

Basingstoke Golf Course Development Brief Supplementary Planning Document

October 2019



Basingstoke
and Deane

Foreword

This Development Brief has been prepared by Basingstoke and Deane Borough Council in its role as Local Planning Authority as a guide for development within the Basingstoke Golf Course site, as allocated by Policy SS3.11 of the Basingstoke and Deane Local Plan 2011-2029.

This document has been informed by extensive consultation including a six week formal consultation with residents and stakeholders. It has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and is a material consideration in the determination of relevant planning applications.

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1. Purpose of the Development Brief

The Basingstoke Golf Course site provides an opportunity to deliver high quality, infrastructure-rich development in south-west Basingstoke, as part of a comprehensively-planned scheme with the surrounding development sites. The site is allocated for development in the adopted Basingstoke and Deane Borough Local Plan 2011-29 for the delivery of approximately 1000 new homes with associated infrastructure.

Why has a Development Brief been prepared?

- 1.1 This Development Brief has been prepared by Basingstoke and Deane Borough Council as Local Planning Authority in order to guide the future development of the site. This is part of the council's positive and proactive approach to the provision of new homes and reflects the council's desire to achieve a high quality development, based on a robust, design-led approach.
- 1.2 The Development Brief is a requirement of Local Plan Policy SS3 (Greenfield Site Allocations), and Local Plan Appendix 5 (Masterplan and Development Brief Protocol). The Development Brief will:
 - Add greater clarity and detail to the planning policy framework and clarify the local planning authority's requirements for the site;
 - Ensure that the development of the site takes full account of the opportunities and constraints of the site and surrounding area;
 - Ensure the delivery of a high quality scheme, which makes provision for necessary infrastructure; and
 - Facilitate engagement with local residents and other stakeholders to ensure local opinions are considered.
- 1.3 This SPD does not include new policies or amend adopted Local Plan policies but identifies more detailed development principles that build upon existing planning policy, in particular Local Plan Policy SS3.11 (Basingstoke Golf Course). It will be a material consideration in determining relevant planning applications.
- 1.4 The principles in this document are equally applicable to outline, full and reserved matters applications.

What has informed the Development Brief?

- 1.5 This document has been informed by:
 - Technical studies and consultation responses received during the progression of the Local Plan, including statements provided as part of the examination hearings.
 - Discussions with local Ward Councillors and parish councils, and other stakeholders and technical consultees.
 - Technical studies and masterplanning work undertaken by the developer, including documents provided to support the outline planning application.

Document structure

1.6 The SPD covers the following:

- Background information about the site (Section 2);
- An overview of the planning policy framework, setting out the planning policy considerations relevant to any future application (Section 3);
- Vision and objectives (Section 4), to establish a design rationale for the development;
- Site analysis and development principles (Sections 5 – 10), to identify development principles that can guide the form of development and deliver the site's vision and objectives.
- An Indicative Development Framework Plan (Section 11) providing a spatial summary of the key issues.

2. Background

- 2.1 Basingstoke Golf Course is allocated by the Basingstoke and Deane Local Plan 2011-2029 for residential-led development with approximately 1,000 homes and supporting facilities.
- 2.2 It is one of four sites allocated for development in that plan on the western side of Basingstoke, and is one of a cluster of development sites to the south-west of the town that includes Hounsome Fields (750 dwellings, currently with outline planning permission) and Kennel Farm (now known as Longacre, with permission for 310 dwellings and under construction). To the north of these sites is Manydown, which is allocated for 3,400 homes.

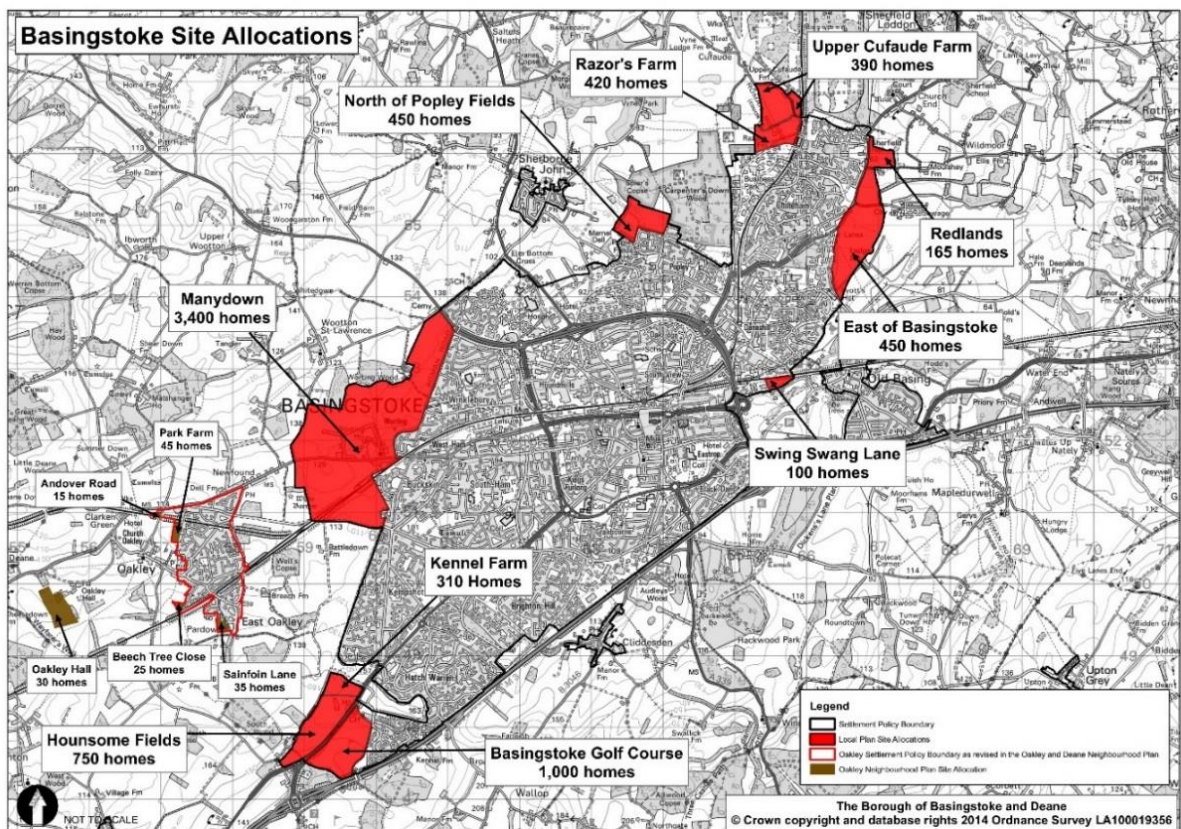


Figure 2.1 - Local Plan site allocations

- 2.3 There have been a number of other sites brought forward for development in the immediate vicinity of the site, including new homes on Longwood Copse Lane (to the east of the site) and the Fairways (immediately to the north). Further to the north, the Island site (at the junction of Beggarwood Lane and the A30) has planning permission for a mixed use redevelopment including a pub, a dental surgery and older persons' care.
- 2.4 The site is approximately 44.5ha in size and is set on rolling land that generally slopes down to the south. The site was formerly part of the deer park to Kempshott House (which has since been demolished), and is currently in use as a private members' golf course. The site is largely bounded by established tree belts and woodlands, such as Peak Copse to the south, and contains many established trees.

2.5 The site is bounded by a number of major roads including the Winchester Road (A30) to the north-west, and the M3 motorway to the south. Existing housing occupies land beyond the eastern and northern boundaries, in addition to the new homes that are being developed on the opposite side of the A30.

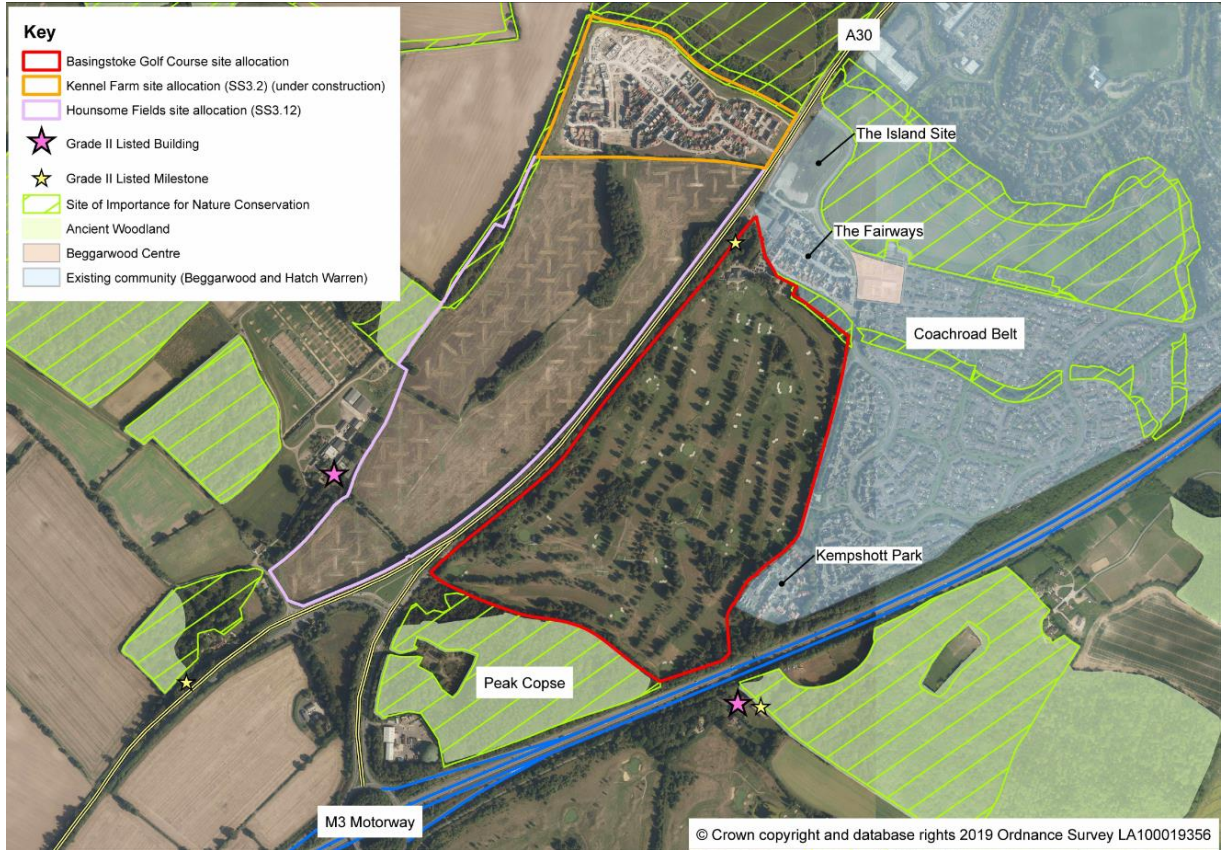


Figure 2.2 – The site and surrounding uses

3. Planning policy framework

National Policy

- 3.1 The National Planning Policy Framework (NPPF) (2019) supports the delivery of sustainable development. It identifies that there are three strands to achieving sustainable development: an economic objective; a social objective; and an environmental objective. It sets out the government's objectives in relation to issues such as: housing type (chapter 5); healthy and safe communities (chapter 8); sustainable transport (chapter 9); well-designed places (chapter 12); conserving and enhancing the natural environment (chapter 15); and conserving and enhancing the historic environment (chapter 16). The NPPF attaches considerable importance to the design of the built environment, with high quality, inclusive design (of buildings and places) seen as a key aspect of sustainable development and described as being fundamental to what the planning and development process should achieve (paragraph 124).
- 3.2 The NPPF also emphasises the need for clarity regarding design expectations (paragraphs 124 and 126), which is facilitated through the production of this document.

