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Basingstoke and Deane Borough Council

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To: All Members of the Environment and Infrastructure Committee

Councillor Z West (Chair)
Councillor K Chatburn (Vice-Chair)
Councillor S Dillow
Councillor S Carr
Councillor J Harper
Councillor M Howard-Sorrell
Councillor P Miller
Councillor K Oborn
Councillor J Slimin
Councillor K Tuck

Dear Councillor

Environment and Infrastructure Committee Thursday, 4 September 2025

Your attendance is requested at a meeting of the Environment and Infrastructure Committee on:

Date: Thursday, 4 September 2025
Time: 6.30 pm
Place: Council Chamber - Deanes

Yours sincerely

A handwritten signature in black ink, appearing to read 'R O'Keefe'.

Russell O'Keefe
Chief Executive

For more information please contact the Democratic Services team: 01256 844844
Or email: democratic.services@basingstoke.gov.uk
Visit: www.basingstoke.gov.uk/committeemeetings

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We do however, provide a number of copies of the agenda front sheet at the meeting which contains a QR Code below. Scanning this code enables members of the public to easily access all of the meeting papers on their own electronic device. Please hold your device's camera or QR code App over the QR Code so that it's clearly visible within your screen and you will be redirected to the calendar, click on the relevant meeting to view the agenda pack.



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AGENDA FOR THE ENVIRONMENT AND INFRASTRUCTURE COMMITTEE

Members are encouraged to obtain any points of clarification on the reports on the Agenda in advance of the meeting.

Members of the public will be invited to speak at the relevant item

1. **Apologies for absence and substitutions**
2. **Declarations of interest**
3. **Minutes of the meeting held on 5 June 2025** 5 - 6

The Chair will move that the minutes of the meeting be signed as a correct record. The only part of the minutes that can be discussed is their accuracy.
4. **Local Plan: Updated Proposed Spatial Strategy** 7 - 450

Contact Officer: Joanne Brombley
This report provides an update on the current position of the Local Plan.
5. **Review of work programme** 451 - 452

The Committee is asked to note and review its Work Programme and to receive updates from the Lead Members of Task and Finish Groups.

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Minutes of the Environment and Infrastructure Committee meeting held on Thursday, 5 June 2025 in Committee Rooms 1 & 2 - Deanes, Basingstoke and Deane Borough Council at 6.30 pm

Members of the Environment and Infrastructure Committee in attendance:

Councillor Z West (Chair), Councillor S Carr, Councillor J Harper, Councillor K Oborn, Councillor J Slimin and Councillor K Tuck

1/25 Apologies for absence and substitutions

Apologies were received from Councillor Miller and Chatburn.

Councillor Dillow was replaced by Councillor Vaux.

2/25 Declarations of interest

Councillor Slimin declared an interest as she was a director of Calleva Community Energy.

Councillor Oborn declared an interest he was a director of Loddon Community Energy.

3/25 Urgent matters

There were no urgent matters.

4/25 Appointment of Vice-Chair

Councillor Chatburn was appointed as the Vice-Chair of the Environment and Infrastructure for the 2025/2026 municipal year.

5/25 Minutes of the meeting held on 3 April 2025

The minutes of the meeting held on 3 April 2025 were confirmed as a correct record and signed by the Chair.

6/25 Updated draft Climate Change and Air Quality Strategy

The Leader introduced the report which presented the Committee with an updated draft Climate Change and Air Quality Strategy for consideration.

The Committee discussed the report and made the following comments:

- Sought further clarification on emissions associated with the incinerator.
- Requested that the correct figure for heat pumps referenced in the strategy be circulated.

- Suggested that Officers undertake engagement with younger residents on the strategy such as school children and local scout & guide groups.
- Requested that the communication to residents on the Councils environmental strategies be improved and suggested that it be included in the Council newsletter.
- Made reference to the introduction of municipal planting, policies where hedgerows were used as boundaries and the protection of natural river buffers.

Resolved: The Committee:

1. Note the work of the Carbon Trust and the findings of the Task and Finish Group.
2. Provides its comments to the Cabinet Member for Climate and Ecological Emergency on the draft updated Climate Change and Air Quality Strategy, including the proposed new target date of 2045 to work towards a net zero borough, ahead of a public consultation.

7/25 **Review of work programme**

The Chair introduced the work programme and gave a brief overview of the items that would be included on the agenda for the upcoming meetings.

It was suggested that a task and finish group on biodiversity be considered but it was agreed that members would undertake biodiversity training first

The meeting ended at 7.30 pm.

Chair

Environment and Infrastructure Committee

Date: 4 September 2025

Subject: **Local Plan: Updated Proposed Spatial Strategy**

Report of: Cllr Andy Konieczko, Cabinet Member for Strategic Planning and Infrastructure

Lead Officer: Jeni Jackson, Head of Planning and Infrastructure

Contact Officer: Joanne Brombley, Planning Policy Manager

Ward(s): All

Key Decision: No

Appendix 1:	• IIA of Spatial Strategy Alternatives
Appendix 2:	• Draft Proposed Allocation policies
Appendix 3:	• Updated Site Selection Report (2025) - Draft
Appendix 4:	• Map showing location of draft site allocations
Appendix 5:	• Draft Updated Settlement Study
Appendix 6	• Infrastructure Briefing Note

Exempt or Confidential Information
It is considered that information contained within this report (and appendices) does not contain exempt information under the meaning of Schedule 12A of the Local Government Act 1972, as amended, and therefore can be made public.

Foreword - Cllr Andy Konieczko, Cabinet Member for Strategic Planning and Infrastructure

We had made significant progress in producing an updated Local Plan before the publication of new Government guidance late last year. This forced us to go back a few stages in the Plan-making process to consider how the much higher housing figures imposed on us by the Government – which has resulted in an increase in the housebuilding requirement from around 850 new houses per year to approximately 1,150 - could be suitably delivered.

It has been incredibly challenging to adapt our previous spatial strategy to the Government's new planning rules, and this has not been helped by the tight deadlines that the government has set local authorities to re-work their Local Plans.

We want to retain as much control as possible over development and growth in our Borough and it is clear that an up-to-date Local Plan will enable us to continue to thrive into the future.

Getting the updated Plan back to this stage has involved making a lot of difficult decisions. With this in mind, we now want to hear everyone's views on the proposed site allocations before we work towards final consultation on the whole Local Plan next year.

Recommendation to Committee:

Consider and provide comments to the Cabinet member for Planning and Infrastructure on the draft updated spatial strategy for the updated Local Plan (2024-2042), including the proposed site allocations.

Background, corporate objectives and priorities

The report supports the delivery of the Council Plan (2023-2027) priorities, namely a place where people can have pride in their communities and the borough, and a borough where we protect, restore, reconnect and enhance our natural environment.

A key action of the Council Plan is to achieve the adoption of the right Local Plan Update for our borough to guide the right type, mix and level of development, including new homes and infrastructure, to meet our borough's needs and local circumstances that responds to our changing demographics.

Glossary of terms

Term	Definition
ALP	Adopted Local Plan
DPA	Dwellings per annum
ENA	Economic Needs Assessment
HRA	Habitat Regulations Assessment
IIA	Integrated Impact Assessment
LP	Local Plan
LPA	Local Planning Authority
MHCLG	Ministry of Housing, Communities and Local Government
NP	Neighbourhood Plan
NPPF	National Planning Policy Framework
SA	Sustainability Appraisal
TA	Transport Assessment
WCS	Water Cycle Study

Main considerations

1 Purpose of Report and Executive Summary

- 1.1 This report provides an update on the current position of the Local Plan. The council is committed to putting in place an up to date and robust planning framework across the borough to guide future development and change. The current Local Plan was adopted in 2016.
- 1.2 The publication of a new NPPF in December 2024 had significant implications for the evolving Local Plan, most notably introducing a much higher housing need target for the borough. This required substantial additional work to be undertaken as the council did not benefit from transitional arrangements. Following a call for sites and the completion of further technical evidence base work, this report outlines a proposed draft spatial strategy to accommodate the higher level of growth. Following consideration by the committee, and the completion of further technical, work, the draft new spatial strategy is due to be published for consultation later this year, in line with the current timetable for the Local Plan process which was published in February 2025.

