings and places are respected, used and valued as part of the council's ambitions for environmental sustainability, and to contribute to cultural, economic and social wellbeing.

3.3 The table below outlines which Local Plan policies will help to deliver or facilitate each objective.

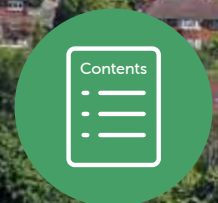
Figure 3.1: Local Plan Policies by Objective Reference

Objective Reference	Local Plan Policy
a) A carbon neutral borough	CLC1, SPS5, ENV11, ENV12, ENV13, INF2, DES1, DES2, DES3
b) Resilience to impacts of climate change	CLC1, ENV11, ENV12, ENV13, DES1, DES2, DES3
c) A sufficient supply of land to meet housing needs	SPS1, SPS2, SPS3, SPS4, SPS5, SPS6, SPS7, SPS8, SPS9
d) Protect and enhance the environment	ENV1, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV10
e) Air quality and water resources	ENV9, ENV14
f) A prosperous economic centre	SPS9, SPS10, EMP1, EMP2, EMP3, EMP4
g) A well-educated and highly skilled local population	SPS9, EMP1, EMP2, INF1
h) Basingstoke town centre	SPS3, SPS4, EMP3, DES6
i) A thriving rural economy	SPS6, EMP3, EMP4, EMP5, INF3, INF4, HSG1, HSG3, HSG4
j) Healthy, active and strong communities	SPS5, SPS11, INF1
k) High quality infrastructure	SPS5, INF1
l) Successful regeneration and renewal schemes	SPS2, DES1, DES2, DES3
m) Well-connected and safe neighbourhoods and better, greener transport	SPS5, SPS12, INF1, INF2

n) A choice of homes	HSG1, HSG2, HSG3, HSG4, HSG5, HSG6, HSG7, HSG8, HSG9, DES4, DES5
o) High standard of design	SPS3, SPS5, DES1, DES2, DES3
p) The historic and built environment	DES6

4

The Spatial Strategy - Between Now and 2040



4. The Spatial Strategy – Between Now and 2040

Principles guiding the spatial strategy

- 4.1 The Local Plan Update has been prepared in accordance with the principles of achieving sustainable development as set out in national planning policy. Its spatial strategy directs the most growth to locations that are already sustainable or that can be made sustainable.
- 4.2 Early work on the Local Plan Update, including the Issues and Options consultation, highlighted that the following elements should inform the Local Plan's spatial strategy. These have continued to develop as the Plan has evolved:
- In response to the Climate Emergency and Ecological Emergency Declarations, the strategy will support the council's Climate Change Strategy, locating development in sustainable locations and enabling 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 support sustainable communities and improve the quality of life of local residents whilst minimising the loss of greenfield land.
 - The focus of growth will continue to be at Basingstoke Town as the borough's most sustainable settlement, with its wealth of services, employment and infrastructure, and the potential to reduce both the need to travel and vehicle emissions.
 - The strategy will support suitable levels of growth in viable rural communities based on a settlement hierarchy, enabling rural towns and villages to grow, thrive and respond to local needs whilst protecting the rural character and identity of settlements.
 - The strategy will be deliverable and ensure a supply of housing sites is maintained on a rolling basis but through the adoption of a stepped approach which supports the development of strategic sites which will deliver suitable infrastructure in a timely manner.

What are the borough's needs up to 2040?

Housing Need and Provision

- 4.3 The Government's intention to boost the supply and delivery of new homes is clear and this is reflected in the NPPF which requires councils to identify their housing need using a nationally prescribed formula called the Standard Method. Councils should plan to deliver that number of homes as a minimum unless exceptional local circumstances can be demonstrated. In addition, the 'Duty to

Cooperate' requires that account is taken of any needs that cannot be met by neighbouring areas in establishing the housing requirement. No requests from neighbouring authorities have been received.

- 4.4 The Standard Method indicates that at 1 April 2023 the housing need was 850 dwellings per annum (dpa). It is acknowledged that the Standard Method figure continues to change over time as new data is published, and current borough trends suggest that this figure will reduce slightly over time. However, 850dpa has been used as the general housing need figure for this draft version of the Plan although it is noted that the figure was 880dpa for the first year of the plan period (2021-2040).
- 4.5 The council does not support the government's top-down approach to setting housing requirements which is based upon a one-size-fits-all formula that fails to take into account the unique characteristics of the borough, its history or future needs, the views of local residents, or its specific and notable constraints. More specifically, it does not take into account 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. The simplistic nature of the Standard Method directs more growth to locations that have grown in the past, thereby exacerbating these issues. It is therefore considered to be fundamentally flawed and unsuitable to be used as a basis for plan making.
- 4.6 However, the council recognises that it is important to have an up-to-date Local Plan to maintain a plan led approach to change that meets local needs and reflects local issues and ambitions. For example, it is important to 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.
- 4.7 Therefore, in order to enable plan-making to progress in a timely manner, the Plan has adopted the government's Standard Method housing need figure as its housing requirement. The borough council will continue to make strong representations to government that the Standard Method needs to change and will review and update its housing requirement as the plan-making process progresses in light of new evidence and any updates to national policy.
- 4.8 In line with the Standard Method, the Plan therefore needs to set out a strategy to accommodate 16,180 new homes over the nineteen year plan period. Two years of this period have already passed, reducing the requirement to 14,450.
- 4.9 When assessing how much new housing the council has to plan through new site allocations, the amount of housing already in the pipeline is taken into consideration. There are a large number of sites in the borough which already have consent for residential development, some of which have been completed since the start of the Local Plan period in 2021. There are also a number of sites that have been allocated by the existing Local Plan which have not yet been developed. Three of these sites will be reallocated in this Plan, reflecting their strategic scale and long-term delivery and also to provide a policy framework for their continued delivery. The current broad area allocations from the current plan (regeneration and Basing View), will also be carried forward into the LPU. The

evidence also shows that ‘windfall’ development (sites that have not been allocated by a local or neighbourhood plan but come forward for development) makes a substantial contribution to housing provision and that this will continue. As such, a small site windfall allowance is also included in the Plan, averaging at 50dpa. A specific large site allowance has not been included and this provides an element of flexibility in the supply figures.

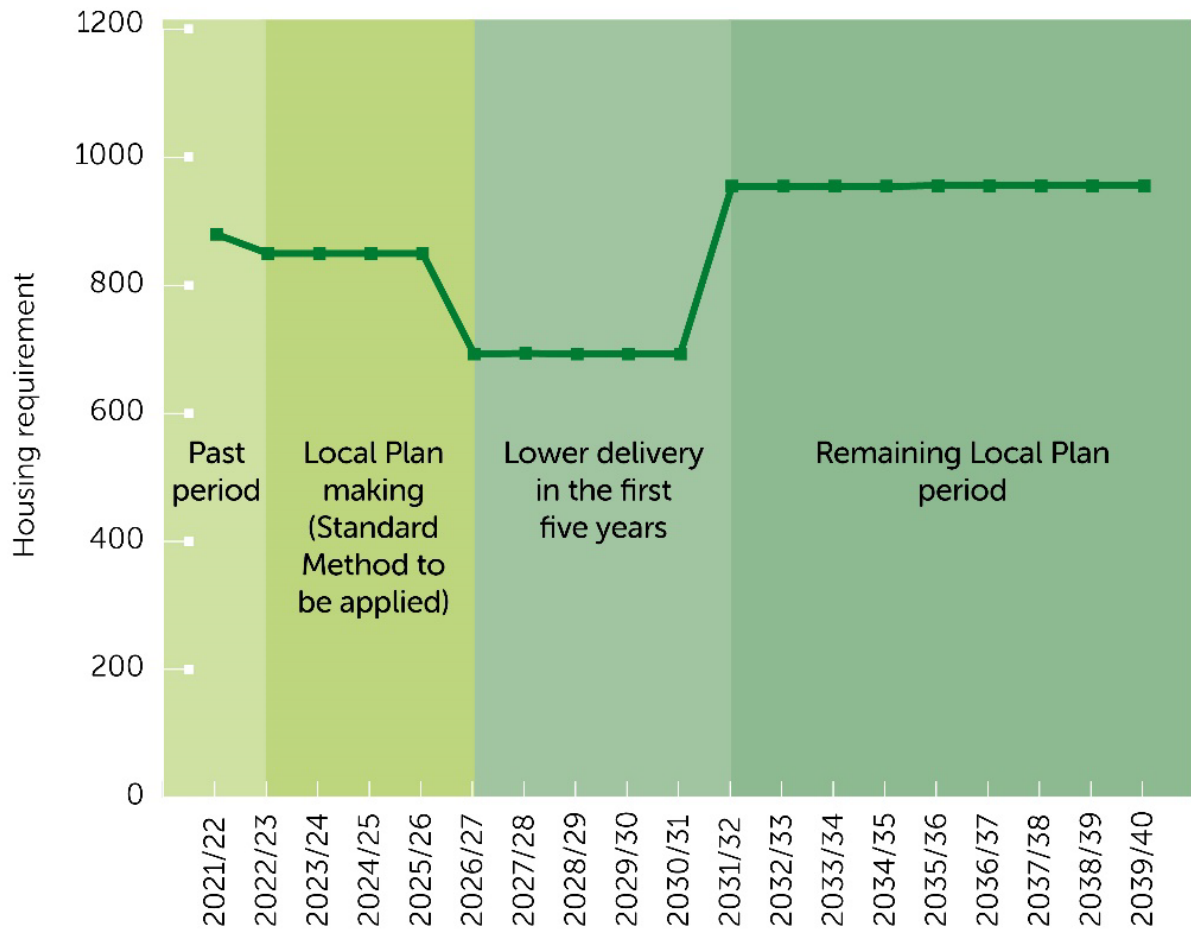
4.10 The table below sets out the borough’s housing requirement at 1st April 2023. Taking the current housing provision into account, this leaves a requirement of around 4,650 additional homes. If a 10% buffer is added to the remaining requirement over the plan period (2023 onwards), to provide flexibility at this stage of plan making, this would effectively result in a required supply of around 6,100 homes.

Figure 4.1: Housing Requirement

Housing Requirement	
Standard Method need (2021 to 2022 (880+850))	1,730
Standard Method need (2023 to 2040 (850x17))	14,450
Total	16,180
Housing Provision	
Homes Built (completions) in 2021/2 and 2022/3	1,765
Outstanding planning permissions at 1/4/23	7,424
Existing local plan and neighbourhood plan site allocations	1,141
Broad Area allocations from existing plan (Regeneration and Basing View)	500
Small site windfall allowance	700
Total	11,530
Remaining requirement to be met through the LPU (16,180 -11,530)	4,650

4.11 In light of local infrastructure constraints and the characteristics of the proposed strategy, rather than delivering the homes at a consistent rate across the Plan period, the homes will be delivered in line with a ‘stepped trajectory’. This will require the delivery of fewer homes in the first five years of the Plan, and then the borough will ‘catch up’ over the rest of the Plan period. This is illustrated in the diagram below.

Figure 4.2: Stepped Trajectory



4.12 National planning policy requires councils to meet their total housing needs over the Plan-period, and planning practice guidance is clear that a stepped housing requirement can be a suitable way to do this. There are strong local circumstances why this approach is suitable for Basingstoke and Deane.

4.13 Firstly, it recognises that a significant proportion of the new housing will be delivered on large strategic sites. Almost two-thirds of the new homes that are being allocated by the Plan are at Southern Manydown and Popham (with total capacity for 7,500 and 3,000 homes respectively). The council considers that large sites such as these are sustainable and most able to deliver comprehensively-planned, infrastructure-rich development. However, sites of this scale have longer lead-in times (the time taken between the site being allocated to the first homes being occupied) on account of their complexity and the amount of infrastructure required (such as site accesses and off-site highway improvements). The council is therefore committed to the delivery of homes on these sites, but they will not be available in the early years of the adopted Plan.

4.14 Secondly, the stepped trajectory takes into account the council’s own ambitious home building programme. The council is currently considering the options for how this should be set up, but it is intended that it will boost the delivery of social rented accommodation on council-owned and other public sector land. The

council's housing delivery programme has the potential to stimulate levels of housing delivery and housing land supply more generally.

- 4.15 Thirdly, the stepped trajectory gives the council time to work with the major infrastructure providers to get more certainty about their future investment, and to work with them to enable the infrastructure to 'catch up' after the high levels of past growth. In particular, there are opportunities to improve health services (including through the delivery of a new hospital in Basingstoke) and new secondary education provision.

Other housing needs

- 4.16 The strategy also makes provision for a sufficient number of affordable homes to meet the needs identified through the council's Housing Market Assessment. These will be delivered in line with the tenure split identified in Policy HSG2, with a particular focus upon social rented accommodation, which is the tenure best suited to meeting local needs.
- 4.17 The plan is also proactive in meeting the borough's need for custom and self-build plots through a requirement for 5% of dwellings to be delivered as plots on sites of 100 dwellings or more. The plan supports the delivery of self-build homes on Single Plot Rural Exception Sites (Policy HSG4), and local communities will also be encouraged to bring forward plots through neighbourhood planning.
- 4.18 Older persons' specialist accommodation needs will be met through the delivery of accommodation on the plan's largest strategic sites. In addition to this, windfall sites will be permitted in suitable locations as set out in Policy HSG6.

Employment

- 4.19 The council's Economic Needs Assessment (ENA, 2023) identifies that the borough is a self-contained Functional Economic Market Area (FEMA), with the exception of the storage and distribution sector which, by definition, operates in a wider geographical area.
- 4.20 The ENA identifies a limited need for new office floorspace of 40,000sqm over the plan period and 20,000 sqm over the first ten years. Given the current uncertainty in the office market it is considered suitable to focus on the position over the first ten years of the Plan period as longer term trends and needs can be picked up through a review of the Plan.
- 4.21 Whilst short term market signals do not support new provision, it is considered important to take a positive approach and identify net additional floorspace over the Plan period to support growth and provide flexibility to respond to changing market dynamics which can't be predicted at this stage. However, much of the borough's office stock is currently underutilised and this can be rationalised through mixed use proposals or refurbishments which support wider regeneration objectives and avoid the sterilization of land in the shorter term. The better use of existing floorspace can make a substantial contribution towards meeting needs over the ten year period.

- 4.22 A need of approximately 24,000 sqm has also been identified for industrial floorspace and 99,000 sqm of logistics floorspace over the Plan period. The logistics floorspace is considered to be a minimum, recognising that an undefined sub-regional and regional need also exists which the borough may be able to contribute to.

Retail

- 4.23 The council's Retail and Main Town Centre Uses Study (2020) 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 LPU to allocate new retail floorspace to meet needs but rather provide a framework to support suitable regeneration and diversification.

How has the council developed its spatial strategy?

- 4.24 The spatial strategy has been informed by a Sustainability Appraisal (SA). This has tested the impacts of different levels of growth, and different spatial options upon some key economic, social and environmental objectives. This informed a range of different options that were tested through the Issues and Options consultation in Autumn 2020.
- 4.25 The SA has also been integral to the site selection process. The council undertook a detailed site assessment of potential housing and employment sites in and around the main settlements of Basingstoke, Tadley, Whitchurch and Overton, in addition to other relevant strategic-scale sites included in the Strategic Housing and Employment Land Availability Assessment (SHELAA). Sites were assessed against an extensive set of baseline technical criteria which reflected national policy and sustainability considerations, to identify potential opportunities and impacts that could arise from development. Through this exercise, the most sustainable sites were identified, both individually and taking into account cumulative impacts.
- 4.26 This assessment has taken into account a range of evidence base studies undertaken to inform the LPU. This included a borough-wide Landscape Sensitivity Study, a Transport Assessment, a Water Cycle Study, Economic Needs Assessment, and a Settlement Study.
- 4.27 The assessment process involved a thorough and transparent consideration of the full range of issues to determine whether a site was suitable for allocation to meet the identified needs, and whether any potential impacts could be satisfactorily mitigated. In light of this assessment, suitable criteria have been included in the detailed site allocation policies to ensure that any required mitigation is achieved.

- 4.28 As previously identified, the Plan needs to allocate sites for around 4,650 new homes up to 2040. The draft spatial strategy would meet these needs and also provide an oversupply to provide flexibility at this stage of plan making. This effectively provides a 10% buffer.

Overview of the strategy

- 4.29 The Plan's spatial strategy seeks to maximise opportunities to redevelop brownfield (previously developed) land. In addition to setting out a generally supportive framework for new development in built up areas that contribute to the well-being of the area, the Plan proactively supports a collaborative regeneration programme, highlighting the initial priority residential areas of South Ham, Buckskin and Winklebury. The Plan also supports the delivery of the Town Centre Strategy which focuses on developing a more diversified, well-connected and greener centre. This includes the provision of new homes to support vitality and an allocation of 400 new homes has been included. A large brownfield site has also been allocated for development in the borough's rural area, at Overton, and more details are provided in following sections. The council is seeking to meet as much of its employment needs as possible through the regeneration of existing employment areas, including Basing View.
- 4.30 However, it is recognised that given the nature of the borough and the level of future need, it is necessary to allocate some greenfield land for development. Such allocations are principally focused around the edge of Basingstoke (the borough's largest and most sustainable settlement), continuing the strategy that was followed in the adopted Local Plan. The largest site is Southern Manydown, to the south-west of the town, which has capacity for approximately 7,500 dwellings including 2,400 in the plan period. In order to provide choice and flexibility, the strategy also includes a sustainable new settlement at Popham Airfield, in the south-western part of the borough, close to Micheldever station in the neighbouring district of Winchester. A number of other site allocations around Basingstoke Town, have also been included, varying in scale from under 20 to approximately 900 homes, to provide a mix of sites in terms of scale and location. These sites were considered the most suitable to accommodate development through the site assessment process and will ensure a supply of deliverable sites over the plan period to meet needs.
- 4.31 Some development is also suitable in the borough's rural settlements to maintain the vitality of those communities and meet local housing needs. However, growth at Tadley, the borough's second largest settlement is constrained by its location close to AWE and, as such, the needs arising here will be met elsewhere in the borough.
- 4.32 With the exception of Overton, which has a specific brownfield site allocation, the spatial strategy identifies a level of growth that should take place in relevant rural settlements over the plan period. It is considered that local communities are best placed to guide change in their areas and therefore the Plan favours an approach where the strategy for delivering new homes in rural settlements is developed through neighbourhood plans. Neighbourhood planning has been very successful in the borough under the current Local Plan with 14 plans currently made, many of which have included site allocations. Should parish

councils not allocate sites in a timely manner, the council will step in and allocate. The site allocations made through neighbourhood plans will facilitate the provision of small scale housing sites (as supported by the NPPF) in suitable locations and enable the on-going sustainability of these settlements.

- 4.33 The above strategy will provide a range of accommodation to meet the needs of all of the borough's residents, including specialist accommodation for older people, plots for residents who wish to self-build, and sufficient gypsy and traveller pitches to meet needs.
- 4.34 The council will monitor delivery to ensure a rolling supply of deliverable housing sites. In the event that a future supply cannot be demonstrated (or could not be restored), a review of the Local Plan would be triggered. The impact of new development on water bodies (including the River Loddon and the River Test) will also be monitored closely and careful phasing of residential development will ensure that appropriate water infrastructure can be provided to maintain water quality.
- 4.35 In relation to employment, the strategy seeks to optimise the use of the current Strategic Employment Areas including Basing View. The existing stock will be regenerated and improved in quality to better meet needs, and also reconfigured to ensure that floorspace is not underutilised. Diversification will also be supported, where suitable, including the potential for a university campus on Basing View.
- 4.36 However, new allocations will also be required to meet employment needs, most notably for storage and distribution. These are proposed in sustainable locations on the edge of Basingstoke, which benefit from good connections to the Strategic Road Network. The spatial strategy will therefore continue to protect and support the borough's Strategic Employment Areas, as well as supporting the development of the required new sites. The plan will also support the rural economy to ensure appropriate rural businesses are able to form and grow.
- 4.37 The strategy recognises the importance of protecting the borough's retail centres and supporting redevelopment to meet needs. The Plan supports the delivery of the Town Centre Strategy for Basingstoke, which will guide future change and help to deliver a revitalised, well-connected, attractive and greener centre with a broad range of shopping, leisure and cultural experiences. The borough's district centres at Brighton Hill, Chineham, Overton, Tadley and Whitchurch, together with smaller centres such as Kingsclere and Bramley will continue to act as the key focus for shopping and other town and village centre uses. There is also a network of local shops and local parades that meet communities' day-to-day needs. It is recognised that these centres play a significant role in maintaining and enhancing the prosperity of the borough, and that local provision can help to minimise the need to travel, thus supporting the council's actions on the Climate Emergency.
- 4.38 The Local Plan takes an 'infrastructure-first' approach that requires new development to provide sufficient infrastructure at the right time. The stepped approach to housing delivery will support this. Suitable infrastructure is critical to ensure new and existing residents and businesses have good access to high

quality services and facilities. This will include the provision of all forms of infrastructure from highways improvements, utilities provision including water, and education and health facilities (including a potential new hospital and health campus). The council is working with service providers to understand and comprehensively plan for these needs, and this is set out in the draft Infrastructure Delivery Plan.

- 4.39 The policies in the plan will ensure that new and redeveloped sites deliver high quality development that meets the economic, social and environmental objectives of the NPPF, and the council's Climate Emergency and Ecological Emergency Declarations. New homes will be built to Passivhaus standard and generate their own renewable energy to reach a 'net zero energy balance'. Development will also seek to minimise embodied carbon arising from the construction of the new buildings.
- 4.40 Homes will be well-designed and built to a new 'liveability standard' which will drive up housing standards for all residents. The design of the largest sites will be controlled through a strong policy framework which requires the production of masterplans and design codes. This will ensure sites are well designed, beautiful, distinctive and comprehensively planned, and that they protect and enhance green infrastructure. Policies require new development to protect and enhance biodiversity with at least a 10% biodiversity net gain to respond to the council's Ecological Emergency Declaration.
- 4.41 The following section provides more detail about the development planned in different parts of the borough.

Basingstoke

- 4.42 In line with the key principles guiding the spatial strategy set out above, the focus of growth is at and around the borough's largest settlement, Basingstoke. The town is the borough's principal centre, with excellent transport links and a wide range of retail and employment opportunities.
- 4.43 Development will take place in and around the town with a range of allocations of different sizes. The largest development site is at Southern Manydown, which lies to the south-west of the town. The area has the potential to deliver approximately 7,500 new homes in total, including 2,400 homes over the next Plan period. The allocation also includes a new hospital and health campus, in addition to employment land to meet needs over the plan period and supporting community infrastructure.
- 4.44 The scale of development, particularly when considered alongside the current Local Plan sites to the west of the town (including North Manydown, which has planning permission for up to 3,520 dwellings) provides an opportunity to bring forward a highly sustainable development in line with the council's Strategic Vision for Land North of the M3 at Junction 7 which was adopted in 2021. The Plan will ensure the provision of high-quality walking and cycling infrastructure, a public transport corridor through the site, and a range of on-site uses that can allow trips to be internalised, including at least one secondary school.

- 4.45 To the east of the town, proposed allocations have the potential to deliver approximately 1,200 homes. The East of Basingstoke site is allocated in the current Local Plan for 450 homes as phase 1, and a further 450 homes are now allocated as phase 2, making the site more viable and deliverable. A further 300 homes are allocated to the north of the site at Sherfield Hill Farm which is adjacent to allocations from the adopted Plan which are currently being built out. These sites will produce a joined-up new community to the east of the A33.
- 4.46 New sites are also proposed to the north of the town, with the development of part of Weybrook Park Golf Course and adjacent land accommodating approximately 250 homes, and a further 200 homes on Kiln Farm, to the West of Marnel Park.
- 4.47 New homes will be delivered in the town centre in line with the Town Centre Strategy. At this stage it is anticipated that the town centre can accommodate approximately 400 new homes, particularly focused upon the area around the railway station and the Top of Town. Proposals for the town centre will continue to develop and it is anticipated that higher numbers of homes may come forward, for example, as part of the council's house building programme. Additional new homes are also likely to be delivered through regeneration schemes in the town and this will also gain more certainty as the Plan process progresses. A number of smaller proposed allocations support the focus on Basingstoke Town.
- 4.48 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 the existing Strategic Employment Areas. In particular, Basing View is already being regenerated and remains a highly sustainable location adjacent to Basingstoke town centre and the train station. There is also scope to provide new employment floorspace in Basingstoke town centre and the larger housing led site allocations such as Southern Manydown within the proposed mixed use centres.
- 4.49 Southern Manydown will provide a range of employment uses including medical and life science uses connected with the new hospital. There is also an opportunity for storage and distribution and industrial floorspace of a suitable scale to be provided through the allocation, as well as on the adjacent site at Oakdown Farm, in a location close to Junction 7 of the M3. However, due to the high landscape sensitivity of the area and proximity to existing rural settlements, any scheme needs to take due regard to and respond to the area's special characteristics.
- 4.50 Basingstoke town centre will continue to be the main focus for retail, and a key location for other leisure and entertainment uses. To support the Town Centre Strategy, the plan seeks to create a high-quality, well-connected town centre that supports its heritage and culture whilst allowing innovation to thrive. Outside of the centre, the plan supports the regeneration and modernisation of the Leisure Park with new and enhanced leisure facilities to support its role as a regional leisure destination. The plan also supports the retention of existing community uses and local shopping facilities, and provision of new amenities, that can help local communities meet their day-to-day needs.

Popham Airfield

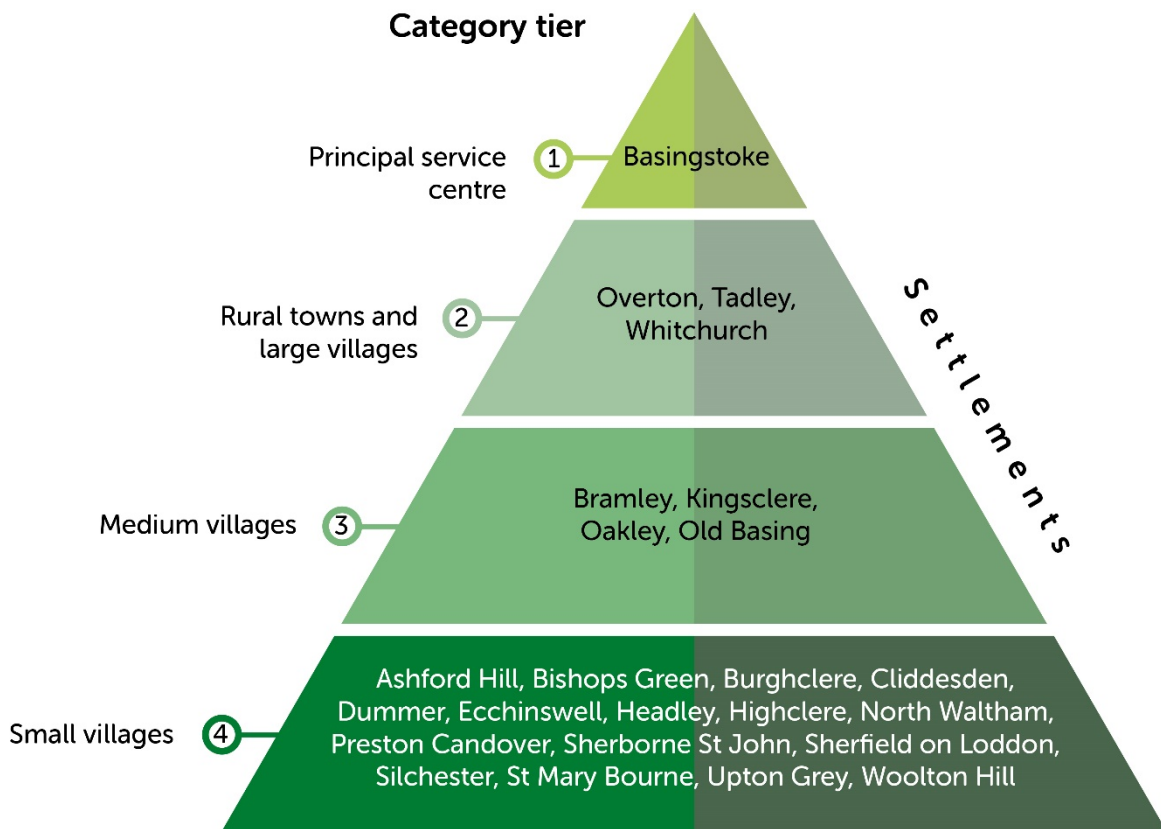
- 4.51 A new settlement is proposed at Popham Airfield, which lies approximately five miles to the southwest of Basingstoke alongside the A303. Popham Garden Village is the second largest development allocation in the plan with potential to deliver approximately 3,000 new homes over the Plan period and beyond.
- 4.52 New settlements such as this are supported by the NPPF, and the site will be developed in line with 'Garden Village Principles'¹⁰. It will be a sustainable and infrastructure-rich new community that will help to diversify supply and boost delivery rates. The new settlement will need to be as self-contained as possible by including a village centre with a sufficient range of facilities and services to ensure that the community's day to day needs can be met. It will also have its own identity and character which is strongly informed by its rural location within the Hampshire countryside. There are opportunities to prioritise active travel and provide public transport to Micheldever railway station, which is less than two miles from the site.

The rural settlements

- 4.53 It is recognised that some growth is suitable in the borough's rural areas to enable settlements and the wider area to remain viable and thrive. The approach to rural areas has been informed by a Settlement Study (2023) which places settlements into a number of tiers (see Figure 4.3) and also identifies suitable levels of future growth in different settlement. The study is underpinned by the following principles:
- Directing the most development to the most sustainable places. As shown below, the borough's settlements have been placed into sustainability categories taking into account issues such as size, and location of local services and facilities. The strategy seeks to ensure the most sustainable settlements grow most in proportional terms.
 - Ensuring fairness by recognising past delivery. The identified housing requirements have been adjusted to reflect where settlements have delivered, or committed to deliver (for example, through planning permissions or site allocations in Neighbourhood Plans) more or fewer homes than set out in the existing Local Plan.
 - An understanding of local constraints and site availability. The identified housing requirements have been tested against known infrastructure and environmental constraints such as highways, education, health and water quality to provide an understanding of whether growth levels can be suitably delivered in and around highlighted settlements.

¹⁰ [Garden City Principles - Town and Country Planning Association \(tcpa.org.uk\)](https://www.tcpa.org.uk)

Figure 4.3: Settlement Category Tiers



4.54 In addition to the Settlement Study further consideration has also been given to the impact of the proposed housing allocations on the nearest rural settlements. As the spatial strategy directs significant levels of growth to sites on the edge of Basingstoke, there are concerns about how these would impact on the rural character and heritage assets of nearby villages, the local road network, and local facilities and services. The Plan therefore does not identify an additional housing requirement for the villages of North Waltham, Old Basing, Oakley, Sherborne St John and Sherfield on Loddon.

4.55 The housing needs of the rural settlements will either be met through Local Plan site allocations (in the case of Overton where a brownfield site opportunity has been identified) or through the setting of a minimum figure in the Neighbourhood Planning policy (Policy SPS6). The neighbourhood planning-led approach focuses development in and around the settlements and supports development in the built-up areas of settlements. Neighbourhood planning will provide opportunity for local communities to have a greater say in shaping and managing development within their local area.

Rural towns and large villages

4.56 The Local Plan allocates a site for approximate 340 new homes on a brownfield site at Overton Mill, on the edge of Overton. The settlement study identifies a requirement for 250 new homes in Overton across the Plan period. The site at Overton Mill would therefore meet Overton's housing requirement in full, and the additional 90 dwellings that are expected to be delivered on the site would count

towards Whitchurch's housing need. This is on account of the close inter-relationship between Overton and Whitchurch. The two settlements are less than four miles apart and the residents share a range of facilities and services. The rest of Whitchurch's housing needs (220 homes) would be met in and around the town, for example through neighbourhood planning.

- 4.57 Tadley is the borough's second largest settlement with notable services and facilities. If the general approach to identifying suitable housing targets was applied to Tadley this would equate to a requirement of approximately 945 new homes over the Plan period. However, growth at Tadley is severely restricted by the proximity of the settlement to the AWE Tadley and consequently residential development is generally restricted on the grounds of nuclear safety.
- 4.58 Discussions have taken place with the emergency planners responsible for enforcing the AWE Off-Site Nuclear Emergency Plan, and they have indicated that any future housing allocations would need to lie outside the defined consultation zone which covers the built-up area of Tadley. As a result of this process, the requirement for the settlement has been reduced to zero as there would be no opportunities within the current Settlement Policy Boundary.

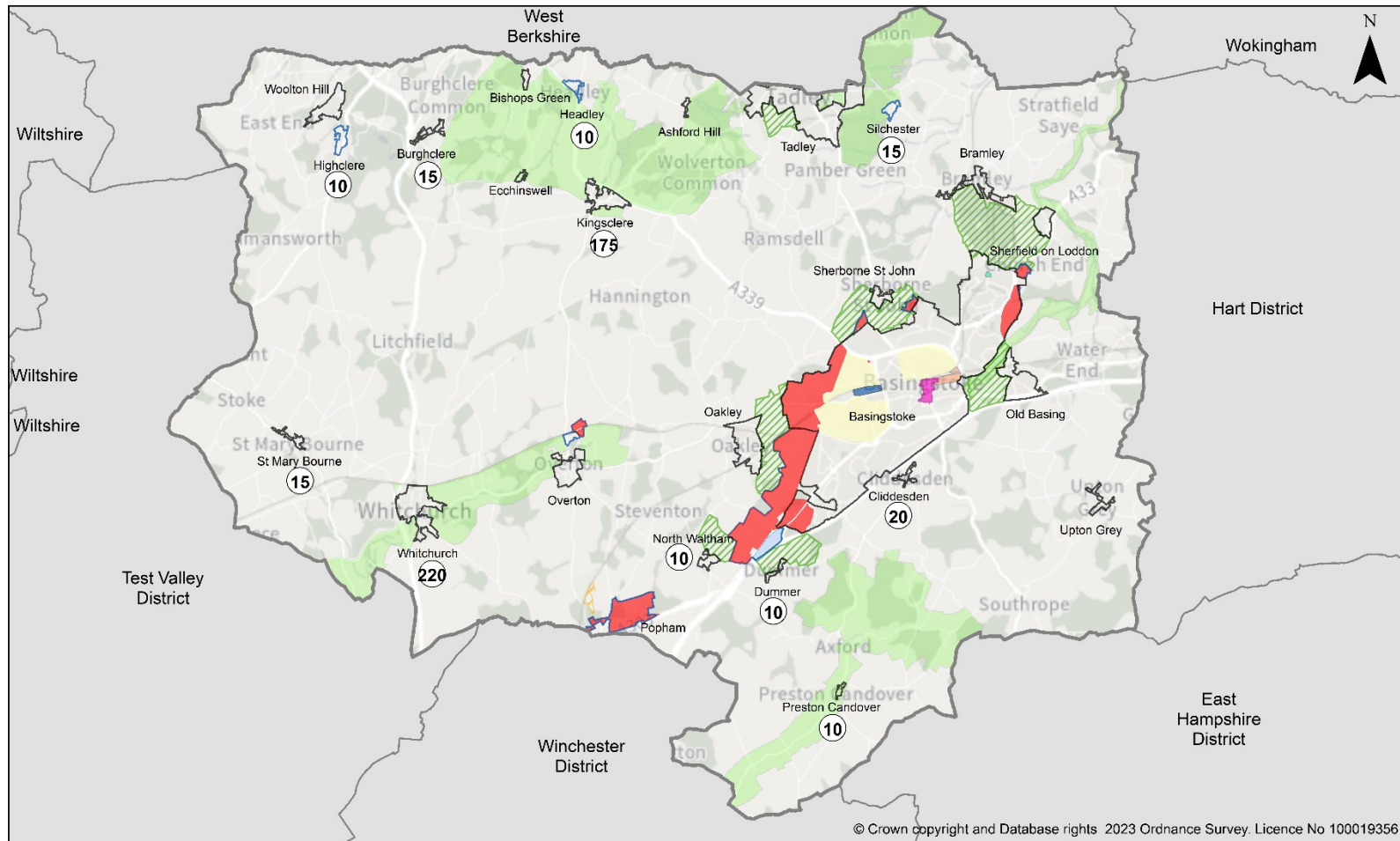
Smaller rural settlements

- 4.59 The borough's rural area contains a large number of small and medium-sized villages (as identified in the settlement categories, above), which vary in size and function, and contain different levels of facilities and services. Of these, the medium villages are considered more sustainable locations for future growth due to their relative size and ability to support a greater range of amenities. The small villages contain only basic amenities and are reliant upon larger towns and villages to meet many of their day-to-day needs.
- 4.60 Whilst it is important to maintain the character of these settlements, some proportionate growth is considered suitable to maintain their viability, and this will be delivered through the setting of minimum figures in the Neighbourhood Planning policy (Policy SPS6).
- 4.61 The plan also recognises the importance of supporting and enhancing the rural economy and the role it plays in supporting rural communities. The rural area has a wide range of land-based businesses, as well as other non-traditional businesses which enhance the prosperity of the rural area. The plan therefore supports suitable proposals for rural economic growth, including farm diversification, where the use and scale is appropriate to its location.

Key Diagram

- 4.62 The following Key Diagram provides a spatial representation of the proposed strategy.

Figure 4.4: Key diagram summarising the Spatial Strategy



Key			
	Borough Boundary		Housing-led development in existing or new/updated Settlement Policy Boundaries
	Settlement Policy Boundary		Employment
	Draft Settlement Policy Boundary		Basingstoke Town Centre
	Neighbouring Boundary		SPS9: Basing View
			SPS11: Leisure Park
			SPS12: Chineham Railway Station
			SPS2: Initial Regeneration Priority Areas
			SPS5.5: Solar Farm
			Strategic Gaps
			Housing Requirement at 2023 (SPS6)
			Valued Landscapes

5

Mitigating and Adapting to Climate Change



5. Mitigating and Adapting to Climate Change

- 5.1 The council considers itself at the forefront of the climate change agenda and is doing everything within its powers to mitigate and adapt to its effects whilst not contributing further. It is therefore a key priority for the council that the Local Plan includes the strongest possible climate change policies to ensure that new development does not exacerbate climate change and is resilient to the effects of climate change that are already occurring.
- 5.2 This section contains an over-arching policy that demonstrates how the objectives of mitigating and adapting to climate change run through all parts of the plan, and how it will help the council respond to the Climate Emergency declaration. More detailed climate change policies relating to energy standards, sustainability requirements, and renewable energy are set out in the Environment chapter (Policies ENV11-13). More information can be found in the Climate Change Topic Paper which includes a summary of the relevant evidence base underpinning the Plan's approach.

Policy CLC1: A Carbon Neutral, Climate Adapted Borough

The Plan will reduce Basingstoke and Deane borough's carbon footprint to support the council's climate emergency declaration and ecological emergency declaration. The council will implement spatial planning policies, which together with other mechanisms, will enable the borough to become carbon neutral by 2030. This will require radical and rapid reductions in greenhouse gas emissions.

To support this target, and to respond to the changes to the climate that are already occurring, new development will reduce carbon emissions and other greenhouse gas emissions and adapt to the impacts of climate change in line with the following principles:

- a) Minimising the whole life greenhouse gas emissions of new development; Operational energy will be reduced in accordance with the energy hierarchy with a focus upon energy efficiency and on-site renewable energy; Embodied carbon will be minimised through sustainable design approaches (as detailed in Policy ENV11);
- b) New homes will be ultra-low energy, use low carbon heat, contribute to the generation of renewable energy on-site and be constructed with low levels of embodied carbon (as detailed in Policy ENV11);
- c) Minimising emissions from transport by ensuring the design, layout and location of new development minimises the need to travel (as detailed in Policy SPS5);
- d) Delivering a significant modal shift by prioritising Active Travel (walking and cycling) and other forms of movement that result in no emissions as well as the increased use of public transport, in line with the Basingstoke Transport Strategy or its successor (as detailed in Policy INF2);
- e) Supporting low carbon lifestyles and the low carbon economy, including communication technologies with scope to meet future changes as they arise as well as the use of electric cars (as detailed in Policies EMP1 and INF2);

- f) Supporting the decarbonisation of existing homes and industry (as detailed in Policy ENV11);
- g) Maximising green infrastructure to sequester carbon, provide urban cooling, deliver biodiversity net gains, and provide natural flood management (as detailed in Policies ENV6 and ENV7);
- h) Optimising opportunities for renewable and low carbon energy generation, decentralised energy and heating and utilisation of waste heat (as detailed in Policy ENV13);
- i) Keeping fossil fuels in the ground (as detailed in Policy ENV11);
- j) Minimising water use and waste arising from the construction and use of buildings (as detailed in Policy ENV12);
- k) Directing development to locations that minimise risks arising from climate change (as detailed in Policy ENV10); and
- l) Promoting adaptation measures and reducing vulnerability to the impacts of climate change (as detailed in Policy ENV12).

- 5.3 In 2019, the council declared a Climate Emergency with the aim of making council operations carbon neutral by 2025 and working towards becoming a carbon neutral borough by 2030 (in advance of the national target to achieve net zero carbon by 2050). This was supported by a Climate Change and Air Quality Strategy (2021) which identified the important role of the Local Plan Update in reducing carbon emissions across the borough. The council also declared an Ecological Emergency in 2021 which is linked to the impacts of climate change. Mitigating and adapting to the effects of climate change should therefore underpin all future decision making.
- 5.4 Borough-wide carbon neutrality (in the context of the council's declaration) means having a net zero carbon footprint by balancing the amount of carbon released with an equivalent amount absorbed or offset. This is a challenging target that requires strong policy interventions, and that will result in significant changes to the way that residents live, work and travel.
- 5.5 The council also has a legal duty under Section 19 of the 2004 Planning and Compulsory Purchase Act, as amended by the 2008 Planning Act, to ensure that, taken as whole, plan policy contributes to the mitigation of, and adaptation to, climate change.
- 5.6 Carbon emissions have now been unequivocally shown to be causing global warming¹¹, which is in turn leading to climatic changes and damaging the natural environment. Without appropriate intervention, climate change is likely to have significant and lasting social, economic and environmental impacts upon the borough and its residents, particularly as a result of increased peak rainfall and hotter summers. These may include impacts upon the health and wellbeing of residents, damage to wildlife and habitats, and increased flooding.
- 5.7 Mitigating and adapting to climate change must therefore be central to all parts of the Local Plan Update, and will need to guide the implementation of all

¹¹ As per the International Panel on Climate Change's (IPCC's) AR6 Report – 'Climate Change 2021: The Physical Science Basis'

policies. Modelling by WSP identifies that approximately half of the greenhouse gas emissions generated in the borough arise from transport, and the rest arising from homes and industry. It is therefore vital that the Local Plan reduces emissions in all of these areas. This should include reducing reliance upon the private car (such as through the form and location of new development), ensuring new development is built to high environmental standards and supporting low carbon lifestyles (including hyper-fast broadband, 5G communications and other technologies that may emerge over the life of the Plan). The Plan should also provide a framework to support the decarbonisation of existing homes and industry, where possible. In addition, the Plan should preserve and enhance biodiversity and ecosystem services that are essential to carbon sequestration and set a positive framework to increase the amount of renewable energy generated locally.

- 5.8 Climate change is already occurring, and the design and location of new development must also be resilient to the changes to the climate to ensure it is fit for purpose in the long term. Green infrastructure can have a particular role in helping to mitigate the impact of higher temperatures, reduce flood risk and increase biodiversity as well as benefiting health and well-being.
- 5.9 The council will regularly monitor the progress that the borough is making towards becoming carbon neutral over the life of the Plan.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.
- Working with residents and businesses, and all other stakeholders, to deliver the actions in the council's Climate Change and Air Quality Strategy.

The policy will be monitored against:

- The borough's carbon emissions, relative to the trajectory required to reach carbon neutral by 2030.

6

Delivering the Spatial Strategy



Navigation icons:

- Left arrow icon
- Contents button (with list icon)
- Right arrow icon

6. Delivering the Spatial Strategy

- 6.1 A key objective of the Local Plan Update is to make sufficient land available to meet the borough's future needs. The policies in this chapter set out what development will take place in the borough up to 2040 and where it will be located. This includes policies allocating specific sites for housing, employment, leisure and new infrastructure.
- 6.2 The plan's spatial strategy, which has been informed by the sustainability appraisal process, prioritises development on brownfield sites and includes a policy that supports estate regeneration in Basingstoke. It also includes policies that provide a framework to enable the regeneration of a number of key locations in Basingstoke including the town centre, Basing View and the Leisure Park.
- 6.3 As explained in Chapter 4, the process of selecting the development sites has been informed by detailed site assessment process, captured in a Site Selection Report and the Sustainability Appraisal. These have been informed by a number of detailed evidence base documents including : Landscape Sensitivity Study; Transport Assessment; Water Cycle Study; Strategic Flood Risk Assessment; Leisure and Recreational Needs Assessment and Basingstoke Urban Design Framework.
- 6.4 The site allocation policies include detailed development management requirements which, in combination with plan's other policies, will deliver high quality places that deliver the plan's objectives. Each housing led allocation includes a concept plan providing a high-level overview of how the site is expected to be developed.
- 6.5 The strategy also recognises the importance of supporting the sustainability and vitality of the borough's rural settlements. It sets housing requirements for the rural towns and villages (as set out in Policy SPS6), which will principally be met through neighbourhood planning. These requirements have been informed by the Settlement Study (2023).

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.

Within the plan period from 2021 to 2040, the council will make provision for at least 16,180 new homes and associated infrastructure, phased in a stepped trajectory as follows:

- 880 in 2021/2 to meet the standard method figure
- At least 850 homes for the four years up to adoption to meet the standard method figure (2022-2026)
- At least 660 homes a year for the first five years post adoption (2026-2031)
- At least 955 homes a year for the remainder of the Plan (2031 – 2040).

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

- a) Supporting regeneration, including in Basingstoke Town Centre, in line with Policies SPS2, SPS3, SPS4 and SPS9;
- b) Allocating new sites or extensions to sites, as set out in Policy SPS5, to provide approximately 5,390 homes over the plan period;
- c) Supporting the delivery of new homes through Neighbourhood Planning, in line with Policy SPS6; and
- d) Resisting developments that involve a net loss of housing, unless it can be demonstrated that the benefits outweigh the harm.

Employment uses (including offices and industrial uses) will be supported within Strategic Employment Areas and other suitable locations in accordance with Policy EMP1 and EMP4 in order to meet the needs identified through the council's Economic Needs Assessment.

Main town centre uses (such as retail and leisure) will be directed to designated centres in accordance with Policy EMP3.

- 6.6 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. In particular, it 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 regeneration schemes including within Basingstoke Town Centre. It also sets the framework for greenfield site allocations which are required to meet needs, and the Plan's approach to development in rural areas which will generally be guided by Neighbourhood Plans. 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.
- 6.7 The purpose of a Settlement Policy Boundary (SPB) is to delineate areas within which the general principle of new development would be acceptable, although development would need to comply with all other relevant planning policies, for example in relation to issues such as design, heritage or ecology and account must be taken of the Local Nature Recovery Strategy (as evolving/adopted). A number of additional 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.

- 6.8 In terms of housing and in line with current national guidance, the policy sets out a requirement based upon the Government's Standard Method (calculated at 1 April 2023). However, the council has significant concerns about this approach to setting housing numbers and will continue to call for change at a national level to enable local circumstances, including needs and constraints, to determine the suitable level of growth for an area.
- 6.9 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 which will take time to deliver due to their significant lead in times. This approach also takes into account the council's own ambitious home building programme and gives the council time to work with major infrastructure providers to get more certainty about future investment, and to work with them to enable the infrastructure to 'catch up' after the high levels of past growth.

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: Regeneration

Regeneration proposals, including within the initial priority areas of Buckskin, South Ham, Norden and Winklebury (indicatively illustrated on Figure 1 below), will be supported where they would result in a demonstrable benefit to the local community, providing new homes and an improved local environment with enhanced facilities to meet local needs.

A minimum of 200 net additional new homes will be provided through regeneration opportunities over the plan period.

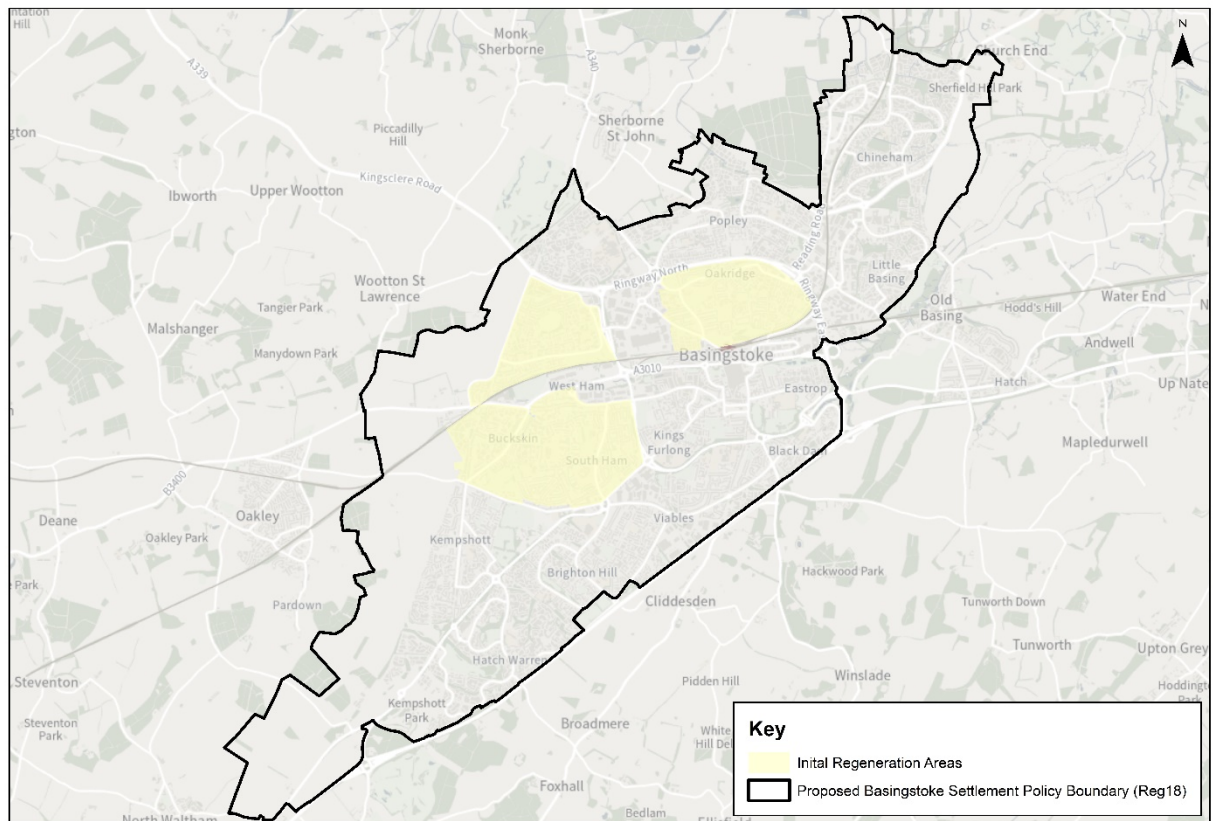
The preparation of proposals will require full involvement and consultation with the affected local communities. Masterplans and or design codes must be prepared for large scale proposals, demonstrating that they will positively support and complement any comprehensive wider development of the area. Masterplans and design codes will also ensure that a very high standard of design will be achieved and will be adopted as a Supplementary Planning Document prior to any relevant development proposals being determined.

Regeneration will be achieved through redevelopment, the refurbishment of existing buildings (where this minimises the embodied energy arising from new construction),

and improvements to the public realm, local infrastructure and environment including local open spaces. The replacement of existing older homes with highly sustainable new or refurbished homes will reduce the borough's carbon emissions (as required by the Local Plan's low carbon building policies) and support the council's climate and ecological emergency declaration.

- 6.10 The areas of Buckskin, South Ham, Norden and Winklebury are considered to be an initial priority for regeneration. The identification of these neighbourhoods does not preclude other regeneration opportunities in other areas being brought forward. Some of the housing constructed in Basingstoke in the 1960s and 1970s offers the opportunities for estate regeneration with improvements to the housing stock, the local environment and local infrastructure and facilities.
- 6.11 Previous regeneration schemes have involved a variety of stakeholders including local registered providers, the borough council and the local community. New regeneration schemes will similarly require close working with all those involved in the regeneration process. It is important that consultation opportunities are built into the overall regeneration programme, thereby ensuring the community is fully engaged and is able to input into a project from an early stage.
- 6.12 Masterplans and design codes must be prepared for larger scale proposals. 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 a very high standard of design is achieved, and that the redevelopment is well related to its surroundings. Development proposals must complement any comprehensive wider regeneration of the area.
- 6.13 Schemes must result in improvements to residents' overall quality of life, with opportunities taken to enhance the local environment and provide new local infrastructure and facilities such as green spaces, health services and public transport connections. Regeneration offers the opportunity to address the 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 including: housing stock in poor condition; networks of pedestrian routes which are often poorly overlooked and can sometimes feel unsafe; roads with no pavements but which are still used by pedestrians as they can offer the most direct route to a destination; poorly located and unsafe parking places; and a poor distribution of green spaces and play areas.
- 6.14 Regeneration, through a mix of redevelopment, refurbishment and improvements to the public realm, local infrastructure and environment can address current issues and create significant enhancements to the borough's housing stock, the local environment and range of available facilities.

Figure 6.1: Initial Regeneration Areas



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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 and the council's forthcoming regeneration strategy

Policy SPS3: Delivering the Basingstoke Town Centre Masterplan

Development proposals 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 for a variety of biodiversity enhancements, with a strong network of green spaces and natural features.
5. Be a destination for residents and visitors of all ages, with a strong sense of vitality 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. Embraces, promotes, and is connected to local heritage and culture, contributing to the sense of place.

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);
- b) Deliver approximately 400 homes, focused in, but not limited to, the areas of change outlined in Policy SPS4;
- c) Locate retail and leisure uses within the Primary Shopping Area as defined on the Policies Map;
- d) Achieve a high standard of design, which responds positively to the key objectives set out above;
- e) Protect existing, and introduce new green and blue spaces, green links, street trees and other forms of greenery 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 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 new parking facilities to, include integrated charging for electric vehicles, ensure they are future proofed for new technologies, 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. Where decked parking can be shown to be required, it should be developed as an independent structure;
- 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 a high quality public transport focussed on the town centre, including safeguarding suitable corridors, interchanges and supporting associated infrastructure.

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.

- 6.15 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.
- 6.16 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.

- 6.17 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.
- 6.18 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 400 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 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.
- 6.19 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.
- 6.20 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.
- 6.21 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.
- 6.22 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.

- 6.23 Every opportunity should be sought to increase natural features in the centre, through new and enhanced green spaces, green links, street trees and other forms of greenery 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. Greening the town centre will enhance biodiversity and mitigate the effects of climate change, and innovative ways to improve the environment and air quality will generally be supported.
- 6.24 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.
- 6.25 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.
- 6.26 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

Development proposals within the Areas of Change identified on the Policies Map/Illustrative Plan 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 (Basingstoke Town Centre).

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;
- 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 network of green spaces, green 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.

2. Church Street

Development proposals in this area must:

- a) 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;
- b) Protect the historic character of this area by having due regard to the Town Centre Conservation Area Appraisal and Management Plan with development typically up to four storeys in height;
- c) Integrate with the enhancement of the public realm in the town centre including Glebe Gardens;
- d) Include a mix of town centre uses supported by housing with active frontages on the ground floor; and
- e) 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:

- a) 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;

- b) Include a mix of town centre uses supported by housing with active frontages on the ground floor;
- c) Provide a network of green spaces, green links, street trees and public open spaces with green linkages to Eastrop Park;
- d) Respond positively to Eastrop Park with development fronting onto the Park; and
- e) 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.