Local Plan

- 3.3 Policy SS3 of the Local Plan identifies the borough's greenfield allocations, including Basingstoke Golf Course. Policy SS3.11 sets out the key site specific policy requirements for the Golf Course allocation, and is set out in full in Appendix 1.
- 3.4 Other key policies in the Local Plan include:
- Policy CN1 - Affordable Housing
 - Policy CN3 - Housing Mix
 - Policy CN5 - Gypsies, Travellers and Travelling Showpeople
 - Policy CN6 - Infrastructure
 - Policy CN9 - Transport
 - Policy EM1 - Landscape
 - Policy EM4 - Biodiversity, Geodiversity and Nature Conservation
 - Policy EM5 - Green Infrastructure
 - Policy EM10 - Delivering High Quality Development
 - Policy EM11– The Historic Environment
 - Policy EM12 - Pollution
- 3.5 There are also a range of other Local Plan policies on community needs and environmental management which will be relevant.
- 3.6 The Local Plan includes an illustrative Inset Map, which provides an indicative high level overview of how the site might be delivered (see Figure 3.1), and how it should relate to the other sites in south-west Basingstoke.

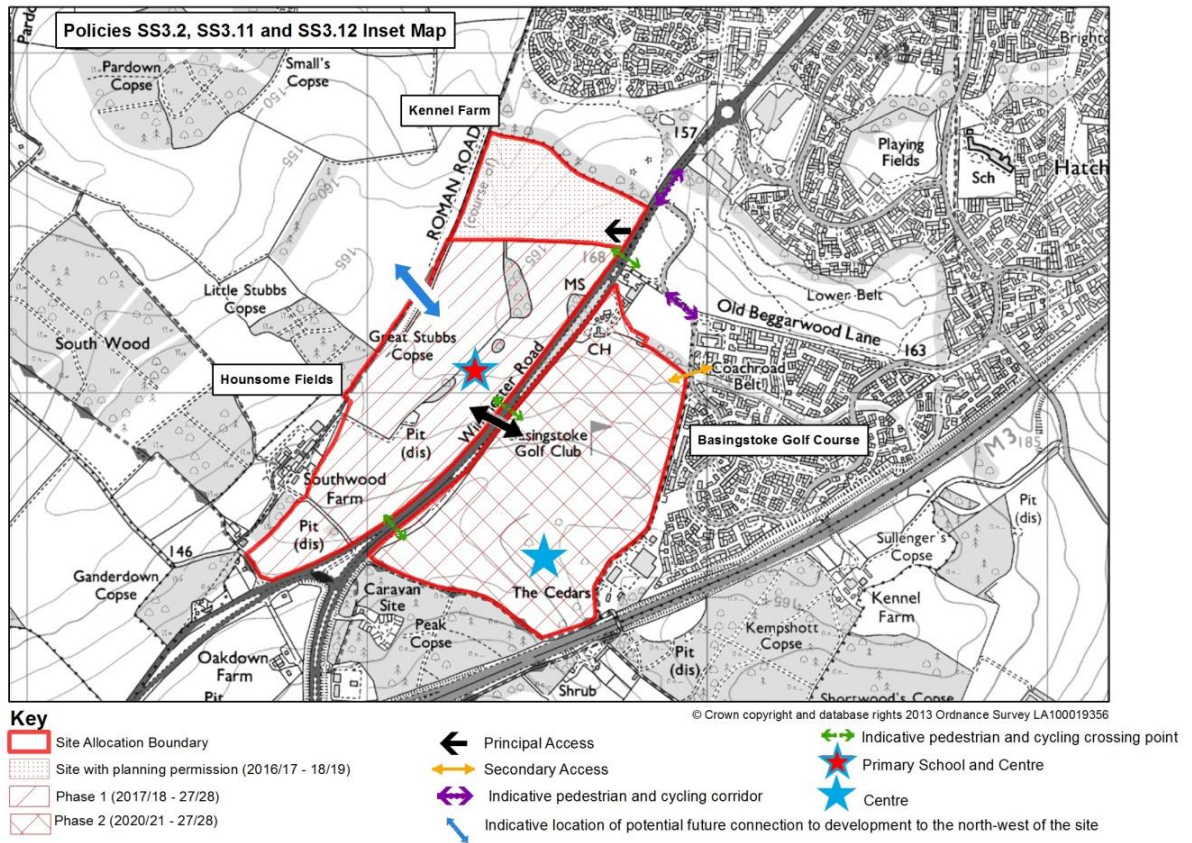


Figure 3.1 – Local Plan inset map

3.7 The key features shown on the inset map are:

- Shared principal access with Housome Fields from the A30;
- A secondary access into the site, from Beggarwood Lane; and
- Centre with community facilities.

3.8 The Development Framework Plan (see section 10 of this Development Brief) adds detail to the Local Plan inset map.

Other Guidance

3.9 There are other SPDs and guidance produced by Basingstoke and Deane Borough Council which should be read in conjunction with this SPD (and which provide detailed guidance on the relevant issues). These include:

- Design and Sustainability SPD (2018);
- Housing SPD (2018);
- Landscape and Biodiversity SPD (2018);
- Parking SPD (2018);
- Heritage SPD (2019); and
- Guidance note for developers and consultants – Noise assessments and reports for planning applications (2016).

3.10 Other planning guidance which emerges during the lifetime of this document should also be taken into account where relevant to the determination of future planning applications.

4. Vision for the new development

Vision

- 4.1 A vision for the development of south-west Basingstoke is set out in the supporting text (paragraph 4.57) to Policy SS3.11 in the Local Plan as follows:

Approximately 2,060 new homes will be brought forward in south-west Basingstoke as part of a high quality, comprehensively planned, infrastructure-rich development. The sites will respect, respond to and enhance their landscape and biodiversity context and build upon local green infrastructure assets to provide a high quality new gateway to the town.

Objectives

- 4.2 The following objectives expand upon the vision in the Local Plan and develop further the Local Plan policies. These objectives provide a structure for this Development Brief.

1: A mix of homes

To deliver approximately 1,000 new homes with a mix of different dwelling tenures, types and sizes, including affordable housing, to meet a broad range of needs and deliver a mixed and sustainable community.

2: Community infrastructure

To support a healthy, thriving new community through the timely and well-designed provision of social and physical infrastructure.

3: Transport and access

To deliver a sustainable development which makes adequate provision for car based movement and public transport services, and provides safe, well designed, accessible and convenient walking and cycling routes within and beyond the site.

4: Environmental quality

To deliver development that takes advantage of, and responds sensitively to, the environmental characteristics of the site and its surroundings. Development should protect and enhance sensitive habitats and species, provide green infrastructure, and mitigate noise and other constraints to create a high quality development with a strong sense of identity and high levels of well-being.

5: Design

To create a high quality development, with a locally distinctive character, which responds positively and creatively to the context, and delivers an attractive place to live.

6: Securing quality through the planning process

To ensure that sufficient information is provided through the planning process to ensure that the development is well masterplanned and is of a high design quality.

5. A mix of homes

Objective 1: To deliver approximately 1,000 new homes with a mix of different dwelling tenures, types and sizes, including affordable housing, to meet a broad range of needs and deliver a mixed and sustainable community.

Relevant policies, strategies and guidance:

Local Plan Policies: SS3.11(a) and (b) (Basingstoke Golf Course), CN1 (Affordable Housing), CN3 (Housing Mix for Market Housing), CN4 (Housing for Older People), CN5 (Gypsies, Travellers and Travelling Showpeople).

Other: Housing SPD (2018), Housing and Homelessness Strategy (2016).

Horizon 2050 objectives: Homes and housing.

- 5.1 Local Plan Policy SS3.11 provides for the delivery of approximately 1,000 dwellings. The precise capacity of the site would need to be determined through detailed assessments submitted with future planning applications.
- 5.2 The site provides an opportunity to deliver a range of housing products which respond to the housing needs of the borough, and to deliver accommodation for residents of all incomes and ages.

A mix of market housing

- 5.3 Specific guidance concerning the size mix of market housing is set out in the council's Housing SPD (2018). This highlights the particular need in the borough for small family homes and accommodation suitable for older people wishing to downsize. The current requirement is for development to principally focus on a mix of 2 and 3 bedroom market dwellings (particularly houses), with only a limited requirement for homes with 4 bedrooms or more, which should normally comprise no more than 30% of the market dwellings. However, it is recognised that needs may change over time and any updated information should be considered through the planning application process.
- 5.4 As required by Policy CN3, it will be necessary to submit a justification for the proposed housing mix with future applications. This will need to demonstrate compliance with policy requirements and have regard to the guidance set out within the Housing SPD (2018) or any successor document.
- 5.5 The council is keen to ensure the new homes are adequately sized and provide high quality living accommodation. The council therefore strongly encourages all new dwellings to meet or exceed the Nationally Described Space Standard (NDSS)¹.

1

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard_Final_Web_version.pdf

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

- 1) The mix and type of market homes should be informed by up-to-date evidence of current and future borough-wide and local needs. It should include a mix of unit sizes, including smaller dwellings and accommodation for older people.**
- 2) As set out in the council's Housing SPD, the development should principally focus on a mix of 2 and 3 bedroom market dwellings, particularly houses, with only limited provision of 4 (or more) bedroom units. However, it is recognised that needs may change over time and any updated information should be considered through the planning application process.**

Affordable housing

- 5.6 The development must accord with Policy CN1 in the ALP, and make provision for 40% affordable housing (of which at least 70% should be rented accommodation). This reflects the Council Plan theme of 'preparing for controlled and sustainable growth', and supports the key priority within the council's Housing and Homelessness Strategy (2016) of maximising the supply of affordable housing.
- 5.7 The provision of affordable homes and their design, layout and integration, contributes to the delivery of sustainable mixed communities, and promotes social inclusion.
- 5.8 Overarching affordable housing principles and delivery mechanisms must be defined and agreed at outline application stage through the submission of an Affordable Housing Statement. This should demonstrate that the development will accord with the requirements of the Local Plan and the Housing SPD (2018). It should include headline details about the overall level of affordable housing provision and the tenure mix proposed, and an indicative overall affordable housing mix by bedroom size. Subsequent reserved matters applications (or full applications) should be supported by an Affordable Housing Scheme detailing how and where homes will come forward as part of the development².
- 5.9 The affordable housing should be in suitably accessible locations, distributed proportionately between the phases, and designed to be indistinguishable from market homes ('tenure blind'), with units dispersed across the site in clusters. Flexibility will be included to allow the fine detail of on-site affordable housing delivery to be finalised at the respective reserved matters stage.
- 5.10 It is recommended that the prospective developer engage in early discussions with the council concerning the mix and detail of affordable housing. This will ensure that the local requirements in relation to affordable housing are embedded into the development concepts and site design from the outset.