2 Background

Local Plan progress and National Housing Policy

- 2.1 A Local Plan (LP) is a key document which sets the planning policy framework for its area informed by evidence, guiding and enabling future growth and change. The council is in the process of updating its Local Plan for the borough to ensure it remains fit for purpose, reflects current national planning guidance, facilitates the delivery of local priorities, and meets future needs.
- 2.2 Having an up-to-date LP in place is of particular importance to the borough. Benefits include supporting the climate change agenda and delivering the Climate Change and Air Quality Strategy; protecting and enhancing the borough's environment and heritage assets (enshrining the objectives of the Environment Act 2021 into the area's policy framework and responding to the declared ecological emergency); and ensuring that the borough's housing, employment and infrastructure needs are met in a sustainable way. Adopting an up-to-date Plan will also restore the borough's five-year housing land supply position, ensuring a plan led approach to housing provision. In turn this will give all policies in both the Local Plan and made Neighbourhood Plans full weight in determining planning applications. Until a new plan is in place, the borough is vulnerable to speculative development due to its lack of housing land supply.
- 2.3 The draft LP had been progressing well, in line with the published timetable (LDS) at that time. Consultation on a full draft Plan with site allocations and a policies map (Regulation 18 consultation), took place in 2024. This set out a proposed spatial strategy for meeting needs over the plan period, alongside a suite of local policies to guide future development and related decision making. Approximately 7,000 comments were received and these have, and

will continue to, inform the next stages of plan making. It had been intended that the council would consult on a final draft of its plan in early 2025.

- 2.4 However, a new NPPF was published by Government in December 2024 which had several implications for the evolving LP. The central plank of the Government's changes was the introduction of ambitious mandatory housing targets for local authorities across the country, to deliver 1.5 million new homes over this parliament. The introduction of a new standard method for establishing local housing need resulted in a significant increase in the borough's housing target, increasing from 850 dpa to an initial figure of 1,127 dpa. The standard method housing figure is updated twice a year as new data is published, and the figure currently stands at 1,152 dpa. It is predicted that the number will continue to slowly increase. The initial uplift amounted to an increase of more than 35% and has resulted in the need for the council to accommodate approximately 6,000 additional new homes (over and above the previous requirement), as well as additional employment floorspace.
- 2.5 Following its publication, the council has been considering the implications of the new NPPF, with the aim of progressing Plan making as quickly as possible. Given the scale of the changes introduced and the lack of transitional arrangements that applied to the council, the plan-making timetable needed to be update and a revised LDS was adopted by Cabinet in February 2025.
- 2.6 The council does not support the government's top-down approach to setting housing requirements and believes that the one-size-fits-all standard method formula fails to consider the unique characteristics of the borough, its history or future needs, the views of residents, or its specific and notable constraints. It also does not take into account the impacts of high levels of housing growth delivered in the past and the pressure that this has put on the borough's infrastructure and services. However, the Government has been clear that the council must meet this requirement.
- 2.7 Work has progressed in line with the new LDS and a call for sites was completed in January and February 2025. 79 new sites were promoted alongside several repromoted sites with amended boundaries. Details were published in May 2025.
- 2.8 The evidence base underpinning the Plan has been updated in response to the new NPPF. This has been necessary to establish a new baseline for the Plan, to consider options for the required additional growth, and to assess the implications of such growth. In terms of establishing the new baseline for plan making this has included the completion of an updated Housing Market Assessment (HMA), Economic Needs Assessment and Retail Assessment which have, in the case of the latter two studies, set out new floorspace requirements to meet needs over the plan period. The Housing Needs Assessment focuses on identifying the need, size, type and tenure of housing needed for different groups in the community over the plan period, including affordable housing needs, and will help to inform the future policy approach. It has also considered whether the standard method figure needs to be

increased further because of local affordable housing need. The assessment has concluded that no uplift is required.

Integrated Impact Assessment

- 2.9 An Integrated Impact Assessment (IIA), including a Sustainability Appraisal (SA), Habitats Regulations Assessment (HRA), Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) is being completed alongside the evolution of the Local Plan, by independent consultants. The Sustainability Appraisal element compares and evaluates different options for the planning of the borough. This helps to ensure sustainable development through the early integration of sustainability considerations into the preparation of the Local Plan. The IIA is being reviewed at each stage of the LP process to consider the implications of different proposals, including any preferred strategy, on a range of environmental, social and economic factors, including people with protected characteristics and vulnerable groups. It identifies how to maximise the positive impacts of plan options and minimise the negative impacts. This report includes an updated interim IIA which considers different growth options for the borough in light of the increased housing numbers. The spatial strategy, including reasonable alternatives, has been appraised against each of the SA objectives that comprise the SA Framework using an appraisal matrix. Further details can be found in Appendix 1.

3 Key issues for consideration

- 3.1 The Government has acknowledged that the new housing targets are ambitious and challenging but has been clear that they expect all councils to work proactively and embrace the step change in housing delivery. Government expects councils to work quickly and efficiently to get plans in place as soon as possible. As such, the mandatory deadline for submitting draft Local Plans to the Planning Inspectorate remains unchanged at December 2026. If this deadline is missed the Local Plan will need to be progressed under a new planning system, the details of which are only starting to be released. Plan preparation under the new system is likely to lead to longer delays and there is a high risk that the content of the Plan would need to change given the Government's intention to set development management policies at a national level (currently due to be published later this year). Local government reorganisation will also have an impact on the form and content of any future Local Plan, if it were to be delayed.
- 3.2 The importance of a plan-led approach to future development in the borough is recognised and the council is committed to preparing a Local Plan under the current planning system to meet local needs in a way that responds to the characteristics of the borough. However, it is acknowledged that difficult decisions are required to deliver the increased housing figures that have been imposed.
- 3.3 The consultation due to take place later in the year will be a second Regulation 18 consultation, with further statutory consultation (Regulation 19) taking place in 2026. This latter consultation will give stakeholders the opportunity to comment on the soundness of a final draft strategy. Due to the

need to progress at pace, whilst also enabling all stakeholders to input into the development of the strategy at this earlier stage, it is acknowledged that not all the evidence base underpinning the draft Plan is currently available. In some instances, the position is an interim one as work continues to progress. This is usual practice for the stage of plan making and there will be further review of the evidence base as the Plan progresses.

Applying key principles

3.4 The draft Local Plan has, to date, been based on several key principles. These have been generally supported through previous consultations including consultations on Issues and Options, which took place in 2022, and a draft version of the Plan which took place in early 2024 (Regulation 18). These principles should continue to underpin the evolving Plan and those that are relevant to the spatial strategy are set out below for reference.

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

Identifying Needs

3.5 Table 1 sets out the residual number of homes that need to be identified in the Local Plan to meet housing requirements for the borough. The table, which is published here for the purposes of this report only, is an update to the corresponding table from the previous Regulation 18 consultation. Figures will be updated for the next Regulation 18 consultation, reflecting a new base date of 1 April 2025. Given that the NPPF stipulates that a Local Plan must run for 15 years post adoption, the Plan period has been extended by a further two years, leading to a new plan period of 2024-2042.