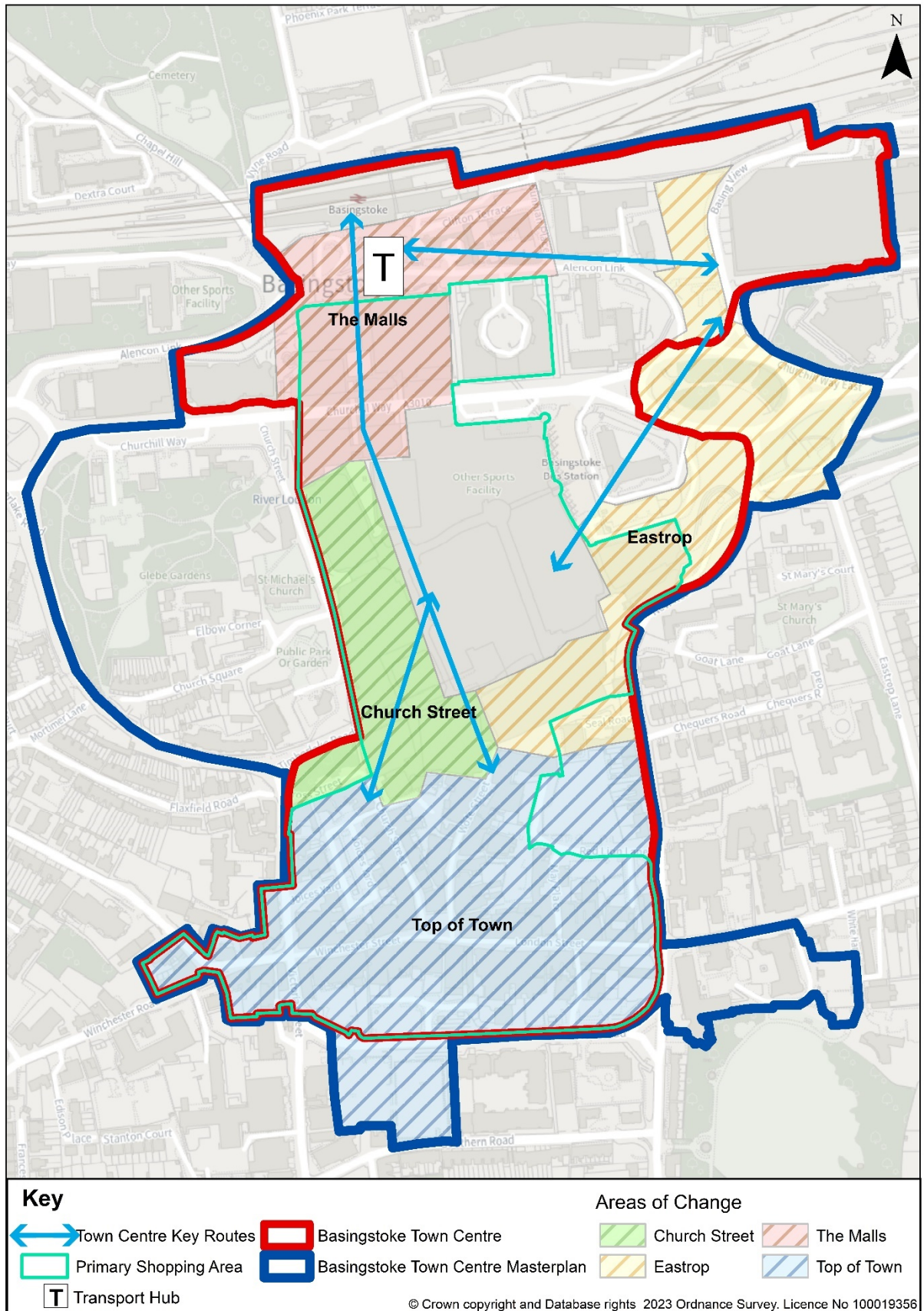
4. Top of the Town

Development proposals in this area must:

- a) 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 and have due regard to the Town Centre Conservation Area Appraisal and Management Plan and, where relevant, to the Fairfield's Conservation Area Appraisal;
- b) Include a mix of town centre uses supported by housing with active frontages on the ground floor; and
- c) 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.

6.27 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, cultural and residential. New development must significantly improve connections across the town centre, 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 6.2: Plan of Basingstoke Town Centre Areas of Change and Key Routes



The Malls

6.28 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 deculverted 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

6.29 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

6.30 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 larger scale 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.

6.31 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.

Top of the Town

6.32 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 be typically be up to 3-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 Fairfield's Conservation Area and the setting of buildings such as All Saints Church.

- 6.33 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 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

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 forwards 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 for the development, in accordance with both the IDP and through conformity with the appropriate standards, as set out in Appendix 2.

Development on the sites is expected to come forward through a design led approach, involving the local community. For the larger sites, and where outlined in the individual policies, it will be necessary for a Masterplan and Strategic Design Code to be prepared. The Masterplans are included in Appendices XX to XX of this Local Plan [to be produced post-Regulation 18]. Strategic Design Codes will be adopted as Supplementary Planning Documents 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 planning consideration in the determination of planning applications. Where sites are adjacent to each other, masterplanning should be undertaken jointly.

Existing strategic housing led allocations from adopted Local Plan

SPS5.1 - Northern Manydown (Approx. 4,000 homes)

SPS5.2 - Basingstoke Golf Course (1,000 homes)

SPS5.3 - Housome Fields (750 homes)

New strategic housing led allocations

SPS5.4 - Southern Manydown (Approx. 7,500 homes with 2,400 in the plan period)

SPS5.5 - Popham Garden Village (Approx. 3,000 homes with 1,400 in the plan period)

SPS5.6 - East of Basingstoke (Approx. 900 homes, 450 additional to current allocation)

SPS5.7 - Sherfield Hill Farm (Approx. 300 homes)

SPS5.8 - Land West of Marnel Park (Approx. 200 homes)

SPS5.9 - Weybrook Park Golf Course (Approx. 220 homes)

SPS5.10 - Overton Mill, Overton (Approx. 340 homes)

Smaller sites

SPS5.11 - Redlands Lodge (Approx. 16 homes)

SPS5.12 - Land adjacent to Weybrook Park Golf Course (Approx. 30 homes)

SPS5.13 - 16 Southern Road (Approx. 9 homes)

SPS5.14 - 65 New Road (Approx. 6 homes)

SPS5.15 - Land off Ashwood Way (Approx. 18 homes)

- 6.34 The preparation of Masterplans (included as appendices of this Local Plan) and Strategic Design Codes (as Supplementary Planning Documents) is required for the larger sites of Southern Manydown, Popham Garden Village and East of Basingstoke. Proposals for development on the remaining Strategic Allocations listed in this policy will be required to demonstrate a masterplanning approach which 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 adoption of relevant Masterplans and 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.

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 4,000 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 Showpeople 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/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; and
- 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 Worthing Conservation Area and its listed buildings including Worthing 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 Worthing 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) Avoid or mitigate the direct and indirect adverse impacts on key species and habitats, including rare arable flora and Sites of Importance for Nature Conservation within and adjacent to the site. Where this is proved not to be

possible, mitigation and compensation for the loss will be required to ensure at least a 10% net gain in biodiversity. Opportunities will be taken to secure the creation and management of linkages between existing woodlands;

- m) 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;
- n) 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;
- o) Evaluate a range of options during the detailed master-planning phase for providing access to Manydown which aid permeability to and from the site in a manner that ensures proper consideration is given to a range of matters (e.g. rat-running) which potentially affect the quality of life for existing communities. In addition, there should be safe and convenient access from Winklebury by means of footpaths and cycle paths connecting to the Country Park.
- p) 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;
- q) Incorporate and/or promote renewable and low-carbon energy technologies;
- r) 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;
- s) Ensure adequate infrastructure is provided for sewerage (on and off site) and surface water drainage and produce a drainage strategy;
- t) Ensure that it is well integrated with development at Southern Manydown.
- u) On the land south of the railway line and north of Pack Lane, development will be limited to a yield of up to 300 units, unless workable transport mitigation measures can be demonstrated to support a higher yield.

6.35 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.

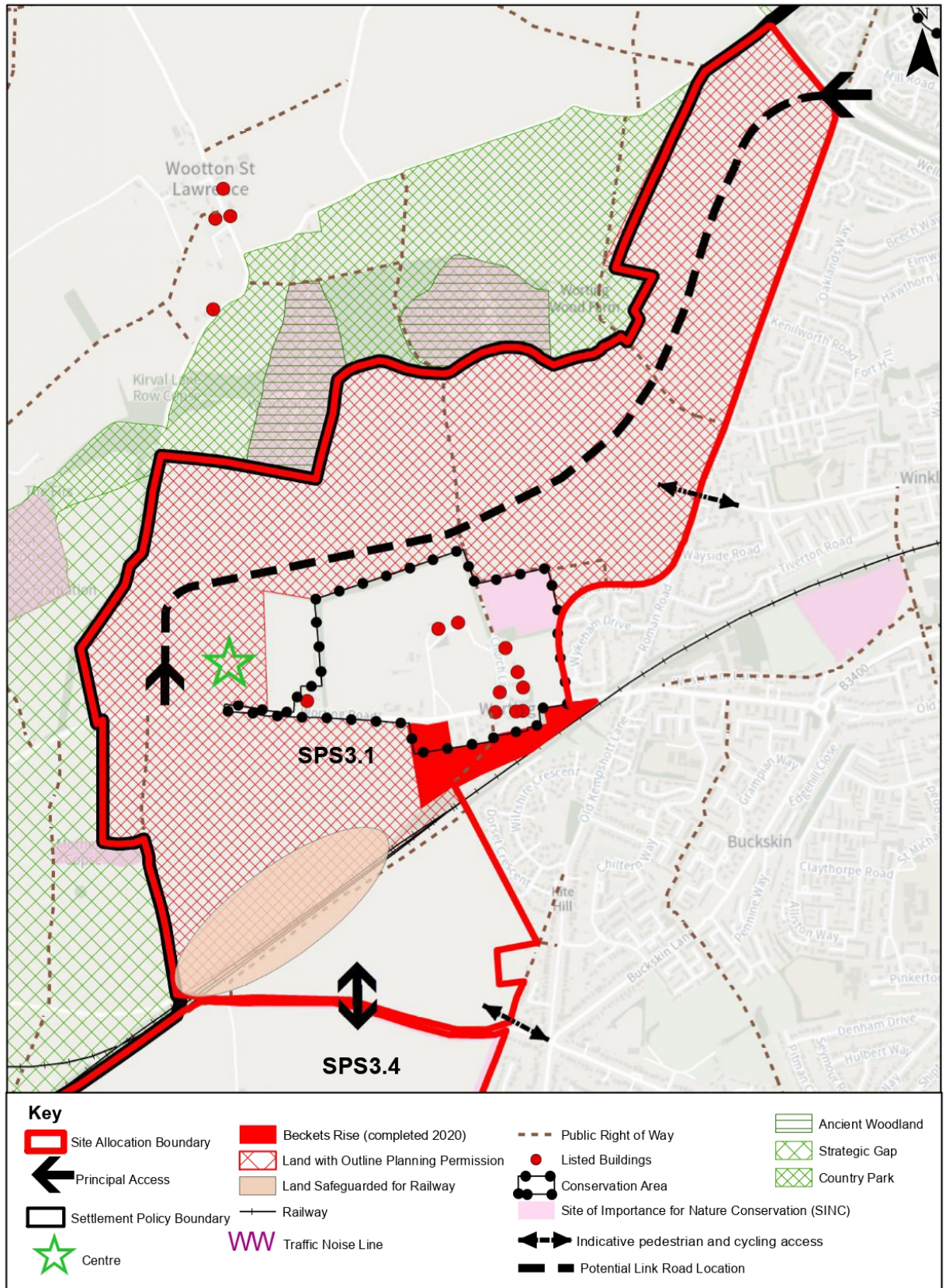
6.36 The council adopted a Development Brief SPD in December 2016 that provided further guidance about the design, layout and infrastructure requirements of the development.

6.37 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 2024/25.

- 6.38 Parts of the site around Worting and south of the railway line are within the current site allocation's wider boundary and the Basingstoke Settlement Policy Boundary but do not currently benefit from planning permission. The capacity of this land will need to be confirmed through detailed masterplanning work, but it is likely to be able to accommodate approximately 500 further dwellings. This capacity may increase if highway constraints at the Fiveways junction can be overcome.
- 6.39 In undertaking masterplanning on the land south of the railway, regard should be given to ensuring development is well integrated with development south of Pack Lane (Southern Manydown) and safeguards land for crossing the railway line, as identified on the Inset Map.

Figure 6.3: Policy SPS5.1: Northern Manydown Concept Plan



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Policy SPS5.2: Basingstoke Golf Course

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

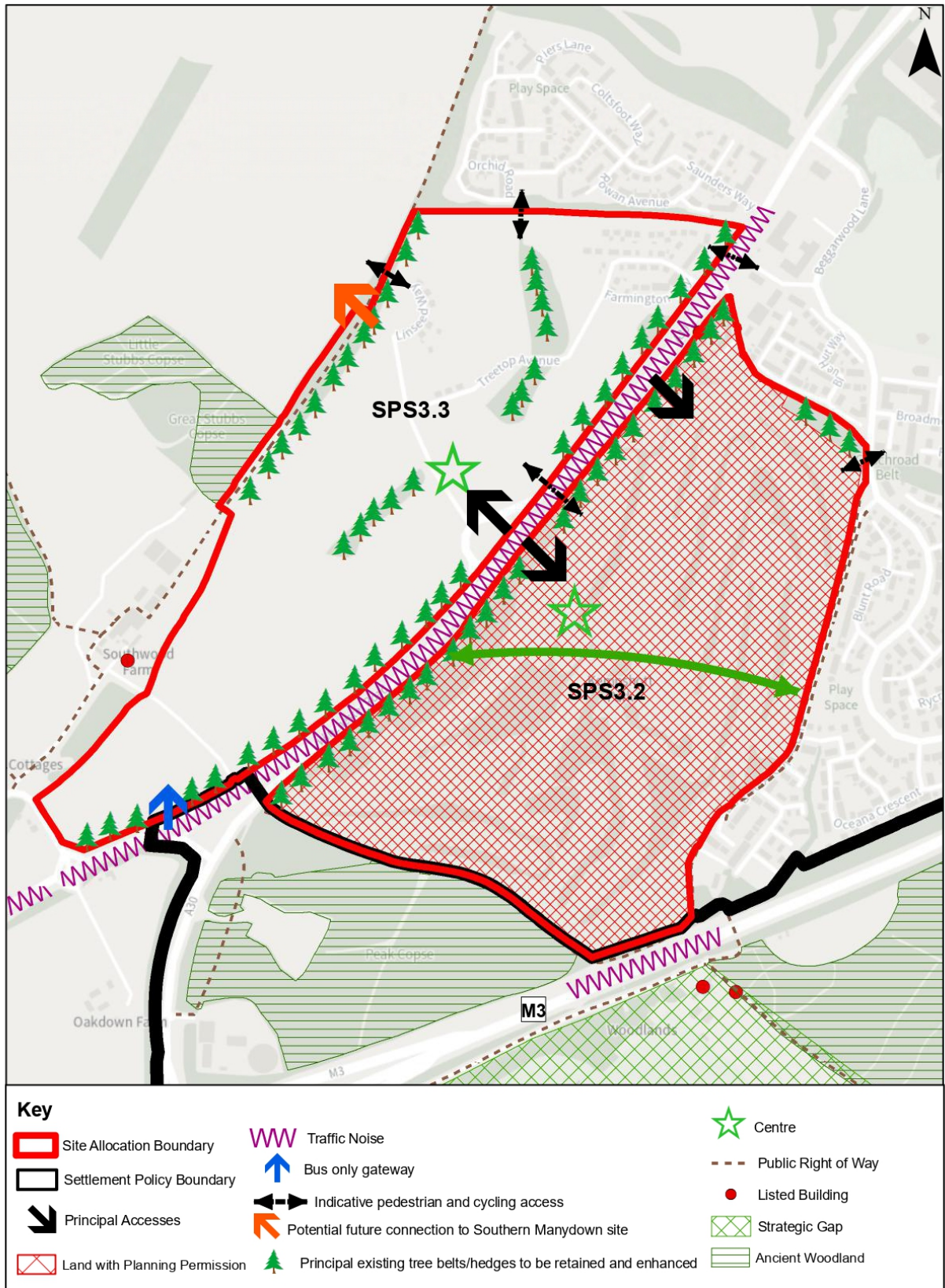
- a) Make provision for approximately 1,000 dwellings;
- b) Be in accordance with the principles of the Concept Plan and the Basingstoke Golf Course Development Brief Supplementary Planning Document (2019);
- c) In addition to the mix of dwelling sizes and types, make provision for a proportion of self-build units and also, in conjunction with other sites, a permanent, pitch/plot provision to meet identified accommodation needs of Gypsies, Travellers and Travelling Showpeople 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 the provision of a community centre, local shopping facilities, and sports facilities including playing pitches with adequate land to meet the outdoor sports needs of both this site and the development on Hounsome Fields with an Infrastructure Delivery Strategy to demonstrate that the needs of the development sites in south-west Basingstoke have been comprehensively planned and will be met;
- e) Respond positively to the special characteristics and sensitivities of the landscape and respect its location, providing for integration with nearby residential areas;
- f) Avoid or mitigate direct and indirect adverse impacts on key species and habitats, including the adjacent Peak Copse Site of Importance for Nature Conservation through adequate buffering, ensuring the retention of key woodland areas and less managed grasslands and by mitigating and/or compensating any adverse impacts to ensure a net gain in biodiversity. Opportunities will be taken to create and enhance habitat connectivity between existing key habitats;
- g) Include measures to mitigate the impact of development on the local road network including improvements to the A30 corridor;
- h) Provide all-purpose vehicular accesses from both Winchester Road (A30) and Beggarwood Lane supported by emergency accesses, ensuring that the most appropriate location for access from the A30 is identified, taking into account the requirement to access Hounsome Fields (Policy SPS5.3);
- i) Prevent 'rat-running' through the site between Beggarwood Lane and Winchester Road (A30) by including measures and/or designing the road layout to discourage the passage of through traffic;
- j) 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 access to the town centre, and facilitating improved access towards Dummer, improving the links to the existing Winchester Road bus stops, and providing safe and convenient crossing points to facilities provided on Hounsome Fields (Policy SPS5.3);
- k) Ensure the provision of public transport from the outset;
- l) Ensure adequate infrastructure is provided for sewerage (on and off site) and surface water drainage and produce a drainage strategy;

- m) Avoid development and points of access in the small area of the site within flood zone 2;
- n) Include appropriate open space/green infrastructure, including allotments, to meet local needs in line with the council's adopted standards, providing links to the existing green infrastructure network;
- o) Ensure 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 the A30 and M3;
- p) Incorporate and/or promote renewable and low carbon energy technologies.
- q) Ensure, through joint masterplanning, and joint infrastructure planning, that it provides a comprehensive development with and Hounsme Fields (Policy SPS5.3).

6.40 The land at Basingstoke Golf Course was allocated for approximately 1,000 new homes in the Local Plan 2011-2029. The council has produced a development brief SPD that was adopted in 2019 providing further guidance on how the site should be developed.

6.41 The site forms part of a high quality, comprehensively planned, infrastructure-rich development in south-west Basingstoke. The site will respect, respond to and enhance its landscape and biodiversity context and build upon the local green infrastructure assets to provide a high quality new gateway to the town.

Figure 6.4: Policy SPS5.2: Basingstoke Golf Course Concept Plan



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Policy SPS5.3: Housome Fields

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

- a) Make provision for approximately 750 dwellings;
- b) Be in accordance with the principles of the Concept Plan;
- 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 Showpeople 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 the provision of a community centre, local shopping facilities, indoor sports facilities a three form entry primary school, and early years facilities, with an Infrastructure Delivery Strategy to demonstrate that the needs of the development sites in south-west Basingstoke, including outdoor sports, have been comprehensively planned and will be met;
- e) Respond positively to the special characteristics and sensitivities of the landscape, ensuring that the density, heights and layout of buildings respond positively to the site and its setting, create an attractive gateway into Basingstoke, and minimise any visual impact;
- f) Include a robust landscape strategy that creates a strong defensible boundary between the site and open countryside, respecting the Roman Road as a landscape feature and existing hedgerows and woodlands. The layout should incorporate the existing landscape structure within the proposal, reinforcing and extending the existing green infrastructure network within the site, ensuring that links are made with the green infrastructure network outside the site;
- g) Conserve and enhance the architectural and historic significance of the Grade II listed Southwood Farmhouse and its setting, which lies close to the south western boundary of the site, subject to allowing a sufficient landscape buffer to preserve a sense of the rural setting and context of the listed building, and ensuring that adequate mitigation measures to protect its setting are put in place;
- h) Include measures to mitigate the impact of development on the local road network including improvements to the A30 corridor;
- i) Provide all-purpose vehicular accesses from the Winchester Road (A30), ensuring that the most appropriate location for this is identified, taking into account the requirement to provide vehicular access to site SS5.2 (Basingstoke Golf Course);
- j) 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 access to the town centre and facilitating improved access towards Dummer, improving the links to the existing Winchester Road bus stops and providing safe and convenient crossing points for the A30;
- k) Ensure the provision of public transport from the outset;
- l) Make provision for vehicular access requirements that may be needed to serve future development to the north-west of the site;

- m) Ensure adequate infrastructure is provided for sewerage (on and off site) and surface water drainage and produce a drainage strategy;
- n) Avoid development and points of access in the vicinity of the part of the site falling within flood zone 2;
- o) Include appropriate open space/green infrastructure, including allotments, to meet local needs in line with the council's adopted standards, providing links to the existing green infrastructure network;
- p) Ensure acceptable noise and air quality standards can be met within homes and amenity areas through suitable design and noise and air quality mitigation measures in light of the proximity of the site to the A30;
- q) Incorporate and/or promote renewable and low carbon energy technologies;
- r) Ensure, through joint masterplanning and joint infrastructure planning that it provides for a comprehensive development with Basingstoke Golf Course (Policy SPS5.2) allocations, and provides pedestrian and cycling connectivity to Longacre and Southern Manydown (Policy SPS5.4).

6.42 Hounsome Fields was allocated for approximately 750 new homes in the Local Plan 2011-2029. The whole site has outline consent and a first phase is currently under construction. The site will be well connected to the Basingstoke Golf Course site and Southern Manydown to provide a high quality, comprehensively planned, infrastructure-rich extension to the south-west of Basingstoke. The concept Plan for the site is located alongside Policy SPS5.2: Basingstoke Golf Course.

Policy SPS5.4: Southern Manydown

Vision for Southern Manydown

6.43 The council adopted a Vision for Land North of the M3 at Junction 7 in March 2021. This sets the direction for future planning policy in south-west Basingstoke, including the land within the Southern Manydown site. The following is an update of that document's long-term vision for the wider area:

Land north of the M3 at junction 7 will be a dynamic, healthy and sustainable net zero carbon new community with excellent transport links. Adjoining and integrated with beautiful countryside, it will be a location for creative and inspiring growth. Land north of the M3 at junction 7 will create:

- A cluster of growth-focused regionally significant assets including a health and wellbeing campus, employment hub, research and development centre and transport interchange.
- Comprehensively-planned high quality residential development that will meet the borough's long term needs. It will include attractive, walkable neighbourhoods, with convenient access to local facilities and services to meet the majority of people's day to day needs together with access to frequent and high quality public transport services, within and beyond the site, to minimise the transport impacts arising from the development.
- High quality infrastructure supporting future growth in the borough and connectivity to Basingstoke town and the wider region, supported by the fastest possible broadband services.
- An exemplar mixed-use development that is aspirational and sustainable, combats climate change and protects the identity of local villages.
- A series of countryside and ecology corridors which contribute to a wider green infrastructure network. Development will protect and enhance the natural environment of the area, respect the character of the countryside, and connect and enhance green spaces.

6.44 The Vision document has been used to inform the policy approach for Southern Manydown.

Policy SPS5.4: Southern Manydown

Southern Manydown, 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 7,500 homes;
 - 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 for storage and distribution (B8), industrial, and supporting office uses;
- vi. Education facilities;
- vii. A district centre and neighbourhood 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 principles set out in:
 - i. The Concept Plan;
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan);
 - iii. A Strategic Design Code which will be adopted as a Supplementary Planning Document 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, district centre 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. Visual intrusion into the wider landscape will be limited and the scale, 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 key species and habitats, prevent detrimental impacts and, where unavoidable, mitigate the impact on protected species and habitats, and secure the creation and management of linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network, including Old Down;

- h) Achieve a minimum 10% biodiversity net gain secured by a site management 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 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.

Infrastructure

- n) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that the site's total infrastructure requirements, and the infrastructure required across the Local Plan Period, have been comprehensively planned and phased, and that appropriate and transparent measures have been put in place to equalise costs between all landowners/developers. The Infrastructure Delivery Strategy should also have regard to the infrastructure requirements of the site in its totality;

Energy

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

Social and community

- p) Make on-site provision for four primary schools (three 3 form of entry and one 2 forms of entry), a special educational school, and reserve land for two secondary schools. The location of the school sites should encourage pupils to travel by active travel;
- q) Make on-site provision for community facilities, early years childcare, healthcare facilities, and indoor and outdoor sports facilities which will meet the need 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 that is well related to the overall layout and character of the development, taking account of how it relates to its surroundings. This will include a neighbourhood park of at least 10ha. 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;

Transport

- s) Make provision for safe, suitable and convenient access for all users, prioritising active travel (walking and cycling), and access to high quality public transport services that offer a genuine choice of transport modes;
- t) Demonstrate that the design of the means of access and the associated highway improvements take into account the totality of the development and do not prejudice the provision of safe, suitable and convenient access to serve the Oakdown Farm site allocation (Policy SPS9 via the A30) and the North Manydown site allocation (Parcel 6a via Pack Lane);
- u) Be subject to the submission of a comprehensive and robust Transport Assessment and supporting site wide 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, with the inclusion of suitable measures to mitigate the impact;
- v) Provide layouts, street designs 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 a suitable Access, Movement and Place Strategy covering:
 - i. The phased delivery of an active travel and public transport corridor extending northwards from the southern part of the site towards Pack Lane and southwards from the northern part of the site towards the A30, designed to connect with North Manydown;
 - 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. The phased delivery of a new railway crossing to provide active travel and public transport connectivity to North Manydown;
 - iv. 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. This 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;

- v. 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;
- vi. 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;
- w) Provide a Park and Ride facility near to the A30 with convenient access for users and public transport services, supported by a Mobility Hub. A further Mobility Hub should also be provided at the northern end of the site, together with other Mobility Hubs in due course to serve the subsequent phases of the development. All mobility hubs should be sensitive to their setting;
- x) Provide details of a parking strategy for the site;

Utilities

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

6.45 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.

6.46 In its totality, the site can accommodate up to 7,500 new homes, and it is expected that approximately 2,400 homes, including a significant number of affordable homes, will be delivered in the Plan period along with supporting community and social infrastructure. It is anticipated that the first housing could be delivered from 2032, 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 2,400 homes in the first phase (up to 2040) to provide flexibility to respond to site circumstances.

6.47 In addition to housing, a new health campus and a range of employment uses may also be accommodated at the southern end of the site close to junction 7 of the M3 and the A30. 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 employment uses will include storage and distribution floorspace, as well as industrial and office floorspace, to meet needs. This part of the site would be subject to detailed masterplanning, and the new hospital would need to be well connected by public transport and have easy access to local retail, services and facilities for both staff and visitors.

Masterplanning and infrastructure principles

6.48 The scale and complexity of planning the future of Southern Manydown requires that a series of stages to 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.

- 6.49 The Concept Plan provides a broad overview of how the site is expected to be developed within the Plan period, set within a wider vision for the site.
- 6.50 In advance of the pre-submission (Regulation 19) consultation, the council will work with the site promoters to produce a more detailed masterplan that will be adopted as an appendix to the Plan. This will be informed by the site promoter's 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.
- 6.51 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. The Strategic Design Code will be produced either by the Local Planning Authority (LPA), or the developer in agreement with the LPA, and adopted as a Supplementary Planning Document prior to the submission of the first full or reserved matters planning application. This approach will ensure consistent quality and delivery across the site by different developers.
- 6.52 The site is 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 and fairly shared.

Landscape-led design

- 6.53 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 land north of Pack Lane) to provide a comprehensive and cohesive expansion to the west of the town.
- 6.54 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.
- 6.55 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, and it will be important to consider the impact of development on the higher land and more visible slopes. It will be particularly

important to ensure that taller and larger-scale buildings, such as the employment buildings, hospital, and the district centre, respond to these sensitivities. 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. As a general principle, 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.

- 6.56 In order to ensure there is an appropriate transition to the countryside and to avoid a hard edge to development, the layout along the edges of the site need should be of a lower density and scale with a greater separation between 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. 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.
- 6.57 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.
- 6.58 Reinforced planting (at least 30m deep) will be required in key locations along the edge of the Oakley Strategic Gap and on the northern edge of Maidenthorn Lane to screen and soften the appearance of development.

Biodiversity

- 6.59 The site supports high levels of biodiversity and contains a number of Sites of Importance for Nature Conservation (SINCs), including ancient woodlands and those designated for 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 important areas for biodiversity are avoided and opportunities to protect and enhance key ecological features and species are taken.
- 6.60 It is expected that the ancient woodlands will be protected from indirect impacts such as recreational pressure and pet predation and will have substantial buffers to help ensure development does not result in their deterioration. Where rare arable flora would be lost, mitigation should be provided. It will be expected that

the development will not result in an overall reduction in the area and spread of rare arable plants.

- 6.61 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. It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain on site, or in combination with off-site measures where necessary and where impacts to biodiversity features on site have been shown to be unavoidable. Any such biodiversity net gain calculations will need to take full account of indirect impacts on the habitat features within and/or adjacent to the site separately so that a genuine net gain can be demonstrated.

Heritage

- 6.62 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. 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.
- 6.63 It will also be necessary to ensure development preserves the significance, character and appearance of other 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

- 6.64 The 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. The development will also include a new district centre at the southern end of the site that will accommodate a range of E-class and community uses. Within these centres, the amount of retail floorspace will be commensurate to the centres' sizes, and not have a significant adverse impact upon existing centres. Given the lack of retail capacity in the plan period, it is expected that the majority of the retail floorspace will come forward outside the plan period.
- 6.65 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 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'.

- 6.66 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.
- 6.67 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.

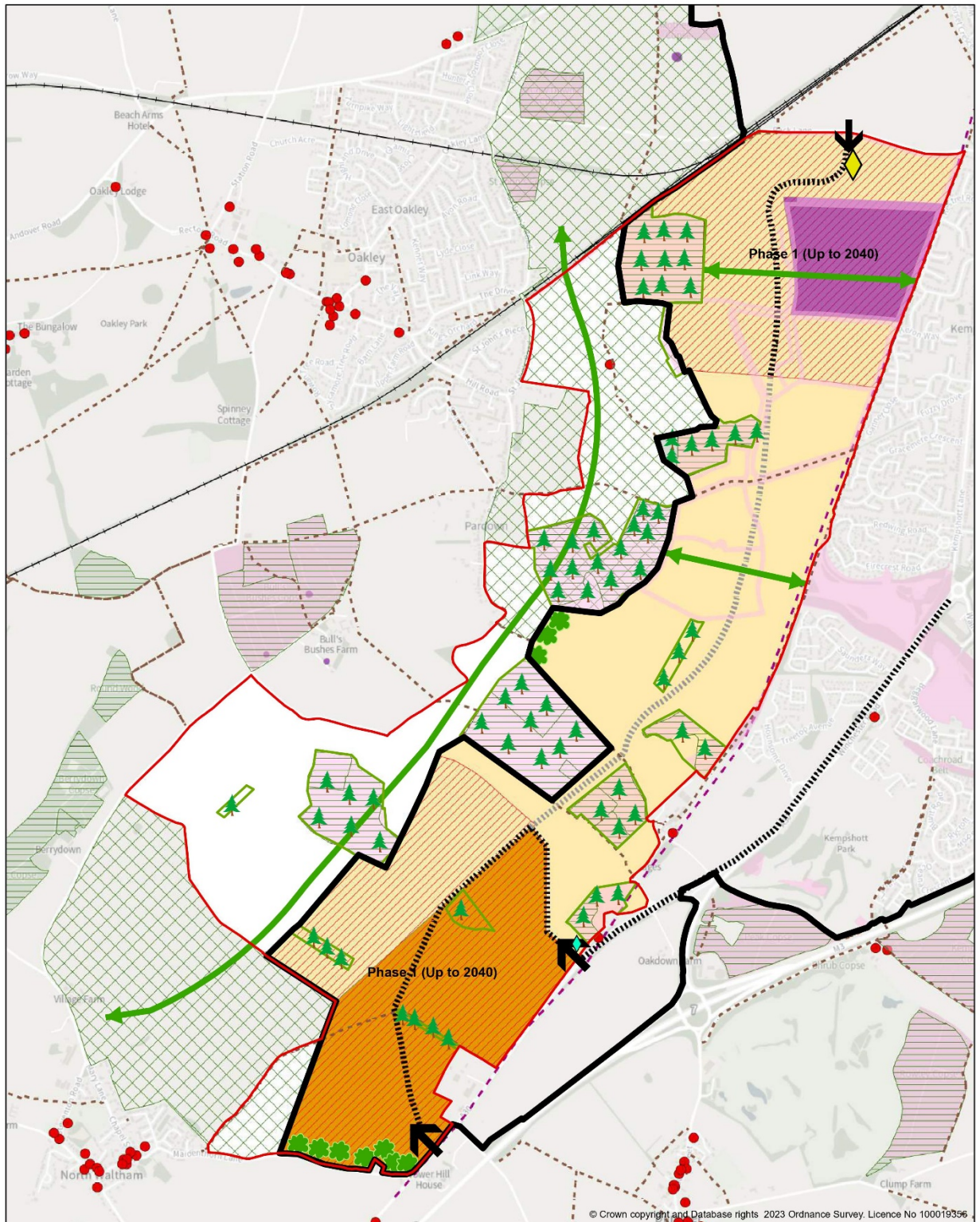
Transport

- 6.68 Development proposals will need to be informed by a robust and comprehensive site-specific Transport Assessment and supporting Travel Plan, which takes into account the totality of the development. This must set out an ambitious strategy to reduce the need to travel and to internalise trips, whilst maximising opportunities for active travel and public transport use to achieve mode share targets in line with Garden City Principles.
- 6.69 To achieve these, the site's internal design will need to include measures to minimise the transport impacts arising from the development, including layouts and street designs that give priority to travel by active travel (walking and cycling) and public transport services within and beyond the site, and 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. A continuous public transport and active travel corridor will be completed beyond the plan period and run through the site from near the A30 towards Pack Lane providing regular and direct connections to Basingstoke town centre and other key destinations. There is also an opportunity for the public transport and active travel corridor to connect to northern Manydown with a crossing of the railway line. To support this, traffic management measures will be needed to prevent the creation of a through route by general traffic between the A30 and Pack Lane. Therefore, vehicle journeys between the northern and southern parts of the development will need to use the external highway network, with the exception of public transport services.
- 6.70 To encourage active travel and public transport services, the development will provide a high quality dedicated pedestrian and cycle network that will provide safe, suitable and convenient access to 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 Basingstoke Railway and Bus Stations) and other key destinations such as the country park in northern Manydown and the Basingstoke Leisure

Park. The active modes network will also be integrated with the public transport services, including accessible and safe boarding and waiting facilities (including Mobility Hubs). The Mobility Hub and transport interchange (including park and ride) 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 hard standing.

- 6.71 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 an innovative approach that takes into account how it is anticipated that people's travel behaviours will change overtime, including with respect to the increased use of EVs, car clubs and other emerging transport technologies.
- 6.72 The development will also need to provide off-site infrastructure to mitigate its impact upon the local and strategic highway networks, including at the Fiveways junction and Southwood Corner. Access and transport improvements will be required upon the surrounding highway networks, including on the A30 corridor and to Pack Lane, as well as to facilitate the development's high-quality, rapid and frequent public transport services, and access by active travel. The development's frontages with the A30 and Pack Lane will need to be setback sufficiently to accommodate the full extents of the access and transport improvements that take into account the totality of the development, without prejudicing the provision of safe, suitable and convenient access to serve the Oakdown Farm site allocation (Policy SPS10 - via the A30) and the Northern Manydown site allocation (SPS5.1 - Parcel 6a via Pack Lane). 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 Transport Assessment will also need to demonstrate how the impacts of the development traffic upon these routes will be appropriately mitigated (including during the construction phases of the development). Work is also currently underway with Hampshire County Council as the Local Highway Authority to identify whether further improvements beyond the plan period are likely to be required, as well as with National Highways with respect to the Strategic Road Network (including M3 junctions 7/8).

Figure 6.5: Policy SPS5.4: Southern Manydown Concept Plan



Key	
Site Allocation Boundary	Principal Access
Settlement Policy Boundary	Indicative Alignment of Public Transport Corridor:
Developable Area	Phase 1
Phase 1 (up to 2040)	Phase 2
Undeveloped Land	Mobility Hub
Area to be masterplanned for hospital/ health campus, employment and district centre	Transport Interchange
Ancient Woodland	Public Right of Way
Site of Importance for Nature Conservation (SINC)	Railway
Strategic Gaps	Listed Buildings/ Structures
Indicative Buffer Planting	Scheduled Monument
Existing tree belts to be retained and enhanced	Roman Road
Indicative Alignment of Green Corridor	

Policy SPS5.5: Popham Garden Village

Vision for Popham Garden Village

Popham Garden Village will be a healthy and sustainable place with a strong, clearly defined and coherent village character, which maximises the opportunities presented by its attractive rural setting in a sensitive and positive manner. It will create:

- A place with a strong and clearly defined rural character, utilising high quality characterful architecture, which will create an uplifting environment for residents.
- High quality facilities and services, providing a supportive and sustainable environment to live, work and play, creating a strong sense of community spirit.
- An exemplar community that is aspirational and sustainable, combats climate change and supports healthy lifestyles.
- A place which is inextricably linked with the natural environment, with natural features forming a prominent part of the development and creating a positive relationship with the surrounding landscape. There will be a series of countryside and ecology corridors which contribute to the important wider green infrastructure and biodiversity networks.
- 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, creating a healthy and tranquil living environment for residents.

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

Policy SPS5.5: 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 3,000 homes;
 - 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, B8) and an 18 hectare solar farm;
 - vi. A village centre providing a range of retail, leisure, cultural, community, health and service 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.

Development Principles

Masterplanning

- b) Be in accordance with the principles set out in:
 - i. The Concept Plan;
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan). 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 adopted as a Supplementary Planning Document 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 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;

Biodiversity

- e) Protect and enhance key species and habitats, prevent detrimental impacts and, where unavoidable, mitigate the impact on protected species and habitats, and secure the creation and management of linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network. Achieve a minimum 10% biodiversity net gain secured by a site management 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 and successfully mitigates any impacts, via analysis by specialist consultants;

Flooding and Pollution

- h) Ensure that appropriate flood risk management measures are provided including sustainable drainage systems (SuDS);
- i) Ensure that noise impacts arising from traffic on the A303 are successfully mitigated through suitable measures.

Infrastructure

- j) 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

- k) 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

- l) Make on-site provision for two 2-forms of entry primary schools;
- m) 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; and provide on-site sports pitches which will meet the needs of the new development as required by the council's Infrastructure Delivery Plan;

Green Infrastructure

- n) 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;

Transport

- o) Safe, suitable and convenient access, including from Overton Road to the west of the site and the C226 to the south of the site, must be provided for all users, prioritising active modes (walking and cycling), and access to high quality public transport services that offer a genuine choice of transport modes;
- p) 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;
- q) Be subject to the submission of a comprehensive and robust 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

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

- 6.74 The site, which will be developed as a Garden Village, will make provision for approximately 3,000 dwellings, to be provided via a range of dwelling types. Approximately 1,400 homes are expected on site within the Plan period to 2040. 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. 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.
- 6.75 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.
- 6.76 In advance of the Regulation 19 consultation on the Local Plan, 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. This document will be adopted as an appendix to the Local Plan, and will provide a more detailed framework to guide future planning applications. 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, and adopted as a Supplementary Planning Document prior to the submission of the first full or reserved matters planning application within that phase.

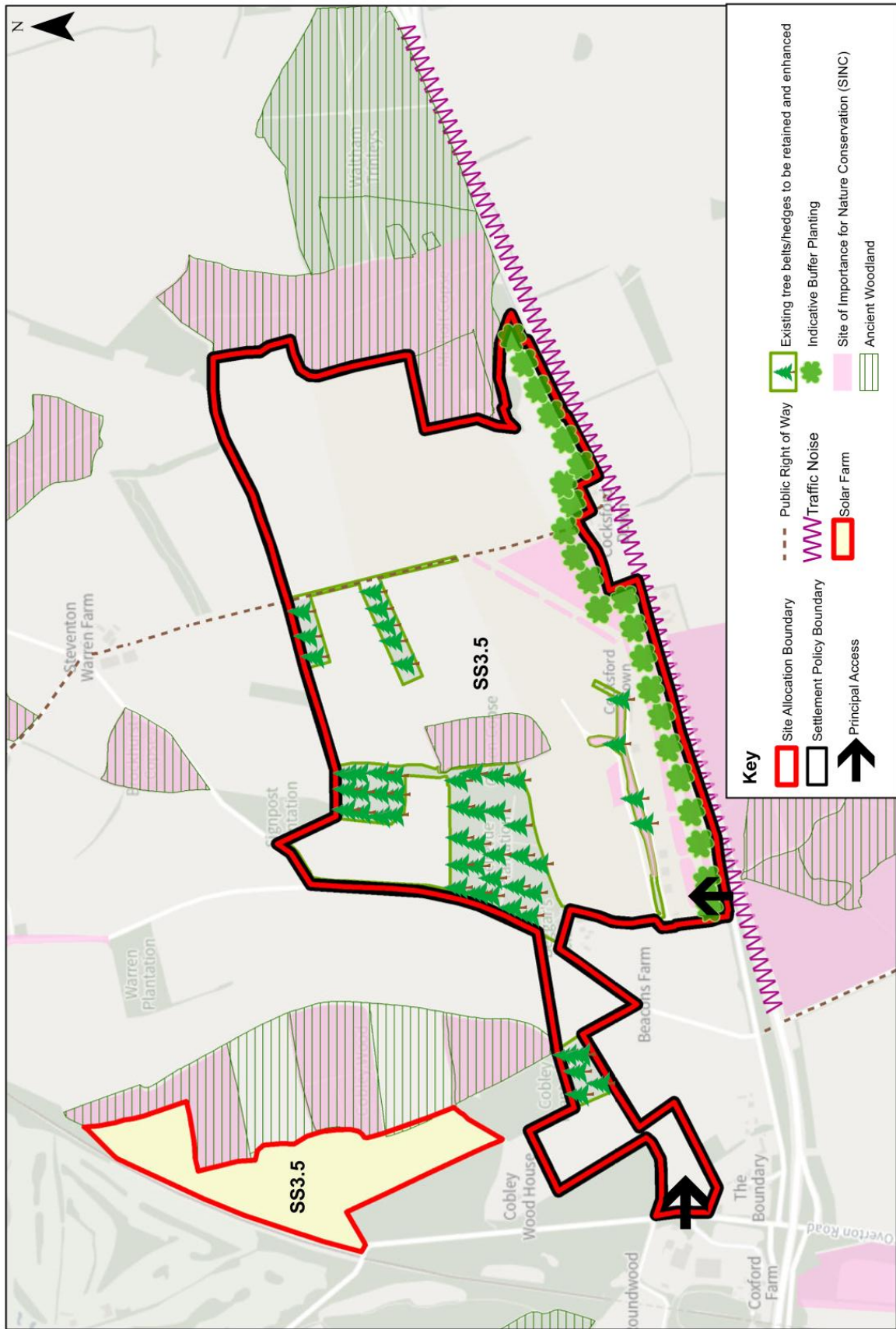
- 6.77 The proposal needs to ensure safe, suitable and convenient access for all users, and that the transport impacts can be effectively mitigated in agreement with the highway and transport authorities. As part of this process, it will be important to demonstrate that the proposal will not have a severe 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 and the Micheldever to Overton Road).
- 6.78 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 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, 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.
- 6.79 The A303 is a significant noise source, and successfully mitigating the noise impacts will be vital for the quality of life of the future occupants and also ensuring that the character of the development achieves the garden village aspirations. In this regard it is likely that a roadside barrier running the length of the site and a significant buffer between the road and the edge of the built form would be required. This noise 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 ethos for the site. 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.
- 6.80 The development involves the provision of a solar farm. This is a positive aspect of the proposal in terms of ensuring that the development is sustainable and responds to the council's declared climate emergency. It will be vital to ensure that this is successfully delivered and done so in a manner which ensures an effective connection between the power generated and the new development. At outline stage, information is to be submitted setting out the timescales for the provision of the solar farm along with a detailed method statement clarifying the

technical aspects in terms of how the solar farm will be connected to the new development.

- 6.81 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 and adjacent 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 dormice 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 and mitigation measures.
- 6.82 The site layout will need to ensure the protection of the SINC's located in the southern part of the site. Buffers will also need to be provided around the key biodiversity features, and buffer distances in excess of the minimum may be required.
- 6.83 Water quality is an extremely important issue in relation to this site, and this entails consideration of two key, interrelated issues. 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.
- 6.84 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 Urban 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.
- 6.85 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 Appraisal. This will need to consider the landscape issues associated with the site in more detail, as per the relevant institute guidelines, 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 also ensuring that housing on the edges of the site provide a suitable transition to the countryside beyond such as by being of a lower density and scale and incorporate suitable levels of planting (including trees and hedging).

- 6.86 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the countryside edges of the site should generally be of a lower density and scale with a greater separation between 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.
- 6.87 In terms of infrastructure provision, the schools will need to be integrated in a manner which ensures that they will not result in unacceptable highway impacts (for example owing to vehicles stopping on main routes at drop off and pick up times) and in a manner which supports parents and children being able to reach the school on foot and/or via cycles in a safe and convenient manner. The schools will need to be of sufficient size to accommodate 2 forms of entry, and the full details of the mechanisms for delivering the new school will need to be agreed with HCC Children's Services.
- 6.88 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.
- 6.89 The large, and mainly, greenfield site is in two ownerships, and is likely to be developed out by a number of developers in phases. Provided that an acceptable scheme can be negotiated, and the provision of infrastructure in a timely manner, it is estimated that homes could start to be completed by 2031/2. Depending on market conditions and other factors, it is estimated that the development could take approximately 20 years to complete.

Figure 6.6: Policy SPS5.5: Popham Garden Village Concept Plan



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Policy SPS5.6: Land to the East of Basingstoke

6.90 The following vision for land to the east of Basingstoke sets the direction for the site-specific policies in the area including East of Basingstoke, Redlands Lodge and Sherfield Hill Farm.

Vision for Land to the East of Basingstoke

The area to the East of Basingstoke will be a healthy and sustainable place with a green character and excellent walking, cycling and public transport links and local facilities and services to meet the majority of people's day to day needs. Adjoining and integrated with beautiful countryside, it will be a location with an identity and character which responds sensitively to the environmental characteristics of the surrounding area. It will create:

- High quality transport infrastructure supporting connectivity to Basingstoke Town Centre (including Basingstoke Rail and Bus Stations) and surrounding communities, supported by public transport and active travel (walking and cycling) corridors to provide connectivity and support physical and mental health, and wellbeing.
- High quality facilities and services for existing and future residents providing a supportive and sustainable environment to live, work and play.
- An exemplar community that is aspirational and sustainable, combats climate change and supports healthy lifestyles.
- Countryside and ecology corridors which contribute to the important wider green infrastructure and biodiversity networks. Development will protect and enhance the natural environment of the area including the River Loddon corridor, respect the character of the surrounding countryside, and connect and enhance green spaces and linkages.
- High quality development which protects the character and identity of rural villages, the distinctive character of the landscape and the historic environment.

SPS5.6: Land to the East of Basingstoke

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 900 homes;
 - ii. Specialist accommodation for older persons;
 - iii. 5% serviced plots for custom and self-build homes;
 - iv. Education facilities;

- v. A neighbourhood centre to meet the day-to-day needs of the community, 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 and the Land to the East of Basingstoke vision;
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan);
 - iii. A Strategic Design Code in accordance with the Masterplan to be adopted as a Supplementary Planning Document prior to the grant of full planning permission or the first reserved matters;

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) Retain the physical and visual sense of separation between the development and Old Basing, and retain Old Basing's separate and historic identity;

Biodiversity

- e) Protect and enhance key species and habitats, prevent detrimental impacts and, where unavoidable, mitigate the impact on protected species and habitats, and secure the creation and management of linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network. This includes the protection of adjacent ancient woodland, Sites of Importance for Nature Conservation (SINCs), Pettys Brook and the River Loddon, through the provision of appropriate buffers;
- f) Achieve a minimum 10% biodiversity net gain secured via an approved site management plan;

Heritage

- g) Seek to preserve or enhance the significance, setting, character and appearance of the Old Basing Conservation Area, and to preserve the significance of nearby listed buildings including the Grade II listed Lodge Farm and barn, 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 site, safeguarding important vistas and views;
- h) 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. 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 and Pollution

- i) Avoid development and 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) to avoid any polluting runoff into the watercourses;
- j) Ensure that noise impacts arising from the A33 and adjacent incinerator, sewage treatment works and industrial uses are successfully mitigated through suitable measures;
- k) Given the proximity of the energy recovery facility and sewage treatment works, robustly demonstrate and ensure that acceptable odour and air quality standards that are acceptable to the LPA, can be met within homes and amenity areas.

Infrastructure

- l) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that infrastructure requirements have been comprehensively planned and phased;

Energy

- m) Incorporate renewable and low carbon energy technologies including utilising the nearby incinerator for district heating;

Social and community

- n) Make on-site provision for a two form of entry primary school, expandable to a three form entry if required;
- o) Make on-site provision for a community centre which will meet the needs of the new development, as required by the council's Infrastructure Delivery Plan;
- p) Provide on-site sports pitch provision as required by the council's Infrastructure Delivery Plan;

Green Infrastructure

- q) Make on-site provision for suitable amounts of open/green space, including allotments and a Neighbourhood Park in the vicinity of the neighbourhood centre, in accordance with the council's Green Space Standards, which 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;

- r) Maintain as open space the higher ground along the site's northern boundary and in the south west by the Pyotts Hill Entrenchment;

Transport

- s) Safe and convenient access must be provided for all users, prioritising active travel (walking and cycling), together with access to high quality public transport services that offer a genuine choice of transport modes, whilst also accommodating the vehicle movements associated with the operation of the adjacent incinerator and sewage treatment works;
- t) Ensure no severe adverse impact on the highway network including the A33 corridor and connecting routes, nor any unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate any impacts;
- u) Include the submission of a comprehensive and robust Transport Assessment and supporting site wide Travel Plan which prioritises and promotes active travel and public transport use within and beyond the site. This will include:
- v) Provide suitable new and improved facilities for active travel (walking and cycling) that integrate with the existing movement networks in order to establish safe, suitable and convenient access to facilities within the site, including the school, and also to Basingstoke town centre, Basing View, Chineham district centre and other local employment opportunities, facilities and services;
- w) Provision of high quality public transport infrastructure (including bus priority measures, accessible and convenient waiting and boarding facilities, including a Mobility Hub(s) which is sensitive to its setting, and new high-quality developer supported public transport services and infrastructure, to access 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;
- x) Ways to reduce the need to travel (including access to digital services), and to prioritise and maximise movement by active travel 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. This needs to include the provision of an active travel and public transport corridor, with suitable connections to the north (via the Redlands site 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;

Utilities

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

6.91 This development will make provision for approximately 900 dwellings, which are to be provided via a range of dwelling types. The site already falls within

the Settlement Policy Boundary of Basingstoke in the previous 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, or both phases, and 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 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

- 6.92 In advance of the Regulation 19 consultation on the Local Plan, 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, 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. This document will be adopted as an appendix to the Local Plan, and will provide a more detailed framework to guide future planning applications. The masterplan will be supported by a Strategic Design Code to ensure that the development of the individual sites 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, and adopted as a Supplementary Planning Document prior to the submission of the first full or reserved matters planning application. This approach will ensure consistent quality and delivery across the site by different developers.
- 6.93 Suitable infrastructure will be provided when it is required, alongside development and an Infrastructure Delivery Strategy will be submitted with any substantive application to demonstrate that infrastructure provision is coordinated and appropriately distributed across the allocation and linked to housing delivery on the site.

Landscape and design

- 6.94 The development will be distinctive and well-designed, responding to its environmental setting and wider spatial context. Any application will need to be supported by a Landscape and Visual Impact Appraisal to consider the landscape issues 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.

- 6.95 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the 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 neighbourhood 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

- 6.96 Ensuring the achievement of 10% biodiversity net gain (calculated using the DEFRA metric) 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 constraints are the ancient woodland SINCs adjacent to the site and Pettys Brook, a tributary of the River Loddon, which flows through the site and forms part of the River Loddon valley. These features link up to provide ecological networks across the site and into the wider countryside. They allow for the dispersal and migration of species, as well as food and shelter. Consideration of these features should include direct or indirect impacts on habitats and species and this must be addressed in detail as part of the ecological surveys and mitigation measures.

Flood risk and sustainable drainage

- 6.97 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. 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.

Heritage

- 6.98 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.

- 6.99 Opportunities should be taken to better reveal the significance of heritage assets 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.
- 6.100 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 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

- 6.101 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. 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 the 1.5 OUE/m³ contour outside of which sensitive uses such as housing and schools are to be located. Also, to encourage use of the neighbourhood park, it should also be located outside of the 1.5 OUE/m³ contour.

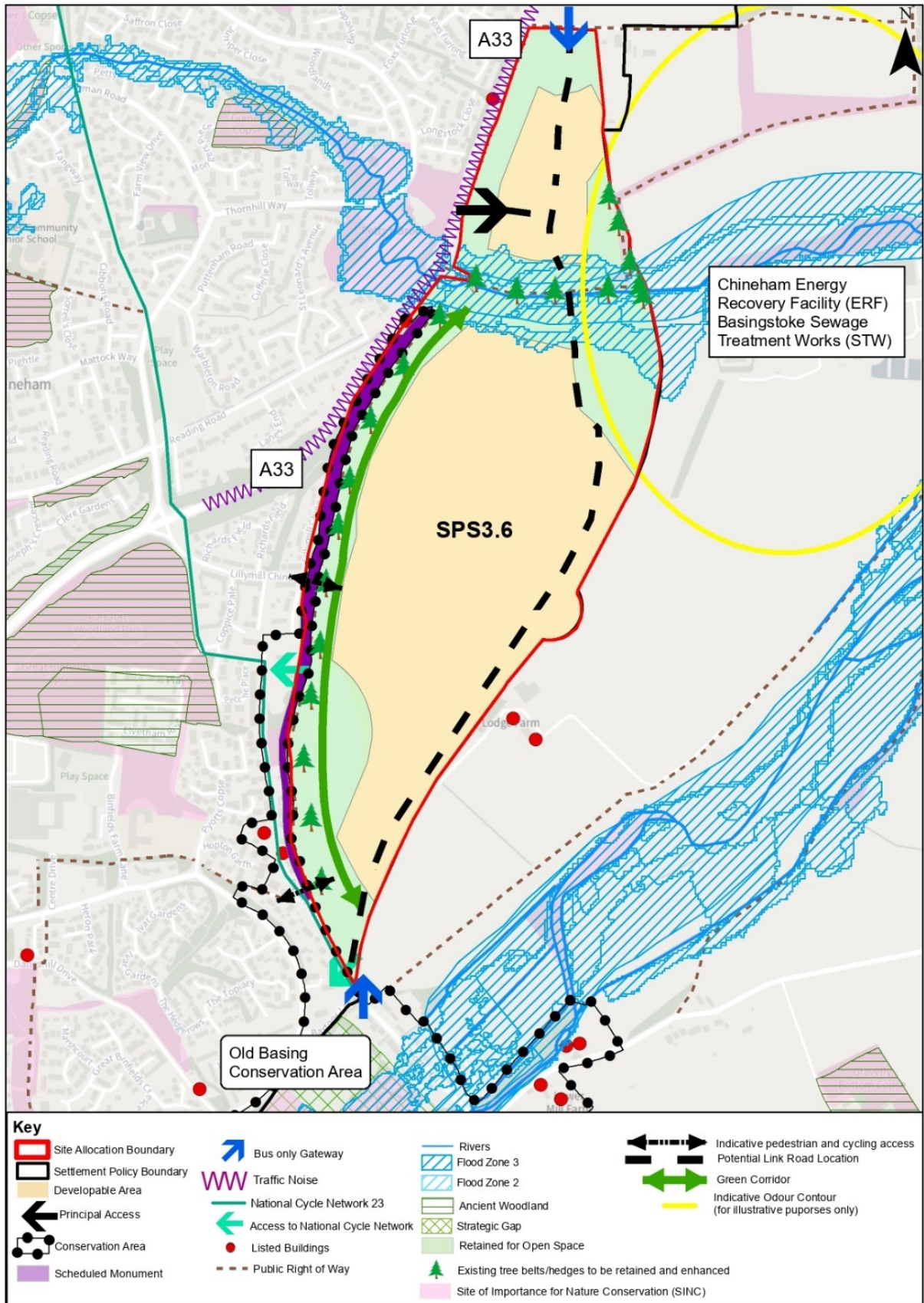
Infrastructure

- 6.102 A local neighbourhood 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. New infrastructure will need to be suitably phased to ensure it is accessible to new residents.
- 6.103 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 suitable walking and cycling links. The full details of the mechanisms for delivering the new school will need to be agreed with HCC Children's Services.
- 6.104 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.