² Further detail about the information required is provided in Section 2.4 of the Housing SPD (2018).

Development Principle 1b: A mix of affordable housing

- 1) The proposal will need to comply with the requirements of Local Plan Policy CN1 and make provision for 40% affordable housing.**
- 2) The mix and type of affordable housing should reflect the housing needs of those with a local connection to the borough who would otherwise be unable to rent or buy suitable accommodation to meet their needs on the open market, including the needs of older people and those with support needs. The tenure split will include 70% rented homes as a minimum.**
- 3) An Affordable Housing Statement shall be submitted with any outline planning application to demonstrate compliance with Local Plan Policy CN1 and the Housing SPD. Full and reserved matters applications should be accompanied by an Affordable Housing Scheme.**

Accommodation for older people and people with support needs

- 5.11 Policy CN3 (Housing Mix for Market Housing) states that, as part of the housing mix, a range of market dwellings should be provided to meet needs including, for older people, bungalows and suitable accommodation for downsizing. Policy CN4 (Housing for older people / specialist housing) indicates that where there is evidence of unmet need in a local area, and the location is appropriate, 'new residential developments should incorporate specially designed housing/specialist accommodation to meet the needs of older people and people with support needs'.
- 5.12 The Housing SPD (2019) identifies that the borough's population will significantly age over the plan period, and that there will be a particular need to provide appropriate accommodation for this age group. Policy CN4 (as explained further by Housing SPD, Principle 4.3) therefore requires new residential developments of 200 or more homes to undertake an assessment of whether there is a need for specialist housing in the local area. Where there is a need, this should be met as part of the development unless it can be demonstrated to be unviable or inappropriate on the site.
- 5.13 The SPD further advises (para 4.29) that, 'if the council accepts that specialist housing would not or could not be provided, the needs of older people should be specifically considered within the mainstream housing including through the provision of desirable accommodation for older people'. Section 4.3.1 of the SPD advises what could constitute 'desirable accommodation for older people', including smaller homes (potentially on a single storey) in the most accessible locations and built to advanced accessibility standards.
- 5.14 The council strongly supports the provision of bungalows, and would encourage the developer to consider whether there are opportunities for these to be provided. On the sloping parts of the site there may be scope for two storey buildings to take advantage of the changing levels to create single storey units that can be accessed from ground level on either side.
- 5.15 Local Plan Policies CN1 and CN3 require that 15% of both market and affordable homes should be accessible and adaptable to meet the requirements of M4(2) of

Building Regulations, which can help older people maintain their independence and stay in their homes longer. This standard requires step-free access, a wider-than-usual minimum stair width, and a modified bathroom design to assist residents with impaired mobility.

Development Principle 1c: Accommodation for older people and people with support needs

- 1) The proposal must demonstrate that it has considered whether there is a need for specially designed housing/specialist accommodation to meet the needs of older people and people with support needs on this site. This assessment should follow the guidance set out in the Housing SPD.**
- 2) Should it be demonstrated that there is no need, or that it would be unviable or inappropriate to include such accommodation on this site, the proposal should identify ways in which specific mainstream housing can be provided to meet the needs of older people.**
- 3) At least 15% of market homes and 15% of affordable homes should be accessible and adaptable and meet the M4(2) standard of Building Regulations.**

Self-build and custom housebuilding

5.16 SS3.11 criterion (b) requires the development to 'make provision for a proportion of self-build units'. Policy CN3 criterion (a) requires development to deliver a range of house types including 'for those wishing to build their own home'.

5.17 The Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) introduced a Right to Build which imposes a duty upon councils to establish a self-build register and grant 'sufficient development permissions' to meet the demand for self-build and custom housebuilding in their area on a rolling three year basis. The Act places a duty on the council to have regard to the register when carrying out its planning function, and the national Planning Practice Guidance³ articulates that this is capable of being a material consideration.

5.18 The council has therefore provided specific advice in the Housing SPD (2018) about how it will meet this need. In particular, SPD Principle 5.2 states that serviced plots should be made available on large developments (of 100 dwellings or more), and identifies an aspiration 'to deliver at least 5% of units on sites where it is justified by the level of local requirements, subject to site-specific negotiations, and taking into account the nature of the development'.

5.19 The council's Authority Monitoring Report⁴ (2017/18) identifies that at 30 October 2018, 223 individuals had joined the self-build register, and that at that date, the council had secured 127 units, resulting in a potential shortfall of 96 plots. 5% of 1,000 dwellings would equate to 50 plots and would make a significant contribution towards meeting this need.

³ PPG Ref ID: 57-014-20170728

⁴ <https://www.basingstoke.gov.uk/content/page/59173/AMR%202018.pdf>

- 5.20 There is therefore an unmet local requirement (within the borough), that would justify securing 5% custom or self-build plots on this site. As set out in Principle 5.4 of the Housing SPD, the plots will be marketed for a minimum period of 12 months in a manner that brings them to the attention of the maximum number of potential purchasers at a fair open market value. Should the plots not have been sold within this time period, they may be built out as conventional market housing.
- 5.21 Further guidance on requirements for self-build homes (and how they should be secured) is set out in the Housing SPD. In particular, this includes requirements relating to:
- The timing of delivery of the plots (Principle 5.3);
 - Marketing of the plots, giving priority to local people on the council's self-build register (Principle 5.4);
 - Design Coding to streamline the delivery process (Principle 5.6); and
 - Providing a mix of sizes and types, to meet the type of demand shown by the council's self-build register, including a mix of self-build and custom-build properties (Principle 5.7).

Development Principle 1d: Self-build and custom housebuilding

- 1) In order to deliver a mixed and sustainable community, at least 5% of the units on the site should be made available as self-build and custom-build plots. The plots should be offered to households on the council's self-build register as a priority, and be delivered in line with the detailed requirements set out in the Housing SPD.**

Gypsy and Traveller accommodation

- 5.22 Local Plan Policy CN5 (Gypsies, Travellers and Travelling Showpeople) identifies that the council will meet the accommodation needs of these groups through the provision of pitches on the four largest greenfield allocations in the Local Plan, including the golf course.
- 5.23 A pro-rata division of the current unmet need (as set out in the council's Gypsy and Traveller and Travelling Showpeople Accommodation Assessment, 2017, and taking into account subsequent changes) results in a current requirement for one permanent pitch on this site. This should be capable of being delivered early in the development to meet projected need.
- 5.24 In accordance with the requirements set out in Local Plan Policy CN5 (and Planning Policy for Traveller Sites, DCLG, August 2015), the location and design of the pitch must be well related to and integrated with the new development. The pitches should have no adverse impact upon local amenity and the natural environment, be within reasonable distance of local services and facilities, and create acceptable living conditions for the occupants (including an acceptable noise environment). The size and shape of the pitch should be adequate to meet the needs of the future occupants (for example, to allow the parking of a caravan and the provision of a day room), and allow space for a vehicle with a caravan to manoeuvre and safely join the highway. Unless demonstrated to the contrary, the council does not consider that a location in

the northern-most part of the site (as shown in the material submitted in April 2019 with the outline application) would satisfy these requirements.

Development Principle 1e: Gypsy and traveller accommodation

- 1) Gypsy and traveller pitch provision should be provided to meet the evidenced level of need.**
- 2) The design and location of the pitch should be well related to and integrated with the new development, and meet the detailed requirements set out in Local Plan Policy CN5 (Gypsies, Travellers and Travelling Showpeople).**

6. Community infrastructure

Objective 2: To support a healthy, thriving new community through the timely and well-designed provision of social and physical infrastructure.

Relevant policies, strategies and guidance:

Local Plan Policies: SS3.11 (c) (Basingstoke Golf Course), CN6 (Infrastructure), CN7 (Essential Facilities and Services), CN8 (Community, Leisure and Cultural Facilities), CN9 (Transport).

Other: BDBC Community Building Strategy (2014); BDBC Playing Pitch Strategy (2015); BDBC Built Facility Strategy (2015); Leisure and Recreational Needs Strategy (2015); S106 Planning Obligations and Community Infrastructure (2018); Community Investment Framework (2016).

Horizon 2050 objectives: Healthy, safe and inclusive communities.

Delivery and timing of infrastructure

- 6.1 The community facilities in the south-west of Basingstoke will need to be planned in a comprehensive manner, taking into account the capacity of existing nearby facilities and those facilities planned to be built on neighbouring sites. As an example of this, the Local Plan requires that Basingstoke Golf Course will provide outdoor sports pitches in a single location to meet the need arising from all the sites in south-west Basingstoke. This site's contribution to comprehensive planning should be demonstrated through the submission of an Infrastructure Delivery Strategy as part of any outline or full planning application. This should show what infrastructure would be delivered by each of the sites in south-west Basingstoke and how these would meet the area's overall needs. This should include details of the off-site mitigation (including highway improvements, pedestrian and cycling connections and public transport arrangements), and on-site facilities such as those for sport, community, education and green infrastructure.
- 6.2 The council considers that it is essential that infrastructure required in connection with new development is provided in a timely manner (both on-site community infrastructure, and off-site infrastructure such as highway improvements). This is vital in order to ensure that the necessary infrastructure is available to meet the needs of the new community and any other affected communities. Suitable mechanisms for ensuring the early provision of infrastructure must be incorporated into planning consents, with appropriate triggers within the Section 106 agreement.

Development Principle 2a: Delivery of infrastructure

- 1) Planning applications should be accompanied by an Infrastructure Delivery Strategy to demonstrate that the infrastructure has been comprehensively planned with Kennel Farm (SS3.2) and Hounsme Fields (SS3.12) and other existing facilities in the local area. Mitigation should be comprehensively planned.**
- 2) Infrastructure should be delivered as soon as is practicable to meet the needs of the new community.**

Community infrastructure

6.3 Policy SS3.11(c) and the council's Infrastructure Delivery Plan⁵ (May 2017), identify that the golf course site will need to make provision for the following social and community infrastructure as a minimum:

- Community centre (subject to need);
- Local shopping facilities;
- A children's nursery; and
- Sports facilities including outdoor sports pitches.

6.4 The scale of the community infrastructure should be informed by an up-to-date assessment of future needs, taking into account existing and planned provision, and the long-term viability of such facilities (as required by Development Principle 2a).

6.5 It is recognised that the site is located close to Beggarwood surgery. However, should a need for a healthcare facility be identified on this site by the Clinical Commissioning Group, this would be supported by the council.

Community hub

6.6 The community uses should be co-located in a 'hub' that will create a 'heart' and a focus for the whole development. It should be readily accessible to the local community, well linked to the rest of the development by pedestrian and cycle routes, and well related to the main vehicular routes through the development. The hub should be designed around an urban square and located next to a neighbourhood park, and carefully designed to integrate the green open space with the urban environment.

6.7 If required, a community centre will need to be provided early in the development to create a focal point for the new community (this could take the form of a temporary facility in the first instance). The community centre should have access to the public open space to provide it with an attractive setting and to enable 'spill-out' space for activities. Further detail about the open space provision is set out in Section 8.

6.8 The precise design and uses in the centre should be determined through engagement with local residents and stakeholders once the site has begun to be occupied, in accordance with the aims of the council's Community Buildings Strategy⁶ and the Community Investment Framework⁷.

