



*Basingstoke  
and Deane*



# Aldermaston Road

## Planning & Disposal Brief

June 2005

## Contents

## Page

1. Introduction	3
2. The Site and its Location	3
3. Aims and Objectives	4
4. Urban Design Framework	6
5. Indicative Development Potential	9
6. Planning	10
7. Services	11
8. Marketing and Tender	11
9. Further Information	11



© Crown copyright. All rights reserved, Basingstoke and Deane Borough Council, licence number LA100019356, 2005.

The Ordnance Survey mapping included within this document is provided by Basingstoke and Deane Borough Council under licence from the Ordnance Survey in order to fulfil its public function in acting as a planning authority.

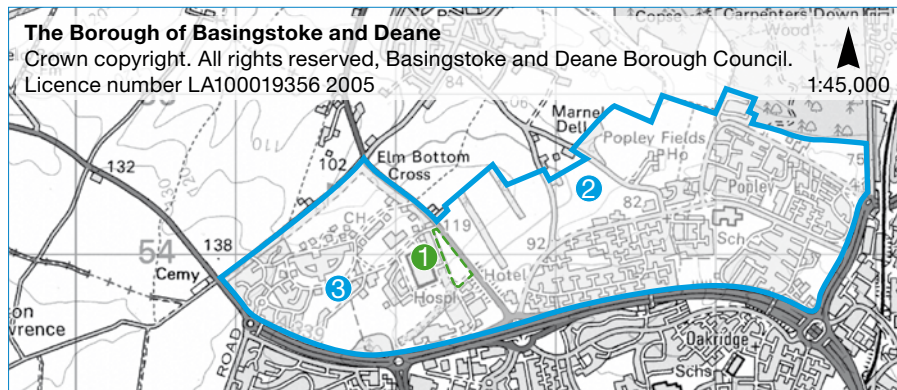
Persons viewing this mapping should contact Ordnance Survey copyright for advice where they wish to licence Ordnance Survey mapping for their own use.

## 1.0 Introduction

1.1 This Planning and Disposal Brief has been prepared to enable the future development potential of the Aldermaston Road site to be appraised with regard to the Borough Council's intention to dispose of its interest in the site for development.

1.2 The brief has regard to the site's location in the context of future development proposals taking place in North Popley and to the objectives of the North Basingstoke Action Plan (July 2003) in co-ordinating the continued regeneration and development of the north Basingstoke area.

1.3 **Figure 1** The North Basingstoke Action Plan and the Aldermaston Road Site.



① Aldermaston Road 'Triangle' site ② North Popley ③ Park Village

## 2.0 The Site and its Location

2.1 The site is known as the Aldermaston Road 'Triangle'. It comprises an undeveloped greenfield site of about 2.5 hectares, enclosed by the A340 Aldermaston Road and Priestley Road. It is within the ownership of the Borough Council and located on the northern side of the town near to the main entrance to the North Hampshire Hospital. Access to the hospital is via the Priestley Road/A340 traffic lights to the south of the site. A further access to the hospital lies to the north of the site near The Lodge.

2.2 Although a greenfield site, it is located within the urban area as identified in the Revised Deposit Draft Local Plan. The allocation under Policy D4.5 is for mixed-use development, including possible residential, employment, health and community uses. The site lies to the north of the Ring Road with good access and road connections, approximately 2.5 kilometres from the town centre. The Priestly Road business area is located nearby, which includes the large office campus of Norfolk House and Vickers Business Centre, the Health and Safety Executive and the Post Office sorting depot. As a result of the presence of these existing uses, and the hospital, the location has good bus services.

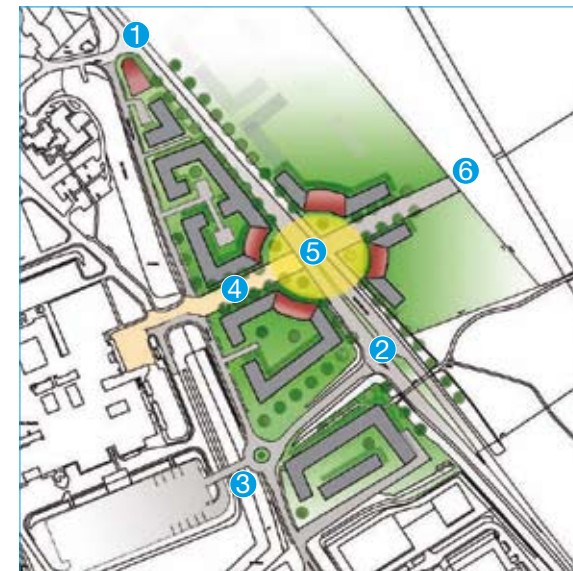
2.3 'Park Village' is located beyond the main hospital complex to the west and forms a major allocation for 1,250 houses currently under construction on the site of the former Park Prewett Hospital. To the east of Aldermaston Road is the major housing allocation known as North Popley, which is intended to provide up to 950 new homes. Other Local Plan housing allocations within the grounds of the former hospital and on surplus highway land are likely to provide a further 1000 dwellings in the later part of the plan period. These sites together with the allocations at Popley Fields and the John Hunt of Everest School site and development of the site immediately south of the Aldermaston Triangle site, are likely to provide for over 4,000 additional new homes over the next 5 to 10 years in the north Basingstoke area.