- 6.105 Opportunities presented by the nearby incinerator to provide district heating will be expected to 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 and done so 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.
- 6.106 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.
- 6.107 The scheme as a whole, including the internal layout, street designs and associated measures, must prioritise travel by active travel (walking and cycling) and public transport services to serve the residents and users of the first phase of the development, and subsequent phases thereafter. This needs to include the provision of an active travel and public transport corridor with suitable connections to the north (via the Redlands site 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.
- 6.108 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 pedestrian and cycle networks, including the Public Rights of Way network, the National Cycle Network Route No. 23 (Pyotts Lane/Bartons Lane), etc., 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.

- 6.109 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.
- 6.110 Existing public rights of way run north-south adjacent to Pyotts Hill Entrenchment and north-south adjacent to the eastern boundary adjacent to the river Loddon. These rights of way must be protected during development and incorporated within the development.

Figure 6.7: SPS5.6: Land to the East of Basingstoke Concept Plan



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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 approximately 300 homes including 5% serviced plots for custom and self-build homes;
- b) Be in accordance with the principles of the Concept Plan and the Land to the East of Basingstoke vision;
- 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) Ensure that the development will not have a severe adverse impact on the local highway network including the A33 and connecting routes, nor have an unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- e) Demonstrate how ways to reduce the need to travel, prioritise and maximise the use of active travel and public transport use have been considered and incorporated, to minimise the transport impacts arising from the development;
- f) Demonstrate that safe, suitable and convenient access to local facilities and services can be achieved via active travel or public transport services;
- 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 should enable a suitable transition to the adjacent countryside;
- h) 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;
- i) 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;
- j) Protect and enhance key species and habitats, prevent detrimental impacts and, where unavoidable, mitigate the impact on protected species and habitats, and secure the creation and management of linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network. The development will provide a minimum 10% biodiversity net gain together with a site management plan;
- k) Preserve the significance, of the Grade II listed St Leonard's Church taking due account of the contribution made by setting. Opportunities will be taken to better reveal the significance, including the setting, of the listed building, taking due account of important vistas and views;
- l) 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);

- m) 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;
- n) 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

- o) 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;
- p) Ensure that safe and convenient access will be provided to the highway network from the A33 via the Taylor's Farm Roundabout, including access to suitable controlled crossing facilities for pedestrians and cyclists. A site wide travel plan will need to be provided to minimise the transport impacts arising from the development and associated measures to deliver sustainable transport objectives will be required;
- q) Include measures to improve accessibility by active travel and ensure the ability to service the site by public transport;
- r) Make provision on-site for a dedicated network of segregated walking and cycle routes to an adoptable standard that integrate with existing and proposed external routes including through the Redlands site to the south and to the wider Public Rights of Way network. This includes maintaining the alignment of the public footpath which runs east-west through the centre of the site and its landscaped setting, and improving the footpath to the east of the site and associated connections;
- s) 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;
- t) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

6.111 The site, which would form an extension to Basingstoke, is allocated for approximately 300 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.

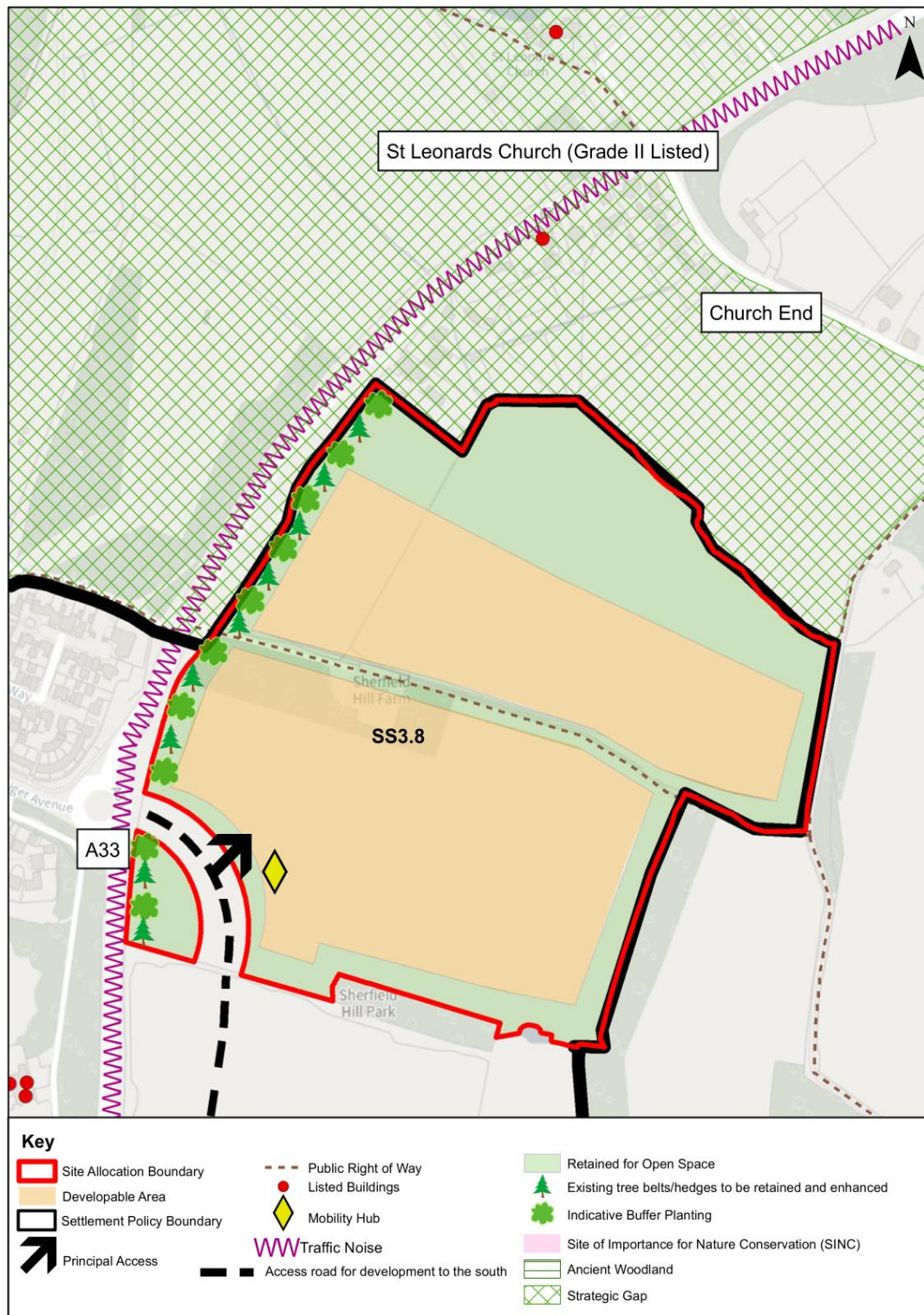
6.112 The site must be well integrated and connected to other development in this location via a suitable walking and cycling network which will enable access for all users to nearby facilities and services including education and

community facilities which will be available off-site. 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.

- 6.113 Proposals are to be informed by a coordinated and integrated approach to green infrastructure provision which links with adjoining sites. The allocation will 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).
- 6.114 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.
- 6.115 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.
- 6.116 The site is in single ownership, is greenfield, and is relatively unconstrained. Provided that an acceptable scheme can be negotiated, and the provision of infrastructure in a timely manner, it is estimated that homes could start to be

completed by 2023/4. Depending on market conditions and other factors, it is estimated that the development could take 5 years to complete.

Figure 6.8: SPS5.7: Sherfield Hill Farm Concept Plan



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Policy SPS5.8: 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 200 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) Ensure that the development will not have a severe adverse impact on the local highway network including the A33 corridor and connecting routes, nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- e) Demonstrate how ways to reduce the need to travel, prioritise and maximise the use of active travel and public transport use have been considered and incorporated to minimise the transport impacts arising from the development;
- f) Demonstrate that safe, suitable and convenient access to local facilities and services can be achieved via active travel or public transport services;
- 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;
- h) The character, layout and appearance of the housing will be distinguishable from adjoining development to create a separate identity for this new neighbourhood;
- i) Protect and enhance key species and habitats, prevent detrimental impacts and, where unavoidable, mitigate the impact on protected species and habitats, and secure the creation and management of linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network. This includes the protection of great crested newt populations and Spiers Copse Site of Importance for Nature Conservation (SINC). The existing tree belt on the eastern boundary will be retained in full 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 Spiers Copse and the Kiln Farm Spreads Ancient Woodland SINCs on the north eastern and western boundary of the site. The development will provide a minimum 10% biodiversity net gain together with a site management plan;
- j) 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 to the south east of Kiln Farm;
- k) 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;

- l) 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);
- 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) Implement any necessary protection measures following gas monitoring assessment prior to development, due to the presence of former domestic landfill close to the site boundary.

Infrastructure

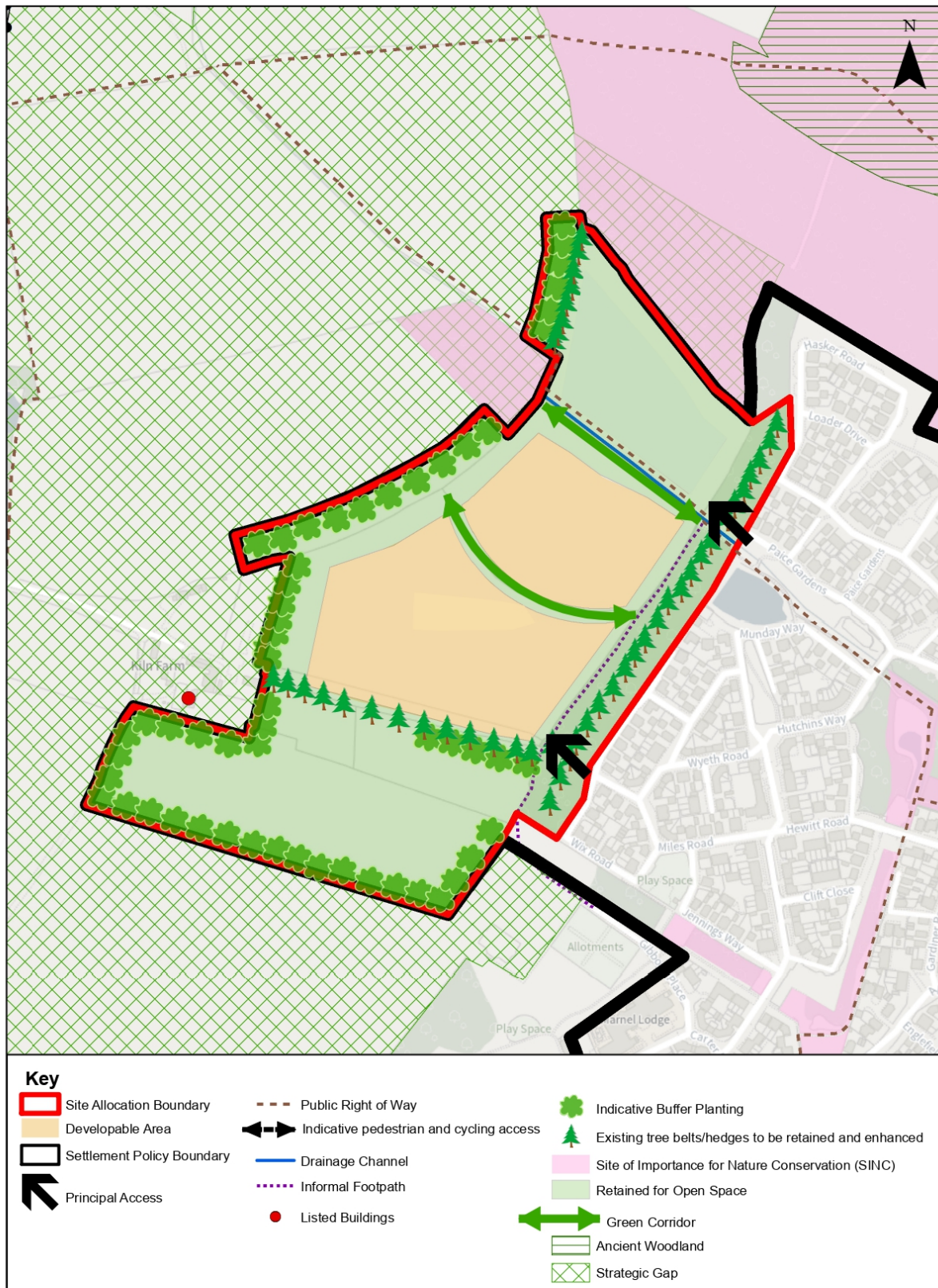
- q) Make provision for suitable amounts of open/green space (including allotments), in accordance with the council's Green Space Standards. This will need to be provided in a manner which is well related to the overall layout and character of the development, and how it relates to its surroundings. This provision needs to create an effective green 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;
- r) Provide a primary vehicular access route from the neighbouring development of Spiers Meadow;
- s) Include measures to improve accessibility by active travel and public transport including safe, suitable and convenient access to local facilities and services, the Basingstoke Town Centre (including Basingstoke Railway and Bus Stations), local public transport services, including suitable waiting and boarding facilities and associated connections;
- t) Provide internal adoptable walking and cycle 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 which runs east-west through the centre 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.

- 6.117 The site, which would form an extension to Basingstoke, will make provision for approximately 200 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.
- 6.118 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.
- 6.119 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.
- 6.120 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 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.
- 6.121 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 a limited potential for some 2.5 storey buildings.
- 6.122 Appropriate green infrastructure and a minimum of 10% biodiversity net gain will be provided on site where appropriate. 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. Tree and landscape buffers will be necessary to ensure protection of these species/habitats, as well as to minimise the visual impact of the development. The existing tree belt along the eastern boundary will be protected and maintained 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.

- 6.123 The site is in single ownership and is relatively unconstrained. Provided that an acceptable scheme can be negotiated, and the provision of infrastructure in a timely manner, it is estimated that homes could start to be completed by 2025/6. Depending on market conditions and other factors, it is estimated that the development could take approximately five years to complete.

Figure 6.9: SPS5.8: Land West of Marnel Park Concept Plan



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Policy SPS5.9: 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 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) Ensure no severe adverse impact on the local highway network including the A340 corridors and connecting routes, nor have an unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- e) Demonstrate how ways to reduce the need to travel, prioritise and maximise the use of active travel and public transport use have been considered to minimise the transport impacts arising from the development;
- f) Demonstrate that safe, suitable and convenient access to local facilities and services can be achieved active travel or public transport services;
- 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;
- h) Protect and enhance key species and habitats, prevent detrimental impacts and, where unavoidable, mitigate the impact on protected species and habitats, and secure the creation and management of linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network. The development will provide a minimum 10% biodiversity net gain together with a site management plan; 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;
- 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 public footpath;
- j) 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);
- k) Ensure that acceptable noise standards can be met within homes and amenity areas through suitable mitigation measures in light of the proximity of the site to traffic along the A340.

Infrastructure

- l) 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 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 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;
- m) Ensure that a safe, suitable and convenient access is provided from the A340 Aldermaston Road for all users and provide a site wide travel plan to minimise the need to travel (including access to digital services) and associated measures to minimise the transport impacts arising from the development; There must be no vehicular access onto or from Rooksdown Lane apart from emergency access;
- n) 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;
- o) Make provision on site for a dedicated network of segregated walking and cycle routes to an adoptable standard, that integrate with existing and proposed external routes including to Park Prewett to the south and to the Public Rights of Way network;
- p) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities.

6.124 The site, which would form an extension to Basingstoke, is allocated for approximately 220 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.

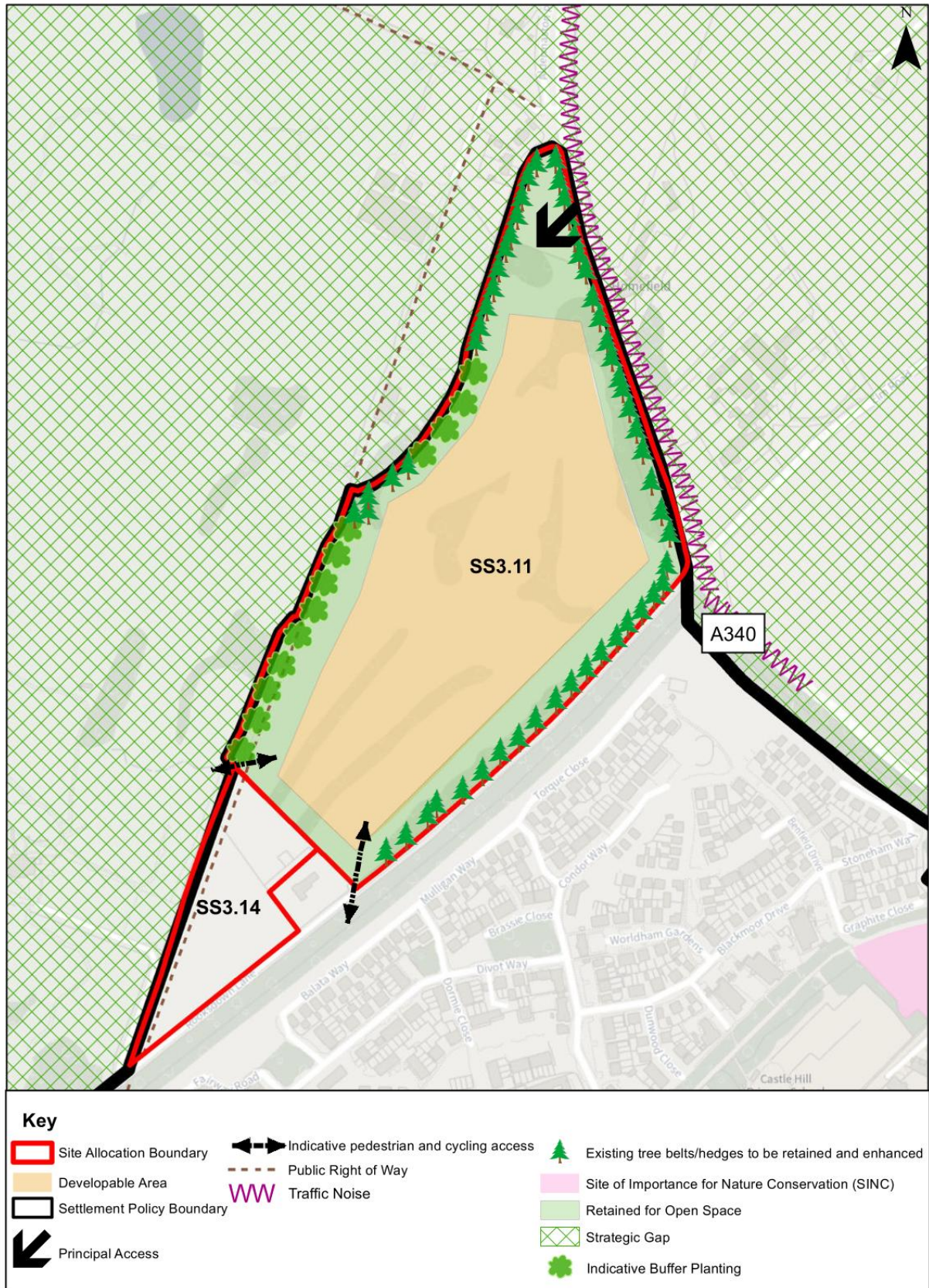
6.125 The site must be well integrated and connected to other developments in this location via a suitable walking and cycling network which will enable access for all users to nearby facilities including education and community facilities which will be available off-site. In order to minimise the impact of development on the A340 corridor, as well as surrounding connections, the development must include measures 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.

6.126 Proposals are to be informed by a coordinated and integrated approach to green infrastructure provision which links with adjoining sites. 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. Appropriate green infrastructure and a minimum of 10% biodiversity net gain will be provided on site where appropriate. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate).

- 6.127 The scale of the new housing development should be predominantly of no more than 2-storeys in height with a limited potential for some 2.5 storey buildings provided that this does not harm the rural setting of the site. This is to safeguard against visual coalescence between Basingstoke and Sherborne St John and mitigate the impact of the development on the setting of the North Wessex Downs National Landscape and adjoining well vegetated edge to Basingstoke to the south and east.
- 6.128 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 also avoid prominent parking areas on the edge of the site.
- 6.129 The site is in single ownership and is relatively unconstrained, forming part of a working golf course. Provided that an acceptable scheme can be negotiated, and the provision of infrastructure in a timely manner, it is estimated that homes could start to be completed by 2024/5. Depending on market conditions and other factors, it is estimated that the development could take approximately 5 years to complete.

Figure 6.10: SPS5.9: Weybrook Park Golf Course Concept Plan



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Policy SPS5.10: Overton Mill

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 340 homes including 5% serviced plots for custom and self-build homes;
 - ii. Small-scale employment (Classes E(g), B2 and B8) and retail (Class E) uses; and
 - iii. Parking facilities for the railway station;
- 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) Ensure that the development will not have a 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;
- e) Demonstrate how ways to reduce the need to travel, prioritise and maximise the use of active travel and public transport use have been considered to minimise the transport impacts arising from the development;
- f) Demonstrate that safe, suitable and convenient access to local facilities and services can be achieved by active travel or public transport services;
- g) Ensure the development responds positively to, and takes opportunities to, safeguard and enhance the landscape and scenic beauty of the North Wessex Downs National Landscape, recognising the landscape qualities of the site; the built environment of Quidhampton and Overton; 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 surrounding National Landscape;
- h) Ensure that consideration is given to the siting, density, massing, scale, layout, hard and soft landscaping and character of the development in relation to its landscape context, which should have regard to the following:
 - i. The impact on the National Landscape, with particular regard to the landscape character of the National Landscape and views to, from and within the National Landscape, including from Public Rights of Way and viewpoints in the wider countryside of the North Wessex Downs;
 - ii. The setting of the adjoining Test Valley Valued Landscape;
- i) Retain existing trees and take opportunities to enhance the structural landscaping of the site. Additional planting must be provided to reinforce existing tree belts along the northern and eastern boundaries of the built-up area, and will be in keeping with the landscape character of the area. Additional planting will also help to minimise the visual impact of the development on the National Landscape, including on views from publicly accessible countryside to the north, east and west of the site; and to reinforce existing groups of trees adjacent to the boundary in the southern part of the site;
- j) Ensure there is no unjustified adverse impact on the significance of heritage assets, or on the ability to appreciate significance, caused by development

- within the setting of neighbouring heritage assets including Overton Conservation Area and listed buildings such as Quidhampton Farmhouse;
- k) Protect and enhance key species and habitats, prevent detrimental impacts and, where unavoidable, mitigate the impact on protected species and habitats, and secure the creation and management of linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network. This will include ensuring that the development does not result in harm to the Site of Special Scientific Interest (The River Test) and the adjoining Site of Importance for Nature Conservation (SINC). The development will provide a minimum 10% biodiversity net gain together with a site management plan;
 - l) 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);
 - m) 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;
 - n) Ensure that noise impacts arising from the railway and any employment use on the site are successfully mitigated through suitable measures;
 - o) Make appropriate use of mineral resources as established via a Mineral Resource Assessment;
 - p) Remediate the land of any contamination and ensure the remediation is complete before any part of the development is occupied.

Infrastructure

- q) 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 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 network. 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;
- r) Ensure that safe and convenient access will be provided to the highway network, via Papermill Lane for the residential uses and Station Hill/Station Approach for the small scale employment and retail uses and parking facilities for the station. Emergency only access should be provided from Kingsclere Road (B3051);
- s) Include measures to improve accessibility by active travel to local facilities and services and ensure the ability to service the site by public transport. Suitable pedestrian and cycle access routes should be provided between Overton train station (Platforms 1 & 2) and the land to the north and south of the railway line;

- t) Make provision on-site for a dedicated network of segregated walking and cycle routes to an adoptable standard that integrate with existing and proposed external routes and to the wider Public Rights of Way network. This includes maintaining the alignment of the Byway which runs north-south through the eastern part of the northern site;
- u) Provide or contribute towards suitable infrastructure for wastewater (on and off site), foul water and other utilities.

6.130 The allocation, which is located to the north of Overton village, in close proximity to Quidhampton, comprises of two separate parcels of previously developed land, which are dissected by Overton Train Station and the railway line that runs in an east to west direction. The land to the north of the railway line was the location of the now disused Overton paper mill and associated office buildings. The land to the south includes a former water treatment facility associated with the operation of the mill. The site is allocated for approximately 340 homes, which are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. New small scale employment (Class E(g), B2 and B8), and retail (Class E) uses, in addition to a parking facility for the station, will be provided within close proximity to Overton Railway Station. Development will be supported by the timely delivery of supporting infrastructure including open space. Proposals for the site will be design-led and the vision for the development should demonstrate a high quality and comprehensive approach to the layout and appearance of the housing.

6.131 That part of the site that lies to the north of the railway line, and the residential part of the site to the south of the railway line, will be accessed via Papermill Lane. The employment, retail and parking facilities to the south will be accessed from Station Hill/Approach. Kingsclere Road (B3051) will be used to access the northern parcel of land by emergency vehicles only. It will need to be demonstrated that the development related traffic can be satisfactorily accommodated without detriment to the safe operation of Papermill Lane, particularly where the road narrows under the railway bridge. Pedestrian and cycle improvements are needed to link the site to facilities in Overton to the south. 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. A site wide Travel Plan will need to be submitted to minimise car use and deliver sustainable transport objectives. A Public Right of Way runs through the northern parcel of land from north to south. Such connections should be expanded, wherever possible, to maximise opportunities for active travel.

6.132 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 includes the part of the allocation which lies to the north of the railway line. The allocation provides the opportunity to enhance the rural character of the area, given the previous use of the site, and particular regard must be had to views to, from and within the National Landscape, including from Public Rights of Way and viewpoints in the wider countryside of the North Wessex

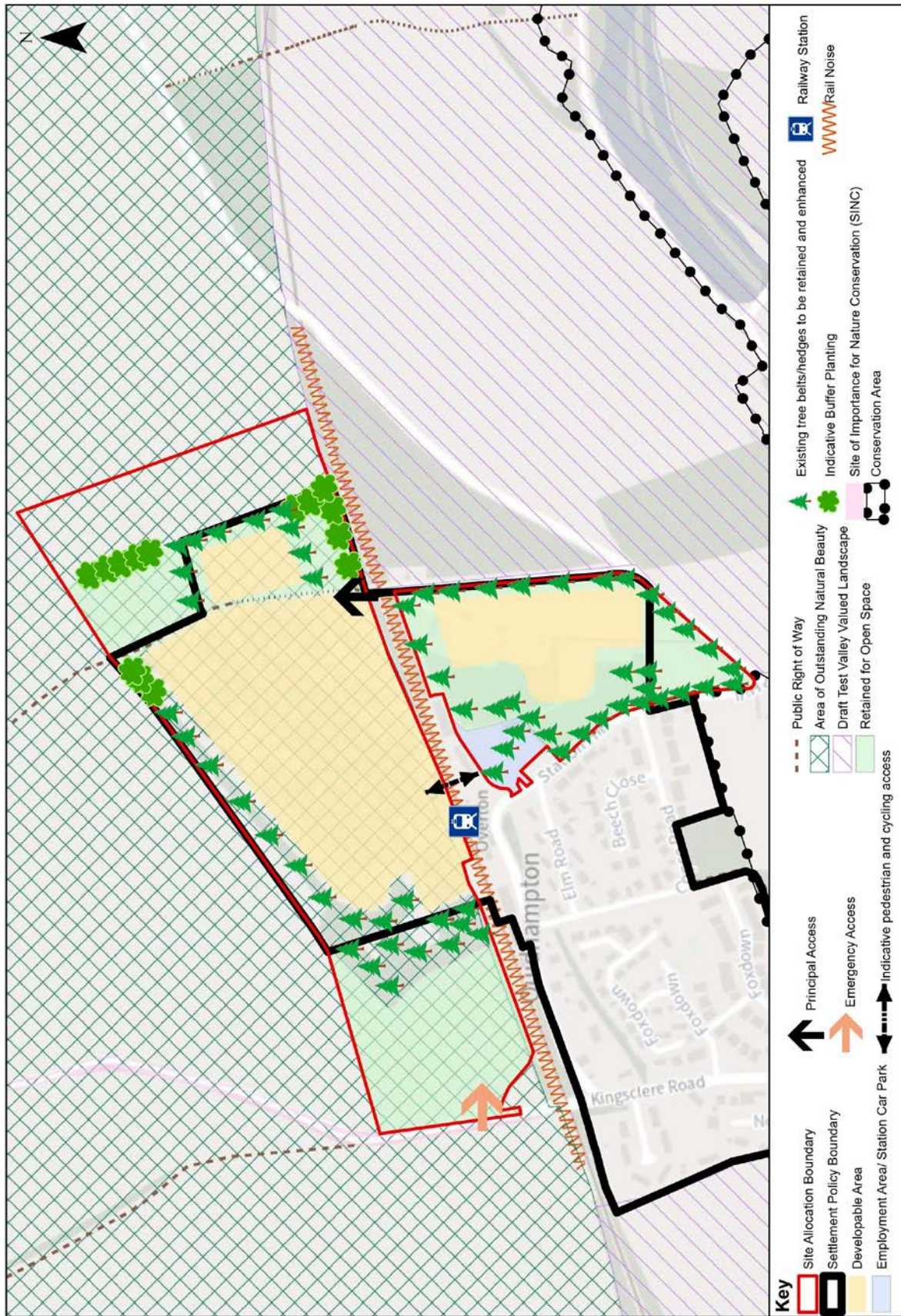
Downs. Existing tree belts and groups of trees in both the northern and southern parts of the site should be retained and enhanced to limit the visual impact of development. Development must also not harm the setting of the Test Valley Valued Landscape which adjoins the eastern and southern boundaries of the parcel to the south of the railway line. Proposals must incorporate a landscape lead approach and should be informed by a coordinated and integrated approach to green infrastructure provision with suitable links to adjoining areas.

- 6.133 The scale of new housing development should be predominantly of no more than 2-storeys in height with consideration being given to the limited use of buildings of 2.5 or 3-storeys provided that this does not harm the rural setting of the site. This is to mitigate the impact of the development on the North Wessex Downs National Landscape to the north, the Test Valley Valued Landscape, Overton Conservation Area and neighbouring listed buildings and the general character of the area. Higher density of potentially up to 2.5 or 3-storeys may be considered adjacent to the Railway Station within the northern part of land, subject to the findings of a landscape character and visual impact assessment.
- 6.134 It will be important to ensure that there are no unjustified adverse impacts on the setting of neighbouring heritage assets including Overton Conservation Area and a number of listed buildings including Quidhampton Farmhouse. The impact on any potentially affected heritage asset in the area will need to be considered including two scheduled Monuments to the north of the site, and Laverstoke Park Historic Park and Garden to the south-west. These impacts, and any potential mitigation measures, will need to be considered in a Heritage Statement.
- 6.135 A Site of Importance for Nature Conservation (SINC) adjoins the western boundary of the northern parcel of land designated for its chalk grassland assemblage. In addition, the River Test SSSI is located to the south of the site which meanders between Quidhampton and Overton. The site is located within the SSSI risk zone and contains woodland recorded as deciduous woodland priority habitat to the north and south of the railway line. This feature will need detailed surveys to assess its value and condition as well as its potential to support protected species, including dormice. Any proposals should provide connectivity to the wider wooded features of the local landscape.
- 6.136 The land to the north of the railway line comprises, and lies adjacent to, the farmed areas of the North Wessex Downs, which support strong populations of European hare and skylark. Surveys will be required to identify local populations to ensure impacts to these species are mitigated and enhancements are provided. Surveys will be required to confirm the quality and condition of the grassland assets on the land to the south of the railway line. As the site previously comprised water extraction and storage on site, further surveys will be required to consider how any future use may impact upon the flows and habitats within and surrounding the River Test. A minimum of 10% biodiversity net gain will be provided on site and this will need to be

achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate).

- 6.137 Water quality is an important issue given that the site drains to the River Test catchment where it is necessary to ensure that nitrate neutrality is achieved through on-site mitigation measures. Off-site measures would only be acceptable if it can be robustly demonstrated that on-site measures are not appropriate. Development will not be consented until it has been demonstrated that acceptable arrangements are in place for ensuring the appropriate disposal of wastewater.
- 6.138 The land parcels to the north and south are divided by a railway line and any noise pollution affecting new homes and amenity spaces will need to be mitigated. A detailed noise assessment will be required to ensure acceptable noise standards can be met and mitigation measures may be required.
- 6.139 A Mineral Resource Assessment will need to be submitted as part of the southern land parcel lies within a Mineral Safeguarding Area. The site also has the potential to be contaminated due to its former use as a paper mill. Some remedial measures may be required to ensure that any contamination does not pose an unacceptable risk to human health. Pre-commencement land conditions will be required as part of any planning permission.
- 6.140 Overton Railway Station is used by rail users from the wider area and, consequently, parking facilities can be oversubscribed at peak times, leading to overspill and indiscriminate parking, including in adjacent roads and within the site itself. In order for the development to provide safe, convenient and suitable access for all users, the design of the development needs to include parking facilities for railway users. This would benefit from an independent access from Station Hill/Station Approach to segregate these activities from the remainder of the development (including the proposed new residential areas and streets). The development should deliver a sufficient level of railway parking proportionate to the needs of the railway users.

Figure 6.11: SPS5.10: Overton Mill Concept Plan



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Policy SPS5.11: Redlands Lodge

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

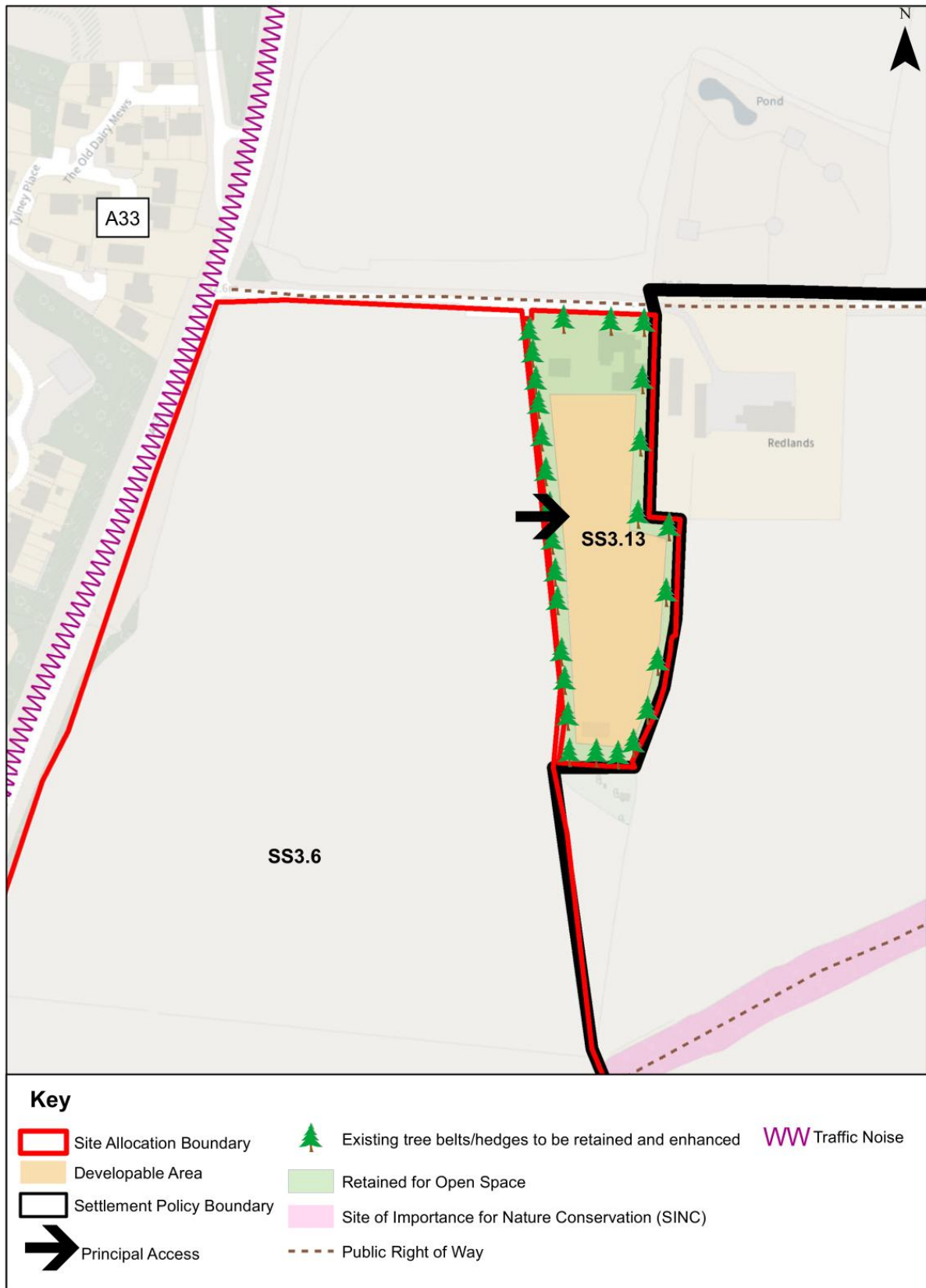
- a) Make provision for the delivery of approximately 16 homes;
- b) Be in accordance with the principles of the Concept Plan and the Land to the East of Basingstoke vision;
- c) Ensure that the development is integrated with, and well related to, the neighbouring East of Basingstoke site allocation (Policy SPS5.6) in terms of siting, scale, layout, integration with footpath and cycle routes, and infrastructure provision;
- d) Ensure the provision of safe, suitable and convenient access for all users via the East of Basingstoke allocation site, or from development to the north of the site (on the former allocation site known as Redlands), whilst also accommodating users of the public footpath (Sherfield on Loddon Footpath 4);
- e) Ensure the provision of measures to prevent vehicular access between this site and the A33 via the existing drive and the public footpath (Sherfield on Loddon Footpath 4);
- 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. This will require the retention, and enhancement where appropriate, of the tree belts and hedges along the boundaries of the site;
- g) Include measures to avoid and mitigate the impact of development upon key species and habitats and enhance habitat connectivity. The development will provide a minimum 10% biodiversity net gain together with a site management plan;
- h) 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);
- i) 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;
- j) 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
- k) 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.

6.141 The small greenfield site is allocated for approximately 16 homes. Given its proximity to the East of Basingstoke allocation it will be important to ensure

that proposals for the site are well integrated with that allocation in terms of siting, scale and layout.

- 6.142 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 nearby facilities including education and community.
- 6.143 Given the significant traffic flows carried by the A33, the restrictive nature of the existing access between the A33 and the existing 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 East of Basingstoke allocation to the west or the development to the north (the former Redlands allocation).
- 6.144 Proposals are to be informed by a coordinated and integrated approach to green 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 which links to the surrounding countryside, habitats and Public Rights of Way. 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).
- 6.145 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. 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.
- 6.146 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.
- 6.147 The site is in single ownership and is relatively unconstrained. The timescales for the site's delivery are likely to be largely driven by its relationship with the neighbouring East of Basingstoke allocation.

Figure 6.12: SPS5.11: Redlands Lodge Concept Plan



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Policy SPS5.12: Land adjacent to 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 approximately 30 homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Ensure that the development is integrated with, and well related to, the neighbouring Weybrook Park Golf Course site allocation (Policy SPS5.9) in terms of issues such as siting, scale, layout, integration with footpath and cycle routes, and infrastructure provision;
- 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. This will require the retention, and enhancement where appropriate, of the trees and hedges along the boundaries of the site. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside;
- e) Protect and enhance key species and habitats, prevent detrimental impacts and, where unavoidable, mitigate the impact on protected species and habitats, and secure the creation and management of linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network. The development will provide a minimum 10% biodiversity net gain together with a site management plan;
- f) Ensure that the layout responds positively to the full extent of the archaeological constraints and successfully mitigates any archaeological impacts.

Infrastructure

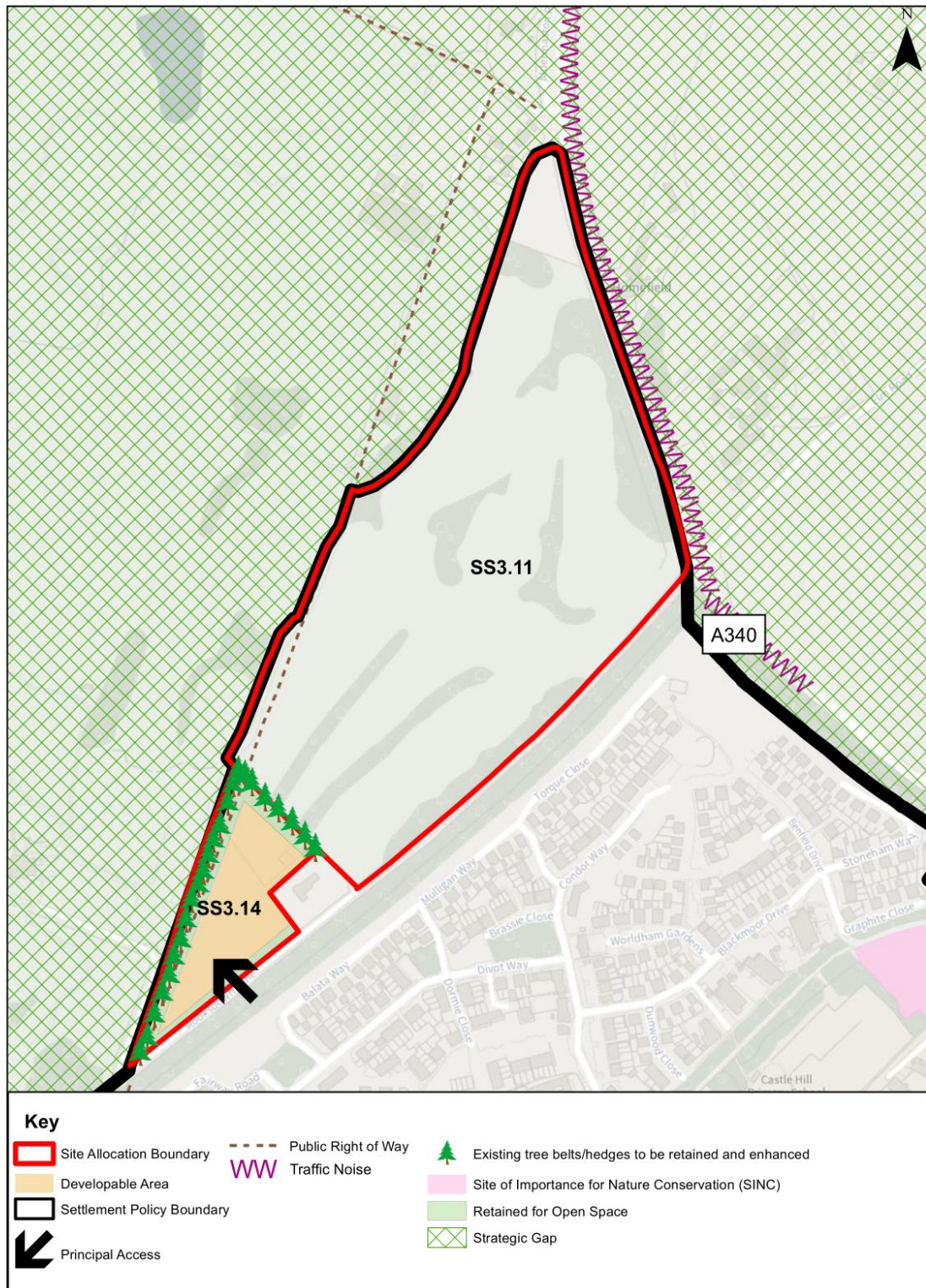
- g) Make provision for suitable amounts of open/green space in accordance with the council's Green Space Standards. This needs to create an effective green infrastructure network (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which link to the surrounding countryside, to habitats and Public Rights of Way. The delivery of green space 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) Ensure that a safe, suitable and convenient access is provided for all users, including to local facilities and services, together with onsite turning and servicing facilities;
- i) Provide or contribute towards suitable infrastructure for sewerage (on and off site), foul water and other utilities;
- j) Incorporate the provision of on-site sustainable drainage systems (SuDS).

6.148 The site, which would form an extension to Basingstoke, is allocated for approximately 30 homes, which are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. It will be

important to ensure that the development of the site is well related to neighbouring Weybrook Golf Course site allocation, in relation to issues such as siting, scale and layout.

- 6.149 It will also be important to co-ordinate the infrastructure required to serve the development with that which will be provided for the Weybrook Golf Course allocation. In particular, the site must be well integrated with, and connected to the walking and cycling network which will enable access for all users to nearby facilities including education and community facilities.
- 6.150 Proposals are to be informed by a coordinated and integrated approach to green 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 which links to the surrounding countryside, habitats and Public Rights of Way. 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).
- 6.151 The scale of the new housing development should be of no more than 2-storeys in height. This is needed 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.
- 6.152 Development should enable the protection, and enhancement where appropriate, of the trees and hedges along the boundaries of the site. Development should face out towards these boundaries as much as is practically possible over an appropriate depth of buffer.
- 6.153 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.
- 6.154 The site is in single ownership and is relatively unconstrained. The site is considered capable of being developed independently or could be developed in conjunction with the neighbouring Weybrook Golf Course allocation. The timescales for the delivery of the development will depend on whether the site is developed independently or not but it has the potential to be delivered within the first five years of the Plan period.

Figure 6.13: SPS5.11: Redlands Lodge Concept Plan



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Policy SPS5.13: 16 Southern Road

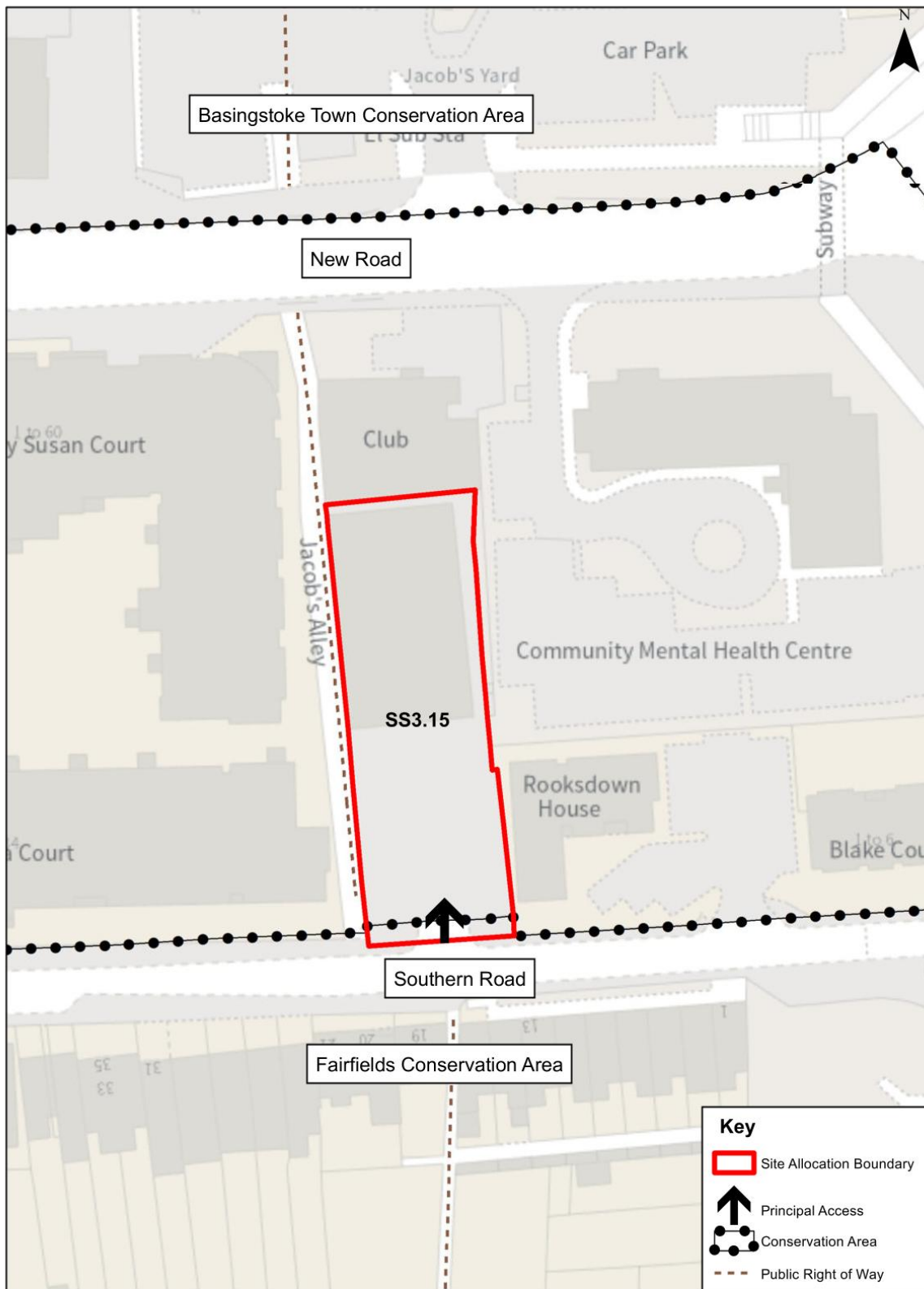
The site, as shown on the Policies Map, is allocated for a well designed and sustainable development that will:

- a) Make provision for approximately 9 homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Ensure a safe, suitable and convenient access is provided for all users, whilst maintaining the safe and unhindered operation of Southern Road and the existing pedestrian crossing/raised table upon the southern frontage of this 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) Housing along the Southern Road frontage should be no more than 2-storeys in height;
- f) Include measures to avoid and mitigate the impact of development upon key species and habitats and enhance habitat connectivity. The development will provide a minimum 10% biodiversity net gain together with a site management 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, and setting, of listed buildings, including the Grade II listed All Saints Church through the siting, scale, layout and character of development;
- i) Opportunities should be taken to better reveal the significance, including the setting, of heritage assets in the vicinity of the site, taking due account of important vistas and views;
- j) Ensure that the development of the site does not prejudice the development of the Local Plan allocation site to the immediate north at 65 New Road; and
- k) Ensure that acceptable noise standards can be met through suitable mitigation measures in light of the proximity of the site to road traffic.

6.155 The small site is allocated for approximately 9 homes. The development of the site provides an opportunity to contribute to the repair of the slightly fragmented arrangement of buildings in the locality, resulting in an improvement to the setting of Fairfields Conservation Area to the immediate south 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. The siting and massing of the development should not prejudice the development of the Local Plan allocation site to the immediate north at 65 New Road.

- 6.156 Given the narrow width of Southern Road (a one-way street) and the limited room for highway users to be able to pass each other (without mounting the footways) as well as the close proximity of the uncontrolled pedestrian crossing/raised table across Southern Road, the proposals for developing this site (including the access and servicing arrangements), will need to ensure that these do not hinder the safe operation of Southern Road, including the existing pedestrian crossing/raised table.
- 6.157 The site has the potential to be contaminated due to its former use 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.
- 6.158 Currently, the site has no or negligible ecological interest and its redevelopment presents an opportunity to create measurable net gains for biodiversity. The redevelopment will need to demonstrate that a 10% biodiversity net gain is achievable on site.
- 6.159 The site is located immediately to the north of Fairfield's Conservation Area, which includes some notable buildings on the south side of Southern Road which lie directly opposite the allocation site. In heritage terms, All Saints Church (Grade II listed), is one of the most important buildings within the conservation area, lying at the western end of Southern Road. The character of the conservation area should help to inform the design of proposals, and the redevelopment provides an important opportunity to enhance the setting of the conservation area. Consideration should be given to new housing providing a frontage along Southern Road in keeping with the historic pattern of development along this street. Housing along the Southern Road frontage should be restricted to 2-storeys in height in order to have regard to the character of the adjoining Conservation Area.
- 6.160 Provided that an acceptable scheme can be negotiated, it is envisaged that housing could be delivered within the first five years of the Plan period.

Figure 6.14: SPS5.13: 16 Southern Road Concept Plan



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Policy SPS5.14: 65 New Road

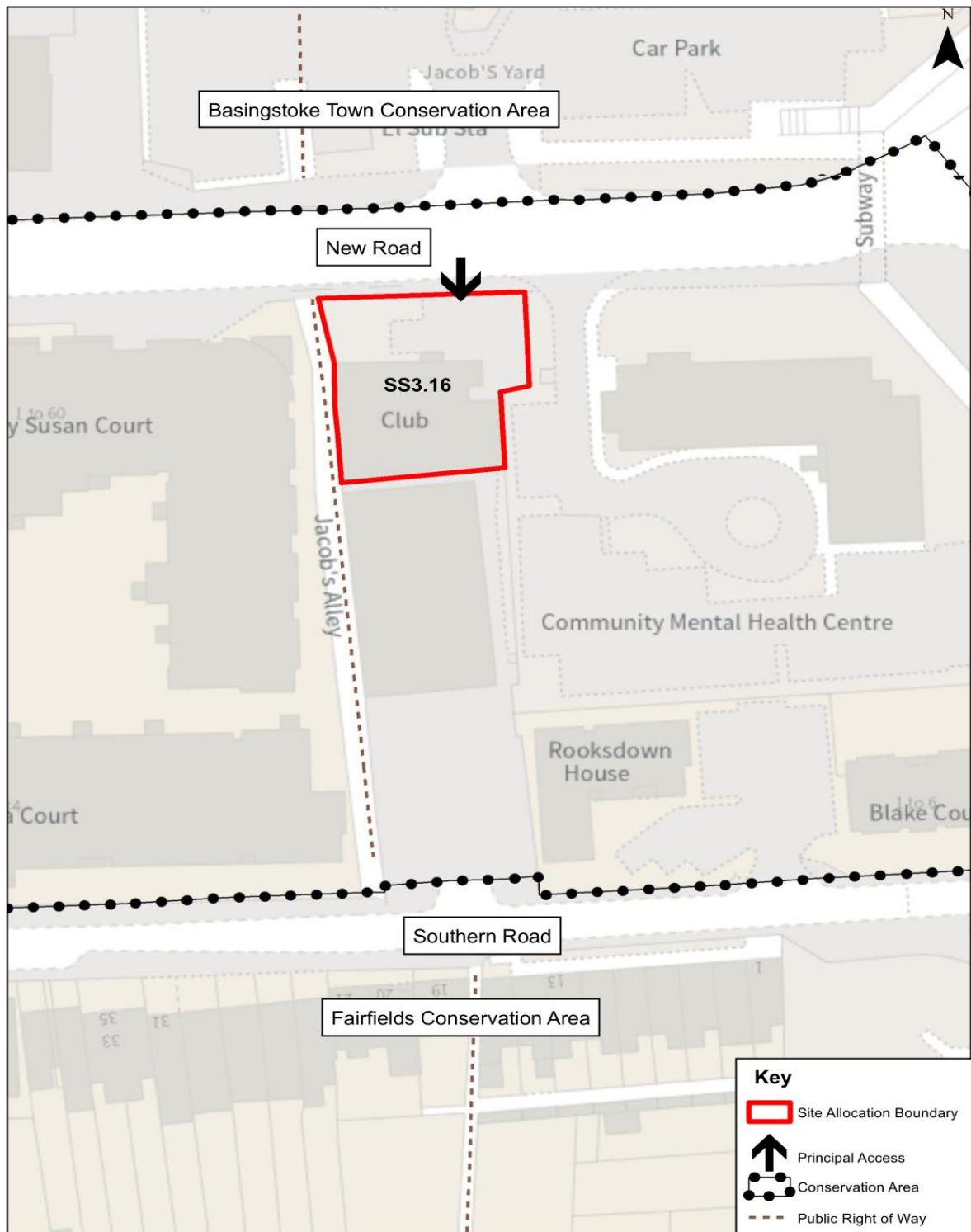
The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

- 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, whilst maintaining the safe and unhindered operation of the existing pedestrian crossing upon the northern frontage of this 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) Include measures to avoid and mitigate the impact of development upon key species and habitats and enhance habitat connectivity. The development will provide a minimum 10% biodiversity net gain together with a site management plan;
- f) 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;
- g) Preserve the significance, including the setting, of listed buildings, including the Grade II listed All Saints Church through the siting, scale, layout and character of development;
- h) Opportunities should be taken to better reveal the significance, including the setting, of heritage assets in the vicinity of the site, taking due account of important vistas and views;
- i) Ensure that street trees are provided along the frontage of the proposal;
- j) Ensure that the development of the site does not prejudice the development of the Local Plan allocation site to the immediate south at 16 Southern Road; and
- k) Ensure that acceptable noise standards can be met through suitable mitigation measures in light of the proximity of the site to road traffic.