6.9 Through the detailed design process, it will be particularly important to consider how the location of a community centre can be sensitively related to nearby residential development. Of particular significance is the need to ensure that there is no detrimental impact created in terms of noise, disturbance and parking, and that opportunities for antisocial behaviour are minimised. The quantity and layout of

⁵ <https://www.basingstoke.gov.uk/content/doclib/2056.pdf>

⁶

<https://www.basingstoke.gov.uk/content/page/52613/Community%20Building%20Strategy%20V2%20Jan%2017.pdf>

⁷ <https://www.basingstoke.gov.uk/community-investment-framework>

parking should take into account the potential for conflicts between the shops and the children's nursery at peak times.

- 6.10 The design of the community infrastructure will need to be high quality and well related to the architectural language of the rest of the development. The building will need to be designed to accommodate the varied and flexible needs of the facility on a single level and have potential for future expansion. For example, adequate storage space, centre office space and suitable mechanisms need to be available in order to ensure that the building can be used effectively for a wide range of community activities (e.g. soundproofing/sprung floor etc).
- 6.11 The design will need to minimise its environmental impact and minimise ongoing running and maintenance costs. For example, this can be achieved through consideration of energy and water efficiency, along with consideration of ongoing maintenance issues such as replacement costs of fixtures and fittings etc. (i.e. common fixtures and fittings are far more efficient and practical from a long-term maintenance and management perspective as the cost of fixing or replacing them is much lower than is the case with some more innovative options).
- 6.12 The scale, location and design of the retail facilities should give consideration to their viability, to ensure they can continue to be occupied for the benefit of the local community. They will need to be suitable in scale to the size of the development, and not prejudice other local facilities.

Sports pitches

- 6.13 The development should provide two playing pitches equivalent to two full size adult football pitches (specification as set out by Sport England) and associated changing provision. In order to assist management, the council's preference is for the facilities to be co-located with the proposed community centre. Should this not be practical or feasible, a separate pavilion building should be provided adjacent to the pitches. In such a case, in order to allow the facility to be self-sustaining, it would be necessary to provide sufficient car parking, and for the pavilion to include a kitchenette. As the pavilion will only be used at specific times, it will be particularly important to ensure that the building benefits from good natural surveillance to prevent anti-social behaviour.

Development Principle 2b: Community infrastructure

- 1) The development should include a centre (or 'hub') that provides a focal point for the new community and complements the provision in the local area. This should include a community facility, local shopping facilities (subject to commercial analysis) and early years provision, and should be designed in a manner that integrates the urban open space with green open space.**
- 2) The centre should be in an accessible location that maximises the number of new and existing residents within walking distance with good connections to public transport.**

- 3) The design of the centre should give consideration to minimising anti-social behaviour, and include flexible floorspace to allow the local centre to adapt to changing needs over time.**
- 4) Sports pitches and the necessary supporting facilities should be provided on site.**

School

6.14 A new primary school is required in south-west Basingstoke to meet the needs of the new residents. The Local Plan identifies that this should be located on the Hounsome Fields housing allocation (Policy SS3.12), and outline planning permission has been secured for a three form entry school on this site.

Other facilities

6.15 In addition to providing on-site infrastructure, the developer will also be required to pay the council's Community Infrastructure Levy (CIL). This is a tariff on new development that must be paid per square metre of new floorspace. The monies from across the borough will be pooled and spent on the infrastructure identified on the council's Regulation 123 list⁸, which includes healthcare infrastructure and libraries.

⁸ <https://www.basingstoke.gov.uk/CIL-spending-and-reg123>

7. Transport and access

Objective 3: To deliver a sustainable development which makes adequate provision for car based movement and public transport services, and provides safe, well designed, accessible and convenient walking and cycling routes within and beyond the site.

Relevant policies, strategies and guidance:

Local Plan Policies: SS3.11 (f), (g), (h), (i) and (j) (Basingstoke Golf Course), CN6 (Infrastructure), CN9 (Transport).

Other: BDBC Cycle Strategy (2016); Manual for Streets; Hampshire Local Transport Plan (2011-31); Hampshire County Council Companion Document to Manual for Streets Borough Cycling Strategy (2016); Hampshire County Council Cycle Strategy (2015); Hampshire Countryside Access Plan 2015-2025, Draft Transport Strategy, Parking SPD.

Horizon 2050 objective: Transport

Mitigating the impact upon the highway network

- 7.1 The council's Transport Assessment (TA) for the Local Plan analysed the impact of development of the Basingstoke Golf Course site and considered that it could be accommodated on the highways network, subject to mitigation and appropriate access solutions. However, the TA for the Local Plan was a strategic document, and the transport network continues to change over time. As such, it will be vital for a specific TA to be prepared for the site, and for this to provide a robust assessment of the likely impact of the proposals on the transport network. The TA should be developed in consultation with the Local Highway Authority (LHA, Hampshire County Council), Basingstoke and Deane Borough Council, and Highways England (as highway authority for the M3).
- 7.2 The site will generate additional travel demand in and around Basingstoke. Capacity constraints in the wider area will need to be taken into account, and mitigation will need to include improvements where they are required. The mitigation measures should take into account the cumulative impact of other planned development in the borough, in particular the other consented schemes in south-west Basingstoke, and the allocated site at Manydown.
- 7.3 The assessment should identify the full impacts of the development of the site and set out appropriate mitigation measures. It will need to reflect the scale of the development proposed, the impact on the strategic and local highway network, and identify measures which will be put in place to reduce its impact to acceptable levels. In particular, it should examine the impact of development upon:
 - The A30 corridor between the site and Basingstoke town centre;
 - Trenchard Lane;
 - The Kempshott Lane corridor, including Fiveways crossroads; and
 - The operation of M3 junctions 7 and 8.

- 7.4 A Travel Plan will also be required to set out measures to facilitate and encourage the use of sustainable travel or reduce the need to travel, and to justify any assumptions about modal shift used in the highway modelling. A mix of uses on the development site and Hounsome Fields can help to reduce the need to use the private car.

Development principle 3a: Highway impacts

- 1) Development must not have severe residual cumulative impacts on the highway network**
- 2) The Transport Assessment must take into account the cumulative impacts of other planned**

Access

- 7.5 The development must provide safe access for all users of the highway. Access proposals will need to be supported by a Road Safety Audit (Stage 1).

Access from the A30

- 7.6 As set out in Policy SS3.11 (criterion g), the principal access to the site will be taken from the A30 in a shared junction with Hounsome Fields. The outline consent at Hounsome Fields gives planning permission for a new access roundabout, and this was designed with space for an extra arm to be added to provide access into the golf course site.
- 7.7 The planning application should demonstrate how the development would tie-in to the consented scheme, but that it could also provide a stand-alone junction in the event that Hounsome Fields was not delivered. In this case, the junction should be future-proofed to provide access to Hounsome Fields at a later date, including being able to accommodate flows from a western link road through Hounsome Fields serving development to the north, should that be required in the future. The design of the junction should be suitable and safe for all users and should seek to minimise disruption to flows of traffic in/out of Basingstoke along this important movement corridor.

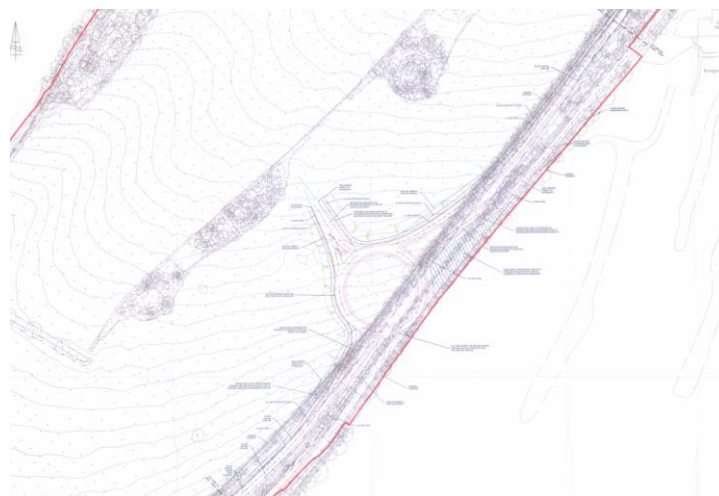


Figure 7.1 – New roundabout at A30 access (as approved for Hounsome Fields).

- 7.8 Development proposals should clearly indicate whether the existing vehicular access to the golf club will be retained, and if so, whether or how it will be modified.

Secondary access

- 7.9 A secondary access should be provided into the site to provide convenience and connectivity for residents, and to allow emergency vehicles to access the site. The Local Plan identifies that the secondary access should be taken from Beggarwood Lane (in the north-eastern corner of the site), and that through the design of the junction and the internal design of the site, measures should be put in place to prevent rat-running.
- 7.10 Information provided by the developer has indicated that it may not be possible to form a vehicular access in this location due to land ownership constraints. Should this be the case, the developer should provide detailed evidence to demonstrate why this could not be overcome, and show that all options have been explored with the Local Highway Authority. Should it not be possible to form a secondary vehicular access from Beggarwood Lane, the developer will still seek to make provision for pedestrians and cyclists in this location in order to provide direct connectivity to local facilities avoiding circuitous alternative routes. In this case, the developer will consider the feasibility and desirability of other locations for a secondary access, in order to allow vehicles (including public transport) to circulate through the site. The design and location of any secondary access on the A30, if necessary, should minimise the disruption to the flow of traffic along the A30 corridor, and take into account any other impacts such as those upon trees and biodiversity.

Principle 3b: Vehicular access requirements

- 1) The principal vehicular access into the site shall be formed from the A30.**
- 2) A secondary vehicular access should be provided from Beggarwood Lane. The design of the junction and internal layout of the site should be designed to prevent rat-running. Should a vehicular access not be achievable in this location, the developer should make provision for walking and cycling in this location, and a secondary vehicular access should be provided elsewhere.**

Public transport

- 7.11 The development will make provision for a bus service that should be routed through the community hub. The design and routing of the bus service should be integrated with the service secured on Hounsme Fields and Kennel Farm, and ensure that it provides a regular and convenient connection to Basingstoke town centre and other destinations within the town. It will be necessary to work with the Local Highway Authority, BDBC and Stagecoach to facilitate and design the service.
- 7.12 Proposals should also give consideration to the indicative proposals for a Mass Rapid Transit (MRT) Network, as set out in the councils' Transport Strategy (2018)⁹, which would provide frequent quick connections between the communities in south-west Basingstoke and the town centre. The Local Highway Authority has indicated that it

⁹ <https://www.hants.gov.uk/basingstoketransportstrategy>

will use the indicative MRT routes as a material consideration in its planning application response, to ensure the deliverability of the MRT network.

- 7.13 Information should be provided to demonstrate the long term deliverability of the service without the need for revenue support. The design of the layout should ensure that it is suitable for accommodating buses. Emphasis should be given to passenger comfort, safety and convenience, and bus stops should be located to ensure that all properties would be within 400m (5 minutes' walk) of their nearest stop.
- 7.14 The design of the primary streets will need to ensure that they facilitate bus usage. In addition, associated street furniture (stands, shelters etc.) needs to be accessible, safe, secure and well lit.