- 3.6 Existing planning permissions and allocations from the adopted Local Plan and neighbourhood plans have been counted towards the supply. It is also proposed to continue to include a small site windfall allowance to recognise unplanned sites that will come forward in line with policies of the Plan such as acceptable brownfield sites within built up areas. The table below shows a need for approximately 20,400 new homes and a supply of around 10,000 homes leading to a residual requirement of 10,500 new homes, an increase of nearly 6,000 homes from the previous Regulation 18 consultation position. Given the acknowledged ongoing increase in the housing need figure and also to account for non-delivery/slower delivery of identified sites it is also important to note that an element of flexibility needs to be built into any strategy.

Table 1: Housing Need Requirements

Housing Requirement	
Standard Method need 2024/25	828
Standard Method need 2025/26	1,142
Standard Method need 2026-2041 (1,152 x 16)	18,432
Total	20,402
Housing Provision	
Outstanding planning permissions at 1/4/24	7,168
Existing local plan and neighbourhood plan site allocations	1,430
Broad Area allocations from existing plan (Regeneration and Basing View)	500
Small site windfall allowance	750
Total	9,848
Additional requirement to be met through the LPU	10,554

- 3.7 The increased housing figure, and the resultant increase in the size of the local population (and therefore the number of jobs), also has a knock-on impact on the amount of additional employment floorspace required over the Plan period. The updated Economic Needs Assessment (ENA) (2025) includes additional job forecasting across all economic sectors rising from 10,000 jobs for the 2021-40 plan period to 12,400 jobs for the 2024-42 plan period.
- 3.8 The updated ENA sets out revised floorspace requirements for key employment uses at the 2024 base date. The table below, table 2, shows how the figures have changed since the previous Regulation 18 version of the LP, and also updates the figures to a base date of 2025, to take account of planning permissions over the last year which include, most notably, the planning permission at Oakdown Farm. The column in light grey outlines the additional floorspace that will need to be identified through the LP.

Table 2: Employment Floorspace Need

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

- 3.9 The LPA is also updating its Retail and Main Town Centre Uses Study. Initial conclusions indicate that there is no need to identify or allocate new sites for retail development, other than to provide floorspace to accommodate local needs on new large site allocations. The study supports the plan's emphasis on diversifying Basingstoke Town Centre to strengthen its vitality and viability.

4. Proposed updated Spatial Strategy

- 4.1 The following section outlines the main components of the proposed updated spatial strategy to meet the additional needs identified above. The draft policies that relate to the spatial strategy (focusing on site allocations) have been updated as a result and these are outlined in appendix 2.

Spatial Strategy: Maximising brownfield

- 4.2 A key principle of the Local Plan is to maximise the use of brownfield land, making the best use of available opportunities and limiting the amount of greenfield land lost to development. This approach was taken in the previous Regulation 18 version of the Plan. Assumptions and policies have been revisited as a result of the call for sites and the completion of additional evidence base work, to ensure that brownfield land opportunities are maximised. Projects being progressed by key partners have also evolved and this is reflected in the following recommendations:

i) Basingstoke Town Centre: The Local Plan supports the implementation of the Masterplan for Basingstoke Town Centre (December 2022) aiming to deliver a vital and viable mixed use town centre. Areas of Change are identified which provide a policy framework for the substantial transformation of the town centre. A key aim is to replace the inward-looking and older parts of the main shopping areas in The Malls and Festival Place with a more traditional street pattern and opportunities for a wide range of uses. Town centre living is an important component of a mixed-use centre. Given the opportunities for redevelopment within the town centre and work that has been progressed on bringing sites forward, it is proposed that an updated town centre policy includes a delivery requirement of 500 new homes over the plan period.

ii) Basing View: The Local Plan will continue to protect and regenerate Basing View as a high-quality strategic employment site whilst recognising opportunities for some limited complementary mixed-use development. The ENA (2025) highlights the role of Basing View in delivering sustainable economic development in the borough, outlining how the success of Basing View is key to this aspiration by making efficient use of land and providing employment opportunities in a location which is highly accessible by non-car modes. Its regeneration provides a key opportunity to deliver high quality office accommodation to meet modern business requirements.

A Tall Buildings Study has been completed by independent consultants to assess the potential for tall buildings in Basing View, taking into account potential impacts on the local townscape, heritage assets, views across and into Basingstoke and impacts upon the role of the town centre etc. The study concluded that there are opportunities to sensitively and strategically accommodate tall buildings in three locations across the park, namely in the immediate proximity of Viewpoint towards the centre of the site and on the plots at the far eastern and western ends. Heights of up to 60 metres are possible at the eastern end of the site (Fanum House), with potential for heights of 40 metres and 50 meters at the western end of the site (Plot C to the west of Waitrose) and the central cluster (Viewpoint and Quantum House) respectively.

Findings from the study were used to inform a further study which considered opportunities for intensification across Basing View for office and residential uses, going down to individual plot level. This concluded that the office floorspace requirements identified in the ENA (24,000sqm) can be met within the park, through a combination of developing vacant plots, redevelopment to make more efficient use of land and adding limited additional storeys to existing buildings. In addition, it identified two locations where there are opportunities for redevelopment for mixed use development including residential uses in the central cluster (Viewpoint and Quantum House) and at the eastern end of the site (Fanum House). As such it is proposed that an updated Basing View policy includes a delivery requirement of 1,000 new homes over the plan period.

iii) Neighbourhood Renewal: The Regulation 18 version of the LP recognised that a number of housing areas in Basingstoke are considered to be suitable for neighbourhood renewal, including Buckskin, South Ham, Norden and Winklebury which were identified as initial priority areas given the opportunities to improve the housing stock, local environment and local infrastructure and facilities. Work has progressed by Registered Providers Vivid and Sovereign, identifying significant opportunities over the plan period in some of these locations. As such it is proposed that an updated neighbourhood renewal policy includes an increased delivery requirement of 1,000 new homes over the plan period.

In terms of Buckskin and South Ham more specifically, Sovereign Hill Partnership has initiated work on options for neighbourhood renewal in the area and undertaken initial technical work alongside consultation with the local community. It is proposed that a specific allocation is included in the LP (Draft Policy SS2a) to ensure that future proposals are underpinned by a suitable

masterplan and design code which covers the whole area and must be prepared with the full involvement of the local community. Proposals will need to provide a demonstrable benefit to the local community, including improvements to the local environment and enhanced facilities to meet local needs. The policy will also ensure no overall loss of affordable homes in the neighbourhood areas together with an uplift linked to any new development.

Greenfield Requirements and Proposed Allocations

- 4.3 Despite an increase in the delivery of new homes on brownfield land, additional allocations are required to meet the requirements in tables 1 and 2. The previous Regulation 18 version of the LP set out a balanced approach to delivering the required supply of land for housing and employment, with a focus on Basingstoke, a new settlement at Popham airfield and limited development in sustainable settlements. It is proposed that this approach continues to be adopted but additional site allocations are now required to fill the shortfall.
- 4.4 As outlined in previous reports to this committee (see background papers), available land/sites have been subject to a detailed site assessment process which utilises the methodology which was found sound in connection with the adopted Local Plan. This includes a detailed assessment of potential housing sites, considering a broad range of planning issues, including transport (and the sustainability of the location), biodiversity, landscape, heritage and character. It also considers community needs and impacts, infrastructure implications and deliverability. The purpose of the process is to ultimately identify the most suitable sites for allocation in the Plan and establish, with as much certainty as possible, whether those sites would be likely to be successful in gaining planning permission in the future. The site assessment work will also be incorporated within the iterative Integrated Impact Assessment process outlined above, helping to ensure that a sustainable spatial strategy is selected and that reasonable alternatives have been considered.
- 4.5 The outcomes of previous site assessment processes were discussed at this Committee in September 2021, when a shortlisted set of housing sites was put forward for allocation. The comments given by the committee and public speakers led to an updated list of allocations published in June 2022, and a further report to committee in September 2023. This led to the draft list of sites contained within the Regulation 18 LP published in January 2024 for consultation.
- 4.6 Sites that were promoted to the council through the 2025 call for sites have also now been assessed. In addition, previous assessments have been revisited and updated to reflect new information including revised site boundaries and yields. Background evidence studies, including an updated Strategic Flood Risk Assessment; updated Landscape Sensitivity Study and updated biodiversity and heritage impact assessments have been completed to inform the site assessment process. The outcomes of the detailed site assessment process are summarised in the site selection report which is attached as Appendix 3.