6.161 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. The siting and massing of the development should not prejudice the development of the Local Plan allocation site to the immediate south at 16 Southern Road.

- 6.162 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, the 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.
- 6.163 Currently, the site has little ecological interest and its redevelopment presents an opportunity to create a measurable net gain for biodiversity. The redevelopment will need to demonstrate that a 10% biodiversity net gain is achievable on site.
- 6.164 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.
- 6.165 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.
- 6.166 Provided that an acceptable scheme can be negotiated, it is envisaged that housing could be delivered within the first five years of the Plan period.

Figure 6.15: SPS5.14: 65 New Road Concept Plan



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Policy SPS5.15: Land off Ashwood Way

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

- a) Make provision for approximately 18 homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Ensure a safe, suitable and convenient access is provided for all users, whilst maintaining the safe and unhindered operation of the Ashwood Way (including the existing roundabout);
- 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;
- e) Include measures to avoid and mitigate the impact of development upon key species and habitats and enhance habitat connectivity. The development will provide a minimum 10% biodiversity net gain together with a site management plan;
- f) Ensure that the existing trees on site are retained where possible and opportunities are taken to provide additional planting to enhance the landscape structure of the site and the outlook of the residents. Replacement planting will be needed in relation to any trees which are removed (utilising appropriate native species);
- g) Make provision for suitable amounts of open/green space in accordance with the council's Green Space Standards; and
- h) Ensure that acceptable noise standards can be met through suitable mitigation measures in light of the proximity of the site to road traffic.

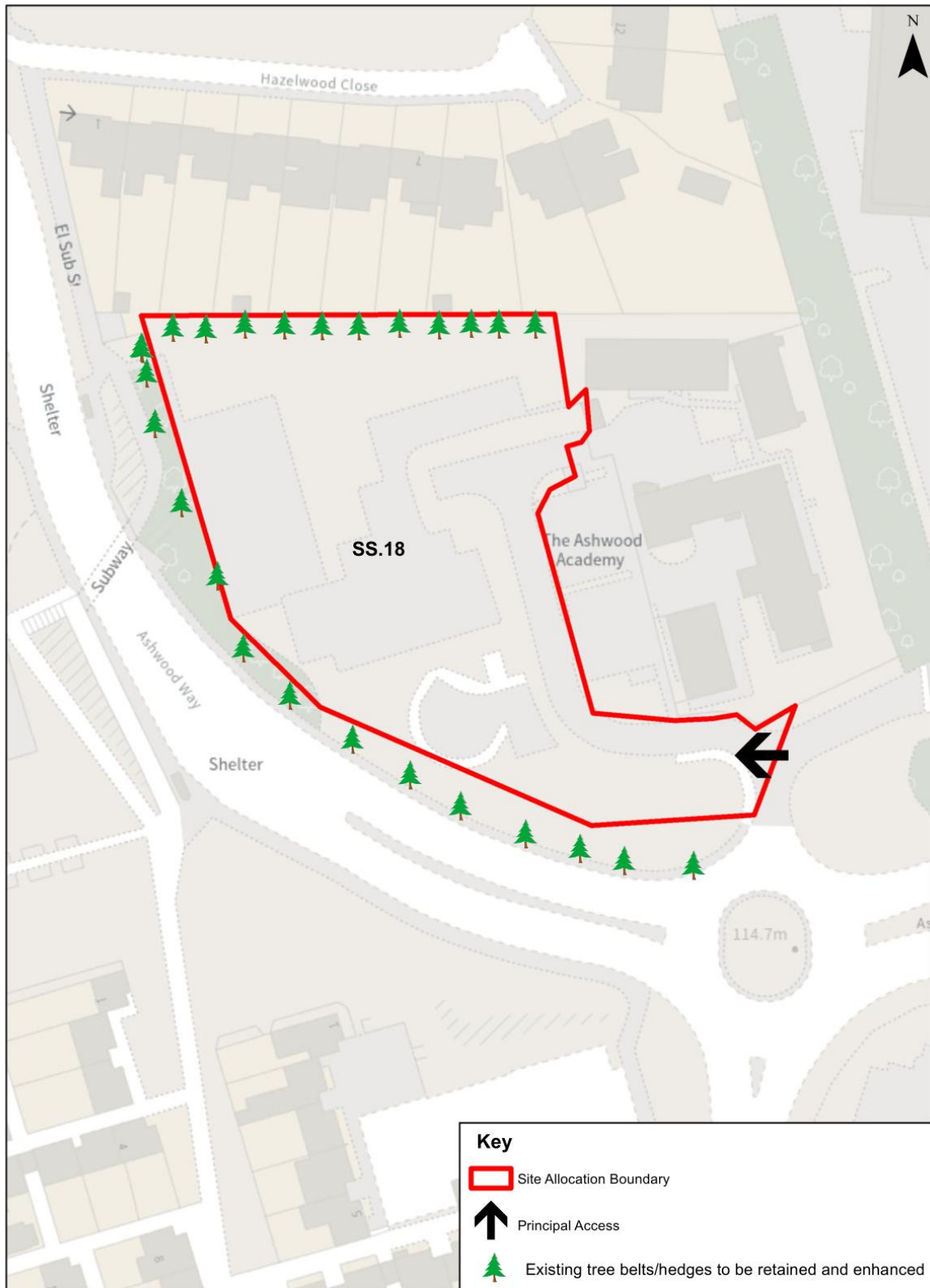
6.167 The small site is allocated for approximately 18 homes. The site is currently vacant with the previous buildings on the site having been demolished. The site is contained visually by trees and is not visually prominent from the surrounding roads. The site provides an opportunity to provide new housing on a relatively unconstrained site. The proposal will need to respond positively to the character of the area.

6.168 Given the presence of the Ashwood Way Roundabout and the curved alignment of Ashwood Way (to the west of this site) leading to this roundabout, the proposals for developing this site (including the access and servicing arrangements), will need to ensure that these do not hinder the safe operation of Ashwood Way and the existing roundabout. As such, it is envisaged that vehicular access will continue to utilise the existing site access (i.e. via the northern arm of this roundabout).

6.169 This site is located in an area with a deficit of Multi-Functional Green Space (MFGS) and, as such, it is preferable to provide the green space on site. A full assessment of the capacity of the site to accommodate the required MFGS and equipped play will be carried out.

- 6.170 Located between the A340 to the east and the A339 to the north, the site is likely to be affected by road traffic noise. Existing development between the site and both these roads will provide some screening but mitigation measures to protect new development from noise pollution is likely be necessary.
- 6.171 Existing vegetation along the western boundary of the site currently screens it from Ashwood Way. This screen should be retained and enhanced to maintain a high quality of outlook for the residents and to minimise the impact of development on landscape features. Methods to achieve biodiversity net gain presents opportunities to enhance these trees and increase their biodiversity value.
- 6.172 The site is separated from much of the surrounding residential areas by roads, tree belts and commercial buildings. As such, there is considerable flexibility in terms of what scale and massing of buildings may be acceptable without harming the character of the wider area. Housing should face outwards, where possible, to the tree belts along the northern, western and southern boundaries of the site.
- 6.173 Provided that an acceptable scheme can be negotiated, it is envisaged that housing could be delivered within the first five years of the Plan period.

Figure 6.16: SPS5.15: Land off Ashwood Way Concept Plan



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, 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:

	Policy requirement at 2021 baseline	Update since 2021	Outstanding requirement at April 2023
<i>Rural Towns and Large Villages</i>			
Whitchurch	220		220
<i>Medium villages</i>			
Bramley	55	Permission for 140 homes at Stocks Farm	0
Kingsclere	175		175
<i>Small villages</i>			
Bishops Green	15	Permission for 42 homes at Land West of Ecchinswell Road	0
Burghclere	15	Adopted Neighbourhood Plan with housing allocation to meet requirement	0
Cliddesden	20		20
Dummer	10		10
Headley	10		10
Highclere	10		10
North Waltham	10		10
Preston Candover	10		10
Silchester	15		15
St Mary Bourne	15		15

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.

- 6.174 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 (2018).

- 6.175 The council continues to support the preparation of Neighbourhood Plans across the borough, and 17 neighbourhood areas have been designated in the borough at time of publication with 14 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.
- 6.176 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. North Waltham has also not been given a new requirement but carries across the unmet requirement for 10 dwellings from the adopted Local Plan. This approach to settlements is in line with a key objective of the Plan to protect the character of the borough's rural villages. In addition to the above, the housing requirement at Whitchurch has been reduced from 310 homes (as indicated by the Settlement Study) to 220. This reflects the close inter-relationship between Overton and Whitchurch, and the fact that the allocated site at Overton Mill would provide 90 dwellings more than Overton's housing requirement.
- 6.177 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 2021. However, it is recognised that further new homes have been committed since this date (either as a result of planning permissions or sites allocated in new neighbourhood plans), so the amount of additional housing required in those settlements is now reduced. These figures are shown in the right hand column of the table in the policy.
- 6.178 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.
- 6.179 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) 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.

- 6.180 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.
- 6.181 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.
- 6.182 The council will expect local communities to review their settlement policy boundaries through the neighbourhood planning process. 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.
- 6.183 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.
- 6.184 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

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.

6.185 Policy SPS4 establishes the framework for ensuring a rolling five year supply of deliverable housing sites to meet needs. 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. It will be necessary to take into account completions to date, in addition to the current housing trajectory to form a view on this matter. A review of the plan will be triggered where additional allocations are necessary for the borough's housing needs to be met, for example, as a result of the non-delivery or delayed delivery of a greenfield allocation.

6.186 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: Nuclear Installations – Aldermaston and Burghfield

The council requires development in the land use planning consultation zones surrounding (1) AWE Aldermaston and (2) AWE Burghfield to be managed in the interests of public safety.

Development will only be permitted where the Off Site Nuclear Emergency Plan can accommodate the needs of the population in the event of an emergency. All development proposals within all consultation zones that trigger consultation with the Office for Nuclear Regulation's (ONR) Directorate will be considered in conjunction with the ONR, who will have regard to:

- a) The proposed use;
- b) The scale of development proposed;
- c) The location of the development; and
- d) The impact of the development on the functioning of the emergency plan through appropriate consultation with the multi agencies who have duties under The Radiation Emergency Preparedness and Public Information Regulations (REPPIR).

6.187 There are two licensed nuclear installations located in close proximity to the border of Basingstoke and Deane Borough Council's administrative boundary; (1) the Atomic Weapons Establishment (AWE) Aldermaston and (2) AWE Burghfield which are both situated within West Berkshire. The sites are operated by AWE plc on behalf of the Ministry of Defence. The regulator for these sites is the Office of Nuclear Regulation (ONR). There are hazards associated with the authorised use of these sites including conventional chemicals, explosives and radiation sources.

6.188 The NPPF outlines how Local Planning Authorities should consult the appropriate bodies when considering applications for the siting of, or changes to, major hazard sites, installations or pipelines, or for development around them. National Planning Practice Guide provides further general advice about the need for consultation regarding proposed developments in the vicinity of licensed nuclear installations. Consultation distances are applied around the sites to ensure any consequences of future development to public safety or major accident are mitigated,

6.189 The relevant consultation zones are shown in Figure 6.18 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.

6.190 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. For details on the zones is provided below.

Figure 6.17: Development within the Land Use Planning Consultation Zones: ONR

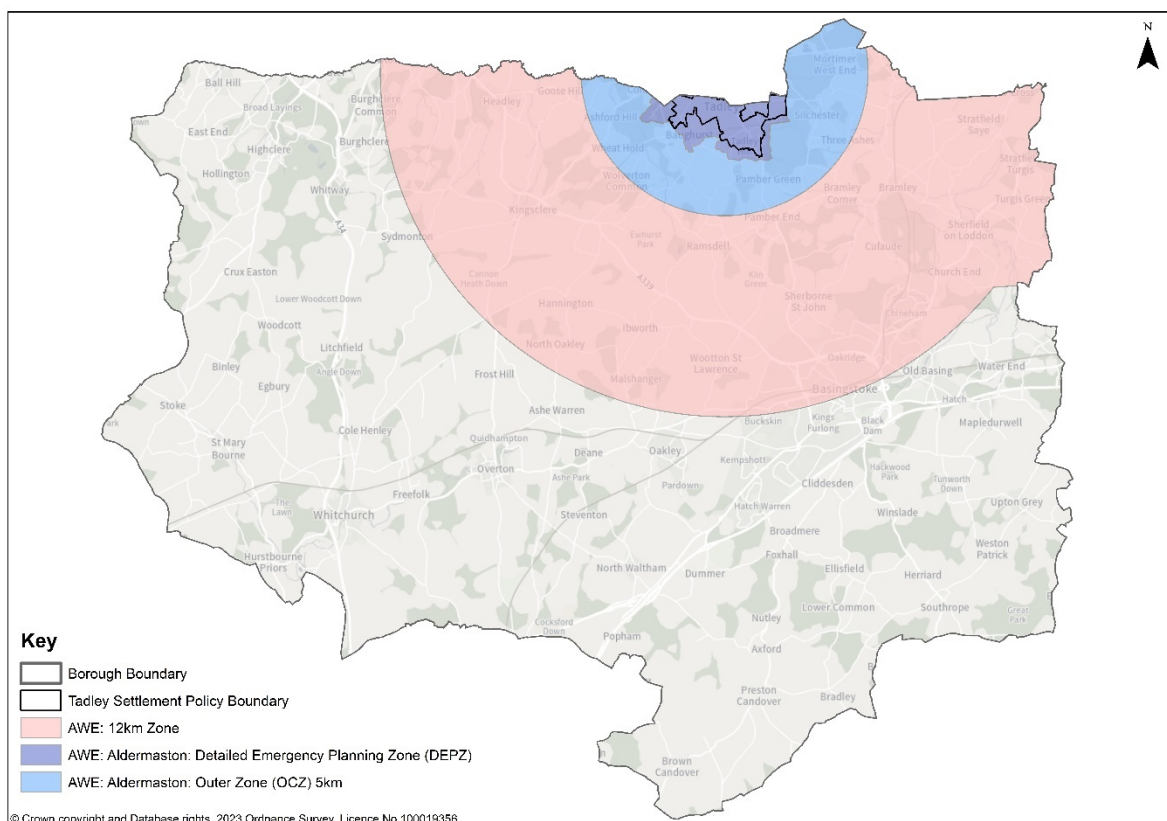
Zone	Consultation criteria
DEPZ	Any new development, re-use or re-classification of an existing development that could lead to an increase in residential or non-residential populations thus impacting on the off-site emergency plan.
	Any new development, re-use or re-classification of an existing development that could pose an external hazard to the site.
	Any re-use or re-classification of an existing development that could introduce vulnerable groups to the DEPZ.
OCZ	Any new residential development of 200 dwellings or greater.
	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).
	Any new non-residential development that could introduce vulnerable groups to the OCZ.
	Any new development, re-use or re-classification of an existing development that could pose an external hazard to the site.

6.191 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 the proposed development.

6.192 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 population increase surrounding the installations, 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.

6.193 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 additional population.

Figure 6.18: DEPZ and consultation zones associated with Atomic Weapons Establishment



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 (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.

Development proposals will be permitted which:

- a) Help enhance Basing View's role as one of the borough's primary focuses for employment through the provision of high quality office floorspace, which

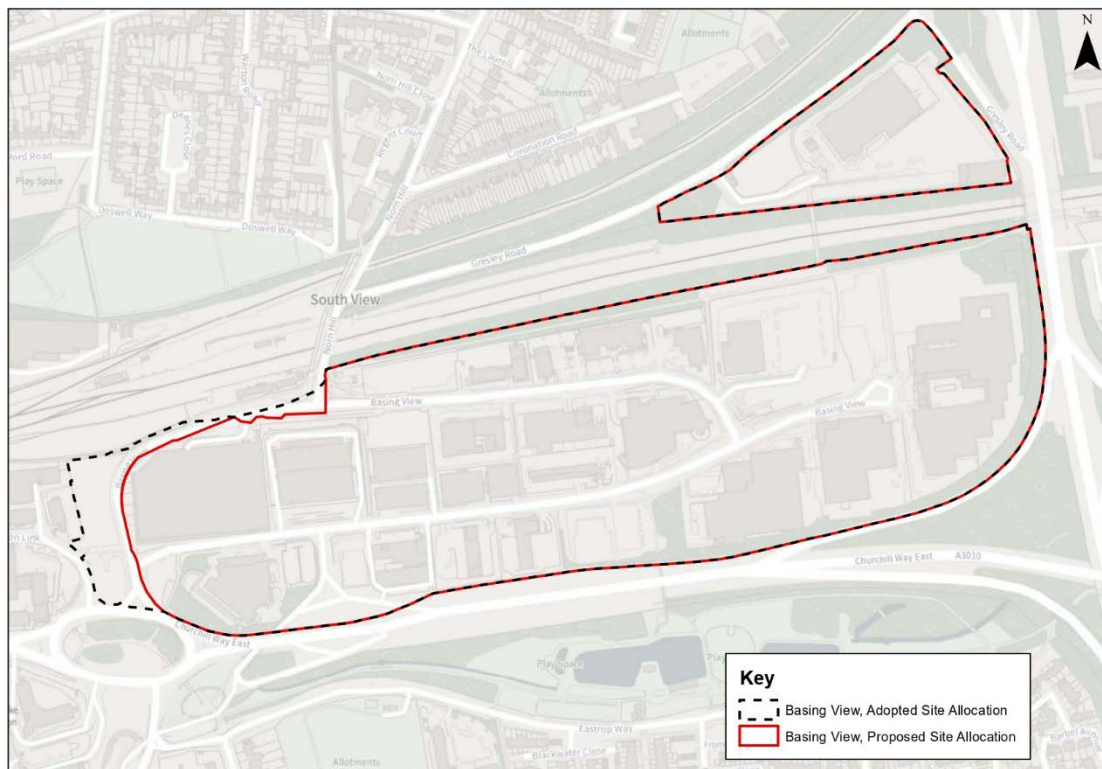
- should be Grade A standard (or in the case of refurbished floorspace, the highest standard which is practical and viable);
- b) Support regeneration through the provision of complementary uses (including mixed-use proposals) such as retail, hotel accommodation, medical facilities, leisure uses and restaurants;
 - c) Deliver higher education uses, including supporting student residential accommodation;
 - d) Make efficient and effective use of under-used/vacant land;
 - e) Utilise sustainable design and construction methods and provide on-site low carbon energy generation;
 - f) Deliver a total of approximately 300 homes, in addition to student accommodation;
 - g) Secure the provision of facilities for cyclists, pedestrians and public transport to access Basing View in a safe and convenient manner, including integration with the town centre and railway station and the necessary mitigation works for the wider highway network;
 - h) 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.

6.194 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 also provides a key opportunity to deliver high quality office accommodation, which will meet modern business requirements. 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. The Commercial Property Market Study (2013) identifies Basing View as one of eight key investment potential sites in the Enterprise M3 LEP area.

6.195 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 examples 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.

- 6.196 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.
- 6.197 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. Higher education uses will be supported, with associated student accommodation also being accepted in principle where it meets the overall aims of the policy. The policy also highlights the potential for approximately 300 new residential units, over and above any student accommodation.
- 6.198 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.
- 6.199 The feasibility of low carbon technologies on site, including district heating and 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.
- 6.200 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.
- 6.201 Proposed changes to the Basing View Designation are shown on the following plan:

Figure 6.19: Proposed Changes to the Basing View Designation



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 LPU 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 SPS10: Oakdown Farm

The site is allocated for an exemplar, well-designed and highly sustainable development that supports the council's climate emergency declaration by meeting or exceeding the plan's climate change policies and achieving clean growth. It will:

- a) Make provision for the delivery of warehousing and/or industrial floorspace (use classes B2 or B8);
- b) Be in accordance with the principles of the Concept Plan;
- c) Ensure there are no unacceptable detrimental impacts on existing properties near the site, including from noise and external lighting;
- d) Ensure safe, suitable and convenient access for all users, whilst maintaining the safe and unhindered operation of the surrounding highway network (A30, etc.), together with prioritising active travel (walking and cycling), and access to high quality public transport services that offer a genuine choice of transport modes;
- e) Be subject to the submission of a comprehensive and robust Transport Assessment and a supporting site wide Travel Plan, which demonstrates how measures to prioritise and maximise movement by active travel and public transport use have been incorporated into the development, to minimise the transport impacts arising from the development;
- f) Recognise the site's key position in the approach to, and as a 'gateway' to, Basingstoke along the two major road routes of the M3 and the A30, and adjacent to Junction 7 of the M3. Development will respond positively to the site's varying visibility to the wider landscape and local Public Rights of Way network, and to changes in levels across the site. This 'gateway' status and response to its landscape context will be achieved through a design and landscape-led approach to the development of the site. Development will enhance the landscape qualities of the site and the wider area through appropriate siting, scale, massing, layout, appearance and hard and soft landscaping. Gaps between the buildings should be included to ensure visual separation is achieved;
- g) Retain and enhance existing tree belts and hedges along all external boundaries, minimising any impact associated with access provision, and retain and respond positively to protected trees within the site;
- h) Ensure that the layout and scale of built form responds positively to the Dummer Conservation Area and other heritage assets in the vicinity of the site;
- i) Protect and enhance key species and habitats, prevent detrimental impacts and, where unavoidable, mitigate the impact on protected species and habitats, and secure the creation and management of linkages that provide existing or improved levels of habitat connectivity within the site and to the wider green infrastructure network. The development will provide a minimum 10% biodiversity net gain together with a site management plan;
- j) 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);
- k) Ensure that the layout responds positively to archaeological assets and successfully mitigates any impacts.

Infrastructure

- l) Demonstrate that the design of the means of access for all users and the associated highway improvements take into account and do not prejudice the provision of safe, suitable and convenient access to serve the Southern Manydown site allocation (Policy SPS5.4), including the provision of suitable pedestrian and cycle connections between both sites and other nearby residential developments;
- m) Demonstrate the provision of sufficient onsite access, parking, loading/unloading, servicing and turning facilities (including for HGVs and other vehicles likely to access this site) to accommodate the peak parking, servicing and operational requirements of the development, whilst maintaining the safe and unhindered operation of the surrounding highway network (A30, etc.); and
- n) Provide or contribute towards suitable infrastructure for wastewater (on and off site), foul water and other utilities.

6.202 The site provides an opportunity to deliver floorspace for warehousing and/or industrial uses, to help to meet the borough's needs in a suitable location for this type of development, being located next close to Junction 7 on the M3, and with good access to the local and strategic road networks. Previous applications on the site have demonstrated that the site is well-suited to meeting the commercial needs of logistics operators and would be attractive to a range of businesses.

6.203 The Economic Needs Assessment (ENA, 2023) identifies a need for 99,000 sqm of warehousing floorspace over the Plan period and 24,000 sqm of industrial floorspace. This will be met on this allocation and the Southern Manydown allocation, with other schemes also coming forward potentially contributing a net gain in floorspace. The policy does not set a limit to the amount of floorspace that could be provided, and any additional floorspace, over and above that required to meet needs could contribute to wider regional and sub-regional needs. However, and importantly, the amount office floorspace must be compatible with the need for development in this location to respond positively to, and take the opportunities provided to, enhance the landscape qualities of the site and the wider area. Other important factors such as impact on heritage assets, the highway network and biodiversity, as set out in the policy, will also determine the suitable level of floorspace.

6.204 The site has the potential to provide for a range of unit sizes, to help meet the full range of economic needs set out in the ENA. Whilst there is an established need for smaller scale logistics, there is also a strong demand for larger strategic scale units (9,000 sqm and above). There may be scope to incorporate industrial floorspace as generally industrial and warehouse uses can operate from similar premises. Opportunities to meet the needs of SME's should be explored and factored into development proposals for the site where appropriate.

- 6.205 It will be vital that any future development proposals are supported by a robust and comprehensive site-specific Transport Assessment and supporting Travel Plan, that demonstrates that the proposals will not cause an unacceptable impact on highway safety and that the residual cumulative impacts on the strategic and local road networks would not be severe. Access and transport improvements will be required on the surrounding highway networks, including on the A30 corridor, the design of which will need to demonstrate that these improvements will not prejudice the provision of safe, suitable and convenient access for all users to serve the Southern Manydown site allocation (Policy SPS5.4), including the provision of suitable pedestrian and cycle connections between both sites and other nearby residential developments. 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 Transport Assessment will also need to demonstrate how the impacts of the development traffic upon these routes will be appropriately mitigated (including during the construction phases of the development).
- 6.206 The Transport Assessment and the supporting Travel Plan also need to demonstrate the provision of sufficient onsite access, parking, loading/unloading, servicing and turning facilities (including for HGVs and other vehicles likely to access this site) to accommodate the peak parking, servicing and operational requirements of the development, whilst maintaining the safe and unhindered operation of the surrounding highway networks. The proposals also need to demonstrate how measures to prioritise and maximise movement by active travel and public transport use have been incorporated into the development, to minimise the transport impacts arising from the development. Therefore, the proposals will need to demonstrate that safe, suitable and convenient access for pedestrians and cyclists are provided, which are well integrated with the wider pedestrian and cycle networks (both that which currently is existing, and that which will serve other development sites in the locality), including the Public Rights of Way network. The site should also be integrated into the local public transport network.
- 6.207 Significant consideration will need to be given to the landscape constraints, especially as these vary across the site. This should include consideration of site topography and levels, along with how the site will appear in key views. The design, scale and layout of development will need to respond positively to these constraints and ensure that the landscape impacts can be appropriately mitigated.
- 6.208 Protecting existing trees and other important landscape features (including protected trees and priority habitats/corridors) will be important, in relation to landscape character, biodiversity and the borough's green infrastructure network as a whole. The development must respond positively to the tree constraints within and on the boundaries of the site and ensure that trees worthy of protection are retained and sensitively incorporated into the layout. An extensive landscaping scheme will be required in order to successfully mitigate the impact of the proposal on the landscape. A biodiversity site management plan will be required to ensure that the development will provide a minimum 10% biodiversity net gain.

- 6.209 The buildings will need to achieve a high standard of design and environmental performance. This should include design approaches (including the use of materials) which reduce the sense of scale and bulk of the buildings. The design of the buildings will need to have regard to the location of the site at a key gateway to the town, and how it will impact on the character of neighbouring development and the locality.
- 6.210 It will be important to ensure that there are no unacceptable adverse impacts on conservation areas or listed buildings arising from impact on the setting of these heritage assets. This assessment needs to have particular regard to the Dummer Conservation Area to the south. A number of archaeological constraints have also been identified. These need to be considered via an assessment of the site by a specialist consultant and the proposal will need to incorporate appropriate mitigation measures.

Policy SPS11: Basingstoke Leisure Park

The Basingstoke Leisure Park will be revitalised and modernised as a prime leisure destination, accommodating new and enhanced leisure facilities which support its role as a regional leisure destination. Development proposals will enhance the public realm including through the provision of new and improved open spaces. Development proposals to improve active travel into and through the park will be supported. New buildings must meet the Plan's climate change policies to support the council's climate emergency declaration.

New and improved leisure facilities will be permitted where there is no significant adverse impact on existing town or district centres within Basingstoke. Retail development on the Leisure Park will only be supported where it remains ancillary to the new or existing leisure uses and is required to make the new provision economically viable, without detriment to the borough's defined retail centres.

- 6.211 In addition to Basingstoke town centre, the Basingstoke Leisure Park is one of the borough's prime leisure destinations, comprising 45 acres of land owned and managed by the council. The Park has developed in an ad-hoc fashion over the years and in order to remain a 'go to' leisure attraction, it needs modernising with new investment including, new and improved leisure activities, areas of public open space and opportunities for active travel across the site which will support more active lifestyles.
- 6.212 A masterplan for the site was adopted by the Council in 2023, aimed at improving access to and the quality of leisure within the borough; introducing free-to-access facilities such as running, walking and cycling trails, open space and activity areas; supporting and complementing existing occupiers; enhancing existing public open space and supporting biodiversity gain; ensuring new buildings are energy efficient and supporting the council's plan for carbon net zero; and promoting walking, cycling and the use of public transport including through increased permeability of the site. The policy will

support these aims, helping to delivery a number of other council strategies and objectives including climate change, ecology and biodiversity, and health and well-being.

6.213 It is important that proposals on the Leisure Park complement and add to what Basingstoke offers already and that the town centre benefits from the increased activity and footfall on the Park, including through improved connections. The policy will enable proposals that enhance the leisure offer but do not result in a significant adverse impact on existing defined centres. Retail uses will only be permitted where they are ancillary and required to make any new provision economically viable, without detriment to the borough's defined centres. The boundary of the leisure park is defined on the Policies Map.

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications relating to the site.

The policy will be monitored through:

- The action plan of the Strategic Plan for Sport and Recreation to 2025.
- Annual monitoring of retail and leisure completion data relating to the park.
- Updates to the Leisure and Recreation Needs Assessment.
- Consideration of the extent to which proposals meet the objectives of the adopted masterplan for the leisure park and regeneration strategy (or successor documents).

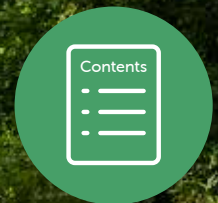
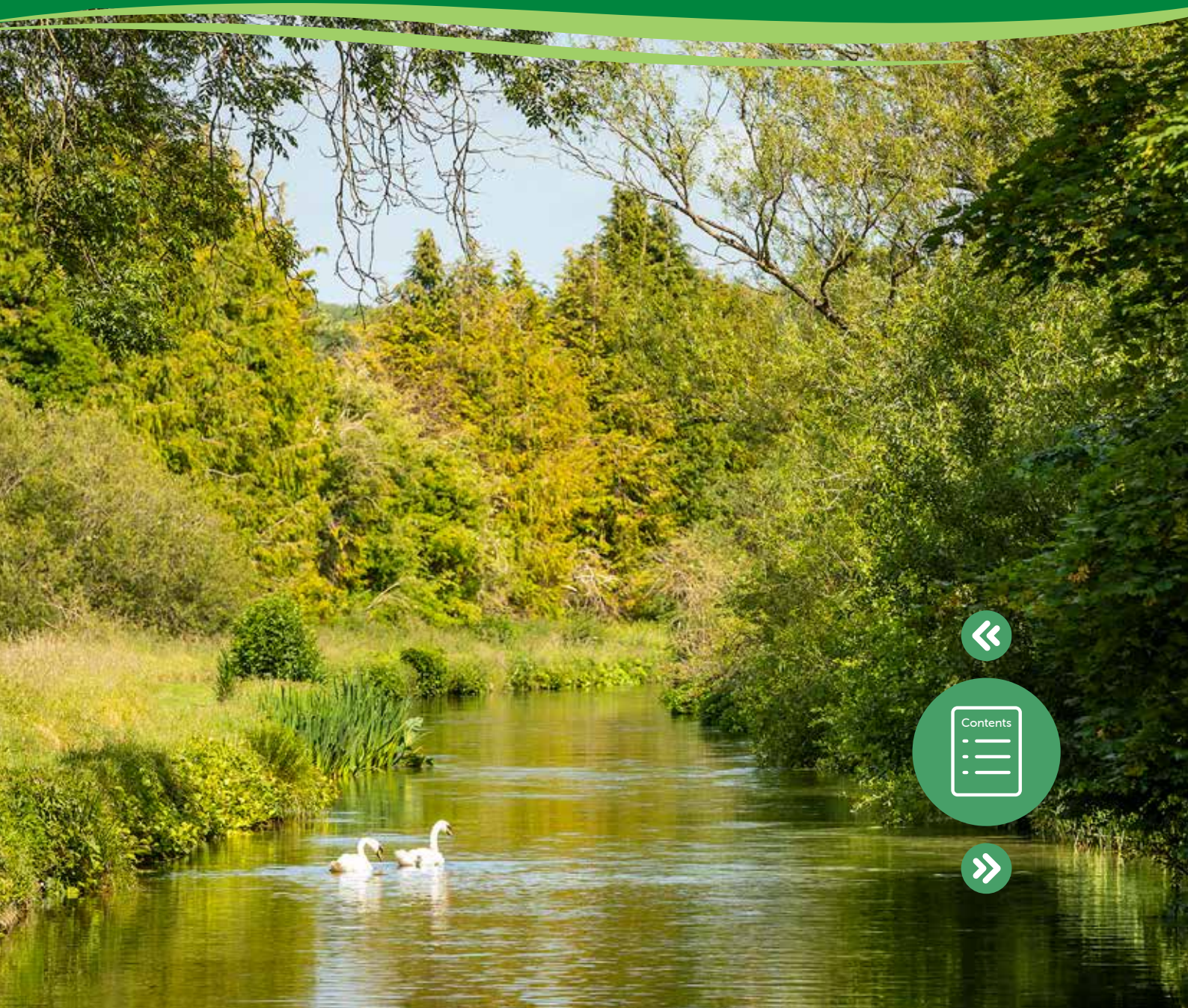
Policy SPS12: Chineham Railway Station

This 1.8 hectare site lies to the North West of Chineham and is safeguarded for the development of a new passenger railway station and associated car parking.

6.214 The delivery of a railway station at Chineham, which would be served by the Basingstoke to Reading stopping service, would provide access to the local area's residential developments and business parks. The provision of the railway station would contribute towards reducing car use within the local area and in the wider A33 corridor, resulting in environmental, social and economic benefits. It is recognised that this site may have some biodiversity value and any loss of biodiversity will be compensated for on-site or elsewhere. The site is defined on the Policies Map.

6.215 Work is continuing with Hampshire County Council, Network Rail and the current train operator to explore opportunities to deliver the station development.

Protecting and Enhancing the Natural Environment



7. Protecting and Enhancing the Natural Environment

- 7.1 A key objective of the Plan is to protect and enhance the borough's natural environment, responding to the council's Ecological Emergency declaration.
- 7.2 The Plan aims to maximise biodiversity net gain and the policy approach meets the requirements of the Natural Environment and Rural Communities (NERC) Act 2006, which contains a duty to conserve biodiversity, and the Environment Act (2021) which legislates for biodiversity net gain, the Habitats Regulations (2017) to protect nature conservation sites, and the goals set out in the Environment Improvement Plan (2023). The policies will sit alongside and support the forthcoming Nature Recovery Network and Local Nature Recovery Strategy, together with the council's Green Infrastructure Strategy (2018), to improve the network of natural areas and green open spaces.
- 7.3 The borough's landscape will be protected and enhanced, and the Plans' approach has been informed by a borough-wide Landscape Character Assessment (2021) and Valued Landscapes Study (2023). The plan also includes strategic gaps to maintain the separate identity of settlements, in line with the conclusions of the Strategic Gaps Study (2023).
- 7.4 The Plan also seeks to protect, manage and improve the water quality of the borough's watercourses in line with the Water Framework Directive as set out in relevant River Basin Management Plans. The approach has been informed by a Water Cycle Study (2022) and Strategic Flood Risk Assessment (2021).

Policy ENV1: Landscape

Development will only be permitted where it can be demonstrated, through a suitable assessment, that the proposals are sympathetic to the character and visual quality of the area concerned. Development proposals must respect, enhance and not be detrimental to the character or visual amenity of the landscape likely to be affected, paying particular regard to:

- a) The particular qualities identified within the council's landscape character assessment and any subsequent updates or relevant guidance;
- b) The visual amenity and scenic quality;
- c) The setting of a settlement, including important views to, across, within and out of settlements;
- d) The local character of buildings and settlements, including important open areas;
- e) Trees, ancient woodland, hedgerows, water features such as rivers and other landscape features and their function as ecological networks;
- f) Intrinsically dark landscapes;
- g) Historic landscapes, parks and gardens and features; and
- h) The character of the borough's rivers and tributaries, including the River Loddon, Test, and Enborne which should be safeguarded.

Development proposals must also respect the sense of place, sense of tranquillity or remoteness, and the quiet enjoyment of the landscape from public rights of way.

Development proposals will not be accepted unless they maintain the integrity of existing settlements and prevent their coalescence. Development proposals also need to take account of, but not be limited to, identified features in Neighbourhood Plans, such as views and important open areas.

Where appropriate, proposals will be required to include a comprehensive landscaping scheme to ensure that the development would successfully integrate with the landscape and surroundings. The assessment of character and visual quality and the provision of a landscaping scheme should be proportionate to the scale and nature of the development proposed.

Designation of the North Wessex Downs National Landscape reflects the national importance of that landscape and its setting. Development proposals in the National Landscape or its setting will also be determined in accordance with national planning policy and criteria set out in the North Wessex Downs Management Plan and associated documents, such as position statements.

Landscapes of particularly high value outside of the National Landscape are identified as Valued Landscapes on the Policies map. Development proposals will only be permitted in these areas where they protect and enhance features that contribute to the character, quality and interpretation of these landscapes.

Valued Landscapes are shown on the Policies Maps and are:

- Ecchinswell Lowland and Wolverton Lowland;
- Pamber Forests and Heaths;
- Loddon Floodplain;
- Test Valley;
- Ellisfield Valleys, and Candover Valley Floor and Lower Valley Sides.

7.5 The borough is largely rural in character and includes many locally distinctive, high quality landscapes which are greatly valued by both residents and visitors. It is important to conserve and, where possible, enhance the different landscape character areas of the borough, while accommodating the change needed to address social and economic objectives and meet the needs of communities. Attractive environments are essential to the borough's tourism industry and to the wider economic objectives as well as the health and wellbeing of its residents. There is the potential for development, leisure, recreation and tourism pressure to erode the character and nature of the landscape unless properly managed. It is also important to be aware of the broader implications of gradual change through the cumulative effects on character, particularly in terms of the impact on more small-scale or local features.

7.6 A significant area to the north and west of the borough is within the North Wessex Downs National Landscape. The National Landscape is managed by a partnership, with representatives from relevant local authorities and communities. The partnership produces a Management Plan every 5 years which sets out the vision, strategic objectives and policy guidance for the area. Position Statements have also been published as an extension to the

Management Plan, on topics including housing, renewable energy and setting.

- 7.7 A comprehensive Landscape Assessment of the borough was undertaken in 2021; this document identified 20 distinct landscape character areas within the borough and summarises the key characteristics, qualities and issues associated with each area. This should be the starting point for all development proposals. Following on from this assessment the Valued Landscapes Study (HDA 2023) provides an assessment of landscape value across the borough, using the factors identified in the Landscape Institute Guidance (TGN 02/21: Assessing landscape value outside national designation). These factors include natural heritage; cultural heritage; landscape condition; associations; distinctiveness; recreational; perceptual; and functional. The study identified distinctive landscape qualities of various parts of the borough which justified being protected through a formal local landscape designation as they exhibit specific attributes and characteristics that lift them above the rest of the countryside. The purpose of the Valued Landscape designation is to protect and enhance the best of the area's landscapes outside of the North Wessex Downs National Landscape.
- 7.8 Development proposals (other than householder applications) within Valued Landscapes are expected to submit a proportionate Landscape and visual impact Assessment, that demonstrates that:
- The development will maintain and enhance the particular landscape attributes of the area identified in the Valued Landscapes Study 2023 (or any updates); and
 - The development will integrate within the landscape setting including the incorporation of mitigation measures.
- 7.9 The identified valued landscape areas are large scale areas of particularly high value which are significantly 'out of the ordinary', but other landscapes of value may not have been identified in the maps by virtue of their scale and Policy ENV1 Landscape emphasises the importance of assessing thoroughly the impact of proposed development on all parts of the borough's countryside.
- 7.10 The council has in place a strategy and action plan for dealing with landscape and biodiversity issues set out in the document Living Landscapes (2014). Other relevant documents include community produced Village Design Statements, Neighbourhood Plans and Orders, Countryside Design Summary and the North Wessex Downs Management Plan adopted by the local authorities within the National Landscape.
- 7.11 Also of relevance are the council's Landscape, Biodiversity and Trees SPD and Design and Sustainability SPD which set out how landscape, biodiversity and tree considerations should be integrated into the development process, detailing the information that needs to be accompany a planning application, design requirements, and management and monitoring processes along with

guidance on how landscape should be considered and integrated to inform high quality design.

- 7.12 A proportionate approach shall be applied to development proposals so that the requirements of Policy ENV1 will be applied flexibly depending on the nature and scale of the proposals. Where considered necessary by the LPA, as a result of the nature and scale of the proposal, a landscape assessment will be required to demonstrate compliance with the criteria of this policy.

Implementation and Monitoring

The policy will be implemented through:

- advice on and the determination of relevant planning applications; and
- working in partnership with Natural England, and North Wessex Downs National Landscape.

The policy will be monitored against:

- the objectives and action plans of the relevant strategies and plans set out in the supporting text of the policy
- advice on, and the determination of, relevant planning applications and outcomes of relevant appeals

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
- Tadley-Baughurst

Development in gaps will only 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.

- 7.13 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

essentially a planning tool to prevent the coalescence of settlements and maintain the separate identity of settlements.

- 7.14 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.
- 7.15 Small scale development that is in keeping with the rural nature of the gaps will not be prevented, provided that it is appropriately sited and designed to minimise the impact on the openness of the gap and subject to other policies of this plan.
- 7.16 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

Policy ENV3: Thames Basin Heaths Special Protection Area

New residential development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (SPA) will be required to clearly demonstrate that any potential adverse effects are fully mitigated.

For all net additional residential development within a 5km straight line distance of the SPA, relevant mitigation measures will be required in line with the Thames Basin Heaths Delivery Framework. This will include the provision of, or contributions towards, Suitable Alternative Natural Green Space (SANGS), and contributions towards Strategic Access Management and Monitoring (SAMM). Applications for large scale residential development (over 50 new dwellings) within 5-7km of the SPA will be assessed individually and, if needed, bespoke mitigation will be required in accordance with Natural England guidance and successors.

- 7.17 The Thames Basin Heaths Special Protection Area (SPA) is recognised under the EC Birds Directive and includes areas of heathland across Surrey, Hampshire and Berkshire, covering 11 different local authorities. The SPA has been identified as an internationally important breeding habitat for three rare species of bird populations (Dartford Warbler, Woodlark and Nightjar). This policy seeks to avoid the impact of recreation and urbanisation on the habitat through increased population within close proximity of the SPA.

7.18 Natural England's research suggests that increased population arising from housing developments at a distance of up to 5km away from the SPA can cause significant disturbance to the breeding success of these rare bird populations. Although the SPA does not fall within the borough, part of the 5km buffer zone covers the north east of the borough and this policy provides the framework for dealing with development proposals in this area. This does not exclude the requirement for other schemes (including non-residential development) likely to have a significant effect, alone or in combination with other plans or projects, to be subject to a Habitat Regulations Assessment.

7.19 The Thames Basin Heaths SPA Delivery Framework (February 2009) sets out the Joint Strategic Partnership Board (JSPB)'s recommended approach and provides further guidance with respect to the provision of SPA-related avoidance measures. This includes the provision of Suitable Alternative Natural Green Spaces (SANGs) as an alternative recreational area to the SPA. Within the 5km buffer zone of the SPA, schemes will be assessed for the need to provide developer contributions towards Suitable Alternative Natural Green Spaces (SANGs), in agreement with Natural England and the JSPB. The council will work with neighbouring authorities, in particular Hart District Council, to identify appropriate SANGs to be funded by these developer contributions.

Implementation and Monitoring

The policy will be implemented through:

- Advice on, and the determination of, relevant planning permissions.

Policy ENV4: Nutrient Neutrality

New dwellings and development resulting in a net increase in population (including student accommodation, and tourist attractions and accommodation) served by a wastewater system that will discharge into the River Test and Itchen catchment (as shown on the Policies Map) will be required to demonstrate nutrient neutrality through the submission of a nutrient budget(s) in order to ensure that there is no adverse impact on the integrity of the following International nature conservation sites:

- Solent and Southampton Water Special Protection Area
- Solent and Southampton Water Ramsar site
- Solent Maritime Special Area of Conservation
- Solent and Dorset Coast Special Protection Area
- Solent and Isle of Wight Lagoons Special Protection Area
- River Itchen Special Area of Conservation

Development will only be permitted where the Council is satisfied that any necessary mitigation, management and monitoring measures are secured in perpetuity as part

of the proposal and will be implemented in a timely manner to ensure that there will be no significant effect on the protected sites.

- 7.20 Wastewater effluent that discharges into the River Test and Itchen catchment could cause nutrient enrichment and is likely to lead to significant effects on the internationally designated sites for nature conservation in the Solent and the River Itchen SAC, either individually or cumulatively with other wastewater treatment works. For development that affects the Solent sites (the River Test and Itchen catchment), nitrogen neutrality will need to be demonstrated. Developments whose wastewater discharges to the River Itchen catchment will also need to demonstrate phosphorus neutrality. All new development that would result in a net gain in overnight accommodation is likely to result in a significant effect on the designated sites and will be subject to Habitats Regulations Assessment. There may also be some commercial or industrial projects which would cause an increase in nitrogen and phosphorus discharges and would be subject to a case-by-case approach.
- 7.21 Natural England have produced advice on achieving nutrient neutrality for new development in the Solent Region. This includes a nutrient budget calculator and accompanying mitigation guidance. A nutrient budget(s) will need to be submitted with an application, in accordance with the latest Natural England guidance, to determine whether the development is nutrient(s) neutral. If there is a nutrient surplus, appropriate mitigation will need to be demonstrated through on-site or off-site measures to ensure that any nutrient surplus is mitigated, otherwise development proposals will be refused. The delivery of this mitigation will be secured through a S106 agreement and planning conditions, as necessary. Mitigation will need to accord with the spatial and temporal principles set out in the latest Natural England guidance¹².
- 7.22 Nutrient neutral development could be achieved through (though not limited to):
- On-site mitigation through sufficient green infrastructure/SUDS/wetlands where appropriate
 - Change of use of agricultural land to a use with less intensive nitrogen/phosphorus input within the site or elsewhere in the catchment, equalling or exceeding the necessary nutrient budget surplus resulting from the development
 - Other off-site mitigation such as the creation of interceptor wetlands, enhancements to wastewater treatment works, upgrades to existing septic tanks, and SUDs.
 - Purchase of mitigation 'credits' from an acceptable strategic mitigation scheme elsewhere in the River Test and Itchen catchment (this may include through an approved auction process)

¹² <https://www.basingstoke.gov.uk/submit-a-planning-application> Natural England Water Quality and Nutrient Neutrality Advice March 2022

- Neighbourhood plan identified scheme for Neighbourhood plan allocations

7.23 Mitigation that can be provided locally and within the borough will be encouraged in order to improve the water quality of water bodies and protect associated biodiversity. The land can also be utilised to contribute towards enhancements required by mandatory Biodiversity Net Gain, where it aligns with the legislative requirements. The changes in land use agreed upon to mitigate nutrients on a particular piece of land can be used to contribute towards “no net loss”. In order to use the land and associated actions to contribute towards biodiversity net gain, additional enhancements will be required that go beyond the remit of the specified activities for achieving nutrient neutrality. Where possible, mitigation proposals should incorporate opportunities for creating and improving habitats as identified through the government’s forthcoming Nature Recovery Network and the Local Nature Recovery Strategy, and the preference is for mitigation to be provided within the borough.

Implementation and Monitoring

The policy will be implemented through:

- Advice on, and the determination of, relevant planning applications and appeal decisions.

Policy ENV5: River Loddon, Test and Enborne corridors

Development proposals will respect and enhance the special qualities of the river corridors and tributaries within the borough (to include those of the River Itchen) in terms of their landscape quality and the water environment including its associated habitats.

Development that is within or adjacent to the River Loddon, Test or Enborne corridors and their tributaries will be required to conserve and enhance:

- The natural characteristics of the river, its springs, headwaters and associated species
- Water sources and water quality
- The river corridor’s ecosystem, geodiversity and ecological connectivity
- The natural functioning of the river through the seasons

taking into account:

- Biodiversity and geology
- Historic significance;
- Character and appearance of the landscape;
- Ability for maintenance of the watercourse, including flood risk management purposes;

- Natural buffers to prevent incidents of polluting run-off and protect biodiversity;
- Increased public access to the river corridor and the associated impacts of this increase;
- Marginal vegetation and the ecological value of the area including its role as an ecological network;
- Aquatic and riparian vegetation of the river environment.
- Local winterbournes and other seasonal waterbodies,
- The varying size and associated habitats within a corridor which, in order to avoid uncertainty, are defined as the habitats immediately surrounding the waterbody that contribute toward its character and ecology including but not exhaustively flood plains, water meadows, wet woodland, reedbeds, fens, mires, bankside vegetation and other smaller waterbodies within close proximity and/or sharing the same topography and geology.

Major development proposals must demonstrate how they will support the relevant River Basin Management Plan, Green Infrastructure Strategy and any local Catchment Plan and successors. Development proposals will be expected to retain a 10 m wide undeveloped buffer strip alongside Main Rivers (and 5m buffer alongside ordinary watercourses) as set out in the SFRA, and where opportunities exist for the restoration and enhancement of natural elements of the river environment they should be incorporated within the design of new developments.

- 7.24 The River Loddon rises in the centre of Basingstoke and from a series of springs to the east of Basingstoke. Within the centre of Basingstoke, the river is canalised/culverted in parts, before emerging in Eastrop Park and flowing into Basing Fen. The springs to the east are fed from Black Dam ponds and the water catchment area to the south of the M3, flowing northwards into the Basing Fen. The river then flows from Basing Fen through Old Basing past the Millfield Local Nature Reserve northwards across open countryside.
- 7.25 The River Loddon is classified as a high-quality chalk and salmonid river and therefore requires special protection for its water quality, ecology and geology. The river is an important and attractive feature of the borough, flowing through Basingstoke Town towards rural communities as it progresses east and northwards through more open countryside. It provides a habitat for diverse wildlife, blue and associated green infrastructure with varying amounts of public access, an attractive landscape character, and parts of its catchment act as flood plain. The River Loddon has suffered from the effects of urbanisation with a significant proportion of its upper reaches having been canalised, and subjected to culverting in places, reducing its value as a wildlife habitat. Habitats along the corridor have become fragmented by development and roads and intensive agricultural practices. Remaining habitats are threatened by lack of appropriate management. The river water quality is affected by abstraction, urban drainage, sewage works, effluent discharges and overflows, and agricultural run-off which in turn can affect the river's wildlife. The river and its catchment continue to be subject to development pressures due to Basingstoke being the principal town in the borough and the focus for new development.

- 7.26 The River Lyde, Petty's Brook and Bow Brook are all tributaries of the River Loddon and the broad shallow valley sides of the River Lyde and River Loddon meander through and unify the varying landscape types that comprise the Loddon and Lyde Valley landscape character area. Whilst the urban areas of Basingstoke and Chineham influence the south-western landscape, elsewhere the landscape retains a generally peaceful, rural character.
- 7.27 The River Test rises at Ashe near Basingstoke and flows southwards, through the villages of Overton, Laverstoke and Whitchurch, to Southampton Water. Much of the Test is a Site of Special Scientific Interest. It is a high quality chalk stream with rich fauna and flora. It has numerous water meadows and some wet woodlands which provide linear habitats of value for birds and invertebrates. Parts of the river have been affected by development, especially in Whitchurch. The Bourne Rivulet is a tributary of the River Test which flows through the villages of St Mary Bourne and Hurstbourne Priors before joining the River Test near Tufton.
- 7.28 The River Enborne rises to the west of Newbury and flows along the northern boundary of the borough to join the River Kennet north of Aldermaston. The River Kennet is an important chalk stream, and the largest tributary of the Thames. The Enborne corridor in the borough is predominantly rural in character, rich in associated habitats.
- 7.29 Developments affecting the River Loddon, Test or Enborne should support the objectives of the Green Infrastructure Strategy (including the aims of the River Loddon and River Test Biodiversity Priority Areas and the Biodiversity Opportunity Areas), the River Basin Management Plans and the River Loddon, River Test and Itchen and River Kennet Catchment Partnership's Catchment Plans (and any updates). The Chalk Stream Strategy (Catchment Based Approach Chalk Stream Restoration Group, 2021) sets out actions and recommendations on water resources, water quality, and habitat restoration and management and it is expected that proposals will take into account any objectives, targets and actions within and arising from this Strategy in order to protect and restore chalk streams.
- 7.30 Public access to water bodies provides recreational and health benefits and is encouraged, but this needs to be managed to ensure that it is not to the detriment of the natural characteristics of the river, water quality, or biodiversity.
- 7.31 This policy will be applied to developments within Fluvial Flood Zones 2 and 3 as shown on the Environment Agency's latest Flood Map for Planning. Proposals for development within the river corridors will be assessed against other relevant policies in the Plan, in particular policies EMP1, EMP4, EMP5, EMP6 and EMP7.

Implementation and Monitoring

The policy will be implemented through:

- Advice on, and the determination of, relevant planning applications.
- The implementation and delivery of relevant objectives in the Green Infrastructure Strategy and its Action Plan, River Basin Management Plans and Catchment Management Plans.

The policy will be monitored by:

- Council monitoring of the Environment Agency data for the Water Framework Directive and the relevant River Basin Management Plans; and Catchment Management Plans; water company data and other verified data such as citizen science.

Policy ENV6: Biodiversity, Geodiversity and Nature Conservation

1. Development proposals will avoid harm to biodiversity and/or geodiversity or, where that is proved not possible, be adequately mitigated so that it can be clearly demonstrated that:

- a) There will be no adverse impact on local populations of key species including their nesting, roosting or shelter or other features that directly support their ecology; and
- b) There will be no loss or deterioration of a key priority habitat type, including irreplaceable habitats, their supporting habitats or site fabric; and
- c) There will be no adverse impact on the integrity of designated and proposed internationally, nationally or locally designated sites (including Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs)), including sites that meet the SINC criteria but have not been designated; and
- d) There will be retention of ecological connectivity and the integrity of linkages between designated sites and key habitats including within the wider Nature Recovery Network; and
- e) Appropriate buffer zones can be achieved, where required, between the development proposals and important landscape features. Development proposals must demonstrate adequate protection zones and buffers around hedgerows and other woodland and trees to prevent damage to root systems. Future growth should also be taken into consideration. Where veteran trees or ancient woodlands are located within or adjacent to a development site, suitable information should be submitted setting out the location of all significant ancient woodland or veteran trees (a BS5837 Survey or any subsequent updates). A minimum buffer of 15 metres from the edge of the roots of the trees being assessed will be required between new development and ancient woodland unless specified otherwise by national policy. For large-scale developments, larger buffers may be required to take account of other impacts, such as the creation of access routes and recreational impacts; and
- f) The mitigation hierarchy has been followed.