Development Principle 3c: Public transport

- 1) Access to public transport, and suitable supporting infrastructure, needs to be provided and secured through the planning application process. Proposals should integrate with the public transport service secured on Hounsome Fields and Kennel Farm. The service should be provided early to establish sustainable travel patterns and behaviour.**

Walking and cycling connectivity

- 7.15 To encourage healthy and active communities and to create a high quality public realm, the development should provide an environment where walking and cycling are attractive forms of transport, and are the modes of choice for short trips within the site as well as to services beyond (including access to the town centre). Pedestrian and cycle routes should be safe, direct and convenient and where possible, be set within green space and maintain a sense of openness.
- 7.16 Within the site, it will be important to provide safe and legible connections from the residential neighbourhoods to the on-site facilities including the central 'hub' and the playing fields. These will need to accord with the guidance set out in the council's Design and Sustainability SPD and Cycling Strategy, and be informed by detailed pedestrian and cycle audits which should include consideration of home to school travel (linking to schools beyond the site). It should be demonstrated that non-motorised user needs are integrated into all highway and traffic management schemes. Development must respond to the different design requirements for cycling versus walking. Where possible, and in particular along strategic routes, cycle routes along roads should be bi-lateral, fully protected from motor traffic and separate from any footway.
- 7.17 It will also be important to connect to those locations beyond the site that would be most likely to be used by residents of the new development. The development should therefore provide legible, safe and easily navigable connections, that are direct, and follow desire lines to:
- The crossing point(s) on the A30, to facilitate safe access to the new primary school on the Hounsome Fields site (the location of a signalised crossing point has already been agreed as part of the Hounsome Fields consent). Care should be taken to discourage the creation of informal routes to other locations on this

boundary that could result in pedestrians and cyclists crossing the road in other less safe locations;

- The neighbourhood centre in Beggarwood, which includes a GP surgery, and to the wider residential area to the east (this link will also facilitate journeys between Beggarwood and Hounsome Fields and other areas to the west);
- The Island Site, where a mixed use development has been approved including a new public house and a dental surgery;
- Local secondary schools; and
- Public Footpath 7 along the eastern and southern boundaries of the site and through to Public Footpath 8 across the M3 towards Dummer.

7.18 Beyond the immediate surrounds of the site, comprehensive, safe and direct cycling and walking routes should connect the site to the town centre (and the rail station) and other key destinations (including secondary schools) and provide access to the countryside. Improvements should be secured in line with the borough council's Cycling Strategy (2016), and in particular deliver or provide a suitable contribution to the delivery of Route 5 along the A30 corridor to the town centre.

Development Principle 3d: Walking and cycling routes

- 1) High quality, safe and permeable, pedestrian and cycle routes will be provided within the development. Where possible these should be set within green space.**
- 2) Routes will integrate the development site with Hounsome Fields, Beggarwood and the wider countryside, and deliver or provide a suitable contribution to the delivery of wider cycling connections in line with the council's Cycle Strategy (2016), including Route 5. In particular, the development must provide a safe and convenient route to the new primary school on Hounsome Fields, including a safe crossing point on the A30.**

Design of highways within the site

7.19 Roads within the site should be built and maintained to adoptable standards (or a suitable equivalent) to accommodate access by service vehicles including refuse collection vehicles and buses for the life of the development. Care should be taken to ensure that pavements are safe for all users, and are not obstructed by cabinets and or other infrastructure required to support new technologies (such as 5G or electric vehicle charging) and that measures are employed to prevent pavement parking. The council has a strong preference for highways to be adopted by the Local Highway Authority.

Development Principle 3e: Standard of roads within the site

- 1) Highways should be built and maintained to adoptable standards or a suitable equivalent.**
- 2) The council has a strong preference for the roads to be adopted by the Local Highway Authority.**

8. Environmental quality

Objective 4: To deliver development that takes advantage of, and responds sensitively to, the environmental characteristics of the site and its surroundings. Development should protect and enhance sensitive habitats and species, provide green infrastructure, and mitigate noise and other constraints to create a high quality development with a strong sense of identity and high levels of well-being.

Relevant policies, strategies and guidance:

Local Plan Policies: SS3.11 (d), (e), (k), (l), (m) and (n) (Basingstoke Golf Course), EM4 (Biodiversity), EM5 (Green Infrastructure) and Appendix 4 (Green Space Standards), EM6 (Water Quality), EM7 (Managing Flood Risk), EM11 (The Historic Environment), EM12 (Pollution).

Other: Landscape and Biodiversity SPD (2018); Green Infrastructure Strategy (2018); BDBC Strategic Flood Risk Assessment (2012); BDBC Guidance Note for Developers and Consultants: Noise Assessments and Reports for Planning Applications (2016), Heritage SPD (2019)

Horizon 2050 objective: Natural Environment

Green infrastructure

- 8.1 The development at Basingstoke Golf Course should create an interconnected network of natural areas and other green open spaces that link into the wider green infrastructure network. This should seek to retain, integrate and enhance the existing landscape features as a framework for the development.
- 8.2 The site is largely bounded by tree belts and woodlands. There are designated Sites of Importance for Nature Conservation (SINCs) to the north and south of the site, and a belt of mature trees along the western boundary (adjacent to the A30), and the eastern boundary (adjacent to Longwood Copse Lane). The site also contains many trees, some of which are large and mature, and are likely relics of the original parkland tree planting. These have been supplemented by more recent planting to support the site's function as a golf course. The site is predominantly grassland, the majority of which has been managed intensively to maintain a short sward that is treated regularly with herbicide. Occasional areas of rough provide greater botanical diversity.



Figure 8.1 – Habitats within and around Basingstoke Golf Course.

Landscape and trees

- 8.3 The design and layout of the site will need to reflect its location at the transition between the edge of Basingstoke and the wider countryside. The site planning and landscape design process should create a landscape structure that responds positively to the site context and provides verdant character and soft edges to the layout. Important landscape features such as significant trees within and on the perimeter of the site will need to be retained and integrated as a framework for the development.
- 8.4 It will be important for planning applications to be accompanied by the necessary supporting information (as set out by Principle T7 of the Landscape, Biodiversity and Trees SPD, 2018 (LBT SPD)), which should include an Arboricultural Impact Assessment to identify each tree's value. The application should be supported by information to clearly show which trees and hedgerows would be removed. Whilst it is accepted that some trees will need to be lost to facilitate the development, as many trees should be retained as possible, including those trees with Tree Preservation Orders (TPOs), and in particular veteran trees, other Category A and B specimens, and trees of ecological significance. The NPPF¹⁰ states that development resulting in

¹⁰ NPPF Para 175(c)

the loss or deterioration of irreplaceable habitats (such as ancient or veteran trees) should be refused unless there are wholly exceptional reasons and a suitable compensation strategy exists. A footnote to the NPPF sets out that a nationally significant infrastructure project, where public benefit would clearly outweigh the loss or deterioration of the habitat, would be an example of a 'wholly exceptional reason'. Development must also accord with Natural England's standing advice on ancient and veteran trees.

- 8.5 It will be important to provide green corridors and open spaces to break up the urban form, which should be aligned to incorporate significant trees and to maximise the benefits for biodiversity, townscape, amenity, and movement (as set out elsewhere within this SPD). Corridors should also maximise opportunities to connect to the wider environment including linking to green infrastructure in nearby developments to facilitate the movement of fauna across the wider area.
- 8.6 Development must relate well to these green areas, for example with homes fronting onto them. The open spaces will need to be designed in a manner which has a naturalistic character, retains the character of prevailing habitats, and reinforces the 'edge of settlement' character identified above.
- 8.7 It will be important to consider how the development will appear from key viewpoints into the site and also how the design and layout can ensure the development has a sympathetic impact on such key views (including through minimising light pollution). It should take account of the opportunities and constraints identified by the applicant through their Landscape and Visual Impact Appraisal (LVIA), and as part of a landscape strategy. The design and layout should also be well related to the topography, for example by avoiding the placement of taller buildings on more elevated parts of the site.

Development Principle 4a: Landscape and trees

- 1) Development will identify and protect the significant landscape features within and adjacent to the site, including the trees, hedges and woodland on the boundary of the site and the important trees within it. The location of significant trees and other landscape features that are worthy of retention should inform the overall site layout.**
- 2) The design of the proposed development will need to be informed by and respond positively to its location on the rural edge. This will need to be reflected in the overall design concept, and the detailed aspects of the design and layout. This should include a strong landscape structure that retains and enhances existing landscape features as focal points within the development, makes use of views into, out of and within the site, and delivers a verdant character with a high quality landscape setting and streetscene. Development should ensure that light pollution is minimised.**
- 3) The development will provide green infrastructure corridors within the site to soften and integrate the development, and to facilitate the movement and amenity of residents and visitors (as indicatively shown on the Framework Plan in Section 10). The precise alignment of the routes should be detailed following a holistic analysis of the best routes to maximise benefits to biodiversity, townscape, amenity and the movement network.**

Biodiversity

- 8.8 Biodiversity considerations will be very important for establishing the developable area (owing to the need to maintain appropriate buffers, as set out in the LBT SPD) and in terms of informing the layout. These considerations will impact upon the distances between new development and ecological features, and also affect the orientation and arrangement of future development. For example, houses will need to be orientated so that they do not back on to any important ecological features. Biodiversity mitigation and enhancement measures will also create important opportunities for place making.
- 8.9 In line with national policy, it will also be necessary for the development to demonstrate that it has achieved a measurable net gain in biodiversity. The council therefore requires a biodiversity metric calculation to be carried out at the outline stage to compare the biodiversity value of the site before and after development. Further detail about how this should be undertaken is set out in Principle B7 of the LBT SPD.
- 8.10 The site lies adjacent to two Sites of Importance for Nature Conservation (SINCs), which are locally valued wildlife sites. In line with Local Plan Policy EM4, the development should not result in harm to these designated sites, and they should be enhanced if possible.
- Peak Copse: A plantation woodland which contains significant elements of semi-natural ancient woodland.
 - Coachroad Belt West: Designated due to the woodland habitat which the site supports.
- 8.11 There is also a well-established tree belt along the site's western boundary. This tree belt and the SINC woodlands require ecological buffers of at least 20 metres in order to provide a naturally graded edge to the woodland and to allow for maintenance. Given the ecological significance of the SINCs, deeper buffers would be expected, unless qualified overriding reasons can be provided (as required by the LBT SPD). Applications will need to set out how each buffer is to be treated and show how the features to be protected can be adequately managed¹¹.
- 8.12 As previously stated, the existing trees should be incorporated into the development (with appropriate separation distances, as advised by Principle T3 of the LBT SPD), where possible. These are likely to be supporting a range of invertebrates, and may provide bat roosts.
- 8.13 Although much of the site is improved grassland associated with the golf use, it contains two areas of S41 Priority Habitat lowland calcareous grassland, identified as one of a list of habitats under the NERC Act 2006 that are most threatened and requiring of conservation action in the UK.
- 8.14 These areas represent the natural flora of the site when not affected through the golf course management and although not in the best condition may date back to the

¹¹ Further advice about how the buffers should be measured, and the types of uses they should and should not contain are set out in Principle B6 (and the supporting text) in the Landscape, Biodiversity and Trees SPD.

original parkland of the 1700s as the area has not been ploughed since that period. As such expansion and connection of these areas and management to enhance them will be sought by the council in order to retain any relic grassland communities whilst increasing species diversity to achieve net gains for biodiversity.