- 4.7 The proposed updated list of housing allocations is shown in Table 3 with suggested yields. The list takes forward allocations from the last draft Regulation 18 LP (2024) and includes seven new allocations. Four of these were previously shortlisted but were not required in the last Regulation 18 LP to meet the housing requirement. Three allocations relate to sites that were newly promoted since the last consultation.
- 4.8 New allocations are highlighted in grey, and the commentary includes a summary of how the site-by-site position relates to the last Regulation 18 LP (2024) version. As noted in previous reports, yields may continue to change as more detailed information becomes available and master planning work is concluded, but they provide a suitable position at this stage. A plan showing the sites is provided in Appendix 4.

Table 3: Site Allocations

Draft New Policy Number	Site Name	Site yield in the plan period (2024-42)	Commentary
SPS5.1	Northern Manydown	3,700	Site was included in the Adopted Local Plan (ALP) and already benefits from planning permission for approximately 3,620 homes (Manydown: outline permission for up to 3,520 homes (17/00818/OUT) and Worting Park: full permission for up to 104 homes (22/02792/FUL)). An additional parcel of land at Scrapps Hill does not benefit from planning permission but forms part of the allocation and could accommodate approximately 80 homes. The site was included in the Regulation 18 LP (previously draft policy SS5.1).
SPS5.2	Land north of Pack Lane	300	The site, which is also known as Parcel 6a, was included in Adopted Local Plan (ALP) as part of the North Manydown site allocation. As this part of the wider allocation does not benefit from planning permission and is geographically distinct from the above area it is now being brought forward as a separate allocation. The site was included in the Regulation 18 LP (previously part of draft policy SS5.1).
SPS5.3	Southern Manydown	2,750	The draft allocation consists of two separate development areas which would join together beyond the plan period to 2042. The area was included in the Regulation 18 LP (previously draft policy SS5.4). The yield in the plan period has increased following further work, and the extension to the plan period. The overall site

Draft New Policy Number	Site Name	Site yield in the plan period (2024-42)	Commentary
			capacity has reduced to 6,000 to take account of identified constraints. The allocation continues to include a new hospital and also land to accommodate logistics and industrial employment floorspace to meet the majority of such floorspace needs identified in the ENA (2025).
SPS5.4	Land at Whitmarsh Lane	1,500 (900 at previously named East of Basingstoke site and 600 at Lodge Farm)	The allocation for the site includes the 450 homes from the ALP plus an additional 450 homes. This element remains unchanged from the Regulation 18 LP (2024) (previously part of draft policy SS5.6). It is proposed that the allocation is extended to the east to include the site known as Lodge Farm, to provide an additional 600 homes within the allocation. It is a previously shortlisted site that was not required to meet housing need in the Regulation 18 LP (2024).
SPS5.5	Redlands (Phase 4)	70	New proposed allocation. This site was proposed in response to the Regulation 18 LP consultation (2024) and would be phase 4 of the ongoing Redlands development. The site is subject of a current planning application (25/00946/FUL).
SPS5.6	Redlands Lodge	15	The site was included in the Regulation 18 LP (2024) (previously draft policy SS5.11).
SPS5.7	Sherfield Hill Farm	385	The site was included in the Regulation 18 LP (2024) (previously draft policy SS5.7). The yield has been increased from 300 to 385 in light of the resolution to grant planning permission for 350 homes (23/02707/OUT) on the majority of the site, plus the opportunity for additional delivery on a parcel not covered by the application.
SPS5.8	Popham Garden Village	1,800	The site was included in the Regulation 18 LP (2024) (previously draft policy SS5.5) for 1,400 homes in the Plan period and 3,000 in total. The yields have been increased to 1,800 over the plan period and 4,250 in total as a result of a larger area now being allocated, reflecting additional work undertaken by the site promoter for and since the call for sites. The larger allocation will address key concerns expressed during the last Regulation 18 LP consultation which related to the sustainability

Draft New Policy Number	Site Name	Site yield in the plan period (2024-42)	Commentary
			of the allocation and its ability to be self-contained. Higher order facilities, including a secondary school, could be sustained within the larger allocation, reducing the need to travel to such facilities.
SPS5.9	Upper Swallick	1,200	New proposed allocation for 1,200 and 2,500 over the plan period. This was a previously shortlisted site, but it was not required to meet housing need in the Regulation 18 LP (2024). 1,200 homes are to be delivered within the plan period as part of an allocation which would form a new settlement south of the M3.
SPS5.10	Land West of Marnel Park	250	The site was included in the Regulation 18 LP (2024) (previously draft policy SS5.8). The yield has increased by 50 homes due to an updated site boundary which reflects the conclusion of further detailed site-based work. The site is subject of a current planning application (23/00205/OUT).
SPS5.11	Weybrook Park Golf Course	210	The site was included in the Regulation 18 LP (2024) as two allocations (previously draft policies SS5.9 and SS5.12). These have been combined to ensure the delivery of a comprehensive development. The yield has decreased by 40 homes overall as a result of further detailed site-based work. The site is subject of a current planning application (23/02622/OUT)
SPS5.12	Land west of Upper Cufaude Farm	220	New proposed allocation. This was a previously shortlisted site that was not required to meet housing need in the Regulation 18 LP (2024).
SPS5.13	65 New Road	6	Site allocation was included in the Regulation 18 LP (2024) (previously draft policy SS5.14).
SPS5.14	Oakley Farm, Wash Water	500	New proposed allocation following new site promotion in call for sites.
SPS5.15	Land at West End Farm, Mortimer	350	New proposed allocation following new site promotion in call for sites.

Draft New Policy Number	Site Name	Site yield in the plan period (2024-42)	Commentary
SPS5.16	Skates Lane, Tadley	245	New proposed allocation. This was a previously shortlisted site that was not required to meet housing need in the Regulation 18 LP (2024). The site is subject of a current planning application (24/00349/OUT)

- 4.9 The most notable new allocation in terms of scale is a new settlement at Upper Swallick south of the M3 motorway. The NPPF supports the creation of new settlements as they have the potential to provide a sustainable and holistic approach to the provision of infrastructure. Given the rise in the housing requirement it is considered to be more suitable to accommodate this within a planned new community that will deliver the required strategic infrastructure and create sustainable new communities rather than overloading existing communities and settlements. The different options for accommodating additional growth requirements were considered through the IIA discussed earlier in the report and this concluded that a blended strategy that included new settlements was a suitable potential strategy, subject to site specific details.
- 4.10 The proposals for Upper Swallick include a new primary school, local centres with shops and services, a community facility, sports pitches and open spaces. It will also provide active travel and public transport connections to the higher order services and employment opportunities in Basingstoke, which lies less than a mile to the north. The site boundaries have been pulled in from previous promotions and extensive planting has been suggested to respond to the landscape character of the area, in particular to protect the setting of the Registered Park and Garden of Hackwood Park and prevent coalescence with Cliddesden, protecting its separate identity. A new strategic gap is proposed to protect this character further whilst the transport strategy for the site will provide new road links and other features to focus trips away from Cliddesden.
- 4.11 Additional new allocations are proposed at Oakley Farm, Wash Water and West End Farm, Mortimer. The proposed allocation at Oakley Farm has the potential to form a sustainable development on the edge of Newbury, benefitting from good connections to a range of employment opportunities and services located there. Adjacent to the site, 270 new homes are being delivered at Watermill Bridge and this proposed site allocation would help create a new settlement identify, separate from the existing settlements of Wash Water and Enbourne Row. The development would perform functionally as a suburb to Newbury and new pedestrian and cycle linkages would need to be provided. The site benefits from the presence of woodland, trees and tree belts and protected sites of importance for nature conservation (SINCs) in addition to the River Enbourne corridor to the north. These assets will be protected and enhanced.