The weight given to the protection of nature conservation interests will be proportionate to its international, national or local significance and any designation or protection applying to the site, habitat or species concerned.

2. Applications for development must include adequate and proportionate information to enable a proper assessment of the implications for biodiversity and geodiversity.

3. Where development proposals do not comply with the above (avoid, minimise, then restore) and it has been clearly demonstrated that there is no other satisfactory alternative, then as a last resort, compensation measures must be secured to offset the potential impacts on biodiversity in addition to achieving the required net gain.

4. For proposals that directly and indirectly affect nationally protected sites (Sites of Special Scientific Interest) and irreplaceable habitats, it must be demonstrated that the need for, and the benefits arising from the development, clearly outweigh the harm. This approach will only be considered to be acceptable where exceptional circumstances can be demonstrated. The need to achieve the required net gain will remain.

5. Development proposals will be required to include proportionate measures to contribute to biodiversity improvement and help address the council's declared Ecological Emergency through the creation, restoration, enhancement and management of habitats and ecological features, including measures that help link key habitats and assist the ecological potential of the site to adapt to climate change. Proposals should seek to provide environmental gains through the use of nature-based solutions and taking account of natural capital and the associated ecosystem services.

- a) For qualifying development proposals, a measurable biodiversity net gain (using the Statutory Biodiversity Metric) of at least 10% will be required to be demonstrated, which shall be maintained for a minimum period of 30 years. This must be delivered within the site boundary wherever possible or, where agreed, on off-site land within the Borough within the applicant's ownership or on land that supports strategic nature recovery initiatives, such as Local Nature Recovery Strategies (LNRSs), priorities within the Landscape and Biodiversity Strategy (and subsequent updates), or where identified by the Council as having ecological significance.
- b) Where evidence exists of deliberate degradation of any of the habitats on a site prior to the application process, it will be assumed, for the purposes of calculating Biodiversity Net Gain, that the condition of the habitat concerned is the highest potential condition. Where ecological data for the site exists and is accessible, which can confirm the habitats present and/or condition, this will be used as the baseline.

6. Approaches to secure measurable improvements could be achieved through:

- a) Delivery within the following strategic nature recovery initiatives:
 - Biodiversity Opportunity Areas (BOAs);

- Biodiversity Priority Areas (BPAs) of the River Loddon and River Test as identified in the council's Green Infrastructure Strategy (and subsequent updates);
 - Relevant River Catchment Management Plans within the Borough;
 - Existing and forthcoming network opportunity mapping and Local Nature Recovery Networks; and
 - Other local strategic projects identified by the council where appropriate;
 - Priorities within the Landscape and Biodiversity Strategy (and subsequent updates).
- b) On-site and/ or off-site provision linked to new development in accordance with the council's adopted green space standards.

7. Where development is exempt from Biodiversity Net Gain, and where those developments will be making an impact on biodiversity, development proposals will be expected to provide measurable improvements.

- 7.32 Pressures on local biodiversity resources range from global issues such as climate change to a lack of appropriate local habitat management and pressures from development. Of the latter, in addition to land take issues, indirect impacts such as recreational pressure, increased pollution and water abstraction all need to be addressed in order to conserve, sustain and re-create biodiversity for current and future generations.
- 7.33 The policy provides a framework for conserving and enhancing the borough's existing biodiversity assets and achieving a net gain in biodiversity through the enhancement and creation of new habitat features. The council will work in partnership with the local community, developers, landowners, Hampshire County Council, Hampshire and Isle of Wight Wildlife Trust, the Hampshire Biodiversity Information Centre and other organisations to conserve, restore and enhance the borough's biodiversity in accordance with the most relevant recently published strategies and plans, such as the council's Living Landscapes/Biodiversity Strategy, the council's Green Infrastructure Strategy, Hampshire's Local Nature Recovery Strategy, Species Conservation Strategies and Protected Sites Strategies, the government's Environment Improvement Plan and the Biodiversity duty.
- 7.34 Where it has been clearly demonstrated there is no satisfactory alternative to a development proposal, including allocated sites where there could be harm to biodiversity interests, the risks will be avoided and then mitigated as far as practicable through design, construction management and other measures. Development proposals should demonstrate that they have adopted a strict approach to the mitigation hierarchy (avoid, mitigate, compensate) and can justify all unavoidable impacts on biodiversity. Where there is still likely to be a residual loss of biodiversity, compensation measures will be put in place through the creation of like-for-like habitats wherever possible, or features of similar or greater biodiversity value. Any such mitigation and/or compensation measures must be appropriate and acceptable in respect of design and location and be secured for the lifetime of the development with appropriate funding mechanisms, where necessary, that are capable of being secured by

condition and/or legal agreement. It is expected that developers will provide mitigation, compensation and enhancement measures for biodiversity on, or immediately adjacent to, a site for major development – generally only where it has been demonstrated that a biodiversity net gain cannot be attained within the application boundary, will ‘off-site’ mitigation be considered by the Council as a secondary measure.

- 7.35 When considering mitigation and compensation measures, the council will favour approaches that best serve the interests of biodiversity conservation in the long-term. The GI Strategy, Living Landscapes/Biodiversity Strategy and any forthcoming Local Nature Recovery Strategies will identify local needs and priorities for new habitat creation and enhancement of existing resources. Developers’ contributions will be used in the areas or on the priorities identified wherever possible. This may result in consideration being given to compensating any residual impacts through activities elsewhere in the borough rather than through on-site activities or translocation schemes if success is likely to be higher and/or make a greater contribution to the conservation of the species or habitat type concerned. In determining the level of compensation to ensure a net gain in biodiversity, factors including delivery risk and time lags between loss of habitat and the creation of similar quality habitat will be considered.
- 7.36 The council will actively pursue opportunities for biodiversity improvement within allocated sites and within strategically significant areas that have been identified as having the best potential to restore or create key habitat types and provide connectivity between existing habitats. Biodiversity Opportunity Areas (BOA), and Biodiversity Priority Areas (BPA), as defined in the borough’s Green Infrastructure (GI) Strategy, and areas identified within the Ecological Opportunity Network Map are all sources of guidance on strategically important areas for biodiversity. The Biodiversity Priority Areas are based on the borough’s two main river corridors, the River Loddon and the River Test. They have been chosen because they represent cohesive linear geographic areas that contain interrelated habitats, linked by the ecological function of the rivers. Both are of major importance for biodiversity but are identified in River Catchment Management Plans as requiring better management to retain and restore their ecological status. The River Enborne in the north of the Borough is another key riverine ecological feature which faces similar issues.
- 7.37 Further opportunities for creating and improving habitats will be identified through the government’s forthcoming Nature Recovery Network and the Local Nature Recovery Strategy, which will form the focus for on and offsite Biodiversity Net Gain delivery. In the meantime, the council will continue to seek opportunities to support habitat creation, restoration and/or management within the Borough’s BOAs, BPAs and areas mapped as ‘network opportunities’. Such strategic initiatives are likely to offer the greatest improvements for biodiversity within the borough. Metric from Natural England takes into account strategic initiatives for habitat enhancement and/or creation schemes through the use of multipliers which are automatically applied to the scores given.

- 7.38 A suitable buffer of a minimum of 15 metres should be provided around ancient woodland. This should be set at a distance necessary to preserve the nature, health and setting of the ancient woodland, which should also take the nature and area of the proposed development into consideration. This may necessitate a buffer of greater than 15 metres. If a wider minimum distance is set by national policy, the greater distance will apply.
- 7.39 The council will support habitat creation and management proposals which will restore natural processes, implement nature based solutions and expand existing habitats, or link them, either through direct physical connection or by providing 'stepping stone' features. Nature based solutions are designed interventions that utilise the characteristics of a habitat or species to provide the benefits gained from traditionally engineered solutions. Common nature based solutions include green roofs to support insulation of buildings, wetlands to clean contaminated water and planting trees to capture carbon. The Environmental Benefits from Nature Tool has been designed to work alongside Biodiversity Metric 4.0 providing an opportunity for applicants to understand better the risks and benefits their plans have for wider ecosystem services. Using this tool (including any subsequent updates) can support the integration of a natural capital approach in planning and enable applicants to demonstrate their contributions toward the broader benefits of biodiversity enhancements.
- 7.40 The objective will be for all development to contribute towards delivering net gains for nature so that biodiversity across the borough as a whole is improved by the end of the plan period and any existing network of sites and habitats is protected and strengthened with the retention and creation of robust, well managed green infrastructure. This will help address the council's Ecological and Climate Emergencies. Measures that allow new development to adapt and be resilient to climate change can also have biodiversity benefits, such as tree planting, carbon storage and natural flood management including SUDs. Improved public access to the countryside/natural green space within developments will also be sought where this can be achieved without adversely affecting key ecological features. Where providing these nature based solutions careful consideration is required to maximise benefits, align design features and ensure conflicts are minimised.
- 7.41 The council's SPD on Landscape, Biodiversity and Trees sets out how landscape, biodiversity and tree considerations should be integrated into the development process, detailing the information that needs to accompany a planning application. New developments will be expected to use the Natural England Biodiversity Metric to assess and demonstrate Biodiversity Net Gain (BNG) as well as be accompanied by a Biodiversity Gain Plan.
- 7.42 Separate policies on strategic development allocations set out the strategic expectations for the protection and enhancement of biodiversity in respect of individual sites. Additional detail on the means of delivering these sites will be set out in SPDs, masterplans, and development briefs, which will involve consultation and engagement with local communities and interested parties.

- 7.43 Where evidence exists of deliberate degradation or clearing of any of the habitats and species on a site prior to the commencement of the application process, the previous highest potential condition for the site will be used as a baseline for calculating Biodiversity Net Gain. Where data can be sourced to demonstrate a baseline that is different from that presented at application stage, the assessment will be informed by this data.
- 7.44 Measures such as artificial nesting and roosting opportunities for wildlife should be incorporated into development proposals wherever possible, for example, bat boxes, swift boxes and bricks, bee bricks and holes for small mammals along boundaries.
- 7.45 The locations of nationally and locally designated sites of importance for biodiversity and geodiversity (i.e. SSSIs, LNRs and SINCs) are identified on the council's web site www.basingstoke.gov.uk/adopted-policies-map, which includes an on-line mapping system. Land-based statutory designations, such as SSSIs, can also be viewed on Magic maps¹³, which is an interactive mapping system produced by Natural England. Priority areas for habitat creation and restoration are identified in the Green Infrastructure Strategy and the council's Landscape, Biodiversity and Trees SPD, in addition to the Local Nature Recovery Strategy (LNRS). The criteria used to establish if a site is worthy of SINC status is published by the Hampshire Biodiversity Information Centre Partnership¹⁴. Any data available that has been collected in line with best practice guidance¹⁵ (where this exists) will be used to assess if development sites/parts of development sites meet any of the criteria for SINC status and are therefore worthy of protection.
- 7.46 'Key habitats', in the context of this policy, are those habitats listed in the council's SPD on Landscape, Biodiversity and Trees. 'Key species' in the context of this policy 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. Specifically, this means those species given protection under the Wildlife and Countryside Act 1981, the Conservation of Habitats and Species Regulations 2017 and the Protection of Badgers Act 1992. Species of Principal Importance in England are those listed under the provisions of Section 41 of the Natural Environment and Rural Communities Act 2006. The Notable Species in Hampshire which have previously been recorded within the Borough are listed in the Living Landscapes strategy which can be found on the council website www.basingstoke.gov.uk Special additional legal considerations apply in determining planning applications that affect European Protected Species (i.e. those protected under the Conservation of Habitats and Species Regulations 2017).

¹³ www.magic.gov.uk

¹⁴ www.hants.gov.uk/landplanningandenvironment/environment/biodiversity/information_centre

¹⁵ See Principle B3: Biodiversity Surveys in the council's Landscape, Biodiversity and Trees SPD (2018)

7.47 It should be noted that adverse impacts on nature conservation interests are not necessarily limited to the proposal site. Adjacent land, including that outside the Local Plan boundary, must also be considered.

Implementation and Monitoring

The policy will be implemented through:

- Advice on and the determination of relevant planning applications; and
- Working in partnership with Natural England, the Hampshire and Isle of Wight Local Nature Partnership, the North Wessex Downs National Landscape Board, the Hampshire and Isle of Wight Wildlife Trust, Hampshire County Council, the Hampshire Biodiversity Information Centre and other stakeholders.

The policy will be monitored against:

- The condition and extent of SSSIs and extent of council-owned SINCs in the borough
- Amount of SINC habitat lost to development
- Number and area of new SINC designated
- Units of biodiversity created through Biodiversity Net Gain
- Condition of those units across a 30 year period
- Number of ponds created through District Level Licensing
- Number of other features integrated within developments such as bat boxes and swift boxes and bricks
- Increase in the area of council open spaces managed for biodiversity interest.

This monitoring will be reported through an annual update on the Green Infrastructure Strategy, incorporating outputs from the relevant strategies/action plans such as the aims and objectives of the most up to date Living Landscapes/Biodiversity Strategy.

Policy ENV7: Green and Blue Infrastructure

Development proposals will only be permitted provided that:

- a) It can be demonstrated by an assessment appropriate to the nature of the proposal (such as the Building with Nature accreditation) that it protects and enhances the integrity, quality, connectivity and multi-functionality of the existing green and blue infrastructure network and individual sites; and
- b) It enhances green and blue infrastructure through provision within the site, and supports the guidance, standards and delivery of the Green Infrastructure Strategy (and any updates); and
- c) Any adverse impacts on the green and blue infrastructure network, as well as identified deficiencies, are fully mitigated through the provision of green, or where appropriate, blue infrastructure on site or, through appropriate off-

- site compensatory measures within the borough where the needs of new residents can be met without harm to the needs of existing residents; and
- d) Where new green and blue infrastructure is provided within new development, suitable arrangements are in place for its future funding, maintenance, management and delivery alongside the requirements of the proposed development.

The council will support proposals which improve links and remedy identified deficiencies in the green and blue infrastructure network in accordance with the council's Green Infrastructure Strategy (2018, or any subsequent updates).

The council will seek to protect and enhance the quality and extent of green spaces and public rights of way, including public open space and access to the countryside. Proposals for the redevelopment of green spaces will not be permitted unless it can be clearly demonstrated that:

- e) Replacement areas will be at least equivalent in terms of quality, quantity and accessibility, and there will be no overall negative impact on the provision of green infrastructure; or
- f) A robust assessment clearly demonstrates that the space is surplus to local requirements and will not be needed in the long term in accordance with the council's local standards; or
- g) The proposal is for alternative recreational provision which meets evidence of local need in such a way as to outweigh the loss and includes multi-functional space that delivers a range of benefits including connectivity, reduced flood risk and urban cooling.

Development proposals will be permitted where it can be clearly demonstrated that green infrastructure and where appropriate blue infrastructure can be provided and phased to support the requirements of proposed development and be in accordance with the council's adopted green space standards. Green space and equipped play will normally be provided on-site, as set out in criterion c).

All proposals for major development will be required to provide a high standard of design for green and blue infrastructure. New developments should also, where relevant, be considered against best practice including the National Design Guide, Building with Nature Standards and the National Framework of Green Infrastructure Standards.

- 7.48 Green infrastructure is an interconnected network of natural areas and other green open spaces that is integral to the health and quality of life of people in local communities and which supports and enhances natural and ecological processes. Landscape design, biodiversity enhancements, tree considerations and requirements for multi-functional green space on sites are all factors that will form part of the green infrastructure of a site and its surroundings. The council has adopted a Landscape, Biodiversity and Trees SPD which provides further guidance on how green infrastructure, landscape, biodiversity and trees should shape development proposals and be considered through the planning process.

- 7.49 The Council will expect ‘major’ development proposals to be designed in accordance with the quantity, accessibility and quality standards as set out in the Council’s Green Infrastructure Strategy,. Development proposals should also adhere to other best practice guidance. For example, ‘Building with Nature’ introduces a set of best practice standards for the development of green infrastructure. The standards help to define what good green and blue infrastructure is and can be used as a tool for demonstrating the provision of high quality green and blue infrastructure as part of new development. The National Design Guide (MHCLG, 2019) also provides a useful set of design principles in relation to green infrastructure. Natural England’s National Framework of Green Infrastructure Standards defines what good green infrastructure should incorporate and how it can be used to deliver multiple benefits for people and nature. The Framework provides advice on green infrastructure tools and mapping, principles and design guidance. However, in terms of greenspace standards, the Council’s Green Infrastructure Strategy takes precedence.
- 7.50 Blue infrastructure can contribute to reductions in surface water runoff, improve urban cooling through evaporation and increase water storage in the environment which can help reduce potential incidents of flash flooding. It can also yield other sustainability benefits similar to green infrastructure such as providing habitat for water related flora and fauna, promoting physical and mental wellbeing and reinforcing the local character of places.
- 7.51 For the purposes of the Local Plan, ‘multi-functional’ green space can be defined as green space which acts as a focus for the community, contributes to community cohesion and development, landscape conservation, biodiversity conservation, visual amenity and tranquillity, environmental sustainability, active and passive recreation, and the local economy. Examples of multi-functional green space provision can include:
- Playing fields;
 - Parks and gardens;
 - Areas used for informal recreation;
 - Courtyards and amenity open space in residential developments including incidental areas of green space such as grass verges;
 - Informal provision for children and young people;
 - Allotments and community gardens;
 - Cemeteries and churchyards;
 - Accessible countryside and woodland (e.g. designated under the Countryside and Rights of Way Act);
 - Public Rights of Way;
 - Local nature reserves;
 - Green corridors, and;
 - River corridors.
- 7.52 The borough’s GI Strategy identifies existing greenspace assets which collectively form a network connected by footpaths, cycle ways and

bridleways and by features which enable the movement of wildlife. The borough already has a significant network of green and blue infrastructure assets, however the extent, type and quality of green and blue infrastructure and its benefits are not evenly distributed and the maximum benefits are not always realised for reasons including accessibility, lack of awareness, poor linkages or inadequate management as identified through assessments in the GI Strategy. The Strategy sets out a framework for the management of the network of spaces and habitats together with focussed improvements in potential Biodiversity Priority Areas (the River Loddon and River Test). The Hampshire Biodiversity Information Centre has carried out ecological network mapping for Hampshire representing the hierarchy of international, national and locally designated sites of importance for biodiversity plus other priority habitats, and areas identified for habitat restoration and creation. Further opportunities for creating and improving habitats may be identified through the government's forthcoming Nature Recovery Network and the Local Nature Recovery Strategy.

7.53 The council will work in partnership with the local community, developers, landowners, Hampshire and Isle of Wight Wildlife Trust and other organisations to provide, protect, maintain and enhance the borough's network of high quality 'multi-functional' green space. Through this overall approach to green and blue infrastructure the borough will aim to:

- Provide, protect and maintain a range of existing green and blue infrastructure assets, ranging from borough-wide to neighbourhood level provision;
- Provide opportunities for informal recreation and access to nature within appropriate distance thresholds set out in the council's standards;
- Provide high quality safe green routes for pedestrians, cyclists and horse riders linking all accessible green spaces;
- Develop an integrated network comprising green and blue spaces and public rights of way;
- Support biodiversity conservation through the management of existing accessible natural green space and through the restoration and creation of habitats and their linkages;
- Contribute to the conservation and enhancement of local distinctiveness, landscape quality and character, visual amenity and the historic environment including archaeological sites;
- Mitigate and adapt to climate change through natural drainage, flood water storage, carbon capture, and pollution and microclimate control;
- Contribute to the creation of nutrient neutral developments;
- Where appropriate, focus GI improvements in identified areas, including the river corridors, East Basingstoke Natural Environment Management Plan area.

7.54 Basingstoke town is generally well provided for in the amount of green space available and most residents in the town have good access to at least one green space. However, many of these areas are of relatively low value and investment is required to improve their multi-functionality. There are, however, inequalities in terms of quantity, quality and accessibility of green spaces

across the borough with certain areas having a deficiency of open space. The council recognises the need to address the quantity of open space through provision of new green spaces to meet local need and also to address quality through the enhancement of low quality existing green spaces. The council will, from time to time, identify specific local areas of open space, which are afforded protection by this policy.

- 7.55 Proposals that would harm the green and blue infrastructure network will only be permitted in exceptional circumstances and any negative impact arising from the development must be wholly mitigated to the satisfaction of the council. In these circumstances the council will require measures including qualitative, quantitative and accessibility improvements which meet the needs of the residents affected by the development as well as mitigating the impact on the overall green space network. Off-site provision as part of mitigation for the loss of green infrastructure will be expected to contain a similar habitat and have at least the same functional value. The council will continue to seek opportunities to support habitat creation, restoration and/or management within the Borough's Biodiversity Opportunity Areas (BOAs), Biodiversity Priority Areas (BPAs) and areas mapped as 'network opportunities'. Further opportunities for creating and improving habitats may be identified through the government's forthcoming national Nature Recovery Network and the Local Nature Recovery Strategy.
- 7.56 Where suitable, development proposals will be expected to contribute towards the improvement and enhancement of green and blue infrastructure in accordance with the GI Strategy and associated standards. The council will support opportunities for remedying deficiencies in provision and potential to increase green space provision will be set out in the relevant development brief for the allocated sites. This will ensure that developers can incorporate green and blue infrastructure into development proposals at an early stage. Developers are encouraged to offer green space which has a public value for adoption by the council (along with commuted sum payments) in order to ensure their long term management.
- 7.57 The GI Strategy also identifies other opportunities for future green and blue infrastructure improvements such as the creation of a country park at Manydown and projects that form part of The East Basingstoke Natural Environment Management Plan (EBNEMP). Manydown Country Park will become a major green infrastructure asset of approximately 100 hectares serving Basingstoke town and the borough as a whole. It will be a multi-functional space for informal recreation, play, nature conservation, education and land management, with ancillary uses including visitor parking and facilities. The EBNEMP is a masterplan that sets out a number of projects that protect and enhance a network of parks and open spaces to the east of Basingstoke including Eastrop Park, WMP, Black Dam Pond, Crabtree, Lime Pits, Basing Common and Millfield.
- 7.58 The Leisure and Recreation Needs Assessment (LRNA) (and subsequent updates) includes a comprehensive assessment of the quantity, quality and accessibility of the borough's open spaces. This has been used as a basis for

developing locally-derived standards for new provision, in accordance with guidance at a national level. The council's adopted green space, sport and recreation standards are set out in full in appendix 4. This includes an expected quantity standard which all new developments will normally provide, distance thresholds and minimum size thresholds for different green space types.

Implementation and Monitoring

The policy will be implemented through:

- Advice on, and the determination of, relevant planning permissions;
- Schemes with GI quality standard accreditation such as Building with Nature;
- The delivery of the objectives and action plans of the relevant council strategies specifically the Green Infrastructure Strategy and the Living Landscapes Strategy/Biodiversity Strategy.
- Development proposals contributing towards the improvement and enhancement of green and blue infrastructure in accordance with the council's adopted local standards.
- Opportunities for remedying deficiencies in provision and potential to increase open space provision will be set out in the relevant masterplan or development brief for the allocated sites in order to ensure that developers can incorporate green and blue infrastructure into development proposals at an early stage;
- Working in partnership with Natural England, and the Hampshire and Isle of Wight Nature Partnership and Catchment Partnerships.

The policy will be monitored against:

- The gains and losses of different types of green spaces (in ha) resulting from development management decisions via the annual monitoring process.
- The implementation and delivery of the Green Infrastructure Strategy and its Action Plan.
- The delivery of provision secured through new development will be actively monitored as appropriate, in line with timescales set out in legal agreements (gains in the amount of open space, amount of developer contributions collected, how monies used off-site etc).

Policy ENV8: Local Green Spaces

Development on Local Green Spaces, as shown on the Policies Map and listed below, or designated through Neighbourhood Plans (including those made after the date of the Local Plan's adoption), will only be acceptable in the following exceptional circumstances:

- a) The provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries

and burial grounds, and allotments; as long as the facilities preserve the openness of the Local Green Space and do not conflict with its purpose and enjoyment thereof;

- b) The extension, alteration or replacement of a building provided that it does not result in disproportionate additions over and above the size of the original building;

Other forms of development that may be appropriate provided they preserve the openness of the Local Green Space and do not conflict with the purposes of its designation are:

- Engineering operations
- Required local transport infrastructure
- The re-use of buildings provided that the buildings are of permanent and substantial construction
- Material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- Development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

Local Green Spaces designated by Local Plan:

Reference	Site
LGS006	Tollhouse Meadow, Chineham
LGS009	Land North of the Cricket Ground, Whitchurch
LGS010	Cricket Ground, Whitchurch
LGS015	Greenspace adjacent to Amport Road, Basingstoke
LGS016	Broadhurst Grove, Lychpit
LGS017	Saxon Way, Lychpit
LGS020	Mapledurwell Pond
LGS021	Up Nately Pond
LGS022	St Marks Meadow, Basingstoke
LGS024	The Lime Pits, Basingstoke
LGS026	St Mary's Avenue open space, Bramley
LGS027	Yew Tree Close open space, Bramley
LGS028	Brighton Hill Park (adjacent ASDA)
LGS029	Brighton Hill Playing Fields
LGS030	Alencon Link (Pocket Park), Basingstoke
LGS031	Culver Road, Play Area at the side of 36 Culver Road, Basingstoke
LGS032	Goodman Close, Play Area to rear of 22 Goodman Close, Basingstoke
LGS033	King George V Playing Fields, Basingstoke
LGS034	Knight Street play area, Basingstoke
LGS035	Lower Brook Street open space (pocket park), Basingstoke
LGS036	Portacre Rise open space, Basingstoke
LGS037	Victory Park, Basingstoke

LGS038	Sinclair Drive open space, Basingstoke
LGS040	Park View open space (extension to Stratton Park), Basingstoke
LGS041	CCGA, Chineham
LGS042	Taylor's Farm Community Centre Playing Fields, Chineham
LGS043	Eastrop Park, Basingstoke
LGS044	Glebe Gardens, Basingstoke
LGS045	War Memorial Park and Old Common, Basingstoke
LGS046	Cranbourne Road / Kingsmill Road open space, Basingstoke
LGS047	Beggarwood Park, Basingstoke
LGS048	Danebury Road open space, Basingstoke
LGS049	Hatch Warren Community Centre Playing Fields, Basingstoke
LGS050	Down Grange Playing Fields, Basingstoke
LGS051	Old Down Park, Basingstoke
LGS052	Stratton Park, Basingstoke
LGS053	The Orchard, Kendall Gardens, Basingstoke
LGS055	Queen Mary Avenue open space (adjacent to The Vyne School), Basingstoke
LGS056	Sherborne Road Playing Field, Basingstoke
LGS057	Shooters Road open space (adjacent to The Vyne School) Basingstoke
LGS058	Whiteditch Playing Fields, Basingstoke
LGS059	London Road, Overton
LGS060	Burney Bit open space, Pamber
LGS061	Chineham Park
LGS062	Pershore Road, Basingstoke
LGS063	Popley Community Park
LGS064	Carpenters Down Playing Fields, Basingstoke
LGS065	Tewkesbury Close open space, Basingstoke
LGS066	Oxford Way / Carter Drive open space, Basingstoke
LGS067	Rooksdown Park, Basingstoke
LGS068	Russell Howard Park, Basingstoke
LGS069	Southdown Road, Tadley
LGS070	Caesars Way open space and Witan Court play area, Whitchurch
LGS071	Daniel Park Whitchurch
LGS072	Winklebury Playing Fields, Basingstoke
LGS076	Campbell Road, Bramley
LGS077	Community meadow, Kingsclere Road, Overton
LGS078	Edward Kersley Playing fields, Overton
LGS079	Football ground, Berrydown playing fields, Overton
LGS080	Foxdown play area, Overton
LGS081	Oaktree Park, Overton

LGS082	Overton Hill, Overton
LGS083	Overton Recreation Centre, Overton
LGS085	Playing field and skate park, Sapley Lane, Overton
LGS086	Poultons Road, Overton

7.59 Local Green spaces have been designated for their local significance, demonstrably special value to the community, and close proximity to the community they serve. Local Green Space designations within made Neighbourhood Plans and coming forward through future Neighbourhood Plans will be supported and covered by this policy.

7.60 As Local Green Space protection is subject to the same restrictions as greenbelt, development on these areas will only be acceptable in exceptional circumstances, as set out in the NPPF. Improvements to the quality and capacity of recreational green space will qualify as ‘very special circumstances’ for the purposes of the policy. Limited improvements to access, outdoor recreation and wildlife, or community functions associated with the use of the space may be allowed where it would maintain or enhance the characteristics for which the Local Green Space was designated.

Implementation and Monitoring

The policy will be implemented through:

- The determination of relevant planning permissions.

Policy ENV9: Water Quality

The council will 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 (WFD) requirements as set out in the associated River Basin Management Plan (RBMP) documents. In the interests of positively managing the water quality of the borough, new development should incorporate sustainable drainage systems .

The quality of the water environment is monitored as part of RBMPs and the Environment Agency’s monitoring process, the results of which will be reported through the council’s AMR. Should the monitoring indicate that there is likely to be a deterioration in an individual element’s band status of the borough’s water body(ies); Policy SPS7 will prevent further development which exacerbates such deterioration within the relevant catchment and 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.

In order to protect and improve water quality, potentially contaminating development proposals on principal aquifers or within Source Protection Zones will

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

Development proposals adjacent to a watercourse will incorporate measures to protect the watercourse in accordance with the Green Infrastructure Strategy and the actions of the River Basin Management Plans. Developments should include measures that will improve the water environment unless it is not viably or technically possible to do so.

Where new water supply or wastewater infrastructure is required or proposed in support of new development, the development will be phased alongside the provision of the infrastructure to ensure:

- a) Compliance with the Habitats Regulations;
- b) That there is no deterioration in the status of water bodies which might impact adversely on Water Framework Directive requirements; and
- c) The avoidance or mitigation of any other adverse impacts, including but not limited, to ensuring resilience in the water supply to both existing and new residents.

Where there is a capacity constraint the council will, where appropriate, apply grampian conditions to any approval to ensure that necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.

- 7.61 Basingstoke and Deane is located within a county that has more river and wetlands sites of national importance for wildlife than any other county in England. Given the importance of the borough's water environment, the council will protect and enhance its quality and supports the River Basin Management Plan objectives for improving the status of the borough's water bodies within the Thames and South Eastern Basins.
- 7.62 The River Loddon is classified as a high quality chalk river, therefore requiring special protection for both water quality and ecology. The Loddon contains many important wetland and floodplain habitats which have been designated as Sites of Importance for Nature Conservation (SINCs) and in part is designated as a Site of Special Scientific Interest (SSSI). It is also subject to the European Union Freshwater Fish Directive, designated as an EU salmonid river that contains BAP habitat. The Test river valley is an SSSI and subject to an Environmentally Sensitive Area (ESA) scheme to maintain and enhance the landscape and protect archaeological and historical features.
- 7.63 With two distinctive geological areas, the Thames Basin and Hampshire Downs, the north of the borough contrasts strongly with the south. The southern two thirds are dominated by chalk downland, a large proportion of which forms part of the Test and Itchen catchment. The northern part is influenced by deposits of clay and sand and is generally more impermeable, except for the chalk in the River Loddon at Basingstoke, and forms part of the River Thames catchment.

- 7.64 The current urban extent of Basingstoke drains to the River Loddon catchment and ultimately into the Thames basin. Foul water from the town drains to these catchments via Basingstoke sewage treatment works which feeds into the upper reaches of the Loddon and smaller settlements to the north discharge via two smaller treatment works, which drain into the Bow Brook, a tributary of the Loddon.
- 7.65 The majority of new growth is focused around the settlement of Basingstoke which drains to the Loddon. The River Basin Management Plan for the Thames basin identifies that the Loddon catchment is currently failing to meet the good ecological status of the Water Framework Directive (WFD). This is primarily due to treated effluent discharges into the River Loddon catchment from the Basingstoke area, and in particular, phosphate discharged from the Sewage Treatment Works. It is however important to recognise that WFD compliance is based on all elements that make the band status of a water body, including biological and physico-chemical. The modelling in the 2022 Water Cycle Study has shown that the impact of additional treated sewage effluent from the allocated sites around Basingstoke is unlikely to cause a deterioration of current physicochemical band status in the River Loddon catchment.
- 7.66 River Basin Management Plans are documents that are produced by the Environment Agency and are updated on a six year cycle. These documents have been produced for, and set out the pressures facing, each river basin including actions to address these pressures and the baseline position for water bodies. The council is committed to supporting the objectives of the Water Framework Directive by working towards the delivery of the actions set out for this council in the relevant River Basin Management Plan(s) and Local Catchment Plans in partnership with the Environment Agency and other organisations.
- 7.67 In respect of the Whitchurch and Overton sewage treatment works, these discharge to the chalk aquifer in the South East River Basin instead of directly into the River Test and therefore the potential impact of development sites on the groundwater quality is also of concern within the Test Catchment. The groundwater body status of the River Test is currently poor and therefore the impact of additional development will need to be managed. The Water Cycle Study has identified potential wastewater capacity issues at Ashford Hill, Oakley, Overton and Whitchurch during the Local Plan period that will require a new flow permit and potential upgrades. The council will work with the water companies and developers to ensure that the necessary infrastructure is in place to support development. Developers are encouraged to contact the water company as early as possible to discuss their development proposals and intended delivery programme to assess with identifying any potential water and wastewater network reinforcement requirements. As outlined in the policy, where there is a capacity constraint the council will, where appropriate, apply grampian conditions to any approval to ensure that any required infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.

- 7.68 The use of sustainable drainage systems can also help improve water quality as any pollutants are reduced - including metals and hydrocarbons from roads and car parks. Water entering a local watercourse or groundwater body is cleaner as a result, and less harmful to wildlife habitats. The use of such systems is encouraged in Policy ENV9 and Policy ENV10 in the interests of improving water quality in the borough.
- 7.69 The chalk aquifer (a principal aquifer) underlies much of the borough and is vulnerable to contamination. Of note are the groundwater bodies, known as the Basingstoke Chalk and River Test Chalk, which are currently failing to meet their WFD chemical status and are at risk from abstraction and/or poor nutrient management. The council, in consultation with the Environment Agency will need to be satisfied that the risks associated with development proposals within the principal aquifer or Groundwater Source Protection Zones has been evaluated and adequate protection measures put in place for sites that are at risk of contamination, given that contaminants could leach into the water source. The Environment Agency Source Protection Zones I, II and III are shown on the Policies Map.
- 7.70 Proposals for development within the river corridors will be assessed against other relevant policies in the Plan, in particular Policy ENV5. Certain developments whose wastewater discharges into the River Test and Itchen catchment are also required to demonstrate nutrient neutrality as set out in Policy ENV4.

Implementation and Monitoring

The policy will be implemented through:

- Partnership working with the Environment Agency, Water Companies and Natural England.
- Advice on and the determination of relevant planning applications

The policy will be monitored by:

- 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.
- The Water Cycle Study

Policy ENV10: Managing Flood Risk

The sequential approach to development, as set out in national guidance, will be applied across the borough, taking into account all sources of flooding as contained within the council's Strategic Flood Risk Assessment (SFRA).

Development within areas of flood risk from any source of flooding¹⁶ will only be acceptable if it is clearly demonstrated that it is appropriate at that location, development will be safe from flooding and not increase the risk of flooding elsewhere, and that there are no suitable available alternative sites at a lower flood risk. Development proposed in an area at risk of flooding will be required:

- a) To be supported by a Flood Risk Assessment¹⁷ (FRA) (subject to the triggers in national guidance and set out below);
- b) To clearly demonstrate that the benefits of the development to the community, outweigh the risk of flooding when applying the sequential test and exception test (where required);
- c) When applying the sequential test, to clearly demonstrate that the impacts of climate change are taken into account as identified in the SFRA (and in any subsequent information provided by the Environment Agency or LLFA);
- d) To provide a safe access and egress route up to a 1 in 100 year flood event plus climate change allowance; and
- e) To attenuate surface water run-off on the site so that the run-off rate is no greater than existing for a greenfield site or, if the site is previously developed, development actively reduces run-off rates and volumes as close as practicably possible to greenfield rates.

The triggers for an FRA are:

- All sites of 1 ha or more in Flood Zone 1;
- All Sites in Flood Zone 2 or 3;
- Land which has been identified by the Environment Agency as having critical drainage problems
- Land identified in a SFRA as being at increased flood risk now and in the future
- Land that may be subject to other sources of flooding where its development would introduce a more vulnerable use¹⁸
- Sites that have a record of localised or groundwater flooding from the SFRA (and any subsequent records of flooding reported to the Lead Local Flood Authority or water company);
- Sites in Local critical drainage areas and upstream of Local critical drainage areas .

All planning applications for major development are required to ensure that Sustainable Drainage Systems (SUDs) are used for the management of surface water unless demonstrated to be inappropriate. All new developments in areas at risk of flooding must give priority to the use of sustainable drainage systems. Details of the design, construction, maintenance, operation and adoption of the

¹⁶ Flood zone 2 and/or 3, an area that has experienced localised or ground water flooding, at medium or high risk of surface water flooding based on the EA long term flood risk map, areas where incidents of sewer flooding have previously been reported, or a site within or upstream of a Local Critical Drainage Area.

¹⁷ The minimum requirements for an FRA are set out in the council's Strategic Flood Risk Assessment and any subsequently updated version in addition to national advice.

¹⁸ The Flood Risk Vulnerability Classification is set out in the NPPF.

SUDs over the lifetime of the development (a SuDS Strategy) shall be included with the proposal and implemented accordingly.

Any development proposed within a flood risk priority area identified in Hampshire County Council's Catchment Management Plans, will be expected to comply with the policy statements in those Plans (and any updates and future action plans). Opportunities to reduce the causes and impacts of flooding within the borough through development should be taken.

Developers will be expected to engage early with the relevant water company to ensure that the necessary infrastructure is delivered alongside the development.

- 7.71 Analyses of the flood zones within the borough, undertaken as part of the SFRA, indicate that about 2.8% of the borough is within the floodplain (i.e. within the areas covered by Flood Zones 2, 3a and 3b). A potential risk of flooding from various sources exists throughout the borough including fluvial flood risk, groundwater flooding, sewer surcharge and surface water flooding, and changing climate patterns are likely to have a substantial impact on the level of flood risk from all sources. Groundwater flooding poses the most significant risk to the borough due to the bedrock geology. As well as resulting in direct flooding, it is also a contributing factor to fluvial and surface water flooding events.
- 7.72 For all new development, the sequential approach has to be followed in accordance with national guidance (2021).
- 7.73 Windfall development proposed in areas of high flood risk will only be acceptable if it can be demonstrated sequentially that there are no preferable sites in areas at lower risk, development would not increase the risk of flooding elsewhere and that the sequential approach to site layout has been followed. Where developments provide sustainability benefits to the community, for example the provision of affordable housing on a rural exception site, this benefit may outweigh the risk of flooding when applying the sequential test. Each case would however be considered on its own merits and would be balanced against the specific flood risks associated with the location and vulnerability of the proposed development. Depending on the vulnerability of the proposed use, the exception test may also need to be met.
- 7.74 National guidance requires the submission of a site-specific FRA for all sites in Flood Zone 2 and 3 for all sites greater than 1 hectare within Flood Zone 1 and for sites less than 1 hectare in certain circumstances. Applicants are advised to refer to the requirements of national guidance, information in the SFRA 2021 and general standing advice for developers/applicants in this regard. The content of the FRA will vary depending on the scale and nature of the development, and the source of the flooding, and can range from a brief report to a more detailed assessment. The SFRA provides a checklist and further information on what needs to be included within an FRA. It also provides guidance on the range of measures that could be considered on site

in order to manage and mitigate flood risk, including a sequential approach to layout.

- 7.75 The SFRA for the borough identifies locations at risk of fluvial, groundwater, and surface water flooding now and in the future. It also identifies locations that have experienced localised flooding and locations where a new development is likely to overload the capacity of the existing drainage system. These areas have been identified in the SFRA as 'local critical drainage areas' and are highlighted in the SFRA Flood Maps. Areas which drain into the 'local critical drainage areas' have also been identified as part of this study as 'upstream of local critical drainage areas' and are also highlighted in the SFRA Flood Maps. It is expected that an FRA will also be provided for development in these locations. Information on flood risk is being updated continuously and flood risk information should always be used to inform planning applications, including future SFRA's and the Environment Agency's flood map for planning and surface water flood risk information.
- 7.76 All greenfield site allocations will be required to manage surface water run-off as part of an overall strategy demonstrating that surface water is attenuated to that of Greenfield run-off rates. Sustainable drainage systems can help to reduce the overall amount of rainfall being discharged to the drainage system from new development and help to reduce surface water flooding risks. The government has published guidance on technical standards relating to the design, construction, operation and maintenance of sustainable drainage systems. It is expected that drainage systems will be effectively implemented alongside the development and maintained for the duration. In considering planning applications, the local planning authority will consult the Lead Local Flood Authority (Hampshire County Council) on the management of surface water including on sustainable drainage systems and CIRIA have published guidance on the construction of SuDS¹⁹. HCC has produced guidance on Sustainable Drainage Systems (2018). Proposals should maximise the use of natural flood management techniques, which incorporates opportunities for green infrastructure, biodiversity and improved water quality, as part of an integrated approach to flood risk management. The SFRA identifies opportunities to reduce the causes and impacts of flooding such as through natural flood management and river restoration.
- 7.77 Developments will be expected to comply with the underlying principles and policies set out in the Hampshire Local Flood and Water Management Strategy and Catchment Management Plans (and any associated action plans) which identify and prioritise areas that are at an increased risk of flooding due to geographical, geological or development features.
- 7.78 This policy aims to achieve a planning solution to flood risk management wherever possible, steering vulnerable development away from areas affected by flooding. Where there is no alternative to development being located in an area at risk of flooding, the policy sets out specific requirements to minimise the risk.

¹⁹ [Free CIRIA Publications](#)

Implementation and Monitoring

The policy will be implemented through:

- Advice on, and the determination of, relevant planning applications by the council, the Environment Agency and the Lead Local Flood Authority (LLFA).

The policy will be monitored through:

- Working in partnership with the Environment Agency, Water Companies, Natural England and the Lead Local Flood Authority (LLFA)
- Annual monitoring of development completions within flood zones 2 and 3
- Updates to the SFRA
- Surface Water Management Plans

Policy ENV11: Energy Standards

1) Energy hierarchy

All development proposals will reduce carbon emissions in accordance with the following energy hierarchy (in order of preference):

- a) Minimise energy use through the layout, orientation and design of buildings;
- b) Maximise the fabric efficiency of buildings, and design and specify efficient building systems with fossil free heating; and
- c) Maximise on-site renewable electricity and energy storage.

Development proposals will not use fossil fuels burnt on-site and will minimise embodied and whole-life carbon.

Proposals for:

- All new dwellings (including residential conversions); and
- New non-residential development over 100sqm gross floorspace (including conversions and extensions)

will submit an Energy Statement, which is proportionate to the scale and nature of the application, to demonstrate how these requirements have been met.

Householder development and non-residential developments of less than 100 sqm gross floorspace will not be required to submit an Energy Statement but will be expected to incorporate rooftop photovoltaics unless it can be demonstrated that it is not technically feasible, or not suitable for any other well-justified reason.

2) Net zero homes

All newly constructed homes will (based on predicted energy modelling methodologies and tools such as Passivhaus Planning Package (PHPP) or CIBSE TM54) have:

- A space heating demand of no more than 15kWh/m²/yr; and
- An Energy Use Intensity (EUI) of no more than 35kWh/m²/yr.

These energy demand standards must be met unless it can be robustly demonstrated through the design process that they would not be technically feasible or would result in a development that would be harmful to its setting or the character of the wider area.

In order to achieve a net zero operational energy balance, the annual amount of renewable energy generated will match or exceed the predicted total energy use of the building. Where it can be robustly demonstrated that it would not be technically feasible or would cause harm to the setting or the character of the wider area to provide enough renewables on the building to match its total energy use, a net zero operational energy balance will be achieved through the provision of new, additional renewable energy capacity elsewhere on the site or, as a last resort, through payment into the council's offset fund.

3) Reducing embodied carbon

Developments of 100 homes or more, and non-residential development of 10,000sqm or more, should calculate their embodied carbon emissions through a nationally recognised methodology and demonstrate the actions being taken to reduce these.

4) Improvements to existing buildings

The improvement and retrofitting of existing buildings will be supported where they comply with other policies in the Plan. When considering planning applications, weight will be given to significant improvements to the fabric efficiency of existing buildings.

7.79 In order to reduce whole-life carbon emissions, this policy seeks to reduce the amount of energy that new buildings will use, as well as minimising the embodied carbon used in their construction, maintenance and dismantling. In line with current best practice, the council's requirements are framed around an energy requirement rather than a carbon standard.

7.80 All development will be expected to follow the energy hierarchy by prioritising orientation, layout and design, followed by fabric first measures and fossil free heating to minimise energy demand. Development must also maximise opportunities for renewable energy and give consideration to how it can store energy to avoid the need for fossil fuel generation at times of peak demand. Most types of planning application will need to submit an Energy Statement to demonstrate that the energy hierarchy has been followed and that any specific policy requirements have been met.

Requirements for new homes

- 7.81 All newly constructed homes in Basingstoke and Deane will have a net zero operational energy balance. This means that they will generate or offset-at least as much energy as they use. It is recognised that the Future Homes Standard will require homes to be 'zero carbon ready' from 2025 (and so become zero carbon as the electricity grid decarbonises), but the Local Plan is going further and faster. The council's climate change studies demonstrate why this is necessary and how it is achievable.
- 7.82 The policy sets out how net zero will be achieved and supports a fabric first approach. In line with industry best practice (supported by the Royal Institute of British Architects (RIBA) and the Low Energy Transformation Initiative (LETI) amongst others), the policy sets a space heating demand limit to ensure new homes are highly thermally efficient. This is aligned with Passivhaus certified buildings and requires buildings to have a high level of insulation and air tightness. The policy also sets an energy use intensity (EUI) limit to reduce overall energy consumption. The EUI is the total energy needed to run the home over a year (per square metre) and covers all energy uses including space heating, hot water, ventilation, lighting and appliances. Buildings powered by fossil fuels would not meet these standards. Once the fabric efficiency of the building has been optimised, the building's total energy use should then be met through renewable energy on the building to achieve a net zero balance.
- 7.83 Where a net zero operational energy balance cannot be achieved on the building itself, the residual energy required to reach net zero will be generated elsewhere on the site, or as a last resort, through paying into an offset fund that the council will manage. The payment into the council's offset fund will provide a sum of money to cover the purchasing and installation of a PV renewable energy system elsewhere in the borough which is able to generate a similar amount of energy. Further details will be set out in future guidance.

Non-residential development

- 7.84 It is recognised that there are challenges to reaching net zero carbon on some types of non-residential buildings due to their high energy use and relatively restricted roof area. Through the submission of an Energy Statement, proposals will need to demonstrate that they have followed the energy hierarchy and will minimise energy use and maximise renewable energy. In particular, the council will expect proposals to demonstrate that they have maximised opportunities for solar photovoltaics on the roof or other suitable technologies, with the expectation that this should generate at least 70KWh/m² of building footprint/year. As set out in Policy ENV12, non-residential development of 1,000sqm gross or more will also be required to achieve at least BREEAM Excellent standard and meet the requirements of Outstanding standard for energy.

Embodied carbon

- 7.85 As the carbon intensity of the grid reduces, the embodied carbon will become a greater component of a building's whole life emissions. Developers should therefore give consideration to the energy and resource use associated with the raw material extraction, manufacture and transport of building materials

and construction, and emissions associated with the maintenance, repair and replacement as well as dismantling, demolition and eventual material disposal of the building. Particular consideration should be given to the use of locally sourced and manufactured materials. Where buildings are being demolished as part of new development, an explanation should be provided as to why their reuse would not be possible or practical.

- 7.86 Developments will need to provide information about what measures they are taking to reduce embodied carbon as part of their Energy Statement. In addition, the largest developments will be expected to quantify their embodied carbon using the latest version of the RICS Whole Life Carbon Assessment for the Built Environment guidance or another a nationally recognised methodology. Further detail about how this should be provided will be set out in future guidance.

Conversions and extensions

- 7.87 Where existing buildings are being converted or extended, the council will encourage applicants to consider all opportunities to improve the fabric efficiency of that building. Where properties are being extended, rooftop solar panels should be incorporated generating at least 70KWh/m² of new building footprint/year unless it can be robustly demonstrated that it is not technically feasible or suitable for any other reason. In determining planning applications, the council will give weight to the carbon savings from significant improvements.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.
- A Supplementary Planning Document to provide more detail about how the policy will be implemented, including guidance on the requirements of the Energy Statement and how the amount of offset will be calculated.
- Establishing a council-managed offset fund.

The policy will be monitored against:

- Number of homes given planning permission that met/did not meet the space heating and energy use intensity requirements.
- Number of homes given planning permission that achieved/did not achieve a net zero energy balance on the building.
- Number of homes given planning permission that achieved/did not achieve a net zero energy balance across the whole site.
- Number of homes given planning permission that achieved/did not achieve a net zero energy balance by committing to pay into the council's offset fund.

Policy ENV12: Sustainable Design and Construction and Adaptation

Development will be permitted where it minimises resource use and includes measures to mitigate and adapt to climate change.

Proposals for:

- All new dwellings (including residential conversions); and
- New non-residential development over 100sqm gross floorspace (including conversions and extensions)

will submit a Sustainability Statement to demonstrate how they will:

- a) Minimise construction waste, including designing out waste during the design stage, and reusing materials (including soil) where possible;
- b) Reduce waste from occupiers by providing facilities for recycling and composting where achievable;
- c) Minimise water use including through the use of sustainable water management solutions such as sustainable drainage systems, greywater recycling, green roofs and/or rainwater harvesting systems, where achievable and energy and cost effective.
- d) Include site and building-level adaptation measures that ensure resilience to future climate change impacts and provide for the comfort, health, and wellbeing of occupiers and the surrounding environment over the lifetime of the development. These measures should be integral to the layout and design of new development and take into account the vulnerability of the building occupants.

Sustainability and water efficiency standards

New-build non-residential developments of 1000sqm gross floorspace or more will be required to achieve a BREEAM standard of 'Excellent' or 'Outstanding'. Proposals must achieve at least six credits for energy efficiency (Category ENE01) and five credits for water consumption (Category WAT01) unless these can be robustly demonstrated to not be technically achievable or viable.

New homes (including replacement dwellings) will be required to meet a water efficiency standard of 110 litres or less per person per day. Certification of new homes against the BRE Home Quality Mark is strongly encouraged.

- 7.88 It is important that all new development minimises its use of resources and is resilient to the effects of climate change. Climate change is already occurring, and impacts upon the borough include hotter summers, lower summer rainfall, and an increase in peak rainfall.
- 7.89 In addition to the adaptation measures required by other policies in the Plan (for example, relating to green infrastructure and flooding), a Sustainability Statement is required for some types of development to demonstrate the sustainability credentials of the proposed development. The level of detail in the statement should be proportionate to the scale of the development and its likely impact.
- 7.90 New build non-residential development over 1,000sqm floorspace will also be required to achieve a BREEAM standard of at least Excellent. The BREEAM

certification covers a wide range of environmental considerations including building fabrics and materials, energy and water use, ecology and waste recycling and so therefore provides a comprehensive overview of a development's sustainability. Sufficient information should be submitted with the planning application to demonstrate that the required standard could be achieved. Although national policy does not allow the council to set a similar requirement for residential development, certification against BRE's Home Quality Mark is strongly encouraged.

- 7.91 Basingstoke and Deane has been identified as a water stressed area by the Environment Agency, so it is particularly critical that development includes measures to reduce water use. The policy therefore sets minimum water consumption requirements, however reductions in water use that go beyond these standards will be strongly encouraged. Proposals should consider the use of reclaimed and recycled water (through measures such as rainwater harvesting) and other measures to reduce water demand.
- 7.92 Developments should be designed to support the comfort, health and wellbeing of future occupants, taking into account the way that the climate will change over the life of the development. At a building level, this should include measures to reduce vulnerability to overheating (including consideration of the internal layout, the orientation of glazed areas and the potential use of green roofs with sufficient substrate depth to maximise cooling). At a site level, consideration should be given to issues such as providing shading through tree planting and designs that enable airflow through the development. It is recognised that these adaptation measures can also have wider benefits, such as supporting green infrastructure and biodiversity.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.
- A Supplementary Planning Document to provide more detail about how the policy will be implemented, including guidance on the Sustainability Statement.

The policy will be monitored against:

- Developments including each sustainable design measure.
- Non-residential developments meeting/not meeting BREEAM Excellent and BREEAM Outstanding.
- Developments meeting water efficiency standards.

Policy ENV13: Renewable and Low Carbon Energy Generation

Development proposals for the generation of energy from renewable and low carbon resources will be supported and encouraged, where their impact is, or can be made, acceptable.

In determining applications for renewable and low carbon energy, and associated infrastructure, the following issues will be balanced:

- a) the contribution of the proposals, in light of the council's pledge to be carbon neutral by 2030, to cutting greenhouse gas emissions, decarbonising energy systems and improving air quality.
- b) the environmental, economic and social impacts of the scheme, together with any cumulative issues, including in respect of air quality, biodiversity and geological conservation, the loss of high grade agricultural land, flood risk, the historic environment including heritage assets, the landscape and visual appearance (including impacts upon the character, visual quality and setting of the National Landscape), traffic generation, pollution including noise, the local highway network and water quality. The council will take a strategic view of applications, to avoid clusters where inappropriate.
- c) the impact on users and residents of the local area, including where relevant, shadow flicker, air quality, vibration and noise.
- d) the direct benefits to the area and local community.

Subject to complying with the above criteria, proposals will be permitted where they add renewable energy to existing buildings and structures, or where they repower or extend the life of an existing renewable energy site.

The policies map identifies areas that are suitable for solar and wind development (these will be identified post-Regulation 18).

In the areas identified as suitable for ground-mounted solar, proposals will be assessed against criteria a)-d) above and there will be an increased likelihood that they will be permitted. Outside these areas, proposals will be assessed against criteria a)-d) and applicants will need to clearly justify their proposals, including demonstrating that the site would meet the criteria that the council had used to identify suitable areas (these will be set out when suitable areas have been identified, post-Regulation 18).

Development involving one or more wind turbines will only be permitted in areas identified as suitable for wind energy on the policies map, in a neighbourhood plan or by other means identified in the NPPF (so long as this remains a requirement of national policy). In these areas, proposals will be assessed against criteria a)-d), having particular regard to the wind turbines' scale and any landscape impacts. Proposals for wind must demonstrate that, following consultation, the planning impacts identified by affected local communities have been appropriately addressed and therefore the proposals have their backing.

Proposals will need to demonstrate their links to the existing infrastructure, such as the road network or national grid.

The council will support neighbourhood planning groups and/or community-led energy project teams with identifying suitable locations for renewable and low carbon technologies that could be brought forward in neighbourhood plans or as part of a community-led energy scheme.

Significant weight will be given to community led energy schemes where evidence of community support can be demonstrated, with administrative and financial structures in place to deliver/manage the project and any income from it.

District heating networks

The council will support and encourage the development of heat networks, where suitable. Where a development site is close to a source of waste heat or an existing heat network, it will be required to demonstrate that it has considered all opportunities to connect to it.

Applications for development that would result in significant discharge of waste heat should be approved only where connection to an existing or new heat network, and / or co-location with development that will utilise the waste heat has been secured.

Battery storage

Proposals for battery storage will be supported where they comply with the criteria in this policy and other relevant Development Plan policies, and where an emergency plan has been provided for the facility to address the risk of fire.

Reinstatement of sites

Provision should be made for the removal of the facilities and reinstatement of the site should it cease to be operational.