- 8.15 The structure of the new development should seek to connect habitats by providing wildlife corridors across the site. Habitats potentially support a number of protected or notable species, including badgers, bats, breeding birds, reptiles, great crested newts, dormice and invertebrates. Future planning applications will need to be supported by detailed assessments of the potential for impact on these species, where ecological studies have confirmed their presence, along with proposed mitigation and enhancement measures as required.
- 8.16 One specific aspect of the proposal that is already fixed is the location of the new access into the site from the A30 (which was determined as part of the Hounsome Fields application). This would, by its nature, break the continuity of the woodland habitat along the site's western boundary. Consideration should therefore be given to mitigation in this location (for example, lighting reduction and arboreal continuity for dormice – dormouse bridges), and the enhancement of wildlife corridors elsewhere within the site.
- 8.17 Ecological mitigation and management plans relative to each phase of development will be required for all important biodiversity features requiring protection, maintenance and/or enhancement prior to, during and post-development. These should set out the aftercare of newly created habitats or management of existing habitats/biodiversity features to mitigate impacts and create a measurable net gain for biodiversity within the proposed development site. They should include information on the long-term management, monitoring and funding required to maintain the habitats/features in perpetuity. Further detail is provided by Principle B10: Habitat Management Plans in the Landscape, Biodiversity and Trees SPD (2018). The council will support proposals that enable the local community to become engaged in the future management and maintenance of the retained habitats.

Development Principle 4b: Biodiversity

- 1) The design and layout of the development must be informed by the important biodiversity features within and adjacent to the site. Of particular importance will be the adjacent Sites of Importance for Nature Conservation (SINCs), the tree belt along the boundary with the A30, the mature/veteran trees, and the unimproved chalk grassland within the site. Appropriate buffers to these retained features will need to be provided, as per the guidance set out in the council's Landscape, Biodiversity and Trees SPD to ensure development does not compromise the integrity of those habitats and designated sites.**
- 2) The development will need to demonstrate a measurable net gain in biodiversity by retaining, enhancing and creating key habitat features, enhancing ecological corridors, providing protection and enhancement for key species and providing for their long term management and retention. It will be important to maintain biodiversity connectivity through the site and beyond.**

3) Ecological mitigation and management plans for each phase of development

Green space, multi-functional greenspace and equipped play areas

- 8.18 The development will need to provide green space in accordance with the size, distance and design standards set out in the council's Adopted Green Space Standards (Appendix 4 of the ALP) and the Landscape, Biodiversity and Trees SPD. This will need to include the provision of the full range of required green spaces making up Multi-Functional Green Space: park, kickabout space and accessible natural green space (15.6 hectares total required for 1,000 dwellings) as well as equipped play (1200sqm of equipped play space required for 1,000 dwellings).
- 8.19 A neighbourhood park (containing a Neighbourhood Area of Equipped Play, NEAP, and with a minimum size of 2ha) should provide a focal point to the development and be co-located with the community facilities. The green space can provide a high quality setting for the centre and an important 'spill-out' space for the community centre.
- 8.20 At least two areas for informal kickabout should be provided: one in the north of the site, and one in the south (potentially within the Neighbourhood Park, depending upon catchment areas) to ensure that every dwelling is within 300m of such a space. Care should be taken to ensure that kickabout areas are level (maximum 1:40) and designed to be suitable for that purpose, in accordance with the Landscape, Biodiversity and Trees SPD.
- 8.21 The location and design of the open spaces should give consideration to how they might accommodate significant trees and reflect the site's former use as parkland or as a golf course. It should consider the inclusion of a water feature, with design and ongoing maintenance costs and responsibilities addressed at an early stage.
- 8.22 The green spaces should be linked to each other, and to the new and existing housing areas, by safe pedestrian and cycle routes.
- 8.23 The play space should meet the needs of children and young people of all ages in accordance with the council's design standards. Depending upon the distribution of housing, an appropriate arrangement would be either: a NEAP in the central Neighbourhood Park and a Local Equipped Area of Play (LEAP) elsewhere within the housing areas to meet the distance thresholds; or a single large NEAP within the Neighbourhood Park. The development will also need to make provision for new allotments to meet outstanding demand within the parish.
- 8.24 The outline planning application should be accompanied by information on the proposed green spaces that clearly identifies the areas of strategic multi-functional greenspace to demonstrate how the standards would be met.

8.25 The council would prefer, in principle, to adopt green space which has public value in order to ensure long term management. Green spaces should therefore be designed to adoptable standards. The council would also be able to adopt simple SuDS systems that are accessible to the public and enhance the quality of the multi-functional greenspace in terms of its landscape and biodiversity value, subject to their specific designs.

Development Principle 4c: Green and public open spaces

Flood risk, drainage and sewerage

8.26 The Environment Agency’s most recent Flood Map for Planning shows that the entire site is in Flood Zone 1 (low risk of flooding from rivers) and there are no watercourses running through the site. However, the EA’s surface water flood maps indicate a pluvial flow route through the middle of the site where there is a risk of surface water flooding.

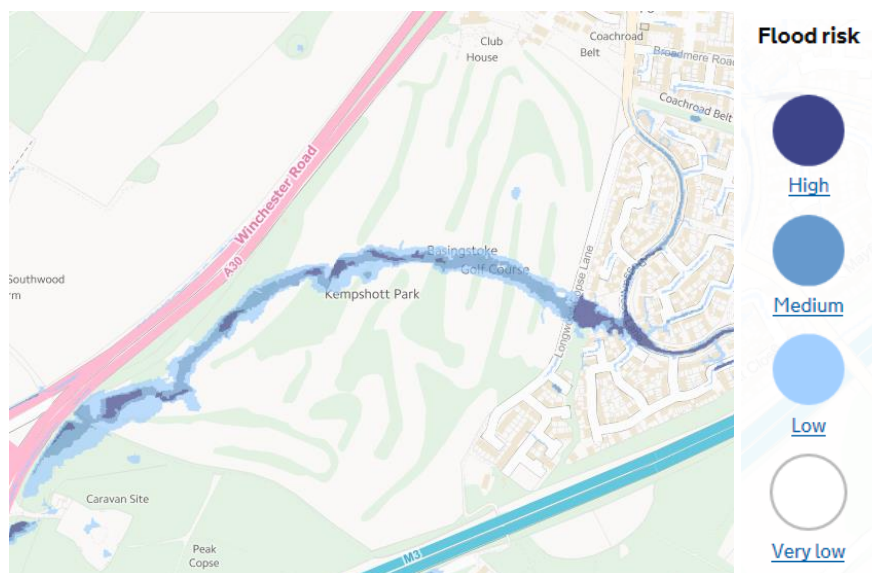


Figure 8.1 – Area at risk of surface water flooding (Source: EA mapping)

8.27 The planning application should be supported by a Flood Risk Assessment to demonstrate that new homes will not be located in areas at risk of flooding or cause flooding elsewhere. It should also demonstrate that, in accordance with Policy EM7, development will ‘attenuate surface water run-off so that the run-off rate is no greater

than the run-off prior to development taking place'. Historic records of past events should be used to verify the flood modelling.

- 8.28 The site is located on permeable chalk and the landowner's initial intrusive ground investigations have identified that groundwater levels are very low. It is therefore expected that the development will be able to make use of infiltration SuDS to attenuate surface water, which is the most-preferred option for surface water discharge in the NPPF's drainage hierarchy. Should this not be possible, this should be thoroughly justified. Surface water must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding.
- 8.29 The drainage strategy for the site will need to be considered holistically with the other design considerations informing the development of the site. For example, it will be important to consider how the layout and the provision of SuDS will impact upon green/open space and biodiversity provision. Investigation into any culverts under the A30 and the M3 should be included as part of the surface water strategy to determine how (if at all) these may impact surface water flows.
- 8.30 The planning application should be accompanied by a utilities assessment to demonstrate that sewerage and urban drainage infrastructure can be provided to serve the site through a new connection to the strategic sewer or through sewer upgrades to the local network, and provide evidence of discussions with the statutory undertakers. This assessment will need to consider the cumulative impact with other development consented or planned in western Basingstoke. Where appropriate, planning permission for development which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades. Developers are advised to contact Thames Water as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and waste water network reinforcement requirements.

Development Principle 4d: Flood risk, drainage and sewerage

- 1) Development will need to be supported by a Flood Risk Assessment and Utilities Assessment. These will need to demonstrate that a suitable drainage strategy can be delivered for both foul and surface water drainage.**
- 2) The surface water drainage strategy should incorporate infiltration-based SuDS where feasible, in accordance with the drainage hierarchy set out in the NPPF.**

Noise and air quality

Road traffic noise

- 8.31 There are a number of sources of noise surrounding the site, and these will have a significant influence upon the design and layout of the development. The noise principally arises from road traffic on M3 (to the south-east of the site) and the A30 (to the west of the site). The highest noise levels are currently found in the northern-most corner of the site (adjacent to the A30), and in the south-east corner of the site, where the level of the land drops below that of the adjacent M3. Unless mitigated, noise

associated with these traffic movements could adversely impact upon health and the quality of life of future occupants of the development.

- 8.32 The issues associated with these noise sources and their potential impact upon the development of the site, along with suitable mitigation measures, will need to be set out in a detailed noise assessment to be provided with future outline or full planning applications.
- 8.33 Considerations in respect of noise, and the necessary mitigation measures, are likely to impact upon the developable areas, the layout, and the detailed design of the housing. Consequently, it will be important to consider the implications of this issue from the outset of the design process, and to ensure that the mitigation strategy is fully understood at outline stage.
- 8.34 In accordance with the council's 'Noise assessments and reports for planning applications - Guidance note for developers and consultants' document, the following noise levels shall be achieved with mitigation in place:
- Internal day time (0700 - 2300) noise levels shall not exceed 35dB LAeq, 16hr for habitable rooms (bedrooms and living rooms with windows open*)
 - Internal night time (2300 - 0700) noise levels shall not exceed 30dB LAeq with individual noise events not exceeding 45dB LAfMax (windows open*).
 - Garden areas shall not exceed 55 dB LAeq, 16hr.
- 8.35 Options for mitigation include maximising the separation distance between the source of the noise and the receiver; boundary screening with acoustic fencing where topography allows; the use of buildings as 'barrier blocks' to screen amenity space; and the orientation of buildings and floorplans to avoid noise-sensitive rooms facing onto the noise source. It will be necessary to carefully consider the impact of any mitigation measures upon the character and appearance of the site and achieve a gradual change from rural to urban at this gateway into Basingstoke. Information should be provided to demonstrate that the design solution would be appropriate. Acoustic fences are generally discouraged given their unsightly appearance and impact upon the streetscene, both from along the A30 and from views within the site. The fencing may also have a harmful impact upon biodiversity where it is located within or adjacent to tree belts. Where acoustic fences are proposed, it should be justified that all other options have been explored and are not appropriate.
- 8.36 Where it is predicted that the internal noise levels specified above will not be met with windows open despite mitigation strategies, an alternative method of mechanical ventilation must be devised in order to supply outside air to habitable rooms with windows closed, and relieve the need to open windows. Background and passive ventilators, and system 3 extraction systems are not adequate for this purpose. Methods may include a Mechanical Ventilation Heat Recovery system with cool air by-pass, or standalone mechanical units supplying outside air to each affected habitable room.
- 8.37 It will be necessary to ensure that noise is not deflected in a way that has a negative impact upon neighbouring communities.