2.4 As can be seen from the site location plan (Figure. 1), the site has a pivotal location between these major areas of future development. Given this context, it is clear that the location of Aldermaston Road Triangle has the potential to play a major role in the future of the area. This will be achieved by acknowledging the wider planning issues and comprehensive development opportunities that could help to influence the nature and form of development on the site.

## 3.0 Aims and Objectives

3.1 The allocation of the site in the Local Plan for mixed-use development is seen as an essential component of the North Basingstoke Action Plan. The site is described as having the potential to create a new east-west access between North Popley and the hospital. Current proposals for access to North Popley are to provide a staggered, signalised junction to the north of the existing Priestley Road traffic lights which it is intended shall be revised to accommodate the proposed development aspirations indicated at Figure 2.

3.2 Figure 2 Indicative Proposals Plan



- ① Lodge access
- ② Re-configuration of Priestley Road traffic lights
- ③ Direct access to hospital car park
- ④ Central space, pedestrian priority
- ⑤ Urban gateway to Basingstoke
- ⑥ Proposed Access to the North Popley site

3.3 Access arrangements will be influenced by the proposals for the Aldermaston Road site in regard to the future needs of new development taking place in the vicinity and the wider aspirations for the area. The proposed development as indicated at Figure 2 has regard to the preferred access options including any improvements affecting The Lodge access ① to the north of the site to enable the development proposals in Park Village, and the new housing allocation in the grounds of the former Park Prewett Hospital, access onto the A340.

3.4 Whilst the access options indicated at Figure 2 differ in some ways from the Action Plan, it is considered that the Aldermaston Road site can support the objectives of the North Basingstoke Action Plan by providing the framework for achieving the following aims and objectives:

- Improved accessibility and movement within the North Basingstoke area and enhanced public transport links to the hospital and town centre in a form of development that reflects the following:

- re-configuration of the Priestly Road traffic lights ② to enable a staggered junction to be provided that retains access to Priestly Road but links into North Popley at a traffic light junction that aligns with the main hospital entrance.
- direct access to the hospital car parks from Priestley Road via a new roundabout ③ with a junction taken through the existing tree belt; thereby removing most of the traffic from the main hospital access but allowing access for public transport, emergency vehicles and pedestrians/cyclists via a controlled access route across the centre space of the Triangle Site.
- a central space ④ across the site that provides for mixed uses along a pedestrian priority gateway to the hospital. This will also provide a gateway to Basingstoke at its junction with the A340, which complements development at North Popley, as indicatively shown on Figure 2. The central space incorporates a strong pedestrian/cyclist crossing between the new development and the hospital that will also facilitate linkages from the new community at Park Village with North Popley.

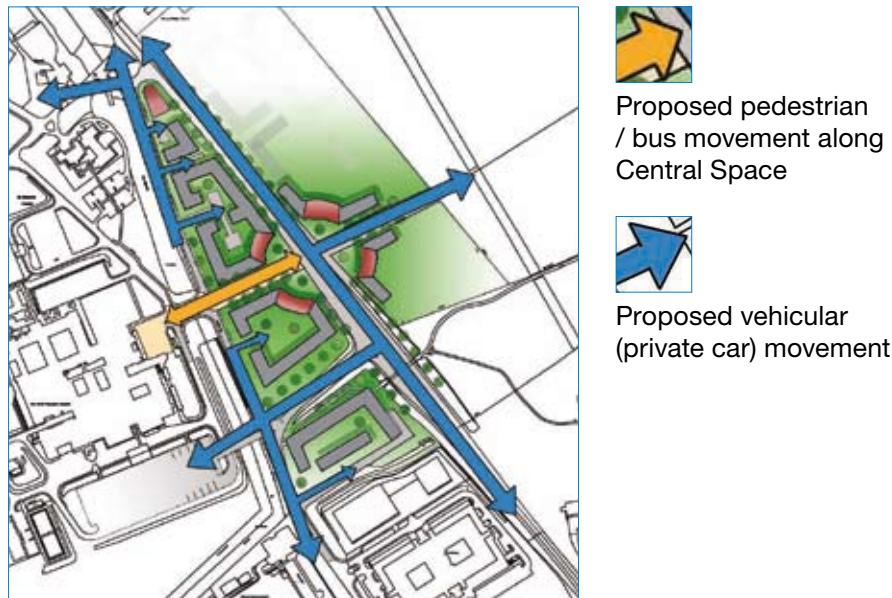
- A sustainable mixed-use development that supports the needs of the existing and emerging community in North Basingstoke including the hospital and surrounding businesses. Subject to market appraisal, it is expected that the development would be likely to comprise predominantly residential accommodation but with other uses that could include, for example: recreation and leisure; retail; hotel; public house etc including other health related uses and commercial/employment uses on the site, including;
- development uses that reflect the co-ordination of service provision within the area including health, education, community safety and transport in order to maximise and spread the environmental, social and economic benefits arising from the development scheme to benefit the whole community;
- such uses could provide development that reflect the co-ordination of service provision within the area. With regard to retail, this could include uses that would be ancillary to the hospital location, such as: alternative health/medicine; hairdressers; flower shop; drycleaners; gift shop; newsagent; café etc.