- 7.93 Increasing the use of renewable and other low carbon energy technologies will be key to delivering net zero carbon in the borough. Policy ENV11 (Energy standards for new development) will increase the amount of renewable energy as part of new development, and this policy sets a framework to determine planning applications for all types of renewable and low-carbon technologies and infrastructure, including stand-alone sites and proposals for microgeneration. The policy balances the need for renewable and low carbon energy with protecting the interests of local communities and local historical, cultural and environmental assets.
- 7.94 Proposals for renewable energy installations will be expected to have particular regard to the landscape character of the local area and take account of any cumulative impacts. In particular any proposals that would affect the North Wessex Downs National Landscape should take account of the North Wessex Downs Management Plan, the Study of Landscape Sensitivities and Constraints to Wind Turbine Developments (2006), and the North Wessex Downs AONB Position Statement on Renewable Energy (2012).

- 7.95 The council will identify broad areas that may be suitable for wind and solar photovoltaics (PV) on the policies map after the Regulation 18 consultation. In the case of wind energy development, the National Planning Policy Framework (2023) advises that local planning authorities should only grant planning permission for wind energy development involving one or more wind turbines if the site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan (or by various other means, as set out in the NPPF); and, following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been appropriately addressed and consequently has their support. Whether the proposal has the support of the affected local community is a planning judgment for the Local Planning Authority.
- 7.96 Planning can provide opportunities for, and encourage energy development which will produce waste heat, to be located close to existing or potential users of the heat. Planning can also help provide the new customers for the heat by encouraging development which could make use of the heat.
- 7.97 Although not a renewable energy, it is noted that there is a need for power reserves that can balance the grid by releasing power onto the grid at times when demand exceeds supply. New technologies are coming forward, but most commonly battery storage is used. These either store energy from the grid to release when supply is scarce or can be co-located with renewable energy infrastructure to release renewable power when production is otherwise unable to meet demand.
- 7.98 All proposals will be considered on their individual merits with regard to scale, location, technology type, long term and cumulative adverse impacts. Proposals for solar farms involving the best and most versatile agricultural land must be justified by compelling evidence'. Unacceptable impacts on quality of life, landscape, wildlife, heritage assets and amenity must be avoided. Long term impacts could include the deterioration of the landscape quality. To avoid such impacts the council will require that provision is made for the removal of the facilities and reinstatement of the site should it cease to be operational.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.

The policy will be monitored against:

- Annual information on planning decisions and the installation of renewable and low carbon renewable energy (number of installations, power generated).

Policy ENV14: Pollution

In order to address the council's climate emergency and ecological emergency declarations, development will be permitted provided it does not contribute to, and is not adversely affected by, pollution²⁰ that is detrimental to quality of life²¹, or that poses unacceptable risks to health or the natural environment. Development should help to improve local environmental conditions unless this is not viably or technically possible.

Development that would result in unavoidable pollution will only be permitted where measures to adequately mitigate these polluting effects can be implemented.

Development which is sensitive²² to pollution will only be permitted where:

- a) There would be no detrimental impact on quality of life as a result of existing, historic, or nearby land uses and activities; and
- b) It would not lead to unacceptable risks to human health or the natural environment, as a result of existing, historic, or nearby land uses and activities; or
- c) Adequate remedial or mitigation measures are proposed and can be implemented.

7.99 Pollution erodes the quality of the natural environment and can negatively impact on human health and local economic growth. The quality of the built environment is one of the primary factors that can influence the wider determinants of physical and mental health. Pollution can be a significant consideration with regard to new development, whether it is pollution that may arise from the proposed development, or development which is sensitive to pollution. The consequences of pollution in these scenarios is that harm to human health or quality of life may arise if there is exposure to it.

7.100 The purpose of this policy is to ensure that where pollution is a reasonably foreseeable consideration, the approach to investigating these concerns is consistent. Where there is likely to be some pollution related impact, quantifying this is vital to determining whether or not proposed development could be acceptable or not, or how it may impact the design of the scheme.

7.101 Development should not give rise to significant adverse impacts on health and quality of life such as through artificial light, odour or noise and areas of tranquillity should be protected. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking

²⁰ Pollution is defined as anything that affects the quality of air, water or soil, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

²¹ This refers to those impacts which cannot be measured by health impacts. An example of this would include a reduction in the quality of residential amenity due to external factors e.g. unacceptable increases in noise levels

²² This includes housing, hospitals, schools, residential care and nursing homes, parks and recreational spaces.

into account relevant information, including the latest legislation and any successors. In assessing and considering the acceptability of proposed development, and where pollution would be caused by the development, or where the development would be sensitive to pollution, all information relating to the likely impacts should accompany any application for development. The absence of sufficient supporting information may lead to an application being refused.

Noise

7.102 Noise sources that are often relevant to development proposals and subsequent impact may include, traffic (road, rail and air), the use of mechanical (fixed or mobile) plant associated with industrial, commercial activities and premises, or other miscellaneous noise sources e.g. associated with an industrial activity. Should development give rise to, or be sensitive to, noise from one or more of the examples noted above, its impact must be assessed in line with current recognised methods and guidance. The council has published a technical guidance note in relation to noise assessments which details when a noise impact assessment is likely to be needed. This could be where noise would be caused by the proposed development, or the proposed development would be exposed to existing noise sources.

Air Quality

7.103 Concerns surrounding air quality and its potential impact on health primarily stem from situations where proposed development would be located near busy and congested roads. However, it also relates to situations where odour is associated with particular commercial, industrial, agricultural or sewage related activities which may affect quality of life.

7.104 In assessing the potential impact of air quality on development, or on air quality from development, developers must consider whether their proposal would introduce a sensitive use to an area of poor air quality, or whether their proposal would lead to deterioration in air quality.

7.105 An issue which is particularly significant with regard to air quality is in relation to schools. It is vital to ensure that air quality around schools is not detrimental to the health of children, parents and teachers, and therefore it will be important to ensure that new development which involves new school provision is designed in a manner which ensures that air quality impacts are successfully minimised.

7.106 The council will continue to monitor the latest guidance on air quality and proposals should be in accordance with the latest legislation.

Contaminated Land

7.107 Ground contamination becomes a material consideration when proposed development may contribute to, or expose receptors²³ to, unacceptable levels of contamination which gives rise to risks to health or other adverse impacts.

²³ A "receptor" is something that could be adversely affected by a contaminant, for example a person, an organism, an ecosystem, property, or controlled waters. (DEFRA, 2012).

Contamination may exist due to past uses of the land, and it is vital that these do not impact upon receptors.

7.108 Where a site is affected by contamination the responsibility for securing a safe development rests with the developer/land owner. Where there is a known historic use which is likely to have led to ground contamination, a staged investigation of the degree and likely impact of any contamination will be required upon submission of a development proposal. Ground contamination is not restricted to sites where there has been an obvious and potentially contaminating land use in the past. Often on sites that appear, or are thought to have had no particular historic use, contamination can be present.

7.109 Where any proposed development introduces a sensitive use to a development site, whether or not there has been a previous land use, in the first instance a Phase 1 desk top study and site reconnaissance will normally be required.

Light Pollution

7.110 Artificial lighting schemes whether proposed or existing are a consideration for new or existing residential development and can often give rise to unwanted impact (such as on local amenity, intrinsically dark landscape and nature conservation) and in the worst cases statutory nuisance. Schemes which propose the above will have to consider the potential impact in line with recognised industry methods and should conform to the recognised guides.

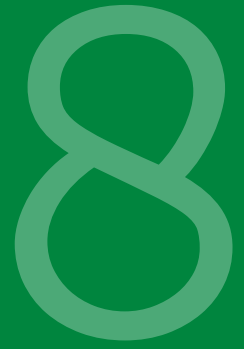
Implementation and Monitoring

The policy will be implemented by:

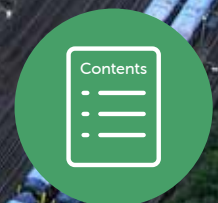
- Advice on and the determination of planning applications by the local planning authority and the Environment Agency.

The policy will be monitored by:

- Working in partnership with the Environment Agency
- Annual monitoring.



Supporting a Thriving Local Economy



8. Supporting a Thriving Local Economy

- 8.1 The Plan sets out an approach to maintain and enhance the borough's position as a prosperous economic centre and grow knowledge-based and high value jobs.
- 8.2 It seeks to retain and regenerate the borough's current employment sites and allocates additional land to meet needs, including on strategic housing led sites. The approach has been informed by an Economic Needs Assessment (2023). The plan also recognises the importance of ensuring the borough has a thriving rural economy and includes a policy framework that supports employment uses in suitable locations in the countryside.
- 8.3 The Plan will protect and enhance centres across the borough, and the approach has been informed by a Retail and Main Town Centre Uses Study (2020). Specific policies support the revitalisation of Basingstoke town centre, contributing to the delivery of the Masterplan for Basingstoke Town Centre (2022).

Policy EMP1: Economic Growth and Investment

Proposals will be permitted which support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Economic growth within the borough must be predicated on clean growth principles²⁴ and proposals must meet the Plan's climate change policies to support the council's climate emergency and ecological emergency declarations.

Over the plan period, the plan will aim to support the creation of a minimum of 560 jobs per annum.

Inward investment the growth of existing enterprises and the formation and growth of new businesses will be enabled by:

- a) Protecting strategic employment sites for employment use (E(g)/Bclass) and enabling the regeneration/redevelopment of these sites for employment uses;
- b) Allocating new employment sites for industrial, storage and distribution uses;
- c) Permitting employment uses at the strategic housing sites detailed in policies, where the employment uses are of a scale and type appropriate to the sites location and where they will contribute to the creation of sustainable mixed-use communities.
- d) Permitting new employment uses in suitable locations outside of the areas identified above where this can be justified, as per the criteria set out below (criteria k – q).

Opportunities to develop the following key employment sectors will be supported:

²⁴ Applications should set out to what extent they will address the principles set out in the supporting text.

- e) Specialist/advanced manufacturing (including research and development)
- f) Financial and business services in Basingstoke town centre and the established office locations of Basing View, Chineham Business Park (including Hampshire International Business Park) and Viables.
- g) Storage and distribution in suitable locations.
- h) Digital and ICT
- i) Chemical and Pharmaceuticals, and life sciences
- j) Green/low carbon technologies.

Development proposals within the Basingstoke Settlement Policy Boundary (outside of Strategic Employment Areas), or in exceptional circumstances, adjacent to the Basingstoke Settlement Policy Boundary, for economic development falling within use class E (g) (ii) (iii) or B2 or B8, will be supported where:

- k) It can be demonstrated that there is a need for the proposed development;
- l) It can be demonstrated that there are not suitable sites available for the proposed development within Strategic Employment Areas;
- m) The proposal can be reasonably accessed via sustainable travel options;
- n) There is safe and convenient access to the strategic highway network (in the case of B8 uses only);
- o) It will not have an unacceptable detrimental impact on neighbouring land uses, including residential properties;
- p) The proposal will not have an unacceptable impact on the character of the area, including nearby settlements; and
- q) The proposal successfully mitigates the landscape and biodiversity impacts (and achieves 10% biodiversity net gain), which will include provision of sufficient space for appropriate soft landscaping/green infrastructure, appropriate location of development within the site, and utilises a design, layout of built form and use of materials in order to ensure that any significant landscape and biodiversity impacts are minimised.

8.4 For the purposes of Policy EMP1 an 'employment use' includes classes E (g) (i) (ii) (iii) (office, research and development and light industrial), B2 general industry and B8 storage/distribution uses. The policy sets out the strategic approach to employment development in the borough.

8.5 The retention of the Strategic Employment Areas is seen as important in maintaining an employment land supply that provides a range of sites across the borough. Policy EMP2 provides more detail on the protection afforded to such areas. The regeneration and intensification of existing employment sites will be 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.

8.6 The borough has a diverse employment base and the policy sets out the key employment sectors that the council is seeking to support in the borough to enhance the diversity of the boroughs economy over the Local Plan period. It also highlights the council's desire to support business which form part of the green economy. The council's Economic Growth Strategy sets out a vision

and strategy which positively and proactively encourages sustainable economic growth. This includes addressing inclusive and clean growth to ensure all residents enjoy the benefits of economic prosperity and that, whenever possible, the impact of growth on the environment is limited.

- 8.7 The council's Economic Needs Assessment (ENA) 2023 sets out the approach for the provision of office, industrial and logistics floorspace in the Borough. The ENA outlines that 40,000 sqm of office floorspace will be needed over the plan period, with 20,000 over the ten year period. A substantial contribution towards this floorspace could come from the better use of existing office floorspace which is currently underutilised. New sites will be required to meet the need for industrial floorspace which amounts to 24,000 sqm and also for logistics floorspace with needs of 99,000 sqm identified.

Implementation and Monitoring

The policy will be implemented through:

- Development management decisions on planning applications.
- Working proactively with landowners and site promoters to help ensure the delivery of development which will meet identified needs and support economic growth.
- Working proactively with other stakeholders such as the Local Enterprise Partnership (and relevant successors) in relation to specific development site and the production of economic strategy documents.

The policy will be monitored through:

- Annual monitoring data regarding gains and losses of employment floorspace. This will be assessed against the figures set out within the Economic Needs Assessment 2023.
- Future updates to the Employment Land Review
- Annual monitoring data on net new jobs in the borough.

Policy EMP2: Employment Land and Premises (B-Use Classes) (Use Classes E(g), B2 and B8)

1. Strategic Employment Areas

The Strategic Employment areas identified on the Policies Map and listed in the supporting text below will be protected for employment generating uses within the Use Classes E(g) B2 and B8.

Proposals for new employment floorspace within Strategic Employment Areas will be supported. Proposals should be suitable to the location and not harm the operation of neighbouring businesses.

The change of use or redevelopment of land and buildings within the Strategic Employment Areas for non-employment uses will only be permitted where it can be demonstrated that:

- a) The building is vacant and has been actively marketed for employment uses at a reasonable rate for at least 12 months (immediately prior to the submission of the application); and
- b) It can be demonstrated through a Viability Appraisal that the site cannot be viably regenerated/redeveloped for employment uses.

2. Other sites in employment use within Settlement Policy Boundaries

The change of use or redevelopment of land and buildings in employment use within the defined settlement policy boundaries will be permitted where it can be demonstrated that:

- a) The building is vacant and has been actively marketed for employment uses at a reasonable rate for at least 12 months (immediately prior to the submission of the application); and
- b) It can be demonstrated through a Viability Appraisal that the site cannot be viably regenerated/redeveloped for employment uses; or
- c) The site is not appropriate for the continuation of its present or any employment use due to a significant detriment to the environment or amenity of the area.

Other employment sites may be identified through the neighbourhood planning process.

8.8 The Strategic Employment Areas which are identified on the Policies Map for employment uses are as follows:

Basingstoke Town

- Basing View
- Brighton Hill Industrial Estate
- Chineham Business Park
- Daneshill East
- Daneshill West
- Hampshire International Business Park
- Houndmills
- Land North of Daneshill East
- Land South of Chineham Business Park
- Moniton Trading Estate
- Viables Business Park
- West Ham Industrial Estate

Other Settlements

- Campbell Court (Bramley)
- Kingsclere Park (Kingsclere)

- Ardglan Road Industrial Estate (Whitchurch)
- Hatch Industrial Park (Old Basing)

- 8.9 The majority of employment uses (E (g) (i) (ii) (iii) and B class floorspace) are located within the borough's allocated Strategic Employment Areas, which generally provide the infrastructure and facilities required to enable their continued role and function. Maintaining a supply of employment land and premises is crucial to enhance the economic competitiveness of the borough and deliver sustainable economic growth. Sites within the Strategic Employment Areas are particularly valuable and the loss of land in these areas to non-employment uses could have a detrimental impact on the local economy, result in a reduction in job opportunities and could generate the additional pressure for the release of land in less acceptable locations. The Strategic Employment Areas are therefore protected for class E (g) and B uses and as such the loss of these sites to alternative uses will not be acceptable unless the criteria set out in the policy can be satisfied.
- 8.10 The strategy of re-using, regenerating and making more efficient use of existing employment land is consistent with the principles of 'clean growth'. The council recognise that the addition of complementary uses within Strategic Employment Areas can support their operation and function and encourage prospective tenants/occupiers to these sites. Such uses can also support regeneration proposals by improving the sites offer and also supporting the viability of redevelopment proposals. However, the inclusion of such uses within Strategic Employment Areas, and as replacements for existing employment sites, should be restricted in light of the scarcity of suitable employment land, and therefore the policy includes requirements to ensure that as many employment sites as possible are retained, provided they are viable for that use.
- 8.11 Turning to demonstrating compliance with the marketing requirements set out in the policy. The details of the marketing process should be set out either in a specific marketing report or within the viability appraisal or planning statement. As a minimum the marketing process should entail the display of an agency board at the site, and online marketing via the agent's website and other specialist publications such as the Estates Gazette Propertylink. Evidence of this having been undertaken will need to be provided with the planning application (and that all of the marketing was for at least 12 months). Details of the interest shown in the premises must be set out within the submission documentation, along with reasons why this interest did not lead to the premises being let or sold. A justification should also be provided for the why the rental/sale value was considered appropriate and whether it was adjusted during the course of the marketing process, and the reasons for not doing so in the event that the price was not adjusted.
- 8.12 Guidance in relation to the marketing element required by the policy are addressed in a guidance note²⁵ which sets out what is expected from an

²⁵ BDBC Marketing guidance note 2017

applicant when they are undertaking a marketing exercise to support a planning application.

- 8.13 In terms of the viability appraisal requirements, this assessment should be carried out by a suitably qualified person, such as a chartered surveyor. This should consider the development costs likely to be associated with redeveloping the site for employment use against the likely rental income or sale value, and how this relates to the site/land value, and the need for a competitive return for the developer. The appraisal process and report should comply with the latest guidance regarding this issue set out by the Chartered Institute of Surveyors²⁶. Such reports should be prepared on the assumption that they will be published on the council's website.
- 8.14 The policy also provides criteria for applicants to satisfy where the proposal would lead to the loss of employment uses on sites within Settlement Policy Boundaries (as defined on the Policies Map) but outside of the defined Strategic Employment Areas. This reflects the tight nature of the current market, which means that all employment sites should be protected where possible.

Implementation and Monitoring

The policy will be implemented through:

- Development management decisions on planning applications

The policy will be monitored through:

- Recording with the Authority Monitoring Report annual changes in the supply of employment land and floorspace, both in terms of applications and completed gains or losses.
- Reports on vacancy levels at employment sites within settlement boundaries (particularly in the strategic employment areas)
- Future updates to the Employment Land Review.

Policy EMP3: Town, District and Local Centres

Main town centre uses (such as retail, office, entertainment and leisure) will be permitted within the defined town, district and local centres provided that they are designed at a scale and character which reflects the role, function and distinctive qualities of the centre. Any development that would harm the vitality and viability of a defined centre will not be permitted.

The hierarchy of centres is:

Town Centre
Basingstoke

²⁶ <https://www.rics.org/uk/upholding-professional-standards/sector-standards/land/financial-viability-in-planning-conduct-and-reporting/>

District Centres

Brighton Hill
Chineham
Overton
Tadley
Whitchurch

Local Centres

Kingsclere

New local and district centres may also come forward as part of larger developments set out in Policy SPS5 where they are suitable in scale to the level of growth proposed and where their scale would not have a significant adverse impact upon the vitality and viability of existing centres or on any committed, planned or proposed public or private investment in existing centres.

Development, including extensions to existing facilities, for main town centre uses outside of the defined centres which are not in accordance with an up-to-date plan will only be permitted if, in accordance with the sequential test, it could be demonstrated that the development could not be accommodated firstly within a suitable and available centre, or then within an edge of centre location having demonstrated appropriate flexibility in the format and scale of development proposed. In addition to the small-scale rural uses exempted by national policy, proposals for small-scale retail and leisure uses (including those in Use Class F2) that meet the day-to-day needs of local people will not be required to apply the sequential test.

Where not in accordance with an up-to-date plan, development for retail and leisure uses, with a net usable sales floorspace exceeding 250sqm, in edge or out of centre locations will be permitted if, following an Impact Assessment, it would not have a significant adverse impact upon the vitality and viability of existing centres and on any committed, planned or proposed public or private investment in existing centres.

- 8.15 The policy sets out a retail hierarchy for the borough, reflecting the role and relationship of centres and parades in the borough's retail network. These defined centres form the focal point for services and facilities serving the surrounding population. The boundaries of the town, district and local centres, and a Primary Shopping Area for Basingstoke Town Centre are defined on the policies map.
- 8.16 Basingstoke Town Centre is the principal centre in the borough. The district centres at Brighton Hill, Chineham, Overton, Tadley and Whitchurch have a significant role in maintaining and enhancing prosperity, serving the day-to-day needs of their local populations but also providing access to services for neighbouring areas across and beyond the borough. The local centre at Kingsclere also plays an important role for its village community. It is also recognised that small-scale convenience shops and local shopping parades play an important role in meeting the day-to-day needs of local communities,

and these are specifically protected in the community facilities policy (Policy INF3).

- 8.17 The council's Retail and Main Town Centre Uses Study (2020) indicates that there is little capacity for new retail floorspace over the Plan period, and that in some parts of the borough floorspace demand is likely to decline. The policy therefore seeks to focus main town centre uses in the borough's existing centres using the sequential and impact tests in national policy. It is recognised that new centres may come forward as part of major residential-led developments, and the impact of the proposed new floorspace should be assessed.
- 8.18 In undertaking the sequential test, applicants will be expected to demonstrate appropriate flexibility in the format and scale of the proposed development. Where a proposal comprises more than one unit, the applicant should consider the ability of individual units to be disaggregated and accommodated in sequentially preferable locations.
- 8.19 The Plan sets a local floorspace threshold for the preparation of impact assessments. This applies to all retail proposals on the edge of or outside of the borough's centres. The lower threshold is considered necessary as it will enable the council to monitor and maintain the overall vitality and viability of the borough's smaller centres which are generally more dependent on frequent day-to-day convenience shopping and are more vulnerable to proposals for smaller format stores in edge and/or out-of-centre locations. Applications will be assessed on a case-by-case basis depending on the scale, location and format of new retail proposals and the council will be pragmatic as to the level of evidence required in support of such proposals as this should be proportionate to the nature of the proposal under consideration. It will not be necessary to consider the effects of minor proposals where the scope for significant adverse impacts is agreed to be limited.
- 8.20 The council will support proposals that improve the quality of design or connectivity of out of centre retailing such as retail parks where there is no increase in retail floor area.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.

The policy will be monitored against:

- Change in retail floorspace by use class.
- Decisions on planning applications inside/outside of identified centres.
- Health checks of the centres.

Policy EMP4: Rural Economy

To support a prosperous rural economy, development proposals for economic uses in the countryside will be permitted where they:

- a) Support the sustainable growth and expansion of all types of business through the conversion of existing buildings and, where there are no suitable existing buildings, through the provision of well-designed new buildings;
- b) Support the development and diversification of agricultural and other land-based rural businesses including those important to the local rural economy such as equestrian and fishing;
- c) Where suitable opportunities exist, prioritise previously developed land and sites that are physically well-related to existing settlements;
- d) Are predicated on clean growth principles and meet the Plan's climate change policies in order to support the council's climate emergency declaration.
- e) Are for a use and at a scale that is appropriate to the site and its setting and avoid adverse impacts on the landscape, heritage, environment and biodiversity.
- f) The access to the site should be safe and development should not result in an adverse impact on the local highway network taking into account the type of traffic generated and the appropriateness of the rural roads and the impact on their character and appearance. Development proposals that result in an increase in HGVs on C and U class roads, or a significant increase in other traffic on C and U class roads will generally not be permitted.

The change of use or redevelopment of land and buildings in employment use (class E(g), B2 and B8) in non-isolated locations within the countryside for non employment uses will only be permitted where it can be demonstrated that:

- g) The building is vacant and has been actively marketed for employment uses at a reasonable rate for at least 12 months (immediately prior to the submission of the application); and
- h) It can be demonstrated through a viability appraisal that the site cannot be viably regenerated / redeveloped for employment uses.

Alternatively, development proposals will be supported where it is demonstrated that the site is not appropriate for the continuation of its present or any employment use due to a significant detriment to the environment or amenity of the area.

8.21 The Local Plan recognises that the borough's rural areas include a large number of smaller settlements which vary in size and function, in addition to a variety of rural enterprises. As such, the policy incorporates sufficient flexibility to support economic growth and the creation of rural jobs and prosperity that will enhance or maintain the vitality of rural communities and meet identified needs.

8.22 The rural parts of Basingstoke and Deane are home to a diverse range of land-based businesses ranging from traditional farming, forestry and food

production. But rural Basingstoke and Deane also boasts a wealth of non-traditional rural businesses such as manufacturing, digital tech, creative industries or retail. Rural parts of the Borough also contribute significantly to the visitor economy. Preserving the character of the rural economy while supporting diversification and economic growth requires careful consideration.

- 8.23 The rural economy policy seeks to maintain and enhance prosperity of the rural area by recognising that the need for new jobs is not limited to the villages and towns, given the existing population within the rural parts of the borough. There are also existing businesses which may need to expand or relocate and these can be vital to local employment provision and local services in rural areas. By permitting small scale economic expansion, the council can promote sustainable rural areas.
- 8.24 The policy applies to use classes E(g)B2 and B8 proposals and other proposals for rural economic development. Such proposals will be supported where the use and scale of the development is appropriate to its location. This also applies to farm diversification schemes which can contribute a significant source of income for farmers, sustaining their main agricultural enterprise.
- 8.25 The redevelopment of previously developed land in the countryside for employment uses will generally be encouraged provided that the site is not of high environmental value and that the proposed use and scale of development is appropriate to the site's context.
- 8.26 The policy seeks to provide balanced support for the rural economy, which includes the provision of well-designed new buildings. The reflects the diverse nature of the rural economy and the findings of the Economic Needs Assessment, which considers that the rural economy does have a role to play in supporting the borough's economy as a whole. However, in recognition of the need to support sustainable development and protect the character of the countryside, the policy prioritises the re-use of existing buildings and previously developed land as much as possible wherever suitable opportunities exist.
- 8.27 In order to reflect the flexibility in national level policy the sequential test requirements will not be applied to applications for small scale rural offices or other small-scale rural development.
- 8.28 In recognition of the difficulty in providing sufficient employment land within the borough the policy also seeks to protect existing employment sites in rural areas. However, the test is less extensive than is the case for Policy EMP2, in recognition of the preference for focusing development within strategic employment areas and existing settlement policy boundaries as much as is possible. This requirement does not seek to protect employment sites in isolated locations, in recognition of the need to support sustainable patterns of development.

8.29 Development proposals for uses that require a need for the occupant to have on site accommodation (e.g. stables) will only be permitted where the residential accommodation is already provided.

8.30 Neighbourhood Plans in relation to rural parts of the borough provide an important opportunity for gaining a more local and nuanced understanding of local economic needs, which can then be supported in a contextual way which is sensitive to the nature of the local area.

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications
- There are also likely to be some opportunities for neighbourhood plans to provide support for the rural economy.

The policy will be monitored through:

- Recording and analysing applications for gains and losses of employment floorspace outside of settlement policy boundaries.
- Recording the amount of floorspace completed outside of settlement policy boundaries, which will be analysed in relation to the land-use needs set out in the Economic Needs Assessment (2023).

Policy EMP5: Rural Tourism

Proposals for sustainable tourism development which respect the character of the countryside (including guest accommodation and visitor facilities) will be permitted where:

- a) It utilises an existing suitable building through change of use or conversion without the need for substantial rebuilding, extension or alteration; or
- b) In the case of a new building, it forms part of an existing facility or cluster of permanent buildings and is of a scale appropriate to its location especially where it could have visual or other unacceptable adverse impacts on the National Landscape, chalk streams, heritage or the character and appearance of the area; New buildings which do not consolidate existing facilities or clusters of permanent buildings will require a robust justification, which demonstrates a need for the new building and that there are not existing buildings available which could meet the requirements of the proposed development in a practical and viable manner;
- c) In the case of extensions to existing buildings, these are sympathetic to the existing building and character of the area; and
- d) In all cases the scale of development is appropriate when considering the impacts on the local highway network and is accessible by sustainable and active means of travel wherever possible, linking to existing footpaths, cycleways and public transport networks.

Proposals for new or expanded existing camping (including glamping) and touring caravan sites will be permitted where the proposals are sympathetic to the character

and visual quality of the area particularly where impacts on the National Landscape, chalk streams and heritage are concerned and any unacceptable impacts can be successfully mitigated.

- 8.31 The borough is extremely fortunate to host a number of outstanding and highly valued rural tourism attractions, such as Highclere Castle, The Vyne, Whitchurch Silk Mill and Laverstoke Mill. The borough also contains extremely beautiful countryside (some with important cultural credentials such as Watership Down), and attractive rural settlements. All of this creates considerable potential for a strong tourist economy, which the council is committed to supporting. However, it is recognised that a balance needs to be maintained to preserve the environmental, historic and cultural assets of the borough, especially in light of the need to achieve sustainable patterns of development in order to help tackle climate change.
- 8.32 The reuse of existing buildings for tourism has the benefit of limiting the harm to the natural environment whilst also contributing towards farm diversification schemes (where relevant). The reuse or expansion of existing buildings and appropriately scaled new buildings can contribute to the tourism offer of the borough, for example through the provision of self-catering accommodation.
- 8.33 Camping and touring caravan sites are notable components of the borough's tourism accommodation offer. The council will support such proposals (including new sites and the expansion of existing sites) where there is an identified need and any visual intrusion resulting from the development can be mitigated (for example through high quality landscaping).
- 8.34 Proposals will be supported where they encourage and enable suitable access to the countryside, making use of existing or providing new walking trails. This can support active lifestyles and help improve active travel to important tourist destinations such as Highclere Castle and Watership Down.
- 8.35 Neighbourhood Plans for rural parts of the borough provide an important opportunity for considering the needs of rural tourism, and they are likely to be able to gain a more locally specific understanding of this issue than is achievable at borough level.

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications.

The policy will be monitored through:

- Recording and analysing applications for changes in the supply of tourism floorspace in the rural area outside of Settlement Policy Boundaries.

Creating Sustainable and Infrastructure-Rich Communities



Navigation icons: a left arrow, a 'Contents' menu icon, and a right arrow.

9. Creating Sustainable and Infrastructure-Rich Communities

- 9.1 The plan aims to create strong and sustainable communities supported by suitable infrastructure which is critical to maintaining the quality of life of residents. The policies will have a key role in creating infrastructure-rich communities by delivering and protecting suitable community facilities and providing the infrastructure necessary to mitigate the impact of new development.
- 9.2 The council is consulting on a draft Infrastructure Delivery Plan alongside the Plan, which seeks to identify, prioritise and cost the new infrastructure that will be required over the plan period. The policies protect and enhance facilities and services in line with the needs identified in the Leisure and Recreational Needs Assessment (2023) and partner organisations' strategies. The approach to transport reflects and support the council's adopted Transport Strategy (2019) and have been informed by a Transport Assessment.

Policy INF1: Infrastructure

Developers and landowners must work constructively with the council, infrastructure providers/operators and existing communities throughout the planning process, to identify and address the infrastructure needs arising from the proposal (including the cumulative effects of nearby sites) to ensure that the right infrastructure is provided at the right location and time to make the development acceptable in planning terms. The provision of suitable infrastructure will support the creation of sustainable communities in line with the council's climate emergency and ecological emergency declarations.

New development must ensure that sufficient infrastructure is in place to support it. Development will be required to set out the infrastructure needed, where and when this will be delivered, and to provide and contribute towards the provision of additional services, facilities and infrastructure to serve future occupiers and users at a rate, scale and pace to meet the needs and requirements that are expected to arise from that development.

Development proposals will be permitted where the developer has clearly demonstrated in agreement with the relevant infrastructure providers/operators (including suitable delivery, future management and maintenance arrangements) that infrastructure can be provided and phased (if necessary) to support the infrastructure requirements of the proposed development, including that identified in paragraph 6 below (as appropriate). This includes mitigating any adverse impacts on existing communities, infrastructure networks, services and facilities. Infrastructure provision or improvements should be provided on-site as an integral part of a development. Site specific mitigation measures will be secured by planning obligations.

Where off-site measures are proposed they should meet identified needs, and the Community Infrastructure Levy (CIL) or its successor will be the primary mechanism to secure the necessary financial or equivalent contribution from development.

New and improved infrastructure should be provided prior to occupation of the development, or in larger schemes, prior to the occupation of the phase of the development for which it is needed to serve the occupants and users of the development. This will be secured by appropriate planning conditions, s.106 planning obligations including bonds and the council's procedures with respect to the use of CIL revenue.

To ensure that infrastructure is provided on a comprehensive basis and taking into account the cumulative effect of new homes on services and facilities, the council will resist proposals that bring forward piecemeal development of individual plots of single dwellings as components of a larger site.

The requirements for strategic and local infrastructure are set out in the council's Infrastructure Delivery Plan (IDP), and Supplementary Planning Documents. This will also include development briefs, codes and masterplans associated with allocated sites. A summary of green space, sport and recreation standards applied on development are set out in Appendix 2.

- 9.3 The council will work proactively with infrastructure providers/operators to enable the delivery of new and improved infrastructure to meet the needs of new and existing communities and businesses within the borough.
- 9.4 To achieve this, developers and landowners must work constructively with the council, infrastructure providers/operators and existing communities throughout the planning process, to successfully identify and address the infrastructure needs arising from the development, including the cumulative impacts upon neighbouring communities, to ensure that the right infrastructure is provided at the right location and time to make the development acceptable in planning terms.
- 9.5 New development must ensure that sufficient infrastructure is in place to support it. Therefore, developer's proposals must identify clearly the infrastructure needed, where and when this will be delivered in agreement with the relevant landowners, stakeholders and infrastructure providers/operators (including suitable delivery, future management and maintenance arrangements), how they will accommodate growth, and the provision of the necessary infrastructure in the creation or enhancement of sustainable communities.
- 9.6 Developers are required to follow a comprehensive and coordinated approach to infrastructure planning and delivery. This must set out the infrastructure needed to serve the scale of the development, where and when this will be delivered to ensure that the right infrastructure is provided at the right location and time. Where there are multiple landowners, developers and other relevant

stakeholders, it is essential that suitable arrangements are in place to demonstrate and ensure the delivery of this required infrastructure for the whole of the development area, and its phasing over the development period.

- 9.7 The council is preparing, in consultation with infrastructure providers/operators including Hampshire County Council, an updated Infrastructure Delivery Plan (IDP) in support of the Local Plan Update setting out the infrastructure needs associated with development growth, together with how and when these items are to be delivered and funded. The IDP will be reviewed on a regular basis throughout the life of the Local Plan Update.
- 9.8 Infrastructure includes matters such as:
- Transport
 - Flood defences
 - Education including skills and training initiatives
 - Health provision, including dentists
 - Social care
 - Community, leisure and recreation and cultural facilities, incl. library services and art
 - Sports facilities
 - Green space, green infrastructure
 - Affordable housing, incl. specialist housing and gypsy and traveller sites
 - Utility services
 - Telecommunications particularly superfast broadband across the borough
 - Energy (including heat)
 - Waste and recycling storage and collection facilities
 - Cemetery provision
 - Water service infrastructure including an effective sewerage disposal
 - Fire and emergency service facilities
 - Community safety
 - Public realm improvements
- 9.9 It also includes a wide range of other social, environmental and economic infrastructure, which will have been provided to support existing and new communities and will be of benefit to all. Failure to make sufficient provision for this infrastructure could result in an unacceptable burden on existing communities and the environment.
- 9.10 The Government is committed to securing a world-class communication system and the COVID-19 pandemic has highlighted that broadband is essential infrastructure, including facilitating working and learning from home. Therefore, access to fast and reliable broadband connectivity is vital to help communities stay connected, drive inclusive recovery and create quality jobs (Local Government Association, Sept. 2021). Currently, the main barrier to this is the limited availability of super-fast and higher speed (e.g. ultra and gigabit) broadband services.

- 9.11 Development proposals should therefore contribute towards the provision of infrastructure suitable to enable the delivery of super-fast and higher speed (e.g. ultra and gigabit) broadband services across the borough, particularly in rural areas, as well as 5G mobile communications. Facilities supporting mobile broadband and Wi-Fi in development should be included where possible and viable.
- 9.12 Developments should provide for the physical requirements of communication infrastructure, allowing for future growth in service infrastructure. According to a White Paper from BT (Jan. 2011), it is estimated that around 80% of the cost of deploying new infrastructure is associated with civil engineering costs. Therefore, as a minimum, suitable ducting should be provided to the public highway that can accept fibre optic cabling.
- 9.13 Where power lines cross the development, developers will be required to liaise with utilities companies aiming for undergrounding of overhead cabling wherever possible.
- 9.14 The council recognises the role of art in improving the quality of the environment and the overall design in new development proposals which can contribute to the creation of a sense of place and local identity in public buildings, commercial developments, housing, streets and parks.
- 9.15 Developers will need to demonstrate that existing, planned and/or committed infrastructure is sufficient to accommodate new development proposals, including the cumulative impacts on the wider community, to serve the needs of the future occupiers and users. This includes demonstrating that there is adequate water supply, surface water drainage, foul drainage and sewage treatment capacity both on and off site to service the development whilst looking to achieve no adverse impact on water quality. Necessary improvements to sewerage water treatment infrastructure will be programmed by the water companies and need to be completed prior to occupation of the development. This is to ensure that such infrastructure is in place to avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property and pollution of land and watercourses. In some circumstances this will make it necessary for developers to arrange for appropriate studies to ascertain whether the proposed development will lead to the overloading of existing local infrastructure. Where there is a capacity problem in the local network developers will be expected to requisition or otherwise fund local infrastructure improvements.
- 9.16 The council will work in partnership with infrastructure providers/operators, stakeholders and cross border partners to identify and deliver the requirements for strategic infrastructure in the borough to meet forecast demands including any identified infrastructure deficits.
- 9.17 Where existing infrastructure is considered insufficient to accommodate new development, the council will seek contributions or measures in line with government guidance, either in the provision of on-site facilities and/or a contribution towards enhancement of off-site facilities including strategic

infrastructure. Where on-site provision or financial contributions are made, arrangements for the on-going maintenance of facilities will be required. Early implementation of infrastructure is needed including the upgrading of infrastructure where an existing capacity issue exists where relevant.

- 9.18 Opportunities to share resources and premises between different services will be prioritised to ensure local service provision works for, and supports, local communities. This could include, for example, health-care provision linked to a community hall, or a school providing opportunities for community use or adult learning.
- 9.19 This infrastructure provision will be secured either through conditions or a planning obligation or mechanisms set out in the Community Infrastructure Levy (CIL) Regulations. The type and amount of infrastructure sought from each development will be appropriate and reasonable and directly related to the scale of development and the council will take into account the economic viability of the development proposal. The council will continue to work with infrastructure providers and stakeholders to identify the infrastructure required to facilitate the development set out in the Local Plan, including by what means this is to be delivered to ensure that the spatial strategy remains robust in terms of delivery.
- 9.20 The investment necessary to meet demand will come from a variety of sources, including the private development industry, public agencies, utility service providers and government funding. Priority will also be given to the opportunity for resources and infrastructure to be shared between different services.
- 9.21 The council will continue to work with other partners to facilitate economic growth in the region. This will also involve cross-border working and considering development outside the borough which may facilitate growth to benefit the borough and the wider area.
- 9.22 Following the introduction of the CIL Regulations in 2010 local authorities are empowered to charge a levy on most types of new development. The council's operation of the CIL came into effect Summer 2018 to raise funds from new development to meet the strategic infrastructure needs of the borough. The various CIL rates and the types of eligible residential development for which CIL is chargeable are set out by the Charging Schedule. In accordance with the CIL regulations, a proportion of the raised CIL funds are passed to the relevant parish or town council to form a Neighbourhood Fund to be spent on local priorities. Following the implementation of the council's CIL, the use of planning obligations has typically been limited to those necessary to make development acceptable in planning terms and in accordance with the statutory tests, the Infrastructure List and the 'Planning Obligations for Infrastructure' Supplementary Planning Document.

- 9.23 All planning obligations will continue to be carefully assessed to ensure that they meet the tests contained in paragraph 57 of the National Planning Policy Framework and the CIL Regulations.

Implementation and Monitoring

The policy will be implemented through:

- The preparation of an updated Planning Obligations SPD.
- Inclusion of any specific land use requirements for infrastructure in masterplans for strategic sites, including the Infrastructure Delivery Plan (IDP) identifying the key infrastructure projects required to support the delivery of the Local Plan. The infrastructure schedule will be maintained on the council's website and will be updated as further infrastructure requirements or projects are identified.
- The council's future review and publication of a CIL Charging Schedule and Infrastructure List.

The policy will be monitored through:

- Annual monitoring and updates to the IDP and Infrastructure List,
- The Infrastructure Funding Statement; and
- Monitoring of relevant Legal Agreements as planning obligations are triggered.

Policy INF2: Transport

Recognising the council's declared Climate Emergency, the council will work in partnership to promote a safe, efficient and convenient transport system which will:

- a) Build on the borough's strategic location, through improvements to strategic road and rail connections to the wider area;
- b) Promote transport choice, through improvements to public transport services and supporting infrastructure, including the introduction of a high-quality network of routes, and providing coherent and direct walking and cycling networks with off-road facilities to provide a genuine alternative to the car and support a modal shift;
- c) Improve access to Basingstoke town centre, including the bus and railway station, and other key destinations such as areas of employment and healthcare facilities including the hospital;
- d) Manage congestion and provide for consistent journey times; and
- e) Promote and improve safety, security and healthy lifestyles.

Development should seek to minimise the need to travel and maximise opportunities for sustainable transport modes, to minimise the transport impacts arising from the development, improve accessibility to facilities and services, and support the transition to a low carbon future.

Development proposals will be permitted that:

- f) Place pedestrians, cyclists and public transport at the heart of the development, prioritising their movement according to the Sustainable Transport Hierarchy;
- g) Prioritise travel by sustainable transport modes, including maximising opportunities for Active Travel (walking and cycling) and public transport use;
- h) Integrate into existing movement networks;
- i) Provide safe, suitable and convenient access for all potential users;
- j) Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision, including electric vehicle charging infrastructure and car clubs;
- k) Support changing transport technology and usage; and
- l) Do not result in inappropriate traffic generation or compromise highway safety.

Development proposals that generate significant amounts of movement must be supported by a Travel Plan to deliver sustainable transport objectives and a Transport Assessment or a Transport Statement to address the transport impacts of the development.

Development must be of high quality, sustainable in design, construction and layout, offering maximum flexibility in the choice of sustainable transport modes, including Active Travel (walking and cycling), and with accessibility for all potential users.

Development will be permitted where it:

- m) Does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks;
- n) Mitigates impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, through the provision of, or contributions towards, necessary and relevant transport improvements, including those secured by legal agreements or through the Community Infrastructure Levy or its successor;
- o) Provides safe, secure and high quality pedestrian and cycle connections to local facilities and services and, where possible, strategic cycling routes including those identified within the Basingstoke & Deane Local Cycling and Walking Infrastructure Plan together with facilities to encourage public transport use;
- p) Protects and enhance access to public rights of way;
- q) Provides appropriate parking provision in terms of amount, design and layout, in accordance with the adopted Parking Standards and contributes to making high quality places;
- r) Provides measures to reduce the need to travel, whilst also encouraging sustainable modes of travel, to minimise the transport impacts arising from the development;
- s) Provides appropriate waste and recycling storage areas and accessible collection points for refuse vehicles, in accordance with the Design and Sustainability SPD;
- t) Provides for the use of electric vehicles together with safe, accessible and convenient charging facilities; and

- u) Ensures that all development proposals provide a co-ordinated and comprehensive scheme that does not prejudice the future development or design of suitable adjoining sites.

For development proposals that generate significant amounts of movement, it is important to establish sustainable travel patterns that minimise the need to travel from the outset of development, to minimise the transport impacts arising from the development. Agreement should be reached with the council and Hampshire County Council on proposed public transport enhancements to provide certainty for future residents and to assist in developing and financing a well-defined and comprehensive network, in partnership with public transport operators.

9.24 The provision of a safe, convenient and efficient transport network in the borough is key to supporting residents, employees and visitors to the borough, as well as assisting the wider economy. This is supported by the Basingstoke Transport Strategy which has been developed in partnership between the council and Hampshire County Council (HCC, the Local Highway Authority). The transport strategy includes a range of measures for improving transport including:

- Improving access to and within the town centre;
- Creating new developments which are well-planned and integrated with the existing transport network;
- Providing a step change in the quality of local public transport;
- Developing high quality priority strategic walking and cycling corridors;
- Managing journey times and reliability;
- Maintaining strong strategic transport connections; and
- Forward planning of the transport network to meet future needs.

9.25 This strategy was adopted by both authorities in July 2019 and provides a framework for more detailed work on specific projects which will be progressed to deliver transport improvements in and around the town. HCC have also developed a Basingstoke & Deane Local Cycling and Walking Infrastructure Plan (LCWIP) for the borough (March 2023) to provide a strategic approach to identifying walking and cycling infrastructure improvements.

9.26 In addition to the Basingstoke Transport Strategy and the LCWIP, various sections of the national Strategic Road Network that is managed by National Highways also pass through the borough. This includes the relevant sections of the M3 motorway, the A303 and the A34 trunk roads. 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.

9.27 HCC and the local bus operators have formed an Enhanced Partnership (EP) to develop an improved network of public transport routes within Hampshire. This includes a series of corridors which will be subject to enhancements particularly in Basingstoke to reduce journey times, improve reliability and to

increase bus passenger numbers. This is also to be supported by the provision of bus priority measures to enhance the operation of high quality and reliable public transport corridors, whilst also looking to modernising existing facilities and infrastructure together with securing funding from relevant new developments and from other sources.

9.28 HCC's Local Transport Plan (LTP4) is expected to form the primary transport policy for HCC to 2050. To meet carbon reduction targets, HCC have identified that a shift in approach is necessary, with an increased emphasis on approaches which support modal shift and manage the demand for road space, rather than just supplying the extra capacity to meet this demand. The following two guiding principles have been identified as being essential for the delivery of the LTP:

- Significantly reduce dependency on the private car; and
- Provide a transport system that promotes high quality, prosperous places and puts people first

9.29 The Transport Strategy will sit within the framework of the Hampshire Local Transport Plan (LTP) (2011 - 2031) produced by Hampshire County Council and any successor to this. The LTP provides the long-term framework for transport policies within the borough. The Plan seeks to improve accessibility through the three initiatives of reduce, manage and invest. To assist in meeting the objective of creating sustainable communities, the council will, working in partnership with Hampshire County Council and others, aim to:

- Improve accessibility to services;
- Reduce the need to travel;
- Manage congestion; and
- Achieve more sustainable travel behaviour through the policies and proposals within the Local Plan.

9.30 Hampshire County Council published a Transport Statement to set out the transport objectives and delivery priorities for the borough. The Transport Statement builds upon exiting transport related documents covering the borough, notably the Local Transport Plan, Basingstoke Town Access Plan (TAP) to provide:

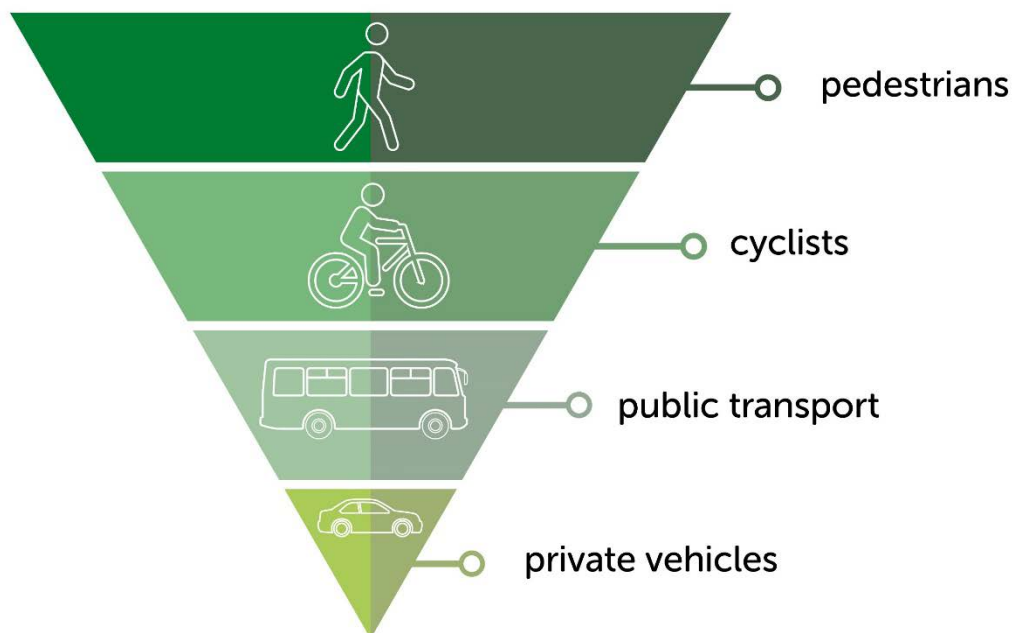
- A local transport policy framework for the borough
- A framework to assist with the prioritisation of transport investment
- A basis for land use planning and development planning
- Assistance to the council with infrastructure planning in support of the Local Plan.

9.31 It is essential that new developments provide safe and suitable access to the highway network and provide a safe and secure on-site movement layout that minimises conflicts between traffic and cyclists or pedestrians, considers the needs of people with disabilities, accommodates the efficient delivery of goods, materials and supplies, and encourages the use of sustainable

transport modes, whilst providing appropriate parking provision for all potential users. Transport provision varies considerably across the borough, with relatively good accessibility by all modes of transport (including, walking, cycling, public transport and the private car) in Basingstoke town and some of the larger settlements, to lower levels of accessibility in some of the more remote rural areas.

- 9.32 Through the provision of services and facilities locally, together with safe, secure and attractive access for pedestrians and cyclists (including those with mobility impairments) and access to high quality public transport, it is possible to help to minimise the need to travel and provide greater scope for people to have a choice of modes of transport, including non-car modes. For example, this can be achieved through creating well connected neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, cycling or public transport. This, together with improved use of technology to facilitate increased working from home, can assist increasing the demand for local facilities and services helping limit the impact of new development on the transport network.

Figure 9.1: Sustainable Transport Hierarchy



- 9.33 Active Travel (walking and cycling) has a key role to play in ensuring an increase in sustainable travel. As indicated by the Sustainable Transport Hierarchy (see above), walking and cycling needs to be given the highest priority, followed by public transport, in preference to single occupancy car use. This can be achieved by accommodating the requirements of pedestrians first, followed by cyclists both within new developments and with neighbouring areas, whilst also facilitating access to high quality public transport. Sport England have also identified this as being important to help people to lead more physically active and healthy lives, as set out by the Sport England Active Design guidance

- 9.34 New developments need to facilitate access to high quality public transport services, whilst maximising the potential catchment area. This can be achieved by taking into account the operation of existing bus services in consultation with the local bus operators and HCC, whilst also identifying the most appropriate means to serve new developments, possibly including any temporary arrangements during the construction phases, whilst also maintaining the efficient operation of the existing services. Additionally, the design of proposed developments needs to be informed by the guidance published by Stagecoach Bus (Bus Services & New Residential Developments (2017) or its successor) who operate the majority of existing bus services within the borough, as well as the best practice guidance published by the Chartered Institution of Highways and Transportation (Buses in Urban Developments (2018) or its successor).
- 9.35 In accordance with the Sustainable Transport Hierarchy, safe, secure and attractive pedestrian and cycle connections, together with suitable waiting and boarding facilities, need to be provided to encourage public transport use. The provision of Mobility Hubs that can provide a dedicated place where people can easily switch from one mode of transport to another, together with access to shared facilities such as a parcel drop-off or pick-up point, car club parking, electric vehicle charging points, secure cycle parking, is supported. Development will be resisted where it is considered it would adversely affect future infrastructure improvements for public transport. The borough's transport networks are continuing to evolve and improve, and the council is working jointly with the highway authorities, stakeholders and other partners to support ongoing transport studies and to seek future funding opportunities.
- 9.36 Proposals will be encouraged to provide infrastructure supporting the use of alternative vehicle types and fuels in support of a lower carbon future. Examples could include installation of electric vehicle charging points. The Government has stated it will end the sale of new petrol and diesel cars and vans by 2030, with all new cars and vans being fully zero emission from 2035. As a result, electric vehicles are becoming more common thereby requiring the provision of supporting charging infrastructure. In line with the council's Climate Emergency and to keep pace with the uptake of electric vehicles, the council requires the provision of electric vehicle charging infrastructure in safe, accessible and convenient locations. Further guidance is set out within the council's Parking Standards SPD (2018) or its successor.
- 9.37 The Parking Standards SPD (2018) set out the council's approach to car and cycle parking in new developments in the borough, taking into account the expected levels of car ownership with an emphasis on promoting good design. It also includes standards for cycle, motorcycle and electric vehicle parking, whilst also recognising the benefits of car clubs.
- 9.38 The thresholds for the need for a Transport Assessment or Travel Plan are set out in Planning Practice Guidance. However, in some circumstances a Transport Assessment may be appropriate for smaller developments and a

Transport Statement will normally be required to support developments for Houses in Multiple Occupation and residential sub-divisions.

- 9.39 Travel Plans are recognised for their part in reducing the impact on the environment by encouraging modal shift, including promoting schemes for reducing travel and travel at peak times (e.g. flexible working), electronic communication, car sharing or promoting transfer to alternative modes.
- 9.40 There are many rural communities where there are limited alternative forms of transport and car use is the only real option for travel. The characteristics of the borough and its relatively scattered pattern of settlements and rural road network must be considered in any transport proposals. The council will support the development of future flexible community-based transport initiatives and will work with the county council to develop initiatives to serve rural areas. The retention of local services and facilities will also help to reduce the need to travel for many communities, although the travel needs of various groups such as children and older persons will require special consideration.
- 9.41 The council will seek to enter into legal agreements with potential developers to secure the implementation of specific improvements or contributions towards their implementation in accordance with the wider access strategy outlined in the Local Transport Plan, Basingstoke Transport Strategy and Community Infrastructure Levy Charging Schedule or its successor. Such improvements may include new or improved highway and non-highway access infrastructure or the provision of new or additional public transport services.
- 9.42 The policy seeks to make certain that all development proposals are designed to ensure that future development of suitable adjacent development site(s) could be accommodated from a transport and access perspective. Therefore, the council's assessment and evaluation of planning applications will consider how development schemes safeguard future development of suitable adjoining sites.

Implementation and Monitoring

The policy will be implemented by:

- The determination of planning applications and preparation of masterplans for key sites.

The policy will be monitored by:

- Through the Infrastructure Funding Statement; and
- An annual report on progress with the adopted Transport Strategy

Policy INF3: New and Improved Facilities

Development proposals for new community facilities within settlements will be supported. As an exception, the provision of new community facilities will be supported outside of, but in close proximity to, settlements provided it can be shown that:

- a) There are no suitable sites available within the settlement which could be used;
- b) The proposal is well related to the nearest settlement, including with regard to issues such as scale, impact on landscape character and the historic environment;
- c) The proposal meets an identified local need; and
- d) The site is accessible via sustainable modes of transport.

Proposals for development provided as part of housing/mixed-use allocations within the Local Plan and also for other large-scale housing/mixed-use developments, will need to:

- e) Retain existing community facilities which are valued by the community and not result in an adverse impact to existing facilities in the local area;
- f) Provide new community facilities, in accordance with adopted council standards within the developable area of the site, where the needs of the new development cannot be met by existing provision;
- g) Ensure that new community facilities are delivered to prescribed timescales and in a manner which ensures they can be viably delivered and operated; and
- h) Ensure that new community facilities are informed by a thorough understanding of the community needs and that the premises provided will meet that need.

Where opportunities exist, the council will support the co-location of community facilities and services. Where this is proposed, it will be necessary to ensure that all of the services are able to fulfil their functions and operate effectively.