Other sources of noise

8.38 It will also be necessary to consider the implications of any noise stemming from the new development itself, for example, the community centre and the play/sports provision are likely to generate some noise, and the relationship between these uses and the new housing will need to be carefully considered. Minimum buffers between play spaces and homes are set out in Principle L6 of the Landscape, Biodiversity and Trees SPD.

8.39 It will also be necessary to control noise during construction. A construction and environmental management plan (CEMP) will be required to assess construction noise; hours of work; hours of delivery; hours suitable for pile driving; and noise-monitoring (in addition to other issues such as biodiversity protection). The hours of use in relation to construction impacts (including piling) will need to be agreed in writing by the Local Planning Authority.

Air quality

8.40 Given the site's location between the A30 and the M3, planning applications should be supported by an air quality impact assessment. The council has monitored emissions of Nitrogen Dioxide (NO₂) at locations close to the site on the A30. This data should inform the assessment and modelling of NO₂ levels across the site.

8.41 The assessment must be underpinned by a robust transport assessment and should consider whether air quality provides any constraints to the development, and whether the development would have any adverse impacts upon air quality (for example, during construction and from increased vehicular movements). The assessment should take into account any future increases in background traffic movements and what this would mean for air quality (including at those routes and locations which traffic may alternatively take). Any modelling must be undertaken in line with the relevant standards and guidance for predicting current and future emission and exposure levels. Where necessary the air quality impact assessment should clearly set out any necessary mitigation measures.

Development Principle 4e: Noise and air quality

- 1) Residents of the new development, and also residents of neighbouring developments, should not be exposed to noise or air pollution that would have a detrimental impact upon health and quality of life.**
- 2) Noise and air quality impacts will need to be assessed in detail as part of outline or full planning applications to inform appropriate mitigation. In determining appropriate mitigation measures, it is necessary to take account the appearance of the site and its importance at the gateway into Basingstoke.**

Heritage

Built Heritage and Landscape

- 8.42 The site was originally parkland to the former Kempshott House, and is a non-designated heritage asset included on the Hampshire Register of Parks and Gardens. The site was sold to be used as a golf course in 1928, and then physically severed from the manor house – Kempshott House - by the construction of the M3 in the 1960s¹². Kempshott House was built in 1773-74 and was then re-modelled by the Prince Regent from 1789 onwards. It was demolished in 1968-69. Some elements of the 18th- century parkland landscape, including the rolling topography and mature trees, remain on the site, now in the context of the more recent golf course infrastructure. The golf course is therefore a non-designated heritage asset and is included within the Hampshire Register of Historic Parks and Gardens.
- 8.43 Although the principle of development has already been accepted by the Local Plan allocation, the form of the development should aim to retain the historic value and significance of the site, in particular through the retention of trees and open views in order to retain the character of the historic parkland. In accordance with NPPF para 199, the developer should record evidence of the heritage asset to be lost and make this publicly accessible. Such a record will need to be to the standard of a Historic England Level 4 record, and be in accordance with the guidelines and requirements of other relevant professional bodies, such as the Landscape Institute. Opportunities for interpretation should be considered within the development.
- 8.44 Planning applications should demonstrate a thorough understanding of the significance of all designated and non-designated heritage assets located in the vicinity of the development site including:
- Basingstoke Golf Course itself, as a locally Registered Park (as the former Kempshott Park)
 - The Dummer Conservation Area (approx. 1.1km to the south-west of the development site)
 - 2 no. locally listed buildings at Kennel Farm, Dummer (approx. 0.6km to the east of the development site)
 - Kempshott House Stable Block, Grade II listed (approx. 130 metres to the south-east of the development site)
 - Kempshott House Kitchen Garden Wall, Grade II listed (approx. 150 metres to the south-east of the development site)
 - Milestones on A30 at Ganderdown and at NGR 597483. Both Grade II listed.
 - Southwood Farmhouse, Grade II listed (approx. 0.46km to the north east of the development site)
- 8.45 The development shall demonstrate how it addresses the requirements of the National Planning Policy Framework, Local Plan Policy EM11 (The Historic Environment), and the principles contained in the Heritage SPD (2019), in particular:
- Principle LLL01 (Non-designated heritage assets (historic landscapes));
 - Principles SHA01-6 (Development within the setting of heritage assets);

¹² <http://research.hgt.org.uk/item/kempshott-park/>.

- Principle ARC01 (Preserving and enhancing archaeological remains); and
- Principle GIH01 (Appreciating significance through green infrastructure).

Archaeology

8.46 The site may also have some archaeological potential. Archaeological surveys on surrounding sites at Beggarwood, Kennel Farm, and Hounsme Fields have found evidence of settlements and burial from the prehistoric to Roman periods. It is possible that there may be similar unrecorded archaeological remains on this site. The planning application should therefore be supported by a geophysical survey. Should this uncover a substantive archaeological site, it may be necessary to undertake further investigations such as trial trenching. The application should consider the impact of the development on archaeological remains and, should any be found, set out an appropriate mitigation strategy including, where necessary, by design. Positive opportunities for archaeology that might arise from the development, for example inclusion of an archaeological site within public open space, should be considered as part of the planning application.

Development Principle 4f: Heritage

- 1) Planning applications should be accompanied by a Statement of Significance, to demonstrate an understanding of all of the heritage assets listed above, and the contribution of the development site to that significance. This statement will demonstrate that the Hampshire Historic Environment Record has been consulted.**
- 2) All development shall be based on a sound understanding of the significance of the heritage assets affected, and the design of such development will positively respond to that significance.**
- 3) The development will preserve an ability to appreciate the character of the historic parkland and the wider landscape, in particular through the retention of trees and open views.**
- 4) Prior to the commencement of development, features of landscape, built heritage and archaeological significance that would be lost or altered, will be recorded. Interpretation should be provided, where appropriate.**

9. Design

Objective 5: To create a high quality development, with a locally distinctive character, which responds positively and creatively to the context, and delivers an attractive place to live.

Relevant policies, strategies and supporting information:

Local Plan Policies: SS3.11 (Basingstoke Golf Course), EM10 (Delivering High Quality Development).

Other: Design and Sustainability SPD.

Horizon 2050 objective: A borough with heritage and distinction

Creating a place of high design quality

9.1 The design of the site should respond positively to its context to create an attractive place to live. The site's opportunities and constraints, as identified elsewhere within this document, will need to be considered in a holistic manner and within the parameters set out in this section.

Responding to context

9.2 The development will need to be based on attractive, well defined streets, with a clear and suitable street hierarchy.

9.3 Given the size of the development it will be important for it to have different character areas which will enhance the legibility of the scheme and provide a varied streetscene. These areas should respond to those areas' natural features and proposed function, and different areas will need to be clearly expressed through varying approaches to layout, architecture and landscaping. These different character areas should still ensure a coherent approach throughout the scheme as a whole.

9.4 A strong and coherent landscape framework will be vital, as set out in the Landscape chapter. This will include making use of the existing trees within the site, the prominent use of front gardens and trees, hedges and other vegetation in the streetscene, and providing green links through the site that break up the built form and follow desire lines (as required by SPD Principle 4a). This should include north-south links as well as those running east-west.

9.5 The design and layout should seek to utilise attractive views into the site from outside, views from inside the site towards the woods and trees on its boundaries and opportunities to create successful vistas within the layout. It will be particularly important to give consideration to the views into the site from the A30 access, where they exist, and glimpsed views that would be likely to occur through the tree belt on the A30.

9.6 The NPPF (2019) places particular importance on achieving high quality design and this is a high priority for the council (as shown by the adoption of a new Design and Sustainability SPD in 2018). It attaches considerable importance to the design of the built environment, with high quality, inclusive design (of buildings and places) seen as

a key aspect of sustainable development and is described as being fundamental to what the planning and development process should achieve (paragraph 124). The design of the dwellings should have a strong and clearly defined character in order to create a strong sense of place. They should be of an appropriate scale, generally limited to two storeys. Two and a half or three storey development may be required to provide a noise barrier block in certain locations (subject to the findings of the noise assessment), and may also be considered acceptable in the area around the neighbourhood centre or to define landmark buildings. Taller buildings (of 4 storeys or more) will be permitted in exceptional circumstances.

- 9.7 The design of the development will need to ensure that a high standard of amenity is provided for new residents in terms of amenity space, privacy, access to natural light and outlook. It will also be important to ensure that the amenity of existing residents in the vicinity of the site is protected as required by Policy EM10 and the Design and Sustainability SPD. In particular, development should front out onto all site boundaries, and should be sufficiently set back from The Cedars (an existing bungalow fronting Squirrel Drive).
- 9.8 A wide variety of architectural styles can be considered given the site's location but there should be an appropriate design response to the locally distinctive character of the area.
- 9.9 Development should incorporate specific features beneficial to wildlife. These might include:
- Using native plants and trees characteristic to the local area in landscaping schemes for better nectar and seed sources for bees and birds
 - Incorporating bird boxes for a range of species (including swift) and bat boxes into the design of new buildings
 - Creating a new pond as an attractive feature on the site
 - Adding a green roof to new buildings.
- 9.10 Specific guidance regarding good urban design principles is set out in the council's Design and Sustainability SPD (2018). Guidance about appropriate forms of hard and soft landscaping is set out in Section 4 of the Landscape, Biodiversity and Trees SPD (2018).

Development Principle 5a: Good urban design principles

- 1) The design will respond positively and creatively to the site's opportunities and constraints in order to create a high quality development with a strong sense of place that forms an attractive gateway into Basingstoke.**
- 2) The development will need to have a coherent, permeable and legible layout, with a character which reflects the site's location on the rural edge. Different character areas will enhance the legibility of the scheme and provide a varied streetscene.**
- 3) The development will make use of existing trees within the site and use front gardens, trees, hedges and other vegetation to green the streetscene. The design will respect key views into the development, in particular recognising the importance of the entrance into the site from the A30.**

- 4) The site should be broken up with green corridors connecting to key destinations within and beyond the site, and maximise benefits to biodiversity, townscape, amenity and the movement network.**
- 5) Buildings will need to be well proportioned, display visual interest and their character will need to be expressed successfully via effective articulation and high quality materials and detailing.**

Parking and refuse collection

9.11 Motor vehicle (residential/commercial) and secure cycle parking should be provided in accordance with the adopted standards. The council's parking standards are set out in the Parking SPD (2018). The approach to parking should take into account and make specific provision for the expected future increase in the demand and ownership of electric and hybrid vehicles. In addition, the Design and Sustainability SPD provides design guidance about the design of parking.

9.12 Arrangements for the storage and collection of waste and recycling should be provided in accordance with the council's standards, which are set out in Appendix 3 of the Design and Sustainability SPD.