- 4.12 The proposed allocation at West End Farm, Mortimer is located on the borough boundary and although the settlement of Mortimer is outside the borough, the settlement boundary adjoins the borough. Mortimer is recognised as a Rural Service Centre in the West Berkshire Local Plan, identifying it as larger rural settlement with a good range of key services and reasonable accessibility and regular public transport links to a number of destinations. Within the borough, Mortimer is comparable to a category 3 settlement in the settlement hierarchy, akin to Kingsclere and Bramley. The site is well screened, and the policy will ensure that development is sufficiently placed away from the site boundaries to protect nearby ancient woodland and residential properties. The parcel of land to the west will remain undeveloped to reduce landscape harm. Accessibility between the site and Mortimer will be enhanced, to ensure active modes of transport can be used to reach key services and facilities.
- 4.12 As outlined above, draft policies for each of the new proposed allocations are outlined in Appendix 2. These draft policies continue the approach used in plan making to date and are purposefully detailed to ensure that expectations are met in relation to the form and type of development to be delivered including relevant infrastructure requirements and ensuring that relevant impacts are mitigated. Each site also has an updated concept plan associated to it, which sets out relevant site-specific development principles to guide and inform future development. All development would need to be in line with the principles set out and these would also form the basis for site specific masterplans for the largest sites. Master planning work is currently ongoing and further details will be published at later stages of the plan making process.
- 4.13 As outlined in paragraph 3.8 and table 2, the ENA (2025) identified updated employment floorspace requirements that need to be planned for in the LP. The sections above outlined how this is generally to be accommodated but this information is brought together and expanded upon below, in table 4, to aid clarity:

Table 4: employment floorspace across proposed allocated sites

Office Floorspace	24,000sqm	To be accommodated through the intensification of Basing View as set out in paragraph 4.2. Further opportunities may arise within designated strategic employment areas and also the town centre, providing flexibility in terms of how the new floorspace will be provided
Industrial	23,000 sqm	To be accommodated through the allocation of Southern Manydown, and Popham, and within designated strategic employment areas which provide opportunities for new floorspace

Logistics	89,000sqm	To be accommodated through the allocation of Southern Manydown, in close proximity to Junction 7 of the M3.

Approach to Rural Areas

- 4.13 As reported to previous committees, a Settlement Study has been undertaken to consider suitable levels of development in and around the borough's rural settlements. National planning policy is not prescriptive about how this should be done but indicates that relevant factors include the latest evidence on local housing need and the characteristics of the area, 'including areas and assets of particular importance, population and role in providing services'. The study's findings provide a baseline figure for each settlement. This then needs to be balanced alongside a range of other factors to inform the LP's overall spatial strategy. The Settlement Study's approach is underpinned by three key principles namely directing the most development to the most sustainable places, ensuring fairness by recognising past delivery and understanding local constraints and site availability/suitability. An updated draft study (2025) can be found in Appendix 5 to this report.
- 4.14 The published 2024 Settlement Study (stage 1) established a draft settlement hierarchy which reflected the relative sustainability of settlements across the borough. This formed the basis for the approach used in the Regulation 18 LP. This stage 1 position has been revisited in light of the outcome of the consultation and also updated data. Little London has now been included in the hierarchy as a 'small village', and, as such, a draft Settlement Policy Boundary has been delineated for the settlement (see Appendix 5). The settlement has not been set a housing requirement.
- 4.15 Stage 2 of the study, which calculates a housing number for the settlements, has also been updated because of the new housing need requirement and to reflect other updated evidence including the site selection report. Given the increase in the overall housing number the stage 2 settlement targets have risen within the study. However, recognition continues to be given to past delivery rates, and the proposed approach continues to be that development that meets the requirements of current policy prior to the adoption of the new Plan will be deducted from the totals to ensure fairness by recognising past delivery. This approach has reduced figures for a number of settlements and the figures outlined in table 5 below will continue to be updated up to the point that the LP is adopted.
- 4.16 The suitability and deliverability of the housing requirements have been tested against known environmental and infrastructure constraints to provide an understanding of whether such levels can be suitably delivered. A consideration of the suitability of available sites to accommodate the identified requirements has also been undertaken and settlement requirements updated accordingly.

- 4.17 A number of settlements are highly constrained in terms of their suitability for significant growth. For example, in the case of Tadley, the borough's second largest settlement, growth is severely affected by the proximity of the settlement to the AWE and consequently residential development is generally restricted on the grounds of nuclear safety. Emergency planners responsible for enforcing the AWE Off Site Nuclear Emergency Plan have advised that any future housing allocations at Tadley would need to lie outside the defined consultation zone which covers the built-up area of Tadley. Allocations within the DEPZ would not be supported. As outlined above, Skates Lane is proposed for allocation but there is a lack of other suitable sites outside the DEPZ.
- 4.18 The settlements of Whitchurch and Kingsclere are particularly impacted by environmental factors including their proximity to the National Landscape and the presence of valued landscapes, which limit their potential to accommodate additional growth without severe landscape impacts. Local infrastructure is also a notable constraint in these settlements, including historic road layouts or lack of public transport. Housing numbers must be deliverable, and the availability of suitable sites is a key consideration when determining the deliverability of proposed housing targets at a local level. As such, the housing requirements at Whitchurch and Kingsclere are proposed to be reduced to reflect the availability of suitable development sites.
- 4.19 The table below, table 5, sets out the position as of 1 April 2024 and proposed updated housing requirements for settlements across the borough. These requirements can be met through neighbourhood planning, or through planning applications if developments of a qualifying size come forward within or adjacent to those settlements. In response to feedback from communities, the 2024 Regulation 18 Plan proposed that all windfall development within settlements with SPBs will be able to count towards these targets (rather than the site size threshold of 10 homes in the ALP) and therefore it is envisaged that where the housing requirements are low these can be accommodated on small windfall sites within SPBs over the 15 year plan period. It should be noted that figures are minimum and therefore local communities can plan for higher levels of growth, to respond to local matters, through the neighbourhood planning process.
- 4.20 An additional final amendment has also been made to the housing requirement figures set out in the settlement study, further updating the proposed requirements for a number of settlements. Strong concerns have been raised through the plan making process to date about the potentially significant levels of growth around Basingstoke and the impact of such growth on the rural character and heritage assets of nearby villages, as well as local facilities and services. As such, as per the Regulation 18 Plan (2024), it continues to be proposed that no specific housing requirement be given to affected settlements such as Old Basing, Oakley, Sherfield on Loddon and North Waltham given their relative proximity to major allocations to the east and south west of Basingstoke. Given the scale of the proposed additional allocation at Upper Swallick, it is suggested that this approach be extended to Dummer and Cliddesden. It should be noted that development within the SPBs of these settlements will continue to be supported where suitable and policy compliant. Affected settlements are shown in shaded boxes in the table below and these

effectively now have a proposed housing requirement of zero. Cliddesden, Dummer and North Waltham have a figure of 10 homes each in the table below as this relates to their requirement in the current adopted Local Plan which has not yet been met. No additional requirement is proposed for these settlements through the new LP.