The extension, expansion and/or enhancement of existing facilities will be supported, provided the proposal is well related to the existing facility and the surrounding area in terms of design, scale and layout.

9.43 The provision of new community facilities is vital for addressing the impacts of new development and ensuring that residents can meet their needs and be part of vibrant and healthy communities, which is essential for fostering health and well-being.

9.44 Community facilities is a wide-ranging term, which encompasses an array of community, recreational, cultural and leisure uses, including:

- Allotments
- Cemeteries

- Childcare facilities (including children’s nurseries)
- Community buildings including community centres, village halls, church halls and any other community rooms/spaces in other buildings²⁷.
- Cultural facilities including concert halls, theatres, libraries, museums, archive facilities, community arts centres, arts/craft centres and art in the public realm
- Education facilities
- Healthcare facilities (not including elderly persons accommodation)
- Local shops
- Places of worship
- Post offices
- Public houses
- Sports and recreation facilities (including playing fields, sports and leisure centres, swimming pools, indoor sports halls and leisure centres, indoor bowls, gymnastics centres, indoor sports facilities, health and fitness facilities/gyms, ice rinks, artificial turf pitches (ATP), athletics tracks, tennis and netball courts, bowling greens, grass pitches, golf courses/driving ranges, multi-functional green spaces (MFGS), multi-use games areas (MUGAs), water-based facilities e.g. canoeing and other outdoor sports space
- Youth facilities including formal and equipped play provision, and indoor and outdoor facilities for children and young people.

9.45 Wherever possible, new facilities should be provided in the most sustainable location which is achievable and should be accessible via a range of sustainable modes of transport/travel. Generally, this will mean providing new facilities within existing settlements. However, there may be instances where suitable sites within settlements are not available. In such instances it will be necessary to ensure that the site which is selected for the proposed development is as close to, and as well related as possible to, the settlement which it will primarily be serving. This is in order to ensure that the site can be accessed in as sustainable a manner as practicable, and in order to ensure that the proposal does not have a detrimental impact upon the character of the area. Consideration of this issue will need to be informed by the local context, for example in a rural area there will need to be a recognition of the transport options available when establishing what is a sustainable location.

9.46 The provision of new community facilities as part of new development (primarily housing allocations within the Local Plan, the Town Centre policy and any other large-scale development which may come forward on a windfall basis) is hugely significant for both new and existing communities. New community facilities must be provided as part of such developments in a manner which meets community needs and responds positively to facilities and services which are available in the area. Development proposal should demonstrate that they have thoroughly considered the needs of the new

²⁷ BDBC Leisure and Recreation Needs Assessment Update 2022: Part 2 Community Buildings Report defines a community building as: a building that is open to the whole community, run for public benefit, is a focus for neighbourhood activity and involvement and hosts a range of locally based social, recreational, cultural and educational activities and volunteering opportunities.

community and how those will be addressed via the new development. This process should be informed by proper consideration of, and consultation with, neighbouring communities and other facilities in the local area.

- 9.47 For larger developments in particular, new facilities will need to be provided, which accord with relevant council standards and guidance. New community buildings should be provided with space available for potential extension/expansion (without compromising the space available for outdoor uses), particularly if there are other potential development sites in the area which may come forward within area. It is likely that the most appropriate approach will be to consolidate community provision as much as possible to create a community hub and ensure that community integration can be achieved.
- 9.48 In some instances, it may be most appropriate for new development to look towards existing provision within the locality, particularly where this will help to make those facilities more viable and prevent unhelpful competition between facilities, while also ensuring community integration. Where new community facilities are provided, it may be necessary for the council to safeguard land to meet the additional need that is planned to arise.
- 9.49 The consolidation of community uses within particular buildings will also be important for ensuring viability and maximising opportunities for social interaction. For example, it will generally be highly beneficial for community centres and childcare services to be integrated as this ensures that a suitable facility is available for the relevant services and will ensure regular use of the premises provided. Consideration should also be given to grouping community buildings with sports and recreation uses. The community buildings in question will need to be designed so that they can accommodate the different uses they will be supporting in a practical and effective manner. Community buildings should have easy access to outdoor space and provide a segregated outdoor space when they include childcare facilities.

Implementation and Monitoring

The policy will be implemented by:

- Development management and decisions on planning applications.
- Neighbourhood Planning could also bring forward new local facilities and services for which there is an identified need and community support, this could be either via allocations in the neighbourhood plan and/or policies seeking to support the delivery of particular facilities.

The policy will be monitored by:

- Recording and analysing planning applications for new community facilities and services.
- Recording and analysing planning applications where the funding for improvements to existing community facilities and services are secured through s.106 agreements.

Policy INF4: Protecting Existing Community Facilities

Proposals that would result in the loss of community facilities (including sites last used for such activities) will only be permitted if it is demonstrated that:

- a) The facility is no longer needed; or
- b) It is demonstrated that it is no longer viable; and
- c) If either of the criteria above are satisfied, the premises have been actively marketed for at least 12 months and no reasonable offers have been made; and
- d) If there is a community service still operating from the premises in question then it must be demonstrated that they have suitable alternative premises available to them, which can be occupied within a reasonable timescale and which will meet their operational needs.

The loss of community facilities will also be permitted where it can be demonstrated that the development would provide sufficient community benefit to outweigh the loss of the existing community facility or service.

Development proposals in close proximity to existing community facilities which could have a detrimental impact upon the operation of that facility will only be permitted where it can be demonstrated that the development is necessary to ensure the retention of the facility (if it is being provided in order to help support that facility) and that it will not be likely to lead to the potential loss of that facility.

The council will work proactively with local communities and support proposals to retain, improve, or re-use community facilities and services, including those set out in Neighbourhood Plans or Orders, including Community Right to Build Orders along with appropriate supporting development which may make such provision economically viable.

- 9.50 The borough is fortunate in being well provided for in terms of community facilities, which are supported by a strong network of council, club, community, education and private sector partners and volunteers. However, there is often pressure to redevelop sites for more commercially desirable uses.
- 9.51 Protecting existing community facilities is of vital importance for local communities, and it will be essential to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce any community's ability to meet its day-to-day needs.
- 9.52 Therefore, applications for the loss of community facilities (as defined in paragraph 2 of Policy INF3) will only be consented in the limited circumstances set out in the policy. In terms of facilities no longer being needed, this may constitute a scenario where the provider of the service in question has ceased using a particular facility owing to the consolidation of those activities within a smaller number of premises. As a minimum, such proposals must be supported by a report evaluating the quantity and quality of

existing facilities in the locality and assessing their need and value to the community. The views of the local community on any loss must be sought as part of this assessment.

- 9.53 In terms of viability, this will need to be demonstrated through a viability appraisal. This will need to be proportionate and tailored to the type of use in question. This should be set out in a detailed report and provided as part of the application, the contents of which will be made publicly available.
- 9.54 In all instances where there is a proposal for the loss of a community facility and service the evidence submitted to support the application must include details of consultation with the local community, including relevant community groups and council departments.
- 9.55 Where the existing facility is either no longer needed, or is no longer viable, it will still be necessary to market the premises for 12 months. The premises must be marketed for their current use as well as other suitable community uses, and the marketing exercise needs to have been active and the price quoted needs to have been realistic. As part of this process the applicant will need to demonstrate that local community groups, including the local parish council (in parished areas) have been notified of the marketing process. The council has published a marketing guidance note which should be used to inform the marketing process and will be a material consideration when assessing the process which has been undertaken.
- 9.56 Where an application for a replacement community facility is proposed, the existing facility should be retained where possible, or alternatively, temporary facilities should be provided until the new facility is ready for occupation.
- 9.57 When assessing proposals for the loss of existing facilities the council will have due regard to any relevant neighbourhood plans and also any council strategies or other local level documents which help in understanding how to apply the requirements set out in the policy.
- 9.58 The council will work positively with local communities, including voluntary organisations, and support proposals to retain, improve or re-use social and community infrastructure including those set out in Neighbourhood Plans or Orders including Community Right to Build Orders, along with appropriate supporting development which may make such provision economically viable.
- 9.59 This policy is mainly focused on the loss of existing community facilities. However, it also applies to instances where a community facility has been proposed as part of new development, but the developer no longer considers that the community facility is capable of being provided. Such applications will need to comply with the requirements set out in this policy.

Implementation and Monitoring

Implementation will be through:

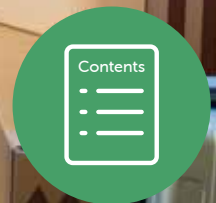
- Development management and decisions on planning applications.

The policy will be monitored by:

- Recording and analysing relevant planning applications and appeals which propose the loss of community facilities and services.

10

Providing Homes for All



10. Providing Homes for All

- 10.1 The Plan will ensure the provision of homes to meet the current and future needs of all of the borough's residents, providing a range of house types, sizes and tenures. The delivery of affordable housing will be maximised in line with the council's Housing and Homelessness Strategy. Specific policies will enable choice, for example through supporting the provision of custom and self-build housing. Changing needs will also be met, for example through the provision of specialist accommodation for older persons. The approach has been informed by a Housing Market Assessment (2020) and an Updated Affordable Housing Needs Assessment (2023).

Policy HSG1: New Housing in the Countryside

Development proposals for new housing outside of Settlement Policy Boundaries must meet the Plan's climate change policies to support the council's climate emergency declaration, and will only be permitted where they are:

1. On 'previously developed land', provided that:
 - a) They do not result in an isolated form of development; and
 - b) The proposed use and scale of development is appropriate to the site's context and does not cause unacceptable levels of harm in relation to landscape, heritage, ecological impacts or transport; or
11. For a rural exception site for affordable housing or a first homes exceptions site (where permitted by Policy HSG3); specialist housing (where permitted by Policy HSG6); or a single plot exception site for custom and self-build housing (where permitted by Policy HSG4); or
12. For the re-use of a redundant or disused permanent building provided that the proposal:
 - a) Involves a building that is structurally sound and does not require substantial rebuilding, extension or alteration;
 - b) Respects and retains the character, fabric and distinctive features of the building, where such features are considered beneficial to retain; and
 - c) Does not result in the requirement for another building to fulfil the function of the building being converted; and
 - d) It leads to an enhancement to the immediate setting; and
 - e) Demonstrates that it minimises carbon emissions in accordance with the energy hierarchy set out in Policy ENV11; or
13. For a replacement dwelling that is not temporary in nature provided that:
 - a) The size of the proposal would be appropriate to the plot; and
 - b) It would not be visually intrusive in the landscape or harm the character and local distinctiveness of the rural area; or
14. Proposals for four net dwellings or fewer that provide dwellings of a number, size and type that meet an unmet need in the local area provided that:
 - a) The need is clearly evidenced and locally agreed;

- b) The site It is well related to the existing settlement and the local area where the need is arising and would not result in an isolated form of development; and
 - c) The development will respect the qualities of the local landscape and be sympathetic to its character and visual quality; and
 - d) The development will respect and relate to the character, form and appearance of surrounding development, and respect the amenities of the residents of neighbouring properties; or
15. For a new dwelling linked to an existing and viable agricultural, forestry, horse breeding and training, livery or equivalent rural business, where it can be shown that:
- a) There is an essential need for the occupant to be on site at any time during any 24 hour period; and
 - b) No alternative suitable accommodation is available in the locality; and
 - c) The rural business linked to the proposed new building must have been viable for the previous three years; or
16. Allocated for development in a Neighbourhood Plan which has been 'made' by Basingstoke and Deane Borough Council.
17. For the sub-division of an existing building provided that:
- a) There would be no adverse impact upon the character or appearance of the area.

10.2 This policy applies to the countryside, i.e. areas outside defined Settlement Policy Boundaries which are not allocated for development in the Local Plan.

10.3 The aim of the Local Plan is to direct development to within the identified Settlement Policy Boundaries and specific site allocations. Within the countryside, it is the intention to maintain the borough's open character, prevent the coalescence of settlements, and resist the encroachment of development into rural areas. The countryside is therefore subject to a more restrictive policy.

10.4 However, the Local Plan recognises that the borough's rural areas include a large number of smaller settlements which vary in size and function, in addition to a variety of rural enterprises. As such, the policy incorporates flexibility to support the provision of new homes where they will enhance or maintain the vitality of rural communities and meet identified needs. The policy will prevent isolated homes in the countryside.

Previously developed land

10.5 The redevelopment of previously developed land in the countryside will generally be encouraged provided that the site is not isolated. This includes sites on the council's Brownfield Land Register. It will be important to ensure that the form and scale of development is appropriate to the site's context, and in particular takes into account the landscape, heritage and biodiversity value of the site, and any transport impacts that may result.

Re-use of existing buildings

- 10.6 Buildings constructed of temporary or short-life materials, and which are derelict and in an advanced state of disrepair, are not considered suitable for re-use. A structural survey of the building to be converted will be required to demonstrate the structural integrity of the building and the extent of changes to be made to its fabric.

Replacement dwellings

- 10.7 The council recognises that existing dwellings within the countryside may be subject to proposals to replace them. However, this is limited to those which are not temporary in nature or the result of a temporary permission. The impact of a replacement dwelling is likely to increase with its size, especially in relation to the impact on its surroundings and being out of scale with its plot.
- 10.8 A replacement dwelling should be positioned within the site where it would result in no material harm, including to the local landscape or amenity. It should not require any extension to its curtilage.
- 10.9 The size and design of the proposal should not result in the property becoming more visually intrusive in the countryside or out of scale with its plot.

To meet a local need

- 10.10 The policy allows small-scale new residential development in the countryside in limited circumstances, where there is clear evidence to demonstrate that it would meet an unmet local need (for example, in relation to the number, size and type of dwellings), as agreed by the Local Planning Authority in consultation with the parish/town council.
- 10.11 Developments should be four dwellings or fewer (net) to fall below the size threshold of sites that could be allocated through neighbourhood plans. It will be necessary for such developments to be well related to existing settlements and be suitably designed to respect the landscape setting and relate well to surrounding development.
- 10.12 One way of identifying whether there is need in the local area would be through a housing needs survey. It will usually be appropriate to assess need at Parish level, except where a Parish includes more than one settlement or where the proposal is adjacent to a neighbouring parish. In such cases, it will be necessary to show that need arises in or around the settlement where the new homes are proposed.
- 10.13 It may also be necessary to demonstrate that suitable properties could not be made available to meet the identified need in any other way. For example, the need could not be met by any other planning permissions or allocations, or through churn in the local housing stock.

10.14 Where a local housing need has been accepted, it will be necessary to require the property to be preferentially marketed to local people to ensure the new home has an opportunity to meet that identified need.

Rural workers' dwellings

10.15 There may be instances where it is necessary for a new dwelling to be built in the countryside to meet the need for a worker to be accommodated on site, such as for an agricultural, forestry, horse breeding and training, livery or equivalent use. In general, given that the borough's characteristics are such that most agricultural and other countryside-based enterprises are reasonably accessible to settlements, the council will require applicants to demonstrate that the need cannot be met through (for example) call out or the provision of casual overnight accommodation rather than a full time residence. The size of the tied dwelling should be proportionate to the functional needs of the rural establishment, and this should also be a key consideration for any future proposals for that home to be extended.

10.16 The removal of agricultural ties to dwellings in the countryside will only be permitted where it can be demonstrated that the business linked to the dwelling has ceased to exist, or that the business has permanently changed its operation which no longer requires the linked dwelling, and that there is no demand for that dwelling from someone solely, mainly or last working in agriculture or forestry within the local area and not just on that particular holding.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.

The policy will be monitored against:

- Decisions on new dwellings in the countryside (approvals/refusals) in relation to the different circumstances in which this policy permits development.

Policy HSG2: Affordable Housing

The council will require at least 40% affordable housing on:

- a) Sites where 10 or more homes will be provided, or the site has an area of 0.5ha or more; and
- b) All sites delivering net new dwellings in the North Wessex Downs National Landscape.

On-site provision will be required on qualifying developments of five or more net new dwellings. Only in exceptional circumstances will off-site provision or financial contributions of equivalent value be accepted. Qualifying developments of less than five net new dwellings will be required to pay financial contributions of equivalent value towards the provision of affordable housing in the borough.

The tenure split of affordable homes will be 60% social rented and 40% intermediate products, which shall include at least 25% First Homes discounted from average market values by a minimum of 30%, so long as this is required by the government.

On individual sites, the type and size of affordable homes will be appropriate to the character of the area and the overall development and have regard to the type of need shown on the council's housing registers, as well as the stock and turnover of existing properties.

- 10.17 The provision of affordable housing to meet needs is a key priority for the council in order to ensure that households in need are able to access housing in the borough, and to help deliver the council's Housing and Homelessness Strategy 2020-24.
- 10.18 The council's housing register and the assessment of housing need undertaken as part of the Housing Market Assessment (HMA) and subsequent work, demonstrates that there is a need to maximise the delivery of affordable housing in the borough. In order to meet this need, the policy requires 40% of the net increase in dwellings to be affordable housing on all qualifying developments. The council will support schemes with a higher proportion of affordable housing, where appropriate. Where the proportion of affordable housing required on-site does not amount to a whole number the council will seek provision to be rounded up to the next whole number.
- 10.19 In the case of regeneration schemes, any existing affordable housing would need to be replaced, in addition to the requirement for 40% affordable housing on the net increase in dwellings.
- 10.20 The council recognises the importance of providing a range of housing products to meet needs including a mix of rented accommodation and low cost home ownership products. This includes a requirement for social rented housing, to ensure rented accommodation is and remains affordable to local residents.
- 10.21 The council will also support the delivery of First Homes, which will be discounted by a rate of at least 30%. The council has put in place a local connection test to ensure they are prioritised to local people and key workers. First Homes will comprise at least 25% of the affordable housing on market-led sites (where not exempted by national policy) and their provision will be balanced against the need for other intermediate products on a site-by-site basis. On strategic scale sites, the council may seek an element of supported housing as part of the affordable housing, subject to needs.
- 10.22 The council will require affordable housing to be provided on-site, other than when fewer than five net new dwellings are proposed.
- 10.23 However, in exceptional circumstances and where justified, the council will accept off-site provision or a financial contribution of equivalent value in lieu of on-site provision towards the delivery of affordable housing elsewhere in the

local area or borough to meet the wider affordable housing need. The council may consider the following to be acceptable:

- It would be impracticable for a registered provider to manage on-site affordable housing;
- Bringing existing housing stock back into use for affordable housing;
- If the alternative site being proposed for development would be closer to local facilities;
- Where the off-site provision would lead to a significantly larger number of affordable houses being provided on the alternative site, without compromising the need for mixed and sustainable communities.

10.24 Where a financial contribution is taken and it does not generate a requirement for a whole unit, the fractional contribution will also be paid towards provision off-site.

10.25 The affordable homes provided must be distributed within the development to support the creation of integrated and mixed communities. However, practical implementation and management issues will be considered when taking into account the location of the affordable homes. Affordable homes should be designed to a high quality with the same or a consistent external appearance as for market housing.

10.26 The council's housing registers show that there is a requirement for a range of affordable dwelling types (houses and flats) and bedroom sizes to meet a variety of needs and enable sustainability and turnover of the affordable housing stock. This need may vary by area and over time. The mix of dwelling types (houses and flats) within each affordable tenure should be similar to that proposed for the market housing, unless there is overriding evidence that this would not meet the needs on the registers.

10.27 In exceptional circumstances, the council may be required to consider viability where schemes may be faced with abnormal costs that could not have been envisaged at a Plan-making stage or where circumstances have changed since the Plan was brought into force. In such cases, robust viability evidence will be required and the council will have this independently reviewed at the applicant's cost. Where policy requirements cannot be met due to economic viability, the tenure and mix of affordable housing will be examined prior to any variation in the proportion of affordable housing. Review mechanisms will be considered to cover the possibility that viability may improve during the period of development construction to achieve policy compliance.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications and planning obligations.
- Working in partnership with the Housing Department, Housing Associations, Registered Providers, and Homes England (or other relevant bodies) to ensure the delivery of homes to meet needs.

The policy will be monitored against:

- The number and tenure of affordable homes granted planning permission.
- The number tenure, size and type of affordable homes delivered (and compared to needs).

Policy HSG3: Rural Exception Sites and First Homes Exception Sites

Residential development designed to meet the identified housing needs of local people unable to meet their own needs in the housing market will be permitted outside Settlement Policy Boundaries on Rural Exception Sites and First Homes Exception Sites. The homes must meet the Plan's climate change policies to support the council's climate emergency and ecological emergency declarations.

Rural exception sites will be permitted where:

- a) The site is adjacent or well related to an existing settlement, and capable of being well integrated into the existing community;
- b) The scale and tenure of development will be based on proven local need;
- c) The development will be small scale and in proportion with and respect the character, form and appearance of the immediate vicinity and surrounding area; and
- d) The affordable housing will be retained in perpetuity.

As long as they are supported by the government, First Homes exception sites will be permitted where:

- e) The affordable homes would be First Homes. A small proportion of other affordable tenures may be provided if it can be demonstrated that significant local need exists;
- f) The site is adjacent to an existing settlement and capable of being well integrated into the existing community;
- g) The development will respect the character, form and appearance of the immediate vicinity and surrounding area;
- h) The development would be proportionate to the size of the existing settlement. The determination of 'proportionate' will have regard to the form of the settlement, the established pattern of development and the sensitivity of the landscape and any heritage assets.
- i) There is a proven need for First Homes, that is not already being met or being planned to be met elsewhere in the borough; and
- j) The site is not within the North Wessex Downs National Landscape.

Subject to local housing priority, local circumstances, viability and market conditions, a proportion of market housing will be permitted on Rural Exception Sites and First Homes Exception Sites. In such cases, the affordable element of the development should always comprise the greater proportion of units in comparison to the market units proposed. The council will only permit the minimum number of market homes required to deliver the scheme. Where market homes are provided, their size/type should meet a clearly identified local need.

The developer will be required to submit an open book viability assessment for proposals which include a proportion of market housing on viability grounds. This will need to demonstrate that the proposed number of market dwellings is essential for the successful delivery of the development and is based on reasonable land values as an exception site. In such cases the council will commission an independent review of the viability study, for which the developer will bear the cost.

Affordable Homes for discounted market sale will also be permitted on Single Plot Exception Sites as set out in Policy HSG4.

- 10.28 The borough has a significant rural area with approximately 40% of the population living outside Basingstoke town. The specific housing needs of the rural areas are of key concern for the council and this policy permits rural exception sites of affordable housing in areas where new development would not normally be permitted. This approach is supported in national policy which highlights how important it is to meet the current and future needs of rural communities.
- 10.29 A number of rural exception sites have been successfully delivered in the borough. However, the delivery of such schemes can be slow and the council is keen to facilitate a higher provision of affordable homes in rural areas in the future with a view to maintaining sustainable communities and meeting their specific needs. The council would expect rural exception sites to be supported with evidence of local need (generally arising from within the same parish) and developed in engagement with the local community and with support from parish councils. Community-led housing and rural exception sites may also be identified within neighbourhood plans.
- 10.30 In order to minimise the impact of development in the countryside, the proposed site should be selected as the preferred and most deliverable option following an evidenced scoping exercise and sequential assessment of potential sites capable of meeting the locally identified need. This should include considering all opportunities within the built-up area as a priority.
- 10.31 In order to ensure that rural exception sites meet the needs of local communities, in the first instance and for any future vacancies, rural exception housing must always be offered to households in the parish within which it is located. Strictly controlled cascades will allow the scope to widen catchment areas over time to prevent prolonged voids.
- 10.32 The policy also permits first home exception sites on suitable sites where they are proportionate in size to the existing settlement. Proportionate in size should be determined with regard to the form of the settlement, the established pattern of development and the sensitivity of its environment. However, sites will be unlikely to be considered proportionate in size if they would increase the number of homes in a settlement by more than 5%, or if they would have an area exceeding 1.0ha adjacent to settlements in Categories 1,2 or 3 (as defined by Policy SPS5) or 0.5ha adjacent to any other settlement, whichever is smaller.

10.33 It is expected that rural exception sites and first home exception sites will deliver 100% affordable housing. However, the provision of small-scale market development in conjunction with affordable units will help enable more development sites to come forward to meet local demand. The provision of a small number of market units will also help maintain communities where development would not otherwise occur. Where market homes are required, these should be of a type that would meet an evidenced need within the local community (such as homes for older people or plots for self-builders).

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications and planning obligations.
- Working in partnership with Parish Councils, the Housing Department and Registered Providers to ensure the delivery of homes to meet needs.

The policy will be monitored against:

- The number and tenure of homes granted planning permission and delivered on Rural Exception Sites and First Home Exception Sites.

Policy HSG4: Single Plot Rural Exception Sites for Custom and Self-build Housing

Planning permission will be granted for single custom and self-build dwellings in locations within and adjoining small villages and other rural settlements (not including settlements in Categories 1-3) where the following criteria are met:

Eligibility and local connection

- a) The applicant can demonstrate to the satisfaction of the council that they are in housing need and are unable to identify or afford a suitable alternative home currently available for sale on the open market within the parish or within 5km of the proposed site (excluding within any settlements in categories 1-3).
- b) The applicant has a strong and evidenced local connection to the settlement.

Location

- c) The site is part of or adjacent to a recognisable settlement and does not constitute sporadic or isolated development.

Size

- d) The dwelling size will not exceed 105 square metre gross internal floor space or occupy a plot of more than 0.1ha. Permitted development rights will be removed to ensure the property remains affordable.

Affordable housing in perpetuity

- e) The dwelling is affordable to the applicant. To ensure community benefit going forward, the dwelling must remain affordable in perpetuity, discounted from open market value by at least 30%.

Design

- f) The dwelling must be designed to the high environmental standards set out in Plan's climate change policies in order to minimise its energy and resource use and support the council's climate emergency and ecological emergency declarations.
- g) Development must be in keeping with the character, form and appearance of the immediate vicinity and surrounding area.

10.34 The purpose of this policy is to meet a specific need to deliver rural affordable housing for those that cannot otherwise afford to live where they have a strong local connection. It is recognised that these settlements have high house prices and low levels of affordable housing, and this provides a more affordable option by allowing local residents to build or commission their own homes.

10.35 The home will remain affordable in perpetuity through a Section 106 agreement which is registered as a Local Land Charge and through a restriction on the title deeds. The council will ensure that the new purchaser is paying the prevailing affordable price, and the S106 will include a cascade mechanism to ensure the property is made available to other local people in the first instance.

10.36 Further detail about the requirements of this policy and its implementation is set out in the guidance in Appendix 3.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.
- Engagement with parish councils and the council's Housing Department.

The policy will be monitored against:

- Number and type of new homes approved on single plot rural exception sites.
- Number of applications for single plot rural exception sites refused.
- Number of new homes delivered on single plot rural exception sites.

Policy HSG5: Housing Mix for Market Housing

Development will be permitted where the mix of market housing:

- a) Includes a range of house type and size (including for older people, bungalows and suitable accommodation for downsizing with small gardens or outdoor space, and for those wishing to build their own homes) to address local requirements taking into account the most up to date evidence on housing need; and
- b) Is appropriate to the size, location and characteristics of the site; and
- c) Is appropriate to the established character and density of the neighbourhood.

Proposals will be required to provide evidence, proportionate to the scale of development proposed, to justify the mix of housing proposed.

- 10.37 This policy applies to market housing only. Policy HSG2 relates to the provision of affordable housing.
- 10.38 A mixed community requires a variety of housing, particularly in terms of tenure (including private rented housing), to provide homes for different households such as families with children, couples, single person households and older people. The council recognises that to promote sustainable communities there must be a mix of types of housing that are provided in any given development or location. The council will seek to balance communities where particular dwelling types, sizes or tenures have become prevalent beyond an evidenced need. The council will not support schemes for 100% flatted development, unless it can be demonstrated that it offers the most appropriate solution for the site, taking into account the criteria in Policy HSG5.
- 10.39 The Housing Market Assessment (2020) indicates that there is a need for a range of dwelling sizes. There is a particular need for three bedroom dwellings, and also a significant need for two bedroom dwellings which could meet the needs of younger people, and older residents looking to downsize. Although there is also a need for homes with four bedrooms or more, these should normally comprise no more than 30% of the market homes in a development. In identifying local needs particular regard should be given to policies in neighbourhood plans and their supporting evidence. If these needs should change over the life of the plan, then the council will publish additional guidance.
- 10.40 As well as seeking to provide opportunities for local people to rent or buy a home, it is also important for a variety of housing types and sizes to be provided to help achieve balanced and sustainable communities. It will be more appropriate for schemes with a higher proportion of smaller units to be provided on sites in or adjoining the centres of settlements with a good or a reasonable range of services and public transport provision. In the small and medium villages (category 3 and 4 settlements) and the rural areas of the

borough, larger houses tend to dominate. This can lead to an increase in under-occupancy where people who wish to downsize within the community that they live in are not able to due to a lack of smaller dwellings. Here, the upper limit of homes with four bedrooms or more set out in paragraph 3 will be strictly applied in order to provide opportunities for communities to diversify.

- 10.41 However, it is recognised that the appropriate range of housing for any scheme will need to take into account the physical characteristics of the site, the character of the area, community context, local housing need and existing provision.
- 10.42 Appropriate 'downsizing' accommodation, including bungalows, with small gardens or outdoor space will be supported.
- 10.43 Development proposals will be required to provide evidence to justify the mix of housing proposed. The information provided should be proportionate to the scale of development proposed and the extent to which it deviates from the needs identified above.
- 10.44 The council recognises that for smaller developments (typically those of three or fewer units) it may not be appropriate to meet the specific requirements of the policy, however development should still provide a range of unit sizes.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.
- Maintaining up-to-date information on needs across the Plan period.

The policy will be monitored against:

- The size, types and tenures of housing completions compared to needs information at the time.

Policy HSG6: Specialist Accommodation for Older People and those with Specialised Needs

Specialist housing and accommodation for older people and people with specialised needs will be provided on strategic sites, as identified in Policy SPS3.

Proposals for all types of specialist accommodation to meet the needs of older people and people with specialised needs will be permitted within settlement policy boundaries where the location:

- a) Is well integrated with the local community; and
- b) Is appropriate in terms of access to facilities, services and public transport, taking into account the nature of the accommodation and the needs of its occupiers, staff and visitors.

Care uses will also be exceptionally permitted adjacent to settlements where:

- c) They fall within Use Class C2 (including nursing and residential care) or include a mix of C2 and C3 accommodation but are predominantly Use Class C2; or are wholly affordable housing accommodation (Use Class C3) that would provide on-site care regulated by the Care Quality Commission; and
- d) There is a proven unmet need for accommodation of that type in that local area; and
- e) It can be demonstrated that there are no more suitable and deliverable sites within settlement policy boundaries in the area within which the need arises; and
- f) The massing and scale of the built form is appropriate to the site's location, taking into account local character and the sensitivity of the landscape.

All proposals will be designed to reflect best practice and take into account the needs of the end user. Where proposals would provide apartments or flats, they shall provide a satisfactory standard of communal areas and private open spaces, such as balconies, for occupants.

The council will require affordable housing on all developments that provide dwellings in accordance with Policy HSG2 (Affordable Housing). Where it can be demonstrated that it would not be possible to provide affordable accommodation on-site, developers will be required to pay a financial contribution of equivalent value towards the provision of affordable housing.

Proposals that result in the loss of specialist accommodation will only be permitted where it can be demonstrated that they are no longer needed, or the accommodation is no longer practical, desirable or viable to retain. It should be demonstrated that all options for re-providing any type of specialist accommodation on the site have been considered.

- 10.45 The number of older people living in the borough is expected to continue to increase over the plan as people are living longer. It is therefore necessary to ensure that appropriate accommodation in suitable locations is available to meet everyone's needs. It is also necessary to consider the requirements of people with other specialist care needs.
- 10.46 Older people have a range of income levels, aspirations and differing levels of health, fitness and disability. These diverse needs will be recognised through the encouragement of a broad range of housing choices including a variety of housing types, tenures and specialist accommodation. This will include sheltered housing, retirement living, extra care housing/assisted living, residential care and nursing care.
- 10.47 In order to meet needs, it will be necessary to consent approximately an additional 600 units of sheltered housing (in Use Class C3) and approximately 300-care bed spaces (in Use Class C2) over the plan period. This will be met through the delivery of market and affordable specialist housing and

accommodation on the strategic sites (as identified in Policy SPS3) and by enabling suitable windfall development.

- 10.48 The majority of specialist accommodation would be expected to be located within settlements. However, some types of specialist accommodation providing high levels of care may exceptionally be permitted outside settlements where they would meet an identified and evidenced local need, and it can be demonstrated that there are no better sites available. Market accommodation offering lower levels of care and support, such as sheltered housing, will be considered in the same way as conventional housing.
- 10.49 It is recognised that older people generally aspire to live close to where they were living in mainstream accommodation. For the purposes of identifying need and interpreting 'local area', this will generally be assessed settlement wide. Should other approaches be proposed, this would need to be robustly justified.
- 10.50 A range of types of accommodation will also be required to meet other specialist needs. The council will also support the delivery of clustered small supported housing schemes which can support a range of needs by providing 'step down' accommodation from institutions to help people live more independently and move-on accommodation from hostels.
- 10.51 Where specialist accommodation is provided, it will be important to ensure that it effectively provides residents with a high level of amenity and enables them to live independently as far as possible for example by ensuring it is located close to good public transport, local amenities, health services and shops. For older persons, their design should reflect best practice as set out in HAPPI (or any subsequent guidance).
- 10.52 In accordance with Policy HSG2, affordable housing will be required on all units that have the physical characteristics of dwellings for independent existence, including units in Use Class C3. In some instances, specialist accommodation (within Use Class C3) may be sought as a component of the affordable housing on market-led sites.
- 10.53 Extensions to specialist accommodation which will provide additional capacity should also be assessed against the requirements of this policy.
- 10.54 Where specialist accommodation is proposed to be lost this should be robustly justified. As part of this, it should be demonstrated, through a thorough marketing exercise, that the site could not be reused for any type of specialist accommodation.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.

- Working in partnership with the Housing Department, HCC Adults' Health and Care, Registered Providers, and other relevant bodies to ensure the delivery of specialist accommodation to meet needs.

The policy will be monitored against:

- The number and tenure of specialist units granted planning permission and delivered inside/outside the SPB.

Policy HSG7: Custom and Self-build Housing

On all sites of 100 dwellings or more, development will provide 5% of residential plots for self-builders or custom house builders. In determining the scale and nature of provision, the council will have regard to evidence about the level of demand, viability considerations and site-specific circumstances.

Where a site is required to provide custom and self-build plots, the plots will be made available in step with the delivery of the conventional market housing and marketed in a fair and open way for at least 12 months. For the first two month of this period, the plots will be prioritised to individuals and associations of individuals on the Council's self-build register. The plots will be made available at competitive rates which are fairly related to the associated site/plot costs. Where the council agrees that the plots have been appropriately marketed and have not sold within this time period these plots may be built out as conventional market housing by the developer.

Where more than one custom or self-build unit is proposed, a design framework will be required to inform the detailed design of the individual units.

The mix of plots must respond to the types, sizes and build routes identified on the council's register as well as wider housing requirements and meet the Plan's climate change policies to support the council's climate emergency and ecological emergency declarations.

Plots for custom and self-build housing will also be encouraged as part of smaller development sites.

10.55 Custom and self-build housing offers the opportunity for residents to be involved in the design and construction of their own homes. The benefits include increasing the supply of housing, enabling more people to get onto the property ladder (through the delivery of lower cost housing), enabling a range of smaller developers into the local housebuilding market and providing a greater mix and variety of homes.

10.56 The council has a legal duty to meet the demand for plots under the 'Right to Build', and the council's self-build register indicates that there is a high demand for custom and self-build housing in the borough, and that a mix of different types of plots are demanded. The Local Plan therefore seeks to meet this demand through requiring plots on strategic sites and encouraging

delivery on smaller sites; single plot rural exception sites (Policy HSG4); and encouraging delivery through neighbourhood plans (Policy SPS6).

10.57 Although the NPPF does not differentiate between custom and self-build housing, they provide different routes by which residents can build their own homes. These are explained by the government-funded Right to Build Taskforce (Guidance Note PG1.2: Defining Self-build and custom housebuilding, August 2022). Self-build involves the occupier taking responsibility for the design, construction and funding of the home, and bearing the associated financial costs of securing the plot and procuring the construction. Custom build involves the occupier commissioning or building their new home through a range of housing delivery models facilitated and/or supported by a landowner, developer, contractor or enabler. The council's self-build register collects information on residents' preferred build routes and it is expected that the mix of homes should take into account the type of demand on the self-build register.

10.58 The council will secure custom and self-build plots on its largest development sites. Given that such sites will be built out over very long timescales, it is expected that 5% of plots will be secured in the initial consent, and that this will need to be reviewed on a phase-by-phase basis taking into account indications of demand at the time that that phase comes forward. Such indications of demand are not limited to the council's self-build register as it is recognised that this may only be a partial reflection of demand.

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.
- Notifying the council's self-build register of opportunities that the council is made aware of.

The policy will be monitored against:

- Number of custom and self-build homes granted planning permission and delivered, compared to the demand for plots indicated by the council's self-build register and any other sources of evidence.
- Number of custom and self-build plots marketed to people on the council's self-build register.

Policy HSG8: Accessible and adaptable dwellings

All new dwellings will meet Building Regulations requirement M4(2) 'accessible and adaptable dwellings' or M4(3) 'wheelchair user dwellings'.

For some schemes it may be impractical and/or unviable to provide the step free access required across the whole development. In such cases, robust evidence will be needed to justify that exceptional circumstances apply.

On sites of 30 new dwellings or more, at least 3% of dwellings will meet Building Regulations M4(3).

- 10.59 The requirement for new homes to be built to advanced accessibility standards will lead to the creation of 'Lifetime Homes' that contribute to building mixed communities and make the housing stock more responsive to local residents' needs throughout their lifetime. This includes providing easy access for pushchairs for families with young children, or aids for those with temporary or permanent disabilities. In light of the borough's ageing population, and the incidence of disability increasing with age, it will enable residents to live independently in their own homes for longer. This has been shown to reduce the need for social care and deliver improved health outcomes.
- 10.60 The split between market and affordable M4(3) dwellings will be in line with the overall tenure split of the development, unless there is overriding evidence that this would not meet the needs on the Housing Registers.
- 10.61 In accordance with national planning guidance, where wheelchair user dwellings are provided in market homes these will be 'wheelchair adaptable' (M4(3)(2)(a)). In homes where the council is responsible for allocating or nominating an individual, the homes will be 'wheelchair accessible' (M4(3)(2)(b)) subject to the level of need shown on the council's Housing Registers.
- 10.62 M4(3) dwellings should be distributed throughout the development to provide a range of locations, aspects and units sizes. Within flatted development, if any access route is shared between dwellings with different accessibility requirements, the highest requirement should be applied to ensure access to communal areas and neighbouring properties.
- 10.63 Where the 3% M4(3) requirement would result in a fraction of a wheelchair user dwelling, provision should be to the nearest whole dwelling.
- 10.64 In exceptional circumstances, the council may be required to consider exemptions to the requirement for M4(2) and M4(3) dwellings. In such cases, robust evidence will be required that any of the following circumstances apply which make the requirement impractical or unviable:
- The physical characteristics of the site, including its topography, gradient or vulnerability to flooding;
 - Step free access cannot be gained;
 - It would make the scheme unviable.
- 10.65 The government may bring forward a requirement for 100% M4(2) dwellings and updated Building Regulations/statutory guidance to describe the circumstances where M4(1) is acceptable. This will supersede the circumstances listed in paragraph 10.64.

10.66 Where exemptions are allowed, the minimum number of dwellings necessary will be exempted. Where there is a requirement for M4(3) dwellings on the site and scope to provide any M4(2) or M4(3) dwellings, the M4(3) dwellings will take priority.

10.67 For some flatted developments, the need for a lift to enable the requirement of step free access may make the scheme unviable. Where this can be demonstrated, the ground floor dwellings will still meet Building Regulations requirement M4(2) or M4(3).

Implementation and Monitoring

The policy will be implemented through:

- Decisions on planning applications.

The policy will be monitored against:

- Number of new homes built to M4(1), M4(2) and M4(3) standard.

Policy HSG9: Gypsies, Travellers and Travelling Show People

The council will make provision for additional gypsy and traveller pitches to meet the accommodation needs of Gypsies, Travellers and Travelling Showpeople in the borough, as indicated in the most recent Gypsy and Traveller Accommodation Assessment.

The council will meet the identified need for Gypsies, Travellers and Travelling Showpeople through the provision of plots and/or pitches as part of Greenfield allocations. [The distribution of pitches will be set out in this policy at a later date, once the approach has been finalised].

Offsite pitches in lieu of the pitches required on the strategic allocations will only be acceptable where all of the following criteria are met:

- a) The alternative site provides for at least the same quantity of provision as required by the relevant allocation policy;
- b) The alternative site is considered as sustainable with regards to access to services when compared with the site allocation for which it is a substitute;
- c) The site has potential for successful integration between travelling and settled communities, including through suitable positioning of the pitches;
- d) The site can be developed within the same timeframe (or faster) as the housing allocation site being replaced; and
- e) The site would meet the needs of the travellers it is intended to accommodate.

If planning proposals for accommodation sites for Gypsies, Travellers and Travelling Showpeople are received for sites other than those set out in relevant allocation policies, they will only be permitted where:

- f) There is an identified need for the pitch provision;

- g) There is no adverse impact upon local amenity and the natural and historic environment;
- h) The site is located within a reasonable distance of local services with capacity, including education establishments, health and welfare services, shops and community facilities;
- i) There is safe and reasonable access to the highway, public transport services and sustainable transport options;
- j) Adequate on-site facilities are provided for parking, storage, play and residential amenity and appropriate essential services;
- k) The potential for a mix of uses on the site has been demonstrated, where required; and
- l) The potential for successful integration between travelling and settled communities has been demonstrated, including through suitable positioning of the pitches on mixed use sites.

Planning permission will not be granted for the replacement of lawful Gypsies, Travellers and Travelling Showpeople sites by permanent dwellings or other uses unless it can be clearly demonstrated to the satisfaction of the local planning authority that there is no genuine need or likely future need for Gypsies, Travellers and Travelling Showpeople sites in the locality and other planning policy requirements are met.

In addition to the site allocations within this Local Plan, in the event of any non-allocated housing sites coming forward for development, accommodation for Gypsies, Travellers or Travelling Showpeople should be provided on development sites of 500 homes or more whilst there remains an identified need in the borough. For 500 to 999 homes two pitches or plots should be provided, for 1,000 to 1,499 homes four pitches or plots, for 1,500 to 1,999 homes six pitches or plots and for 2,000 or more homes eight pitches or plots.

10.68 The council has a commitment to support sustainable communities and address housing needs. This applies to travelling communities as well as settled communities.

10.69 The council, as the local planning authority, is required to identify sites for permanent and transit site accommodation to meet the needs of Gypsies, Travellers and Travelling Showpeople.

10.70 There are distinct differences in the culture and way of life of Gypsies and Travellers and Travelling Showpeople. For this reason, Planning Policy for Traveller Sites (DCLG, 2023) provides two separate definitions:

10.71 Gypsies and Travellers means:

‘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’.

- 10.72 Travelling showpeople means:
'Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above'.
- 10.73 For gypsies and travellers that do not meet the definition their needs are met through the general housing policies within this plan. This is because caravans are counted in the census and so the needs of households living within caravans are incorporated into the subnational population projections, household projections and standard method calculation.
- 10.74 Planning Policy for Traveller Sites (PPTS, 2023) requires local planning authorities to identify and update annually, a supply of specific deliverable²⁸ sites sufficient to provide five years' worth of sites against their locally set targets. The council has commissioned an updated Gypsy and Traveller Accommodation Assessment (GTAA) and this will identify future needs for pitches and plots over the plan period.
- 10.75 The Local Plan will set a strategy for providing accommodation for gypsies through the delivery of sites which is likely to include pitch allocations on the larger housing allocations. The council considers that this is likely to constitute the most effective method of meeting the requirements set out in the PPTS. However, further work will be completed to ensure a suitable strategy is reflected in the Plan. When providing gypsy and traveller sites on the housing allocations it will be necessary to have regard to the relevant criteria listed in Policy HSG9.
- 10.76 When making provision for pitches which would be for sale on the open market it will be important to ensure that pitches are large enough to make provision for an: amenity block (usually comprising a floor area of 25-35 sqm, and including a kitchen and toilet/bathroom), a mobile home/static caravan (generally up to 20m in length and 6.8m wide), a touring caravan, parking for at least two vehicles and sufficient space for manoeuvring vehicles. Pitches should be provided in small groups in order to allow for travellers to live in close proximity to members of their extended family. It is likely that this will require at least 320 sqm per pitch, but possibly a larger area depending on the specific site characteristics. The s.106 agreement pertaining to planning applications for relevant site allocations will need to set out the detailed arrangements for the specification of the pitches, the timing of delivery and on what basis they would be made available for travellers in terms of ownership arrangements.

²⁸ To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that development will be delivered on the site within five years and in particular that development of the site is viable.

- 10.77 Where sites are required to make provision for 'affordable' pitches the s.106 agreement pertaining to the planning application will need to specify details by which the pitches will be provided at an appropriate cost to travellers, managed, maintained and retained for affordable accommodation.
- 10.78 Traveller pitches should be planned for at the outset of the development, and their location identified as early as possible through the masterplan process. They must not be provided on public open space or other parts of the site safeguarded for other purposes.
- 10.79 In addition to providing pitches on larger housing allocations, pitches can also be provided on appropriate sites via planning applications, subject to meeting the criteria set out in the policy and national guidance. The criteria in the policy respond to the need to ensure that Gypsy, Traveller and Travelling Showpeople sites are accessible and that there is convenient access to local services and facilities, specifically educational, medical and welfare services. The available provision of local services, especially schools, to meet the needs of the occupiers must also be reviewed and appropriately addressed. When considering applications for sites, the council will take the following factors into account:
- Suitability of the site: Caravans, mobile homes and park homes are highly vulnerable to flood risk. Therefore, sites in Flood Zone 3 will not be permitted and sites in Zone 2 will be required to satisfy the Sequential and Exception tests.
 - Sustainability of the location: Locations in or near existing settlements are more likely to have reasonable access to local health, educational and retail facilities. Such locations will also allow for integration between the settled and travelling communities. Sites in such locations will also help improve access to employment opportunities and public transport by a variety of means other than private car.
 - Nationally recognised designations: National Landscapes, SSSI, conservation areas etc. should be avoided unless there are no alternative locations and any identified impacts can be adequately minimised.
- 10.80 Given that the council's strategy is to make provision for pitches on larger strategic housing sites, the policy also includes a provision whereby pitches should be provided on larger strategic scale housing sites which come forward without the benefit of allocations in the Local Plan, for example in the event that the council does not have a five year housing land supply. This is considered important to ensure that there is a continuing supply of pitches. The pitches provided via this clause should address any outstanding needs at the time of the application.

Implementation and Monitoring

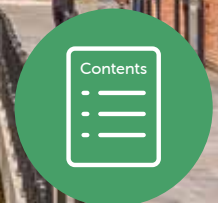
The policy will be implemented through:

- The development of masterplans for the strategic housing sites referred to in the policy;
- The determination of relevant planning applications; and
- The need for transit sites within the borough will be investigated through further evidence-based work undertaken on a cross boundary basis.

The policy will be monitored through:

- The annual monitoring of the supply of sites and planning applications for Gypsy, Traveller and Travelling Showpeople sites and the associated calculation of the five-year supply position in relation to traveller pitches;.
- Analysis of relevant planning applications and appeals where they address issues associated with need and supply level.; and
- Future updates to the Gypsy and Traveller Accommodation Assessment (GTAA).

Creating High Quality and Distinctive Places



11. Creating High Quality and Distinctive Places

- 11.1 The Plan seeks to ensure that new development creates well-designed and distinctive places, that enhance local character and create places that residents can be proud of. The approach aims to ensure that development has a high standard of design with a comprehensive design framework that sets out the council's expectations around design at three levels: over-arching principles; site layout and design; and building level. Policies aim to ensure that homes are built to a high standard, are liveable for all, and meet minimum space standards. It is also recognised that the historic environment contributes to the borough's distinct character, and the Plan will protect and enhance the borough's historic culture and identity.

Policy DES1: Key Design Principles

Achieving a beautiful and sustainable built environment will be secured by ensuring that new development:

- a) Minimises energy consumption and mitigates carbon and other greenhouse gas emissions and adapts to the impacts of climate change through sustainable approaches to design;
- b) Responds positively and creatively to the context, is visually attractive, utilises high quality architecture, creates a place which has a distinctive character and has regard to the locally distinctive and valued characteristics of the area;
- c) Has due regard to the density, scale, layout, appearance, architectural detailing, materials and history of the surrounding area, and the relationship to neighbouring buildings, landscape features and heritage assets;
- d) Has a strong emphasis on natural features within the streetscene;
- e) Creates and/or contributes to the provision of neighbourhoods and places that prioritise and create a positive environment for walking, cycling and public transport;
- f) Has a high-quality public realm which contributes positively to the sense of place and supports a wide variety of activities;
- g) Provides for a compatible mix of uses, with the goal of providing vitality and a strong sense of community; and
- h) In the case of rural schemes, has a clearly rural character which is locally distinctive and is valued by local communities, whilst allowing for innovation, and avoids having a suburban appearance.

All proposals must be based upon a robust design-led approach, driven by a thorough understanding of the context. Where the existing context for a development lacks design quality or a distinctive character, new development must take the opportunities available to remedy those problems, create delight and enhance the existing character.

Development proposals need to be informed by, and respond positively to, extensive and effective engagement with the local community, which is proportionate to the scale of the development.

The council is supportive of neighbourhood planning making a positive contribution to the design process via suitable policies in neighbourhood plans.

It will not be acceptable to degrade design quality via subsequent applications, amendments and when complying with conditions which propose inferior design solutions, materials and details compared with those originally consented.

The assessment of this policy will be informed by relevant Neighbourhood Plans, Supplementary Planning Documents, Village Design Statements and also community documents which aid understanding of the context.

- 11.2 This policy sets out the key overarching design principles for new development, clarifying the principles which will ensure that new development achieves the council's objective of creating a high-quality, sustainable and uplifting environment for residents, with a strong sense of place, vitality and positive character. 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.
- 11.3 Sustainable design should underpin all new development. This policy does not seek to set specific requirements in relation to sustainable design credentials, as this is covered elsewhere in the LPU. However, sustainable design considerations should be integral to the design process from the outset and should be considered holistically, encompassing consideration of movement and landscaping as well as layout, design, orientation, massing and materials . Passive solutions and the incorporation of renewable energy technologies should be considered where appropriate and in a manner which is sympathetic to the overall design solution.
- 11.4 A thorough understanding of context must be demonstrated, ensuring that new development responds positively to the context, and offers a creative solution. Proposals should draw on the positive characteristics of the locality, and take whatever opportunities are available to remedy existing problems and enhance the character, appearance and function of the local area in order to make places for people, which are inspiring, healthy and sustainable. Contextual design also requires that new development is well-integrated into its surroundings.
- 11.5 A vital part of achieving a positive character for new development will be through ensuring that natural features are a key part of the streetscene. This will also have benefits in terms of tackling climate change and achieving biodiversity net gain. Consequently, soft landscaping and, in particular, street trees must be a key part of new development.
- 11.6 New development must ensure that it prioritises walking, cycling, and public transport, both within the internal layout of a development and also in terms of how it connects with its surroundings. New development must take available opportunities to expand and enhance sustainable transport options, for

example through the provision of new and improved pedestrian and cycle paths, and by accommodating new and/or existing bus routes. Further advice on how Active Travel (walking and cycling) can be integrated into the design of a development is contained within the Sport England Active Design guidance.

- 11.7 In terms of the public realm, the quality of the spaces between buildings is as important as the buildings themselves. Streets need to be designed as public spaces for people and public spaces need to be incorporated in a manner appropriate to the scheme. Public spaces need to be in prominent positions within a layout with buildings fronting on to them and should incorporate tree planting and other vegetation in order to provide shading, improve air quality and aid climate change mitigation. These spaces also need a clearly defined function and be designed and located accordingly. Regard also needs to be given at the outset to how these spaces will be used, managed and maintained.
- 11.8 Sustainable development and a sense of community requires that a mix of uses are provided wherever possible and that walkable neighbourhoods are created. However, uses should be compatible with each other both when providing non-residential uses within residential areas and when providing residential development in close proximity to other established uses.
- 11.9 Developers must engage early and meaningfully with the local community and their representatives in accordance with the guidelines set out in the council's Statement of Community Involvement²⁹. Consultation prior to the submission of an application is a valuable and effective exercise in informing and achieving good design. When putting forward development proposals applicants are expected to explain, through an accompanying Design and Access Statement (when required) how they have taken a design-led approach in accordance with the principles set out in this policy and other relevant council and national level design guidance.
- 11.10 Outside of Basingstoke town, new development should reflect the rural character of the area and be heavily informed by local context. New development should not have a suburban character. Rural buildings forms and layouts should be emphasised, avoiding more standardised designs and regimented layouts (typical of suburban development). Neighbourhood Planning provides a vital mechanism for setting out how this approach can be applied in different parts of the borough in a contextual manner.
- 11.11 Relevant design guidance includes the Design and Sustainability SPD as well as community led planning documents, such as Village Design Statements. These community led documents describe the distinctive character of an area and set out design principles to demonstrate how local character can be protected and enhanced.

²⁹ The Statement of Community Involvement (SCI) is produced by Basingstoke and Deane Borough Council and sets out the process for community engagement.

11.12 Neighbourhood planning has an important role to play in improving design standards. This process provides an excellent opportunity for a detailed consideration of contextual factors and issues related to place and local distinctiveness, derived from the appreciation of these issues by local people. The council is supportive of parish and town councils continuing to take the opportunity to develop a good understanding of the design priorities relevant to their areas and reflecting that in neighbourhood plans.

Implementation and Monitoring

The policy will be implemented through:

- Specialist design advice provided in relation to pre-application submissions and the determination of planning applications
- Design based guidance set out in the Design and Sustainability SPD and other documents such as masterplans, planning briefs and design briefs
- The production and adoption of design codes for strategic sites and ensuring that developments adhere to their requirements.
- Local design advice arrangements providing independent advice on development proposals, such as the local Design Review Panel.

The policy will be monitored through:

- Building for a Healthy Life assessments of completed schemes, which will be reported annually in the Authority Monitoring Report. A quality target will be set as part of the AMR process and the outcomes of the assessment process will be considered in light of that target.

Building for a Healthy Life is a government endorsed method of assessing residential design quality, developed by Homes England in partnership with NHS England and endorsed by the Home Builders Federation and the Urban Design Group. This provides a method against which to assess schemes and to see how effectively this policy is being applied by the council.

Policy DES2: Site Design

Achieving beautiful design will be achieved by permitting development proposals where they:

- a) Utilise a site design which minimises the use of energy and other resources and which encourages the use of on-site renewable energy;
- b) Are cohesive in their overall design approach, both in relation to new development having a clearly defined character, and in creating a coherent relationship with their context;
- c) Create attractive and coherent arrangements of buildings, creating well defined streets which are well related to public open spaces and pedestrian and cycle paths;
- d) Provide developments which are walkable, well connected, accessible for all, safe, easy for people to find their way around and function well in practical terms;

- e) Successfully integrate existing and incorporate new, natural features, including street trees, into a multifunctional green network that supports quality of place, biodiversity and water management;
- f) Ensure that boundary treatments which are visible in the street scene respond positively to the design and character of the overall scheme and local context, and do not have a detrimental impact upon the street scene or prevent the provision of suitable soft landscaping;
- g) Ensure that parking provision, cycle storage and other service areas are easily accessible and are incorporated and designed in a manner which is consistent with the overall character of the development, and does not have a detrimental impact on its character or appearance and is in accordance with the adopted parking standards;
- h) Provide appropriate internal and external waste and recycling storage areas in order to promote effective recycling and disposal of household and commercial waste, in accordance with current adopted standards. Waste and recycling storage areas are to be accessible to residents, will have accessible collection points for refuse vehicles and will not have a detrimental impact on the character or appearance of the development;
- i) Have due regard to Secured by Design principles, which minimise opportunities for crime;
- j) Provide a co-ordinated and comprehensive scheme that does not prejudice the future development or design of adjoining sites; and
- k) Ensure that new elements of the public realm, and those existing parts of the public realm which are related to the proposed development, will be suitably maintained and managed.