## 4.0 Urban Design Framework

4.1 It is expected that the physical form of any development on the site encourages people to use and frequent the central space which acts as the main street. This area is dependant on creating an attractive and safe environment. This can be achieved in both the types of uses that could be attracted to the site and the character of the buildings and spaces created. The urban fabric needs to focus on:

- the new central space ④ across the site which provides a direct route including safe pedestrian and cycle movements integrated with the proposed mixed uses. This space could also provide access for public transport with bus stops along the central space. The proposed transport linkages ③ to the hospital's main car parks etc would slow traffic speeds and disperse, rather than concentrate, traffic around the hospital entrance and promote pedestrian / public transport use;

Figure 3 Indicative Transport Proposals



- creating a visible gateway to Basingstoke ⑤ from the A340 which creates a focal point and integrates proposals with the North Basingstoke site in a coordinated, integrated and comprehensive manner to facilitate linkages between the two major areas of development at North Popley and Park Village etc;
- creating a secondary traffic light junction ① at the northern access to the hospital and new development proposals on hospital land that integrates with the Triangle Site and transport proposals.

- an urban fabric which is graded in height to reflect the sloping nature of the site (from north to south). In addition, the urban fabric should be appropriate to its location and contribute positively to the creation of a successful 'place'. The existing topography and setting of the site would permit medium rise development of at least 3 storeys on the southerly parts without adverse visual impact. However, the central space should predominate in scale and importance with the development of at least 4 storeys at strategic points, in order to create interest and character and a focal point to the development. The development to the north of the central space should reduce in overall scale and height with the development of 2 storey buildings at the most northern point (see Figure 4).

Figure 4 Minimise ground works to avoid creating barriers to surface movement across site, but exploit level differences to provide basement and decked car parking within the site.

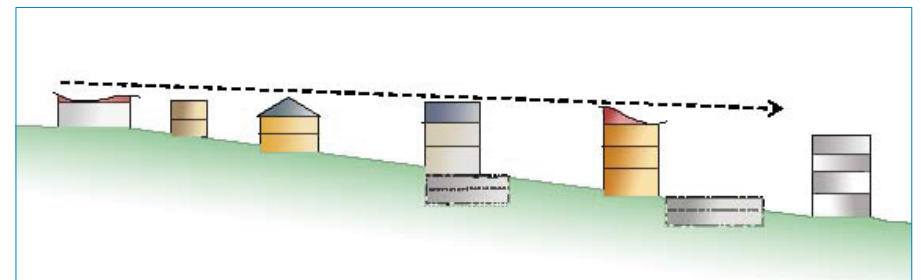


Figure 5 Grade building heights from low in north to higher in south to avoid development projecting above natural ridge on approach from north.

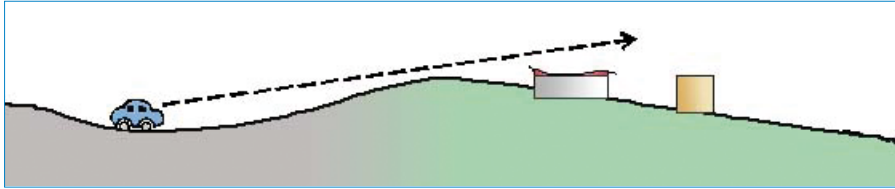
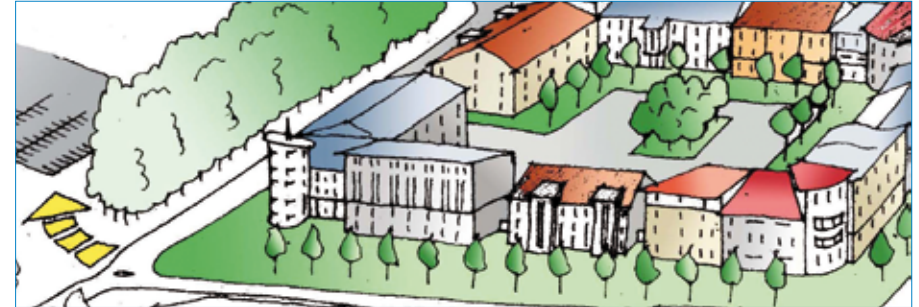


Figure 6 Indicative impression of Central Space



Figure 7 Perimeter block development and direct access to hospital car park.