Table 5: Proposed Housing figures for settlements

Settlement	Number of Homes	Commentary
Overton	410	The Regulation 18 LP included a draft allocation at Overton Mill. This brownfield site opportunity has since been allocated in the draft Overton Neighbourhood Plan and therefore it is no longer necessary to also allocate it in the LP. Overton's requirement reflects the outcomes of the settlement study and leaves a modest requirement over the 15 year plan period which may come forward through windfall development given previous windfall rates.
Tadley	0	Due to restrictions on development in the DEPZ due to the proximity of Tadley to the Atomic Weapons Establishment at Aldermaston, a figure has not been given to Tadley. A draft allocation just south of the DEPZ boundary at Skates Lane is now proposed.
Whitchurch	185	The number reflects the outcomes of the settlement study but has been reduced in light of settlement specific constraints and the availability of suitable sites around the town.
Bramley	85 (35)	The number reflects the outcomes of the settlement study and takes into account the high rates of development in the village in the past. This relatively modest requirement over the 15 year plan period (35 homes when known developments are taken into account) may come forward through windfall development given previous windfall rates.
Kingsclere	165	The number reflects the outcomes of the settlement study but has been reduced in light of settlement specific constraints and the availability of suitable sites around the village.
Oakley	0	The requirement has been reduced to zero due to the impact of development at Southern Manydown and the wider approach of accommodating the uplift in the housing number in new settlements/larger urban extensions.
Old Basing	0	The requirement has been reduced to zero due to the impact of development to the east of Basingstoke and the wider approach of accommodating the uplift in the housing number in new settlements/larger urban extensions.
Ashford Hill	0	The number reflects the outcomes of the settlement study and previous development in or adjacent to the settlement.
Bishops Green	0	The number reflects the outcomes of the settlement study and previous development in or adjacent to the settlement.
Burghclere	10	The number reflects the outcomes of the settlement study.
Cliddesden	10	The requirement has been reduced due to the impact of development at Upper Swallick and the wider approach of accommodating the uplift in the housing number in new settlements/larger urban extensions. The requirement of 10 homes relates to the unmet requirement from the current adopted LP
Dummer	10	The requirement has been reduced due to the impact of development at Southern Manydown and the wider approach of accommodating the uplift in the housing number in new settlements/larger urban

		extensions. The requirement of 10 homes relates to the unmet requirement from the current adopted LP
Ecchinswell	5	The number reflects the outcomes of the settlement study.
Headley	20	The number reflects the outcomes of the settlement study.
Highclere	20	The number reflects the outcomes of the settlement study.
Little London	0	The number reflects the outcomes of the settlement study.
North Waltham	10	The requirement has been reduced due to the impact of development at Southern Manydown and the wider approach of accommodating the uplift in the housing number to new settlements. The requirement of 10 homes relates to the unmet requirement from the current adopted LP
Preston Candover	20	The number reflects the outcomes of the settlement study.
Sherborne St John	0	The requirement has been reduced due to the impact of development to the north of Basingstoke and the wider approach of accommodating the uplift in the housing number in new settlements/larger urban extensions.
Sherfield on Loddon	0	The requirement has been reduced to zero due to the impact of development to the east of Basingstoke and the wider approach of accommodating the uplift in the housing number in new settlements/larger urban extensions.
Silchester	25	The number reflects the outcomes of the settlement study.
St Mary Bourne	25	The number reflects the outcomes of the settlement study.
Upton Grey	10	The number reflects the outcomes of the settlement study.
Woolton Hill	20	The number reflects the outcomes of the settlement study.

- 4.21 The Settlement Study also considers the sustainability of settlements adjacent to the borough boundary and highlights settlements where development may be suitable on sites which lie adjacent to such settlements but are within this borough. This approach has led to the proposed site allocations at Oakley Farm close to Newbury, and West End Farm adjacent to Mortimer. These sites are considered in more detail above.

Impacts of Development

- 4.22 The site assessment process assesses the impact of the development of individual sites and also the cumulative impact of development on multiple sites within an area. This includes the consideration of a wide variety of matters including environmental impacts and infrastructure requirements. Further evidence base studies have been commissioned to consider a number of these issues in more depth:

- Water Cycle Study (WCS)

- 4.23 The impacts of development on water supply and quality, and associated biodiversity, particularly in respect of the chalk streams and aquifer, have been areas of concern expressed by members at previous committee meetings and by residents. Concerns have been raised over the ability of water companies to meet statutory requirements relating to supply, in addition to concerns about capacity of wastewater collection and treatment infrastructure, the effects of

development on water quality and whether improvements to the borough's water environment would be delivered.

- 4.24 An updated WCS was commissioned in the Spring to robustly assess the potential impact of increased projected growth and climate change on water resources in the borough and build upon the past work completed by consultants Aecom (including the WCS addendum, 2024). The study assesses how development will be serviced in terms of water supply capacity whilst also considering the environmental capacity in the water environment. It also assesses how the required water infrastructure will be planned for and brought forward alongside new development, in a timely and phased manner. It includes input from water companies, to understand the impacts of increased levels of growth on water supply and the wastewater network capacity, and the Environment Agency, to ensure environmental impacts are fully considered. The study identifies any potential infrastructure constraints that will require future investment to accommodate proposed growth and considers any phasing requirements to ensure that infrastructure can be implemented to secure supply/treatment and protect water quality.
- 4.25 At the time of writing, some of the WCS assessment work has been carried out, relating to water supply, wastewater infrastructure capacity, storm overflow data, groundwater assessment and chalk stream policy recommendations. Initial findings in respect of water supply indicate that the percentage of growth proposed as a result of the Government's housing figures is higher than planned for in the relevant Water Resource Management Plans, and therefore the water companies will need to set out how the increased growth across the area is to be accommodated. With regards to wastewater treatment works capacity, initial work has also shown that a number of works may require upgrades to accommodate growth. Further assessment of proposed infrastructure upgrades is now taking place, along with water quality and environmental impact assessments. This assessment will include discussions with water companies and the Environment Agency.
- 4.26 As outlined above, due to the need to progress quickly to Regulation 18 stage on the spatial strategy, to enable all stakeholders to input into the development of the strategy at this stage, publication ready parts of the evidence base are not available at this time. Once such information becomes available the position will be reviewed based on findings and there will be opportunities to consider implications in more detail and review the strategy as suitable. The Plan will clearly set out what infrastructure must be delivered to support future growth.
- Transport assessment (TA)
- 4.27 A TA has been commissioned to model and test the impact of draft proposals on the highway network over the plan period. The new TA will build upon the previously published interim TA (2023) which considered the transport implications of the last Regulation 18 LP (2024). The previous study did not identify any significant highway constraints that would prevent growth but identified a series of infrastructure improvements that would be required to mitigate the impacts of growth. These included improvements on the A30 corridor and at the Fiveways junction in Kempshott. Many of these conclusions

are still considered to be relevant to the current strategy to ensure that new development can be delivered acceptably.