11.13 The concept of site design is essentially a holistic one and applies to any scheme involving multiple buildings. The policy seeks to ensure a coherent, design and sustainability focused approach to the various aspects of designing and delivering new development. More specifically, it seeks to ensure that new development creates a strong sense of place, which provides for a high quality of life for people, while reconciling this with the impacts upon the environment and ensuring that new development responds to the environmental constraints in as positive a manner as is possible. The approach looks beyond individual buildings and focuses on a development as a whole, how it relates to context and fully integrates key considerations such as quality of life, the environment and sustainability. The policy will be applied to new development in a manner which is reflective of its scale. Not all of the requirements will be relevant to small scale development.

11.14 New development will need to maximise the contributions of natural resources such as sun, ground and wind (in relation to ventilation rather than for power generation), and include passive measures for light, temperature, ventilation and heat. It will also be important to have regard to the policies within the LPU which specifically address sustainable design standards and ensure that consideration is given to these from the outset. Design considerations should be harmonised with these requirements.

- 11.15 It will be important to ensure that new development has a clearly defined and well-expressed design rationale, and this should be reflected in the design of the development as a whole. All its various components will need to contribute towards achieving that overall character. In addition, it will be important to consider the relationship between new development and its surroundings, so that the character of new development doesn't undermine the coherence of its context.
- 11.16 New development needs to utilise an appropriate mix of building types, forms and scale, combined with the incorporation of suitably positioned public spaces to create a coherent form of development, which is visually attractive. In defining a pattern of streets and development blocks, regard will need to be given to street widths, the height of buildings around them, the relationship with street width, and the sense of enclosure that result. The relationship between building fronts and backs will be crucial, with successful streets characterised by buildings facing the street to provide interest, overlooking and active frontages at ground level.
- 11.17 Good design relates not only to the appearance of a development but also how it creates a positive living environment for people and how well it works in practical terms. Streets and other public spaces must be attractive, easy for people to find their way around, stimulating, with high quality street furniture providing a safe environment, in accordance with Secured by Design principles. A key issue is walkability, which is crucial for sustainability, quality of life and health. This requires that pedestrian routes are useful, safe, comfortable, interesting and legible. Pedestrian routes also need to be coherent and respond to desire lines. The high design standards pertaining to the quality of streets and paths applies regardless of whether they are adopted or not adopted by the Local Highway Authority.
- 11.18 Buildings and the external environment should be accessible to all members of the community. Routes and access points should be designed with this in mind. The needs of those with limited mobility and sensory problems should be considered in the planning and detailed design of developments. Necessary facilities and physical structures, installations or alterations that are required to facilitate access should be incorporated, whilst having regard to their appearance and impact on the proposed development and its surroundings.
- 11.19 It is important to emphasise nature within the built environment so that diverse ecosystems can flourish. Moreover, natural features need to be protected in their own right, but also in order to provide opportunities to improve the quality of places for people (as nature is vital for health and well-being), achieve local distinctiveness, and give form and definition to new development. In particular, existing trees and hedgerows which are capable of making a positive contribution to new development should be retained and should form an integral part of the overall layout. Street trees will need to be provided as part of the new development. These must be provided in locations whereby they will be able to thrive and grow to maturity without causing conflict with surrounding buildings and infrastructure and other users of the street. The

effective incorporation of natural features must be a key design consideration from the outset. The maintenance and management of natural features must also be given careful consideration.

Figure 11.1: Example of natural features and open space being incorporated in a successful manner which gives a strong sense of place and an uplifting living environment



- 11.20 The successful provision of street trees requires careful consideration in terms of how they are integrated into new development, for example in terms of whether they are provided as part of the public highway (e.g. pavements), open space, or in private gardens. Careful consideration will need to be given to any impacts on the public highway, and it will be important to ensure relevant Highway Authority policy and guidance in relation to this issue is adhered to and considered from the outset. The siting of street trees and choice of species should allow sufficient space for their canopies to develop to maturity.
- 11.21 The interface with the public realm, particularly boundary treatment, is an important part of new development and needs to be given careful consideration from the outset and should be integral to the overall design solution. This should be approached in a manner which emphasise natural features as much as possible, for example by using hedging. Boundary treatment also needs to be consistent with the overall character of the development. It also needs to be durable and attractive. It is vital to create a positive interface and clear relationship between the public realm and private property, and areas of tall boundary treatment and blank walls must not front onto main streets or public spaces.
- 11.22 The incorporation of parking, cycle storage/parking and bin storage needs to be provided in a manner which is secure and convenient for users. However, these elements of the development need to be integrated in a manner which support the overall quality of the place. In the case of bin stores, it is also important that they do not have a detrimental impact on the amenity of

residents. Parking areas in particular need to be provided in a manner which limits their impact on the streetscene. Any prominent parking areas need to be attractive, well-landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. Prominent parking areas should incorporate green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity.

11.23 Careful planning and design create the right conditions for people to feel safe and secure, without the need for additional security measures. The principles set out above should ensure that new development is secure as well as being well designed. It is likely that the only additional feature will be an appropriate lighting scheme, which is effective for providing safety and security, while also being sympathetic to the design of the new development and its context.

11.24 High quality design needs to be supported by appropriate maintenance and management processes, otherwise the design quality achieved will be degraded over time. Development proposals need to include information clearly explaining who will be responsible for managing and maintaining the public realm associated with the proposal (open space, soft and hard landscape features, roads and pavements etc). Where a management company will be used a plan should be provided showing what areas they will be responsible for.

Implementation and Monitoring

The policy will be implemented through:

- Specialist design advice provided in relation to pre-application submissions and the determination of planning applications.
- Design based guidance set out in the Design and Sustainability SPD and other documents such as masterplans, planning briefs and design briefs.
- The production and adoption of design codes for strategic sites and ensuring that developments adhere to their requirements.
- Local design advice arrangements providing independent advice on development proposals, such as the local Design Review Panel.

The policy will be monitored through:

- Building for a Healthy Life assessments of completed schemes, which will be reported annually in the Authority Monitoring Report. A quality target will be set as part of the AMR process and the outcomes of the assessment process will be considered in light of that target.

Building for a Healthy Life is a government endorsed method of assessing residential design quality, developed by Homes England in partnership with NHS England and endorsed by the Home Builders Federation and the Urban Design Group. This provides a method against which to assess schemes and to see how effectively this policy is being applied by the council.

Policy DES3: Building Design

New buildings must achieve a high standard of design, which responds positively to the context and the achievement of beautiful and sustainable design.

Development proposals will be permitted where they:

- a) Have a clearly discernible and well-expressed character;
- b) Are of an appropriate scale, massing and appearance which is well related to the character of the local area including valued examples in of the surrounding built form;
- c) Are well proportioned and avoid excessive bulk and massing;
- d) Utilise materials and architectural detailing which are of high quality and reinforce the overall design concept; this will include the use of high quality traditional materials where this is consistent with the design approach of the development;
- e) Utilise external materials which are sustainable, durable and will weather attractively;
- f) Provide a high quality of amenity for the occupants of developments (for both internal and external environments), with buildings that which are accessible, liveable, comfortable and support health and well-being.
- g) Will not have an unacceptable detrimental impact on neighbouring properties in relation to issues such as overlooking, access to natural light, noise, outlook and overbearing impacts and light pollution; and

Residential extensions will be permitted where they:

- h) Respond positively to those features which define the character of the existing building in terms of design, materials and detailing;
- i) Are well related to the scale and proportions of the existing building;
- j) Are well related to the streetscene; and
- k) Do not have an unacceptable detrimental impact on neighbouring properties in relation to issues such as overlooking, access to natural light, noise, outlook and overbearing impacts and light pollution.

Where there are attractive buildings on the site which make a positive contribution to the character of the area these should be retained wherever possible and integrated sympathetically into the new development.

11.25 This policy provides more precise requirements in relation to the design of individual buildings. It applies to new buildings within developments, stand-alone buildings, and also extensions and permanent ancillary structures such as garages.

11.26 In order to create a strong sense of place the design of new buildings should be predicated on a strong and coherent architectural language. For example, buildings designed to have a traditional character should use clearly expressed traditional forms, features, materials and details. Designs which

have no discernible character will not be considered to constitute good design.

Figure 11.2: Examples of developments in Basingstoke with strong and clearly identifiable character, with a traditional example above and a contemporary example below



11.27 Developments should create successful relationships between buildings, and with the context generally. Buildings should not be over-scaled nor appear excessively large within the streetscene or landscape context. This requirement is not seeking to necessitate that all buildings are the same size as those around them, but any changes in scale must be sympathetic to the context and ensure that buildings do not appear uncomfortable in the streetscene. Any prominent buildings will need to achieve a very high standard of design in order to reflect the degree of prominence they will have.

11.28 Bulk and massing has a significant impact on the design of buildings and how well it relates to the street scene. These concepts essentially relate to the general shape of the building and the visual impression it creates. In terms of

designing buildings this means ensuring that the basic shape of a building, or combination of shapes, should be attractive, balanced and elegant, avoiding boxy/monolithic forms.

- 11.29 Materials and details have a very significant impact on the design and appearance of buildings and how well they relate to the context. Materials and detailing need to reinforce the overall design concept. For example, traditional designs need to use good quality traditional materials e.g. locally distinctive stock bricks. For contemporary schemes the external finishing materials should create visual interest and detailing should be fine and crisp. The external finishing materials can also impact on the perception of the scale, mass and bulk of the building, for example by using different materials for different elements of the buildings in order to emphasise certain elements, while making others more visually recessive.
- 11.30 It is vital to ensure that building materials are as sustainable as is practicable. This will necessitate ensuring that materials are carefully selected in order to reduce their environmental impact. This may be achieved in many different ways, for instance through materials that are locally sourced or have high thermal or solar performance.
- 11.31 A particular issue which has been encountered in the borough is the use of external materials which weather poorly, some of which have deteriorated extremely quickly, in particular in relation to timber cladding and render. Consequently, it will be important to consider how the type of material used will weather, particularly in relation to issues such as the quality of the material, any treatments used on it, the orientation of the building, what features it is next to and how different materials relate to each other. Regard must also be had to the future maintenance of materials used.
- 11.32 New housing development is required to provide amenity space to meet the recreational and domestic needs of the occupants. In terms of external amenity space, depending on the type of dwelling proposed, amenity space should provide for passive recreational activity such as sitting out, for active recreational activity such as play space for children and gardening, and for other outdoor requirements such as drying clothes. New flatted development should provide amenity space for all occupants within the curtilage of the building. This may be in the form of outdoor private space for ground floor accommodation, balconies for accommodation above ground floor level, or communal amenity space. As many flats as possible should have balconies, both in order to ensure a high standard of amenity, and to enliven the building in design terms.
- 11.33 New buildings must promote a high quality of life for the occupants and users of buildings, which is vital for ensuring their health and well-being, must be able to enjoy a reasonable level of privacy, along with a suitable, pleasant outlook and a good level of natural light. New development must also incorporate natural ventilation, avoid overheating, minimise sound pollution and have good air quality.

11.34 Achieving high quality development requires buildings to be easy to use, comfortable, liveable, safe, secure, accessible and adaptable. In new developments, developers must incorporate (but not be limited to) the following detailed design features to create a liveable and comfortable environment for residents and these should be described in the Design and Access Statement:

- The provision of lifts in flatted developments of more than one storey in height;
- Adequate, safe, easily accessible storage for prams and push chairs within flats, or within communal areas on the ground floor or on landings;
- Adequate, safe, easily accessible space for mobility scooters; within flats, or within communal areas on the ground floor or on landings;
- Balconies and/or communal amenity space where the residents of flats can sit and also hang washing;
- Bin stores for flats which are easy to access for residents, are secure, well-lit and are not sited under a window of a flat;
- Windows which allow good ventilation;
- Child-friendly windows, balconies, door handles and locks;
- Easily accessible and legible delivery arrangements with adequate and safe storage facilities for post and deliveries should the recipient be absent;
- Canopies above the main external entrance doors; and
- Internal layouts that are ergonomic and adaptable to facilitate flexible use of space, increase living choices, enable home working and make life easier for wheelchair users.

11.35 It will be vital that all new buildings ensure that there is not an unacceptable detrimental impact on neighbouring properties and associated amenity spaces in terms of issues such as loss of privacy (for example through unacceptable levels of overlooking), loss of light, outlook or overbearing impacts (for example via the size, scale, position of new buildings in relation to habitable rooms and amenity spaces). The use of external artificial light will be controlled by condition where this could cause light pollution which could harm residential amenity.

11.36 For clarity, and to ensure practical implementation, the policy includes a set of criteria specific to residential extensions, as this is a very common form of development, for which there tend to be a specific set of considerations. The criteria set out general principles for assessing such applications. However, it should be noted that the policy is not seeking to require that all extensions necessarily copy the characteristics of the existing dwelling. There may instances where a contrasting extension of a different character will provide a very successful design solution. In such instances a very high standard of design is likely to be necessary, and it will still be important that the proposal is sympathetic to the character of the host dwelling and the streetscene.

Implementation and Monitoring

The policy will be implemented through:

- Specialist design advice provided in relation to pre-application submissions and the determination of planning applications
- Design based guidance set out in the Design and Sustainability SPD and other documents such as masterplans, planning briefs and design briefs
- The production and adoption of design codes for strategic sites and ensuring that developments adhere to their requirements.
- Local design advice arrangements providing independent advice on development proposals, such as the local Design Review Panel.

The policy will be monitored through:

- Building for a Healthy Life assessments of completed schemes, which will be reported annually in the Authority Monitoring Report. A quality target will be set as part of the AMR process and the outcomes of the assessment process will be considered in light of that target.

Building for a Healthy Life is a government endorsed method of assessing residential design quality, developed by Homes England in partnership with NHS England and endorsed by the Home Builders Federation and the Urban Design Group. This provides a method against which to assess schemes and to see how effectively this policy is being applied by the council.

Policy DES4: Internal Space Standard for New Dwellings

Development proposals for new homes must meet the Nationally Described Space Standard³⁰.

11.37 All new housing should have sufficient internal space to cater for a variety of different household needs. This policy therefore requires new homes to meet the Nationally Described Space Standard. This is vital for the health and well-being of residents and to ensure the delivery of good quality homes.

11.38 This policy applies to market and affordable housing, including conversions and change of use proposals. The current internal space standards are set out on the Government's website. Applicants are required to demonstrate how the internal space standards have been applied. Applicants are encouraged to provide a schedule of dwelling sizes along with floorplans no smaller than 1:100 scale, with metric room dimensions identified and the gross internal area (GIA) clearly stated.

11.39 Proposals that do not meet the space standards will need to be very robustly justified by viability or other relevant evidence. Non-compliance with this policy will only be acceptable in exceptional circumstances and, in any such instances, the application will need to robustly demonstrate that the standard

³⁰ Including any subsequent revisions of the standard following the adoption of the Local Plan Update.

of accommodation provided will deliver a high standard of amenity for future residents.

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications.
- Specialist design advice provided in relation to pre-application submissions and the determination of planning applications.
- Design based guidance set out in the Design and Sustainability SPD and other documents such as masterplans, planning briefs and design briefs.

The policy will be monitored through:

- Recording whether the standard has been adhered to as part of the annual Authority Monitoring Report.
- Identifying within the Authority Monitoring Report any applications which fall below the space standard requirements and analysing the reasons for this

Policy DES5: Density of New Residential Development

Residential development will be permitted where its density optimises the use of land without compromising:

- a) Local character and local environmental assets; and
- b) The amenity of future residents on the site and in the surrounding area.

The Council will support Neighbourhood Plans specific density standards which reflect local considerations but also the need to optimise the use of land.

11.40 Optimising the use of land supports sustainable patterns of development. It enables the identified need for housing to be met as much as possible on previously developed land. This must be balanced with protecting the character of an area, securing high quality design and maintaining high standards of amenity for residents. Development will need to accord with the requirements set out in the design policies of the Local Plan and in standards included in the Design and Sustainability SPD. Development proposals will need to demonstrate, as part of a detailed assessment, that they would not harm the character of an area. In the case of areas with a valued character, it is recognised that development proposals will need to have regard to many of the elements of layout and appearance seen in the surrounding neighbourhood. In places with more scope for change, there may be opportunities for a development with a different layout and appearance to come forward to benefit the area as a whole whilst still not prejudicing the valued identity of a neighbourhood.

11.41 Guidance in the NPPF requires plans to seek a significant uplift in the average density of residential development in town centres and other locations well

served by public transport unless it can be shown that there are strong reasons why this would be inappropriate, and to consider the use of minimum densities in other parts of the plan area. Consideration has been given to the qualities of the character of Basingstoke Town Centre, Brighton Hill and Chineham District Centres, those areas around these centres which can be served by public transport or on foot or by cycle, and to other parts of Basingstoke. This has led to the conclusion that any benefits of applying minimum densities to these areas are outweighed by the need to protect their valued character. As such, the Plan does not propose minimum housing densities in Basingstoke whilst, at the same time, recognising that densities are to be optimised provided that this does not compromise the character and amenity of an area. Outside of Basingstoke, consideration to the setting of density standards will be made by Neighbourhood Plans.

Implementation and Monitoring

The policy will be implemented through:

- Specialist design advice provided in relation to pre-application submissions and the determination of planning applications.
- Design based guidance set out in the Design and Sustainability SPD and other documents such as masterplans, planning briefs and design briefs.
- The production and adoption of design codes for strategic sites and ensuring that developments adhere to their requirements.

The policy will be monitored through:

- Recording the density levels of new residential development as part of the annual Authority Monitoring Report.

Policy DES6: The Historic Environment

All proposals must preserve or enhance the significance of the borough's heritage assets³¹ including their settings.

Proposals which would affect designated or non-designated heritage assets and/or their settings will be permitted where they:

- a) Demonstrate a thorough understanding of the significance of any heritage asset affected by the proposal, including any contribution made to significance by setting, how this has informed the proposal, and how the proposal would impact on the significance of assets affected. Information submitted will be

³¹ Heritage assets include designated and non-designated assets. Designated heritage assets include Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas designated under the relevant legislation. Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets, although they may be identified as having local importance. In some instances non-designated heritage assets, particularly archaeological remains may be of equivalent significance to designated assets, despite not having been formally designated.

proportionate to the importance of the heritage asset(s) and the potential impact of the proposal;

- b) Ensure that proposals including new buildings, external works, extensions, alterations and/or changes of use respect historic layout, scales, form, fabric (materials, finishes, design and detailing) and any other characteristics that contribute to the significance of the heritage asset(s)
- c) Achieve a high quality design which is respectful of heritage significance and local character, and which makes a positive contribution to local character and distinctiveness and;
- d) Preserve and enhance the significance and character of historic buildings and places when considering alternative uses, make sensitive use of redundant historic assets, and promote the viable use of heritage assets consistent with their conservation.

Development proposals that seek to enhance the energy efficiency of heritage assets or traditionally constructed buildings, will be expected to demonstrate an appropriate strategy³² commensurate with the significance of the assets that is based upon a whole building approach.

In planning decisions, harm to any heritage asset, whether designated or non-designated, will be taken account of in accordance with the NPPF and, with the legal obligations of the Council.

11.42 The council will seek to preserve or enhance the heritage assets of the borough in recognition of for their significance and their important contribution to local distinctiveness, character and sense of place. The historic environment is a finite and non-renewable resource requiring careful management. Population growth and development will place greater demands on the historic environment and it is therefore essential that development is managed to maintain our heritage assets for future generations, and to ensure that proposals are well designed and do not detract from elements of places which are of heritage interest and which make a positive contribution to local distinctiveness and to the character and appearance of historic places.

11.43 In managing the historic environment, the first presumption is that heritage assets will be preserved and enhanced in a manner appropriate to their significance. It is important to understand the significance of an asset in line with the NPPF definition in order to assess the potential impact. In some cases, an alternative use may be more appropriate in the interests of securing the long-term conservation of an asset. In accordance with national guidance, weight will be attached to the benefits of ensuring a viable use of the heritage asset when making a balanced assessment of such development proposals. Where a host building is identified as a heritage asset, it is important to recognise that, whilst 'host' refers to the building that currently exists, in many cases the host building will have been subject to changes over time. In assessing proposals to extend or alter the host building, it will be necessary to

³² The appropriate strategy will need to meet the requirements set out in the NPPF, having regard to advice and guidance from Historic England and will be informed by suitable heritage expertise.

take into account the evolution of the building in relation to its original form and character.

- 11.44 In addition to statutory designations, there are a number of non-designated heritage assets across the borough, including historic buildings, archaeological sites and historic landscapes that do not currently have statutory protection. However, despite the absence of designation such assets still have heritage interest and are thus a material planning consideration when relevant planning applications are determined.
- 11.45 In the case of archaeological sites, applicants for planning permission will need to demonstrate that any development which may impact on designated (and non-designated) heritage assets has been sensitively located and designed, and that appropriate provision has been made for ensuring the preservation in situ and on-going management, conservation and protection of (whether above or below ground) the heritage asset (satisfying this requirement includes the submission of an appropriate desk based assessment of the heritage asset, and where necessary, a field evaluation) and its setting. Development proposals which may affect archaeological sites considered to be non-designated heritage assets shall be informed by an appropriate desk-based assessment (and where necessary a field evaluation), and the findings of this assessment will be a material consideration which informs the determination of the planning application.
- 11.46 Where the local planning authority is satisfied that the preservation in situ of non-designated archaeological remains is not possible or desirable, the applicant will need to demonstrate that satisfactory provision has been made for a programme of archaeological investigation, excavation and recording before, or during, development and for the subsequent publication of any findings, where appropriate
- 11.47 Where development may affect a heritage asset, applicants will be required to demonstrate a full understanding of its significance and will be expected to address this through the pre-application discussion process. A Heritage Statement will be required for all development within or adjacent to a heritage asset that has the potential to have an effect, including to their setting. This statement must identify the relevant heritage assets and describe how the development will affect their significance and wider setting. Such statements should be proportionate to the importance of the asset and normally include a summary of the site's historical development, the context of particular features or parts of the site, the current character and use of the site, the current state of repair and the historic, archaeological, cultural, artistic or architectural significance of the site. Recording will also be necessary for any heritage asset where there would be a full or substantial loss. The scheme of investigation, including the Historic England Recording Level, is to be agreed with the council in advance of its implementation and will reflect the importance and nature of the asset and the impact of the proposal. Relevant sources and guidance, including Conservation Area Appraisals, Conservation Area Management Plans, Community Plans, Neighbourhood Plans and Orders, Urban Character Assessments, Landscape Character Assessments

and the Historic Environment Record (hosted by Hampshire County Council), along with any subsequent updates, must be utilised.

- 11.48 Alterations which include energy efficiency improvements have the potential to cause harm to a heritage asset, it is therefore important for an informed approach to be undertaken as to understand not only the functional performance of the proposed alterations but also any harm to the significance that may arise.
- 11.49 Traditionally constructed buildings (generally taken as pre 1918) do not function and perform in the same way as modern buildings. There would be an onus on applicants to demonstrate a full understanding of the buildings characteristics and how the proposal would impact upon the energy performance. An informed approach should refer to Historic England guidance, the BDBC Heritage SPD and other relevant professional guidance.
- 11.50 The council has and will continue to pursue a proactive approach to the conservation and enhancement of the borough's historic environment. This approach will include the production of a programme for the review of the existing conservation area appraisals and the production of management plans and any other necessary studies and strategies to support the conservation, maintenance and enhancement of the borough's heritage assets. This process will also encompass seeking to identify and facilitate opportunities for the enhancement of conservation areas and the setting of heritage assets which would better reveal their significance.
- 11.51 In addition to the general approach set out above, an important strategic priority for the council is the enhancement of the Top of the Town area which is located within the Basingstoke Town Conservation Area. The council will proactively seek to achieve improvements of this part of Basingstoke in order to ensure that this area fulfils its potential for enhancement of the conservation area. The council will also proactively work towards implementing the management plan for the Top of the Town area.
- 11.52 The council will promote and develop the Historic Environment Record (a series of linked computer databases that hold information on known archaeological sites, finds, landscapes, buildings and other aspects of the historic environment) by working in partnership with Hampshire County Council to ensure that there is a suitable evidence base upon which to base decision making at all levels. In addition, the council will continue to list locally significant buildings and assets in order to positively identify non-designated heritage assets.
- 11.53 The council will proactively seek to reduce the number of heritage assets currently on the national and local Heritage at Risk Registers and seek to avoid assets becoming 'at risk' in the future. The registers will be regularly reviewed and appropriate action will be taken by the council to safeguard buildings most at risk. Where evidence of neglect is reported or becomes apparent during the course of planning or listed building applications, the council will make contact with owners to draw their attention to the risks to

their property, suggest appropriate measures and find out their plans for maintenance and reuse. The council will also work proactively with owners in order to establish an appropriate use for any heritage asset at risk. The council will seek to facilitate the bringing back into use of any vacant heritage assets (listed buildings and buildings in conservation areas), in order to minimise future risks to the significance of the building, including through its programme aimed at bringing back into use empty homes. If necessary, as a last resort, the council may use its legal powers to secure the future of a heritage asset. A record of other heritage assets at risk, such as archaeological sites, conservation areas, registered parks and gardens will be kept, with due regard to the Heritage at Risk programme devised by Historic England.

11.54 In pursuing the aims set out above, the council will have regard to the use of urgent works/repair notices as set out in the Planning (Listed Building and Conservation Area Act) 1990 and the powers of maintenance under Sections 77 or 79 of the Building Act (1984) as well as the use of a Section 215 Notice under the Town and Country Planning Act 1990 (as amended). In taking forward any action, the council will also have regard to the advice set out by Historic England.

Implementation and Monitoring

The policy will be implemented through:

- Advice on and the determination of planning applications
- Guidance set out in Conservation Area Appraisals, Conservation Area Management Plans, Community Plans, Neighbourhood Plans and Orders, Urban Character Assessments, Landscape Character Assessment and the Historic Environment Record, Including through the updating of such documents
- Making Article 4 Directions where this is deemed to be appropriate in order to ensure the proper conservation of heritage assets,
- Working in partnership with Historic England.

The policy will be monitored through:

- The objectives and management plans of the relevant documents, as set out in the text of the policy,
- Advice on, and the determination of, relevant planning applications and outcomes of relevant appeals

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.

Adopted Parking Standards

The council's adopted Parking Standards SPD (2018 or its successor) sets out an approach that takes account of expected levels of car ownership in new developments, together with an emphasis on promoting good design to set standards for cycle, motorcycle and electric vehicle parking,

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.

Affordable Rent

Rented housing let by Registered Providers of social housing. Rent is not subject to the national rent standard but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

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.

Article 4 Direction

A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015) which withdraws permitted development rights granted by that Order. In Basingstoke and Deane, there are Article 4 Directions in some parts of the borough to prevent changes to conservation areas, the formation of new houses of multiple occupation, and the conversion of commercial properties to homes.

Atomic Weapons Establishment (AWE)

The AWE provides and maintains the warheads for the country's nuclear deterrent and is based at two sites at Aldermaston and Burghfield (both outside the borough's boundary).

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.

Basingstoke and Deane Local Cycling and Walking Infrastructure Plan

Plan adopted by Hampshire County Council which sets out a recommended approach to planning networks of walking zones and cycling routes that connect places that people want to get to, whether for work, education, shopping or for other reasons.

Basingstoke Transport Strategy

Strategy jointly adopted by Hampshire County Council and Basingstoke and Deane Borough Council in 2019, which provides the framework for a range of measures that aim to improve transport and travel around Basingstoke.

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.

Biodiversity Opportunity Areas (BOAs)

Identified across Hampshire, BOAs represent a targeted landscape-scale approach to conserving biodiversity. They identify opportunities for habitat creation and restoration and maintenance, where resources can be focused to have the greatest positive impact for wildlife.

Biodiversity Priority Areas (BPAs)

These are identified in the council's Green Infrastructure Strategy (2018) and are based on the borough's two main river corridors, the River Test and the River Loddon. They were chosen because they represent cohesive linear geographic areas that contain interrelated habitats in need of protections and sensitive management.

Brownfield Land

See 'Previously Developed Land'.

Building of Local Architectural or Historic Interest

A building that while not currently considered to be of sufficient interest to merit statutory listing is of local architectural or historic interest and importance that adds to the richness of the local built environment and should be preserved wherever possible.

Building for a Healthy Life (BHL)

A national design tool for creating well-designed homes and neighbourhoods.

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.

Building Research Establishment Environmental Assessment Method (BREEAM)

An assessment method and rating system which sets standards for best practice in building design and construction. It is a recognised and quality assured scheme that uses a scoring system is used to evaluate a building's sustainability including aspects related to energy and water use, the internal environment (health and well-being), pollution, transport, materials, waste, ecology and management processes.

Carbon Neutral

Having a net zero carbon footprint by achieving a balance between the amount of carbon emitted into the atmosphere and the carbon removed from it.

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.

Class C2

Residential institutions, including residential accommodation and care to people in need of care (other than a use within class C3 (dwelling houses)), hospitals, nursing homes, residential school, college or training centre.

Class C3

Dwellinghouses for use by a single person or people living together as a family.

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.

Community Infrastructure Levy (CIL)

A levy (charged per square metre) on certain types of new development to be spent on infrastructure. Basingstoke and Deane Borough Council adopted CIL in 2018.

Commuted Sum Payment

A one-off payment associated with the transfer of ownership of an asset (such as open space) to the local authority, as a contribution towards its future maintenance.

Comparison Goods

Goods which are purchased less frequently such as white goods (TVs, fridges etc.) and clothing.

Connectivity

How well one thing is connected to another. From a transport perspective, this relates to the effectiveness of the transport network at getting people from one location to another.

Conservation Area

An area designated for special protection under the Planning (Listed Buildings and Conservation Areas) Act 1990, for which it is considered desirable to preserve and/or enhance an historic interest and/or a special architectural character. Such areas have restrictions over works which can be done to buildings or trees.

Convenience Goods

Everyday essential items including food, drinks, newspapers/magazines and confectionary.

Council Plan

The Council Plan was adopted in 2023 and sets out the strategic priorities of the council up to 2027. The Local Plan Update will support the delivery of these priorities.

Countryside

Any area outside a defined Settlement Policy Boundary (see Settlement Policy Boundary).

Decentralised Energy

Small-scale power generation technologies used to provide electricity at or near the point of consumption. It reduces the amount of energy lost in transmitting electricity because the electricity is generated very near where it is used, perhaps even in the same building. Examples include solar panels and small wind turbines.

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 a defined zone around nuclear sites (such as AWE Aldermaston) where it is necessary to pre-define protective actions to mitigate the likely consequences of a radiation emergency. Within these areas, development needs to be assessed to determine whether it would have any implications upon the Off-Site Nuclear Emergency Plan in conjunction with the ONR.

Design and Access Statement (DAS)

A report accompanying and supporting a planning application, which should explain the design principles and concepts that have been applied to particular aspects of the proposal – these are the amount, layout, scale, landscaping and appearance of the development. It should also explain how the design ensures that all users will have equal and convenient access to the development.

Designated Sites

Local, national and international designations protecting biodiversity and the natural environment e.g. Sites of Importance for Nature Conservation (SINC) and Sites of Special Scientific Interest (SSSI).

Design Quality Initiative

An initiative of Basingstoke and Deane Borough Council in recognition that well designed places are important to ensuring a high standard of living for its residents. It includes a Design Quality Charter which seeks to ensure that high standards of design are achieved across the borough.

Developer Contribution

See Planning Obligation.

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 County Council 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 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

Economic development, as defined by national guidance, 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.

Energy Use Intensity (EUI)

A measure of the total energy consumption of the building covering all energy uses such as space heating, domestic hot water, lighting, cooking and appliances.

Exception Test (in the context of flooding)

The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The criteria of the test are set out in national guidance and should be applied by decision-makers in relation to site allocations and development proposals only after the Sequential Test has been applied.

Extra Care Housing

The term 'extra care' housing is popular with people whose disabilities, frailty or health needs make ordinary housing unsuitable but who do not need or want to move to long-term care (residential or nursing homes). It is used to describe a range of developments that comprise self-contained homes which have been designed, built or adapted to facilitate the care and support needs that its owner/tenants may have now or in the future, with access to care and support twenty four hours a day either on site or by call. It is also known as 'very sheltered housing', 'housing with care', 'assisted living' and 'close care'.

Farm Diversification

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

First Home

First Homes is a tenure of affordable homes sold to first time buyers at least 30% below open market value with the discount maintained for future resales. They must comprise at least 25% of the affordable housing on sites.

First Home Exception Site

Sites containing First Homes which are permitted in the countryside in specific circumstances.

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 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 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 infrastructure maintains critical ecological links between town and country.

Greenfield

Land that has not been 'previously developed'.

Groundwater Source Protection Zones (SPZs)

Areas defined by the Environment Agency to prevent contamination of groundwater sources used for public drinking water supply.

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.

Habitat Regulations Assessment

Also known as an Appropriate Assessment. Used to assess the impacts of proposals and land-use plans against the conservation objectives of a European Protected site and to ascertain whether it would adversely affect the integrity of that site in accordance with the Conservation of Habitats and Species Regulations (2017).

HAPPI

Housing our Ageing Population Panel for Innovation (HAPPI). The HAPPI principles are based on 10 key design criteria. Many are recognisable from good design generally - good light, ventilation, room to move around and good storage - but they have particular relevance to the spectrum of older persons' housing which needs to

both offer an attractive alternative to the family home and be able to adapt over time to meet changing needs.

Health and Safety Executive (HSE)

National independent watchdog for work-related health, safety and illness.

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.

Historic Environment Record

A series of linked databases that hold information on known archaeological sites, finds, landscapes, buildings and other aspects of the historic environment.

Host building

'Host' refers to the building that currently exists. In some cases, the host building will have been subject to changes over time and, in assessing proposals to extend or alter the host building, it is necessary to take into account the evolution of the building to its current form.

Housing Commitments

The number of planning permissions and site allocations for housing, which have not yet been completed.

Housing Completions

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

Housing Register

A register of households who have applied to, and meet the eligibility criteria to, live in housing association housing.

Housing mix

The different size, types and tenures of homes to support the requirements of a range of household sizes, ages and incomes.

Infilling

Development that is located on sites situated between existing uses and buildings.

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.

Infrastructure Funding Statement

A statement published annually by the council explaining how much CIL and Section 106 money has been collected and spent.

Intermediate Affordable Housing

Housing at prices and rents above those of social rent, but below market price or rents. These can include shared ownership or shared equity products other low cost homes for sale and intermediate rent but does not include affordable rented housing.

Isolated

In the context of new residential development in the countryside, where the proposed dwelling is physically separate or remote from a settlement.

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.

Landscape Character Assessment (LCA)

A background study that identifies the features or combinations of elements that contributes towards the character of the landscape. LCA's can make a contribution to planning policies and the allocation of land for development.

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.

Live/Work Units

A property that is specifically designed for dual use, combining both residential and employment space. It is distinct from 'home working' which usually comprises a residential unit with ancillary and often temporary or informal work areas. A live/work unit comprises a mix of residential and business uses which cannot be classified under a single class within the Use Classes Order and would therefore be sui generis. It is expected that the 'work' element would be capable of accommodating a full range of employment uses and would generally be within the same building as the 'live' component.

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 Critical Drainage Area

A local critical drainage area is an area where the drainage system has limited capacity and floods from surface water. Upstream of a local critical drainage area is a causal area that may impact on surface water flooding elsewhere. These are as defined and identified in the Council's Strategic Flood Risk Assessment.

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 Green Space

Green spaces that are demonstrably special to local communities that benefit from the same high degree of protection from development as Green Belt.

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 Partnership (LNP)

A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local Nature Reserve (LNR)

A statutory designation made under Section 21 of the National Parks and Access to the Countryside Act by principal local authorities. They are places with wildlife or geological features that are of special interest locally and/or offer people special opportunities to study or learn about nature or simply to enjoy it.

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.

Local Transport Plan (LTP)

The Local Transport Plan is a statutory document prepared by Hampshire County Council to set out key transport issues across the county and to establish a series of objectives to address these issues, including a programme for achieving them.

Localism Act 2011

An act to devolve greater powers to councils and neighbourhoods and give local communities more control over housing and planning decisions.

Locally Listed Buildings

Buildings included on the council's Local List of Buildings of Architectural or Historic Interest. Local listing does not protect buildings in the way that statutory listing does, but reinforces efforts to preserve the character and appearance of the buildings when considering development proposals.

M4(1) Category 1 Visitable Dwelling

A new dwelling that makes reasonable provision for most people to visit, including wheelchair users, to approach and enter the dwelling and to access habitable rooms and sanitary facilities on the entrance storey.

M4(2) Category 2 Accessible and Adaptable Dwelling

A new dwelling that makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range

of occupants, including older people, those with reduced mobility and some wheelchair users.

M4(3) Category 3 Wheelchair User Dwelling

A new dwelling that makes reasonable provision, either at completions or at a point following completion, for a wheelchair user to live in the dwelling and use any associated private outdoor space, parking and communal facilities that may be provided for the use of the occupants.

Optional requirement:

- M4(3)(2)(a) - Allow simple adaptation of the dwelling to meet the needs of occupants who use wheelchairs.
- M4(3)(2)(b) – Meet the needs of occupants who use wheelchairs.

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).

Major Development

For residential schemes this is development where 10 or more homes will be provided, or the site has an area of 0.5ha or more. For other development, it includes building(s) with a floor area of 1000sqm or more or on a site of 1 hectare or more.

Market Housing

Private housing for rent or for sale, where the price is set in the open market.

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.

Modal Shift

A change from one form of transportation to another (e.g. a switch to traveling by Active Travel (Walking and Cycling) or to public transport).

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.

Nationally Described Space Standard (NDSS)

A document setting out the minimum internal floor areas of new dwellings, and dimensions for key parts of the home including bedrooms and storage.

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.

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.

Net zero operational energy balance (for a new building)

Where the annual amount of renewable energy generated will match or exceed the predicted total energy use of the building.

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.

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.

Operational Carbon

This refers to the carbon dioxide and other greenhouse gases emitted as a result of a building's energy use. This includes emissions associated with heating, hot water, cooling, ventilation and lighting systems, as well as energy used for cooking and by specialist equipment such as lifts.

Park and Ride

A conveniently located facility that is intended to attract vehicle drivers to park their vehicles and then travel the rest of their journey towards their destination (including to Basingstoke Town Centre) by public transport.

Permitted Development

Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

Planning Obligation

Planning obligations provide a means through Section 106 agreements to enable development proposals to meet the needs of the local community by securing developer contributions towards the provision of community infrastructure, affordable housing and services.

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.

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 to the local community. It involves the council working with many partners including local communities, housing associations, the police, schools and the county council.

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.

Space heating Demand

The amount of heat needed to heat a home over a year and is a measure of the thermal efficiency of the building.

Special Protection Area (SPA)

European designated 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 zone around this SPA covers the north east of the borough.

Specialist Housing

Housing that meets the needs of a particular group in the population, which can include older, vulnerable and disabled people.

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.

Stepping Stone

In relation to biodiversity, a stepping stone is an ecologically suitable patch or landscape feature where a species can temporarily stop while moving along a route important for their migration, dispersal and/or genetic exchange.

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 Housing and Economic Land Availability Assessment (SHELAA)

Identifies sites with the potential for housing and employment use, and assesses how many homes they could provide and when they could be developed. It is an important evidence source to inform plan-making but does not determine whether a site should be allocated for housing development. The council publishes an updated document annually.

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.

Suitable Alternative Natural Green Space (SANG)

Green space that is of a quality and type suitable to provide alternative green space to divert visitors from visiting the Thames Basin Heaths Special Protection Area.

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.

Surface Water Management Plan

A plan which outlines the preferred surface water management strategy in a given location. In this context surface water flooding describes flooding from sewers,

drains, groundwater, and run-off from land, small water courses and ditches that occurs as a result of heavy rainfall.

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 Hierarchy

Places the needs of pedestrians at the first (including for people with disabilities and reduced mobility) in relation to all modes of transport, followed by cyclists, public transport, shared transport and car users. The aim of this hierarchy is to ensure that the movement needs of the most vulnerable groups are fully considered, albeit that this does not necessarily give priority to pedestrians and cyclists in every location, as this will inevitably depend on local circumstances.

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.

Viability Assessment

A financial appraisal of the profit or loss arising from a proposed development, taking into account the estimated value of a scheme when completed and the building cost and other development costs incurred in delivering a scheme.

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 in the Local Plan which become available for development during the Local Plan period.

APPENDIX 2: Adopted green space and sport and recreation standards

Maximum Distance Thresholds

Multi-functional Green Space (MFGS) made up of: <ul style="list-style-type: none"> • Amenity Green Space (including informal play space and kickabout) • Accessible Natural Green Space • Parks. 	5mins (300m walking) 10mins (600m walking, 1500m cycling) 15mins (900m walking, 2250m cycling, 5625m car)
Equipped play areas	10mins (600m walking) to nearest facility
Allotments	10 mins (600m walking, 1500m cycling, 3750m by car)

Quantity Standard

Multi-functional Green Space (MFGS) made up of: <ul style="list-style-type: none"> • Amenity Green Space (including informal play space and kickabout) • Accessible Natural Green Space • Parks • Green corridors and buffers • Important biodiversity sites and landscape features. 	65m ² per person (in/adjacent to Basingstoke) 32m ² per person (rural)
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Absolute Minimum Requirement

Multi-functional Green Space (MFGS) made up of: <ul style="list-style-type: none"> • Amenity Green Space (including informal play space and kickabout) • Accessible Natural Green Space • Parks. 	20m ² per person (all areas)
Equipped play areas	0.5m ² per person (all areas)
Allotments	3.4m ² per person (all areas)

Minimum Sizes

Multi-functional Green Space	0.2ha (2000m ²) with no dimension less than 15m
Neighbourhood Parks	2ha
Strategic equipped play areas including provision for teenagers	1250m ² in/adjacent to Basingstoke
Neighbourhood equipped play areas including provision for teenagers	750m ² in/adjacent to Basingstoke 1000m ² in rural settlements to allow for the lack of strategic sites
Local equipped play areas	300m ² in/adjacent to Basingstoke 450m ² in rural settlements to allow for the lack of strategic sites
Allotments	10 plots (approx. 1375m ²) min 5 rods

Sport and Recreation Standards

Type of provision	Facility Catchment	Minimum Quantity standard	Minimum Quality Standard	Accessibility (driving travel time)
Swimming pools	Borough wide	0.06 sqm of pool building per person	25m x 4 lanes with reception, storage, changing village and car parking	20 minutes
Indoor Sports Halls / Leisure Centre	Settlement clusters	0.1 sqm of indoor sports building per person	4 badminton court hall with reception, storage, changing rooms and car parking	20 minutes
Ice Rink	Borough wide	No minimum quantity	Where provided... 1 full size rink with spectator seating, ancillary areas and car parking	No maximum drive time
Indoor Tennis Centre	Borough wide	No minimum quantity	No minimum quality standard	20 minutes
Indoor bowls	Borough wide	No minimum quantity	Where provided 6 lanes, changing and social facilities, car parking	No maximum drive time
Gymnastics Centre	Borough wide	No minimum quantity	Where provided...multi-disciplinary spaces, storage, changing rooms, car parking	No maximum drive time
Health and fitness/gyms	Settlement clusters	0.1 sqm of indoor sports building per person	Inclusive Fitness Initiative (IFI) accredited gym	15 minutes
Athletics Tracks	Borough wide	0.064 sqm of synthetic surface per person	Where provided 8 lanes, changing and social facilities, car parking	20 minutes

Artificial Turf Pitches	Settlement clusters	0.4 sqm per person	Full size for football, hockey or rugby with changing rooms, floodlighting	20 minutes
Grass playing fields	Neighbourhood	9.3 sqm per person	Conforms to sport governing body standards for pitch and changing rooms, no single pitch sites, social space	15 minutes
Outdoor Tennis/ Netball courts	Neighbourhood	0.5 sqm per person	Conforms to sport governing body standards, fully enclosed, floodlighting	10 minutes
Outdoor Bowling Greens	Neighbourhood	0.5 sqm per person	6 rinks, changing and social facilities	10 minutes
Golf Courses/ Driving ranges	Borough wide	No minimum quantity	No minimum quality standard	20 minutes
Multi Use games areas	Neighbourhood	Referenced in Green Infrastructure Policy	Referenced in Green Infrastructure Policy	Referenced in Green Infrastructure Policy
Water based facilities	Borough wide	No minimum quantity	Where provided... storage, changing rooms, car parking, social facilities	No maximum drive time

APPENDIX 3: Guidance note to support Policy HSG4: Single Plot Rural Exception Sites for Custom and Self-Build Housing

1. This note provides detail to support the implementation of Policy HSG4. The purpose of the policy is to allow local people to build their own affordable home in suitable locations on the edge of settlements as an exception to normal countryside policy. By their nature, these single dwellings will be custom or self-build. Dwellings commissioned under this policy will be cheaper for applicants due to the avoidance of speculative land values and developer profit.
2. This tenure may provide a solution for those in rural communities whose needs aren't met by the general housing market. However, as these homes are permitted on an exceptional basis, it is necessary to restrict and control certain parameters.

Eligibility

3. The planning application must be made by the prospective occupier. It will be necessary for the applicant to provide details about their eligibility to demonstrate that they comply with the requirements of the policy. The council will use a Section 106 legal agreement to restrict the occupation and future resale of the affordable house.
4. Housing need is demonstrated where the household is unable to afford to purchase a suitable property on the open market in the village or within 5km of the proposed site (excluding within any settlements in categories 1-3) and:
 - Has no independent home of their own; or
 - Is renting and would like to become an owner-occupier; orOccupies accommodation agreed to be unsuitable for either their current or reasonably foreseeable future needs.

Local connection

What does a strong local connection mean?

5. The applicant must have a strong local connection to the area through working locally, residing locally or having family members who need support in the local area. Local area will usually be defined as within the parish boundary.
6. This can be demonstrated if at least one adult member of the applicant's household meets a minimum of two of the following criteria to the satisfaction of the Council:
 - Their parents were permanently resident in the local area at the time of the applicant's birth;
 - They were in permanent residence in the local area for any period of five years as a child attending a local school;

- They are currently resident in the local area and have lived there for at least the previous 5 years;
- They don't currently live in the local area but have previously lived there at some point for 15 continuous years;
- They are currently employed or routinely carry out self-employed work within either the local area or 5km of the site;
- They have a confirmed written offer of permanent work within either the local area or 5km of the site;
- Their parents currently live in the local area; or another close family member who provides or requires a substantial degree of support currently lives in the local area;
- If over 55, they have a close family member currently living in the local area.

Location

7. Sites must be part of or adjacent to a rural settlement. Settlements within Categories 1-3 are not considered to be rural settlements, as due to their size, they already provide a range of opportunities for local people to meet their housing needs.
8. Rural settlements are not limited to settlements with settlement policy boundaries, and whether a location is a settlement or not will be a matter of fact and planning judgement. Isolated or sporadic development in the countryside will not be acceptable.

Size

9. In order to ensure the dwellings are affordable, the size is limited at 105sqm, which is slightly larger than the internal floor area required by the Nationally Described Space Standard for a 3-bedroom, 6 person two storey dwelling. A detached single garage may also be permitted.
10. Permitted development rights to allow properties to be extended in the future will be removed by planning condition, to ensure that the council retains control over the future affordability of the property.

Affordable housing in perpetuity

11. To ensure community benefit going forward, the dwelling must remain affordable in perpetuity, discounted to no more than 70% of its open market value. This means that the value of the property will rise (or fall) directly in proportion with the local housing market.
12. There is therefore an expectation that building plots will be sold at a discount to enable the home to be affordable, and all future sales of the unit must be sold according to the eligibility criteria mentioned in paragraphs 3-4.
13. Upon resale the owner must obtain a valuation from a RICS registered surveyor, to demonstrate the prevailing open market value at the time of the sale, which is valid for 6 months. The discount would then be applied to the

valuation and this will demonstrate the maximum value the unit can be sold for.

14. The S106 agreement will include a cascade mechanism to ensure the property is able to meet local affordable need in perpetuity. Upon re-sale, persons with a strong local connection are prioritised. If the property is marketed in an appropriate manner and no suitable households come forward, the geographical area is progressively widened over time, usually firstly to adjacent parishes and following this the wider Basingstoke and Deane borough.
15. In the unlikely event of the property failing to sell after six months' marketing, the owner may apply to the Council for the affordable price to be removed. If the council agrees to sale on the open market, the difference between the affordable and market prices will be recycled into the provision of affordable dwellings elsewhere in the borough.
16. Prior to planning permission being issued, the applicant will need to demonstrate that they are the freehold owner of the site (or they have a long lease).

Design

17. Proposals will need to comply with all other policies in the Local Plan. As these sites could be outside areas normally considered suitable for residential development, it is especially appropriate to deliver high quality and highly sustainable buildings that are in keeping with the character, form and appearance of the immediate vicinity and surrounding area.

APPENDIX 4: Relationship between policies and saved Local Plan policies.

The following table identifies the relationship between the old policies in the Basingstoke and Deane Local Plan (2011-2029) and the new policies in the Local Plan Update (2021-2040).

Replacement policies

Policy in Local Plan (2011-2029)	Replacement Policy in Local Plan Update
<i>Delivery of the Strategy</i>	
Policy SD1 (Presumption on Favour of Sustainable Development)	Policy SPS1 (Scale and Distribution of Development)
Policy SS1 (Scale and Distribution of New Housing)	Policy SPS1 (Scale and Distribution of Development)
Policy SS2 (Regeneration)	Policy SPS2 (Regeneration)
Policy SS3 (Greenfield Site Allocations)	Policy SPS5 (Sites Allocated for Housing Led Development)
Policy SS3.1 (Swing Swang Lane, Basingstoke)	Policy has been deleted
Policy SS3.2 (Kennel Farm)	Policy has been deleted
Policy SS3.3 (Razor's Farm)	Policy has been deleted
Policy SS3.4 (North of Popley Fields, Basingstoke)	Policy has been deleted
Policy SS3.5 (Overton Hill)	Policy has been deleted
Policy SS3.6 (South of Blosswood Lane)	Policy has been deleted
Policy SS3.7 (Redlands)	Policy has been deleted
Policy SS3.8 (Upper Cufaude Farm)	Policy has been deleted
Policy SS3.9 (East of Basingstoke)	Policy SPS5.6 (East of Basingstoke)
Policy SS3.10 (Manydown, Basingstoke)	Policy SPS5.1 (Northern Manydown)
Policy SS3.11 (Basingstoke Golf Course)	Policy SPS5.2 (Basingstoke Golf Course)
Policy SS3.12 (Hounsome Fields)	Policy SPS5.3 (Hounsome Fields)
Policy SS4 (Ensuring a Supply of Deliverable Sites)	Policy SPS7 (Ensuring a Supply of Deliverable Sites)
Policy SS5 (Neighbourhood Planning)	Policy SPS6 (Neighbourhood Planning)
Policy SS6 (New Housing in the Countryside)	Policy HSG1 (New Housing in the Countryside)

Policy in Local Plan (2011-2029)	Replacement Policy in Local Plan Update
Policy SS7 (Nuclear Installations - Aldermaston and Burghfield)	Policy SPS8 (Nuclear Installations – Aldermaston and Burghfield)
Policy SS8 (Basing View)	Policy SPS9 (Basing View)
Policy SS9 (Basingstoke Leisure Park)	Policy SPS11 (Basingstoke Leisure Park)
Policy SS10 (Chineham Railway Station)	Policy SPS12 (Chineham Railway Station)
Policy SS11 (Whitchurch Railway Station–Car Park)	Policy has been deleted.
<i>Community Needs</i>	
Policy CN1 (Affordable Housing)	Policy HSG2 (Affordable Housing)
Policy CN2 (Rural Exceptions for Affordable Housing)	Policy HSG3 (Rural Exception Sites and First Home Rural Exception Sites)
Policy CN3 (Housing Mix for Market Housing)	Policy HSG5 (Housing Mix)
Policy CN4 (Housing for older people / Specialist housing)	Policy HSG6 (Specialised Accommodation for Older People and those with Specialised Needs)
Policy CN5 (Gypsies, Travellers and Travelling Show People)	Policy HSG9 (Gypsies, Travellers and Travelling Show People)
Policy CN6 (Infrastructure)	Policy INF1 (Infrastructure)
Policy CN7 (Essential Facilities and Services)	Policy INF3 (New and Improved Facilities) and Policy INF4 (Protecting Existing Facilities)
Policy CN8 (Community, Leisure and Cultural Facilities)	Policy INF3 (New and Improved Facilities) and Policy INF4 (Protecting Existing Facilities)
Policy CN9 (Transport)	Policy INF2 (Transport)
<i>Environmental Management and Climate Change</i>	
Policy EM1 (Landscape)	Policy ENV1 (Landscape)
Policy EM2 (Strategic Gaps)	Policy ENV2 (Strategic Gaps)
Policy EM3 (Thames Basin Heaths Special Protection Area)	Policy ENV3 (Thames Basin Heaths Special Protection Area)
Policy EM4 (Biodiversity, Geodiversity and Nature Conservation)	Policy ENV6 (Biodiversity, Geodiversity and Nature Conservation)
Policy EM5 (Green Infrastructure)	Policy ENV7 (Green and Blue Infrastructure)
Policy EM6 (Water Quality)	Policy ENV9 (Water Quality)

Policy in Local Plan (2011-2029)	Replacement Policy in Local Plan Update
Policy EM7 (Managing Flood Risk)	Policy ENV10 (Managing Flood Risk)
Policy EM8 (Commercial Renewable/Low Carbon Energy Generation)	Policy ENV13 (Renewable and Low Carbon Energy)
Policy EM9 (Sustainable Water Use)	Policy ENV12 (Sustainable Design and Construction and Adaptation)
Policy EM10 (Delivering High Quality Development)	Policy DES1 (Key Design Principles), Policy DES2 (Site Design) and Policy DES3 (Building Design)
Policy EM11 (The Historic Environment)	Policy DES6 (The Historic Environment)
Policy EM12 (Pollution)	Policy ENV14 (Pollution)
<i>Economic Development</i>	
Policy EP1 (Economic Growth and Investment)	Policy EMP1 (Economic Growth and Investment).
Policy EP2 (Employment Land and Premises (B-Use Classes))	Policy EMP2 (Employment Land and Premises)
Policy EP3 (Town, District and Local Centres)	Policy EMP3 (Town, District and Local Centres)
Policy EP4 (Rural Economy)	Policy EMP4 (Rural Economy)
Policy EP5 (Rural Tourism)	Policy EMP5 (Rural Tourism)

New policies

Local Plan Update Policy Title	New Policy Reference
A carbon neutral climate adapted Borough	Policy CLC1
Southern Manydown	Policy SPS5.4
Popham Garden Village	Policy SPS5.5
Sherfield Hill Farm	Policy SPS5.7
Land West of Marnel Park	Policy SPS5.8
Weybrook Park Golf Course	Policy SPS5.9
Overton Mill	Policy SPS5.10
Redlands Lodge	Policy SPS5.11
Land adjacent to Weybrook Park Golf Course	Policy SPS5.12
16 Southern Road	Policy SPS5.13

Local Plan Update Policy Title	New Policy Reference
65 New Road	Policy SPS5.14
Land off Ashford Way	Policy SPS5.15
Oakdown Farm	Policy SPS3.10
Nutrient Neutrality	Policy ENV4
River Loddon, Test and Enborne Corridors	Policy ENV5
Local Green Spaces	Policy ENV8
Energy Standards	Policy ENV11
Single Plot Rural Exception Sites for Self and Custom Build Housing	Policy HSG4
Custom and Self-Build Housing	Policy HSG7
Accessible and Adaptable Homes	Policy HSG8
Internal Space Standards	Policy DES4
Density of New Residential Development	Policy DES5

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