- ‘perimeter block’ development that provides a clear distinction between public and private space; building frontages enclosing public spaces with private / semi-private areas, including parking and servicing to the rear.

## 5.0 Indicative Development Potential

Figure 8 Block structures on an 'indicative' proposal plan



5.1 An approximate estimate of development potential regarding these suggestions, could provide a development layout as indicated in Figure 8.

Commercial uses etc on (blocks A, B & C) to the north of the site:

- Block A - 2 storey
- Block B - 3 storey
- Block C - 3 storey

Residential / Retail / Leisure Etc

- Blocks D & E - Ground floor - Retail/Leisure etc in the central space
- Blocks D & E - First Floor + - Residential in the central space - up to 4 storeys providing approx 200 dwelling units.

Residential

- Block F - residential units to the south of at least 3 storey's (maximum of 5) providing approximately 100 dwelling units.

5.2 This is an indicative assessment and there would be some flexibility depending on the market appraisal as tested through design/tender proposals on the development type and mix.

## 6.0 Planning

6.1 The Borough Council places considerable importance on achieving a high standard of design in new development that is both sustainable and inclusive. It will therefore promote the positive factors in the design process that can influence the appearance, quality and sustainability of new development. Any proposals will be expected to conform with the general criteria outlined in Policy E1 of the Revised Deposit Draft Local Plan and the vision, aims and objectives of the North Basingstoke Action Plan and other planning guidance such as the Council's design / policy guidance: 'Places to Live' (Apr 2002), 'Sustainable Design and Construction' (Jul 2004) and Environmentally Sustainable Sale of Council Owned Land (Jan 2004).

6.2 The Borough Council will require potential developers to submit a clear statement of design philosophy in support of any tender / planning application. Any planning application will also need to meet national and local planning policy requirements.

6.3 In meeting these aspirations, regard will need to be had to the Council's relevant planning policy and community infrastructure requirements. The Borough Council will require submitted schemes to meet the need for community infrastructure associated with the development to comply with adopted Interim Planning Guidance on

their provision and a mixture of affordable and market housing to meet housing mix policies. These documents together with existing guidance on design, transport and infrastructure requirements will be appended to the marketing package.

6.4 The proposed housing is expected to provide a mixture of dwelling types, including flats, duplex apartments and town houses to a minimum "Good" rating on the Ecohomes scale to accord with Council policy. However, the tender bids will also need to provide a "Very Good" rating and it is anticipated that other environmentally sustainable features within the commercial element would be provided and a mix of other, higher EcoHomes ratings may be achievable depending on housing mix and forthcoming housing grant.

6.5 Insofar as the provision of affordable housing is concerned, the Council's Supplementary Planning Guidance on Affordable Housing (April 2002) currently requires schemes such as this to provide 30% affordable housing of which 25% would be expected to be accommodation rented from Registered Social Landlord's (RSL's) and an allowance for 5% in the form of shared-ownership housing. The requirement for 10% unsubsidised low-cost market housing for Key Workers will be assessed at the appropriate time according to the recognised needs in the area.

## 7.0 Services

7.1 It is generally understood that main services, including foul drainage, electricity, gas, water and telephone are situated close to the site, but prospective purchasers are advised to make their own enquiries and satisfy themselves that there is adequate waste water capacity both on and off site to serve the development. Further information on services and site conditions will be contained in the marketing package.

## 8.0 Marketing and Tender

8.1 The freehold interest in the land is being offered as a whole. Full details of the Council's marketing and tender strategy will be contained in the marketing package.

## 9.0 Further Information

9.1 Further information is available from [Basingstoke & Deane Borough Council](#), Civic Offices, London Road, Basingstoke, Hampshire RG21 4AH. Please contact:

[Brian Barrett](#) (Property) on [01256 845343](#)  
or e-mail [b.barrett@basingstoke.gov.uk](mailto:b.barrett@basingstoke.gov.uk)

[John Guppy](#) (Planning) [01256 845462](#)  
or e-mail [j.guppy@basingstoke.gov.uk](mailto:j.guppy@basingstoke.gov.uk)

**Basingstoke and Deane Borough Council**

Civic Offices, London Road, Basingstoke, Hants, RG21 4AH

**Telephone 01256 844844 Fax 01256 845200**

[www.basingstoke.gov.uk](http://www.basingstoke.gov.uk)

Produced by Design & Print / ICT Services