- 4.28 The TA models the current traffic on the highway network and then overlays the additional traffic generated by the draft LP sites to identify the impacts that will occur over the plan period using assumptions on trip rates and on background growth. Where potential 'hotspots' are identified, more detailed work will then be undertaken to identify potential mitigation solutions. Prior to Regulation 19, further work will also consider the impact of the full build out of draft allocations over the longer term.
- 4.29 Although the TA will identify specific highway improvements (that will be required through the plan policies and secured by any planning permission subsequently granted), the new NPPF includes a strong emphasis on vision-led planning and the delivery of integrated transport solutions. Developments that generate a significant amount of traffic will be required to have a transport 'vision' that will focus on achieving modal shift and creating high quality people-focused places. The impacts of the development will then be assessed and monitored and further transport improvements, including additional highways capacity, will be implemented as and when they are needed.
- 4.30 Work on the TA is ongoing, and it is currently anticipated that further information will be available to inform the Regulation 18 consultation.
- Infrastructure Delivery Plan
- 4.31 The timely delivery of infrastructure to support growth is a key objective of the LP and is a key reason for progressing the plan under the current system to reintroduce a plan led approach to growth in the borough as quickly as possible. It is currently anticipated that a draft Infrastructure Delivery Plan will be prepared for the Regulation 18 consultation to set out information about the infrastructure required to support proposed growth. This work is ongoing and for the purposes of this committee a briefing note on infrastructure has been prepared (Appendix 6). The IDP will ultimately set out what new and improved infrastructure is likely to be required; how it will be delivered; what the costs will be; and who will need to pay for it. The document will be informed by consultation with key infrastructure and service providers, including Hampshire County Council and the Integrated Care Board.

Delivery and a stepped trajectory

- 4.32 The Regulation 18 LP set out a strategy that was considered to be deliverable and would ensure a supply of housing sites that would be maintained on a rolling basis but through the adoption of a stepped approach. This is where the housing number is lower in the first five years but then steps up to a higher level for the remainder of the plan to ensure that needs are met over the longer period. National planning policy requires councils to meet their total housing needs over the Plan-period, and planning practice guidance is clear that a stepped housing requirement can be a suitable way to do this.
- 4.33 There are strong local circumstances why this approach remains suitable. A stepped approach recognises that a significant proportion of the new housing

will be delivered on large strategic sites. Almost half of the new homes that are proposed for allocation are now on large strategic sites/new settlements, namely at Southern Manydown, Popham and Upper Swallick. As outlined above, large sites such as these are most able to deliver comprehensively-planned, infrastructure-rich development. However, sites of this scale have longer lead-in times (the time taken between the site being allocated to the first homes being occupied) on account of their complexity and the amount of infrastructure required (such as site accesses and off-site highway improvements).

- 4.34 A stepped trajectory also gives the council time to work with major infrastructure providers to get more certainty about future investment and to work with them to enable the infrastructure to 'catch up' after the high levels of past growth.

Corporate implications

5 Legal

- 5.1 Under [regulation 10A of The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012 \(as amended\)](#) local planning authorities must review local plans every five years from their adoption date to ensure that policies remain relevant and effectively address the needs of the local community. The Plan was reviewed, and the decision was taken by council in to update the Plan.
- 5.2 Failure to have an up-to-date Plan would be in breach of the relevant Regulations and could also result in measures being applied by the Government to the council in respect of its planning functions.
- 5.3 Any Plan that is submitted for Independent Examination will be assessed as to whether it has been prepared in accordance with the legal and procedural requirements, and whether it is 'sound' as set out in paragraph 36 of the NPPF.

6 Financial

- 6.1 There are no current and direct financial implications arising from the report itself. Where additional resources have been required to undertake the necessary updates to the LP's technical evidence base, appropriate sources of funding have been identified through the annual MTFS review and budget setting processes. This will continue to be the case. The council has also received grant funding of £228,000 from MHCLG to contribute towards the cost of repeating technical work which has been directly necessitated by the changes made to the NPPF in 2024.

7 Risk management

- 7.1 The risk implications of this report are notable. It outlines a way forward for the LP to enable progression to Regulation 18 and for formal consultation to take place to enable all stakeholders to input into the formulation of the Local Plan and comment on the updated evidence base as well as review the IIA.

- 7.2 In terms of key and significant risks, any further political change at national level or further revisions which might be made to the NPPF or to government policy via Written Ministerial Statements or national planning guidance might have implications for the Plan; to mitigate this risk officers will continue to keep abreast of such changes.
- 7.3 The council (officers and members) continues to engage with Duty to Co-operate bodies regarding strategic cross boundary issues as required. A record of the basis for duty to co-operate engagement and discussions, and the outcomes reached relative to the issues raised, is maintained. At Regulation 19 stage this information will be compiled into a formal statement to demonstrate legal compliance with the Duty. The Duty requires continuous and constructive engagement and is not a duty to agree. Ongoing discussions and recording of the same mitigate the risk that the council could be found to have not met the Duty.
- 7.4 The volume of representations to the plan at Regulation 18 stage and/or Regulation 19 stage which take time to review may result in project milestones not being met. Equally resourcing or changes to the internal resourcing available or the consultant time might impact on delivery. The project timetable has been set to take account of current available resource and requires ongoing consideration particularly if any delay is incurred to decision making.
- 7.5 The Plan will be reviewed following consultation, and suitable updates made having regard to all material matters raised and to the relevant legislation and its requirements for the plan presented at Regulation 19 stage to be sound and legally compliant i.e. capable of being adopted by the council. There is a risk that the plan fails to deliver the vision to meet both political and community aspirations which leads to strong objections and challenge at examination stage. This has been mitigated by ensuring the governance structure is in place that provides time for engagement and consultation. Conversely, if – due to political or local aspirations - decisions are taken without due regard to evidence or to legal requirements the risk of the plan being found unsound or failing legal compliance is increased. Further this may result in weak policies that are challenged at Regulation 19 stage or examination and where modifications are then required.
- 7.6 Officers are also engaged in ongoing discussions with statutory consultees and other stakeholders, including neighbouring councils with the intention to produce statements of common ground as the work on the plan progresses towards submission. These also mitigate risks of disagreement on strategic matters or challenge that a plan is not deliverable over the plan period.
- 7.7 There remains risk of abortive work and wasted resources if the Plan is not supported through to submission. Officers bid for additional funding from MHCLG due to the further work that was required, this was to mitigate the inability to secure sufficient budget to commission all the evidence needed to support the plan and will continue to support the examination process; this includes external support as needed and legal support/advice. The project plan includes a project specific risk register, this will continue to be reported alongside the progress of the project against the plan.

- 7.8 The Plan may also be found unsound or fail to meet legal requirements, through a Local Plan examination.

8 Property and regeneration

- 8.1 This report has some impact upon the property and regeneration functions of the council with a limited number of allocations being within council ownership. In this respect the council has a role as landowner and site promoter similar to other developers and landowners within the borough.

9 Equality, Diversity and Inclusion

- 9.1 The council must have due regard to Section 149 of the Equality Act 2010 when making any decision. This duty requires the council in making decisions to have due regard to the need to—

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 9.2 An Equality Impact Assessment (EIA) has been undertaken at key stages of plan making to date and this will continue as the plan progresses. This considers the impact of the proposed LPU on the protected characteristics groups and its implications for the Public Sector Equality Duty (Equality Act 2010). The assessments to date have concluded that the draft LP policies would be positive for all groups who live, work and visit the borough. No issues have been identified for any protected groups.

10 Consultation and communication

- 10.1 In line with the published Local Development Scheme, it is currently proposed that a draft LP will be published for consultation in winter 2025, in compliance with the relevant legislation (Regulation 18). This will be a statutory consultation which will also comply with the council's adopted Statement of Community Involvement (SCI).
- 10.2 The consultation will focus on the spatial strategy and site allocations rather than being a repeat of the whole plan consultation which took place in 2024 (the first Regulation 18 consultation). All the comments received during that consultation remain valid and will continue to inform the development of all aspects of the plan.
- 10.3 The proposed second Regulation 18 consultation later this year will enable people to comment on the draft new proposals and help to shape the plan in terms of its spatial strategy. Engagement with interested parties, for example with parish councils and specific interest groups, will continue as the Plan making process moves forward, informing the final policy framework.