Development Principle 5b: Integrating car parking and refuse collection into the development

- 1) Parking spaces should be provided in accordance with the Parking SPD (2018). The design and location of parking spaces should accord with the following principles:**
 - Parking spaces should be sited to minimise their visual prominence in the streetscene.**
 - Parking spaces should be well-designed and located to encourage their use and avoid inappropriate parking elsewhere.**
 - Parking spaces should be convenient to the potential user, for example located close to the front doors of properties, provided they do not harm the appearance of the streetscene and the residential amenity of properties.**
- 2) Arrangements for refuse storage and collection should minimise the potential for bins to be located in visually prominent locations such as on a street frontage.**
- 3) Where homes have on-plot parking, provision should be made to meet the charging requirements of electric vehicles (EVs) where they have been requested by the occupier. In all other cases, suitable ducting should be provided to allow EV charging to be easily fitted retrospectively. Shared charging units should also be provided where driveway parking is not being provided. This should make use of infrastructure serving other uses, such as lighting columns.**

Sustainable design

- 9.13 In line with Policy EM10 (Delivering high quality development) of the Local Plan, the development should minimise energy consumption through sustainable approaches to design. The development should seek to deliver highly energy efficient buildings and incorporate and/or promote renewable and low carbon energy technologies, in accordance with Policy SS3.11.
- 9.14 Sustainable design can be achieved very effectively on the basis of passive approaches (i.e. not requiring renewable energy technology), for example via techniques such as passive solar gain. However, such approaches are dependent on appropriate design and layout, and these considerations need to be incorporated into the design process from the outset.
- 9.15 Sustainable design features and technologies such as photovoltaics and ground source heat pumps are strongly encouraged. Where micro-renewables are not fitted to new homes at the point of sale, there should be no impediment to householders adding them themselves at a later date.
- 9.16 Building Regulations are regularly updated to ensure that development is sustainable and limits its impact on the use of natural resources. Policy EM9 (Sustainable Water Use) of the Local Plan places strict standards on the use of water to limit the ‘stress’ on water resources. Development to a standard of sustainability which exceeds Building Regulations requirements is encouraged.
- 9.17 The council would also encourage the developer to seek a Home Quality Mark accreditation¹³. This is a standard that demonstrates the quality of new homes in relation to issues such as energy efficiency, build quality, and the sourcing of materials.
- 9.18 Further guidance regarding these aspects of the design process are covered by the council’s Design and Sustainability SPD.

Development Principle 5c: Sustainable design

- 1) The layout, design and construction of the development should require the efficient use of natural resources through:**
 - Reducing resource requirements in terms of energy demands and water use, including through the design and layout of buildings, and energy efficiency measures.
 - Considering opportunities for renewable and low carbon energy technologies.
 - The use of passive solar design should be utilised in order to maximise the use of the sun’s energy for heating and facilitate sustainable cooling of buildings; and
 - Mitigating flooding, pollution and overheating.
- 2) The council is seeking a high quality of build, and would strongly encourage the developer to seek Home Quality Mark accreditation.**

¹³ <https://www.homequalitymark.com/>

Future proofing

9.19 Continuing enhancements in technology create the potential to help facilitate sustainable development, improve quality of life and support the evolution of modern business practices (e.g. by enabling greater homeworking). Opportunities should be taken to ensure that the development provides high speed broadband and digital infrastructure, including opportunities that may arise in the future (such as 5G).

Development Principle 5d: Future proofing

- 1) The development must provide high speed broadband and digital infrastructure.**

10. Securing quality through the planning process

Objective 6: To ensure that sufficient information is provided through the planning process to ensure that the development is well masterplanned and is of a high design quality.

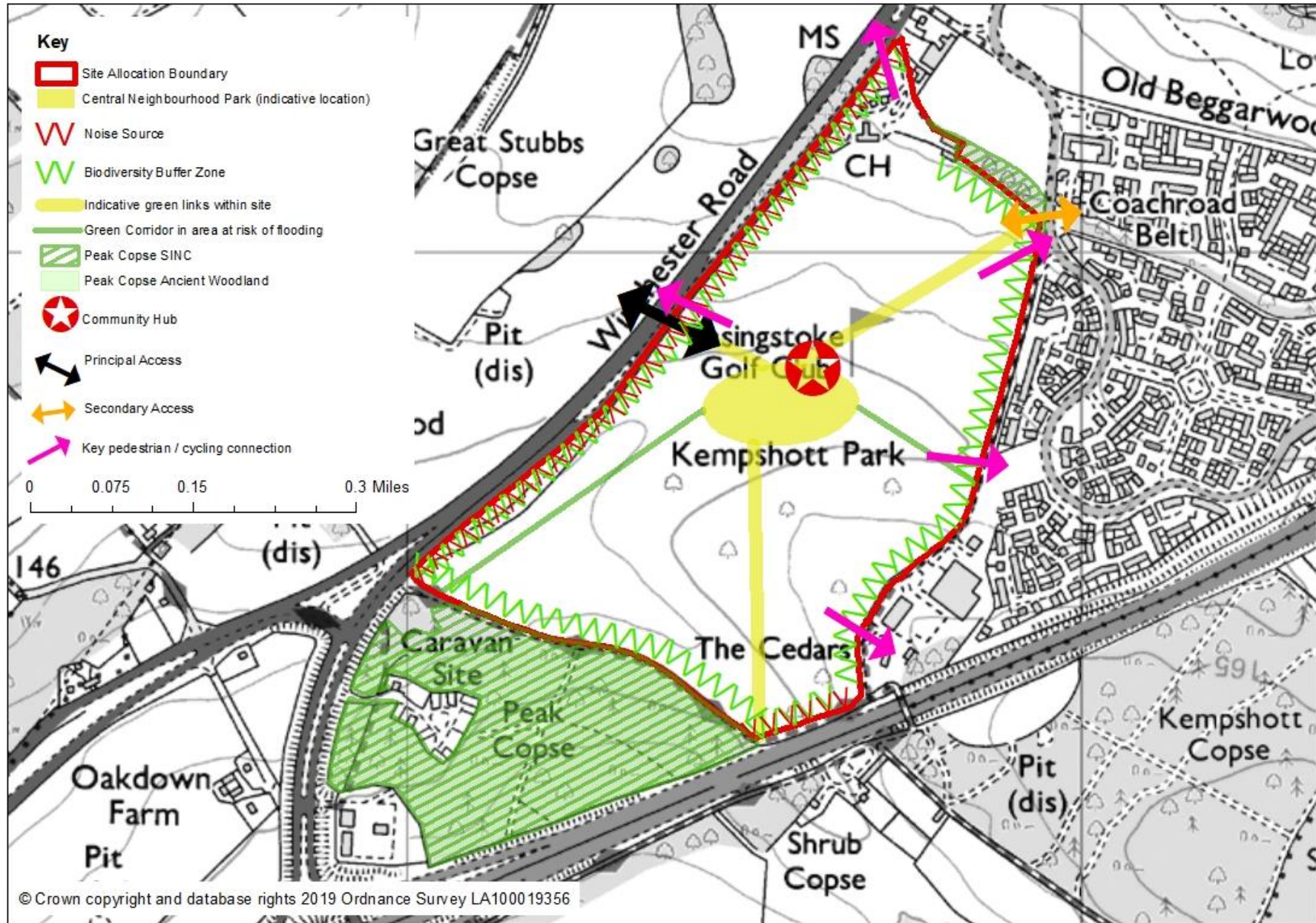
- 10.1 Planning applications will include sufficient detail to provide confidence to the council and the local community that the development will be well planned and of high quality.
- 10.2 Given the size of the site, it is expected that a planning application will be submitted in 'outline' and that more detailed aspects of the proposal will be established at a later date through 'reserved matters' planning applications.
- 10.3 The Local Planning Authority will require outline planning applications to include sufficient information to demonstrate that the requirements of the Local Plan and this SPD will be met. It is expected that, as a minimum, outline planning applications should include parameter plans. These would typically show the distribution of the principal land uses, the location of access points into the site and areas of green space (and their different typologies such as whether these be for public open space or landscape features). There remains the option for an outline planning application to also include a more detailed masterplan and design code to be approved at outline stage to guide subsequent applications for reserved matters.
- 10.4 In the event that parameter plans are submitted for determination at outline stage with no detailed masterplan or design code, then the outline application should be supported by a Design and Access Statement (DAS) to explain the rationale underpinning the proposed development and parameter plans. The DAS should include illustrative information to indicate how the development might look and to give confidence that the parameter plans and application description provide a framework of high quality for subsequent reserved matters applications.
- 10.5 In the event that any outline planning permission includes a description of the proposed development and high-level parameter plans, then the council will require a site-wide masterplan and design code to be submitted and approved prior to the determination of any reserved matters applications (or as part of the first reserved matters application). This will ensure that a sufficiently detailed framework exists to guide subsequent reserved matters applications. The masterplan and design code should be worked up with local councillors and the local community as part of an ongoing engagement strategy.

Development Principle 6a: Coordinated planning applications

- 1) A masterplan and design code shall be submitted to and approved by the council either: as part of the outline planning application; or prior to the determination of any reserved matters applications; or submitted as part of the first reserved matters application.**

11. Indicative Development Framework Plan

- 11.1 The indicative Development Framework Plan provides a summary of the key opportunities and constraints that should influence the form of development. This is similar in many respects to the inset map within the Local Plan, however it provides more detail, and gives an indication of how these will shape the development of the site.
- 11.2 The plan shows that the developable area will principally be informed by the biodiversity buffers, areas susceptible to flooding, and any undeveloped areas required for noise mitigation. Within the developable area, the form and precise location of development will need to respond to issues such as the protection of the significant trees, and neighbour amenity.
- 11.3 The plan also indicatively shows a central greenspace co-located with the community hub, and with green links connecting to key destinations within and beyond the site. These corridors allow connectivity, support biodiversity and help to break up the urban blocks.



Appendices

Appendix 1 – Policy SS3.11 (Basingstoke Golf Course)

Policy SS3.11 – Basingstoke Golf Course

This 44.5 hectare site lies to the south west of Basingstoke and will deliver a high quality mixed-use development that will:

- a. Make provision for approximately 1,000 dwellings;
- b. In addition to the mix of dwelling sizes and types, make provision for a proportion of self-build units and also, in conjunction with other sites, a permanent, pitch/plot provision to meet identified accommodation needs of Gypsies, Travellers and Travelling Showpeople in the borough, such needs being identified in the council's Gypsy and Traveller Accommodation Assessment (and any updates);
- c. Include the provision of social and physical infrastructure, including 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;
- d. Respond positively to the special characteristics and sensitivities of the landscape and respect its location, providing for integration with nearby residential areas;
- e. 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;
- f. Include measures to mitigate the impact of development on the local road network including improvements to the A30 corridor;
- g. 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 (SS3.12);
- h. 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;
- i. 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 (SS3.12);
- j. Ensure the provision of public transport from the outset;
- k. Ensure adequate infrastructure is provided for sewerage (on and off site) and surface water drainage and produce a drainage strategy;
- l. Avoid development and points of access in the small area of the site within flood zone 2
- m. 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;

- n. 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;
- o. Incorporate and/or promote renewable and low carbon energy technologies.
- p. Ensure, through joint masterplanning, and joint infrastructure planning, that it provides a comprehensive development with the Kennel Farm (policy SS3.2) and Hounsome Fields (policy SS3.12) allocations.

Development on site will deliver homes in the period 2020/21 to 2027/28, in accordance with the requirement to maintain a five year supply of deliverable housing sites. Development will be informed through the preparation of a masterplan.

www.basingstoke.gov.uk/localplan

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