11 Climate change, ecological and biodiversity

- 11.1 The LP and more specifically the proposed spatial strategy and site allocations, have the potential to have a relative positive carbon impact by meeting housing need locally when compared to other potential strategies. However, it is likely that development will have a negative carbon impact as a result of emissions in the construction phase and additional on-going emissions through occupation of new development and associated activities, such as travel. An effective policy framework, which requires high levels of energy performance and reductions in emissions, supported by measures to ensure services are provided locally and that sustainable travel modes are prioritised, is included in the draft LP to help to minimise impacts.
- 11.2 The impacts associated with the proposed site allocations and the wider spatial strategy on ecology and biodiversity have been considered through the site assessment process and the Integrated Impact Assessment. For the majority of allocations, where impacts have been identified, proposed site policies will ensure that these are avoided where possible or suitably mitigated. Concerns remain in terms of the draft allocations at Popham and Skates Lane and further technical work is required to ensure the avoidance of significant impacts on SINCs and irreplaceable habitat.

12 HR

- 12.1 This report does not have any implications in respect of HR.

Conclusion

13 Summary and reason for the recommendation

- 13.1 This report outlines a proposed new spatial strategy and site allocations for the evolving LP, responding to the increase in the borough's housing requirement over the Plan period and consequent uplift in employment and other needs. The report also sets out the ongoing work in relation to evidence base and engagement with Duty to Co-operate prescribed bodies including neighbouring councils and statutory and other consultees.
- 13.2 The administration remains committed to progressing the LP under the current planning system. To do, this key stages in the Plan making process need to be completed quickly and in line with the published timetable (LDS). It is recognised that difficult decisions are required to accommodate the development which must be planned for to demonstrate that housing and other requirements will be met through the plan over the plan period. The spatial strategy put forward is considered to build upon the previously published Regulation 18 LP whilst being led by the updated evidence base work undertaken after the publication of the current NPPF in December 2024.
- 13.3 As the plan-making process continues, a risk register will continue to be updated alongside the project plan identifying the risks of decisions to be taken and consequences which will inform the approach to mitigation. This is because failure to meet the submission deadline of December 2026 or failure at

examination stage will have a critical impact on the delivery of a strategy to ensure that development is supported by the delivery of infrastructure.

Background Papers

- Basingstoke and Deane Local Plan Update 2021 to 2040 Draft for Regulation 18 Consultation January 2024 and associated documents: [Local Plan Regulation 18 consultation](#)
- Report to Economy, Planning and Housing Committee, 7 September 2023 – Local Plan Update: next steps and spatial strategy [Basingstoke and Deane Borough Council](#) (item 6/23)
- Report to Economy, Planning and Housing Committee, 2 September 2021 - Local Plan Update: Developing a Spatial Strategy [Basingstoke and Deane Borough Council](#) (item 20/21)

Date: 4 September 2025

Decision taken by: Environment and Infrastructure Committee



TECHNICAL NOTE: INTEGRATED IMPACT ASSESSMENT (IIA) OF SPATIAL STRATEGY ALTERNATIVES

DATE:	18 August 2025	CONFIDENTIALITY:	Public
SUBJECT:	Assessment of Spatial Strategy Alternatives		
PROJECT:	Basingstoke and Deane Local Plan IIA & HRA	AUTHOR:	John Jelbert
CHECKED:	Alastair Peattie	APPROVED:	Alastair Peattie

INTRODUCTION

Basingstoke and Deane Borough Council ('the Council') adopted the Basingstoke and Deane Local Plan 2011-2029 in May 2016. The Local Plan covers the period 2011-2029. The Council is currently preparing an updated Local Plan (LP) to cover the period to 2042. This is following a decision by Council in May 2019 to review and update the Plan to ensure it remains fit for purpose, reflects national planning guidance, delivers local priorities, and meets future needs whilst restoring a five-year supply of deliverable housing sites.

The Council held a non-statutory issues and options consultation from 28th September to 9th November 2020, which sought views on the identified key planning issues facing the borough over the next Local Plan period and potential options to address them. As part of the issues and options consultation a Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment (SEA)) Scoping Report was published for consultation, and this was produced in-house by the Council.

WSP were commissioned in 2021 to provide an Integrated Impact Assessment (IIA) (including SA, SEA, Equalities Impact Assessment (EqIA), Health Impact Assessment (HIA) and Habitats Regulations Assessment (HRA)) to inform the next stage of the Local Plan. IIA and HRA Reports were prepared and accompanied the previous Regulation 18 version of the Local Plan which was published for consultation from 22nd January 2024 to Monday 4th March 2024.

Following the Regulation 18 consultation in 2024 there have been changes to the National Planning Policy Framework and the revised standard method (December 2024) which resulted in the borough's housing requirement increasing. In response, a further call for sites has been carried out which ended on 17th February 2025. In light of above, revisions are being made to the Local Plan, in particular to the spatial strategy and site allocations. Reflecting this, the Council is planning to carry out an additional Regulation 18 consultation in Winter 2025 that focuses on proposed changes to the spatial strategy and site allocations.

The Council has requested that WSP continue to provide IIA and HRA support for the Local Plan and as such, WSP are currently undertaking the IIA and HRA for the emerging Regulation 18 plan.

The IIA incorporates:

- Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) – that consider the potential for significant economic, social and environmental effects;
- Health Impact Assessment (HIA), which focusses on health and well-being and how the Draft Local Plan contributes to these;

- Equalities Impact Assessment (EqIA), which helps the Council to consider its duties under the Equality Act 2010 and Public Sector Equality Duty, which requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities; and
- Habitats Regulations Assessment (HRA) - Regulation 105 of the Conservation of Habitats and Species Regulations 2017 (the 'Habitats Regulations') requires that competent authorities (including the Council) assess the potential impacts of land use plans on the Natura 2000 network of European protected sites to determine whether there will be any 'likely significant effects' (LSE) on any European site.

The first stage of this round of assessment work has been the completion of the IIA assessment for the Spatial Strategy Alternatives (options). This work builds on the assessment work carried out for the previous iteration of the Local Plan and presented in the IIA Report published in 2024.

This Technical Note sets out the initial findings of the assessment of the Spatial Strategy Alternatives (options), alongside the next steps in the IIA process.

ASSESSMENT OF SPATIAL STRATEGY ALTERNATIVES

Assessment Framework

The Council consulted on a non-statutory Issues and Options Consultation Paper on the Local Plan between September and November 2020. Concurrently, the Council also published the IIA Scoping Report for consultation. The IIA Scoping Report included the contextual information used to inform the scope of the IIA, along with a draft IIA Framework to be used to complete the assessment. The IIA framework contains a series of objectives and supporting criteria that reflect both the current socio-economic and environmental issues which may affect (or be affected by) the Local Plan and the objectives contained within other plans and programmes reviewed for their relevance to the IIA and Local Plan. The objectives are set out in Table 1 below, along with an indication of the topic they relate to.

Table 1 – Assessment Framework

IIA Objectives	SEA Topic
Social	
Objective 1: Enable the provision of affordable, adaptable, and high-quality homes for all	Population, Material Assets.
Objective 2: Ensure the creation of healthy, inclusive and safe communities, both in relation to the provision of new neighbourhoods, and the enhancement of existing places, including by supporting regeneration	Human Health, material Assets.
Objective 3: Reduce the need to travel, improve choice and access to sustainable transport options including walking and cycling as well as ensuring a safe and efficient transport system	Air, Population, Human Health, Material Assets, Climatic Factors.
Environmental	
Objective 4: Reduce pollution (including minimising emissions of greenhouse gases to achieve zero net carbon) and support mitigation and adaptation measures required for the impact of climate change	Air, Human Health, Climatic Factors, Soil Water.

IIA Objectives	SEA Topic
Objective 5: Minimise and improve the efficiency of resource use	Soil, Water, Material Assets, Climatic Factors.
Objective 6: Conserve and enhance biodiversity, including connectivity	Biodiversity, Flora and Fauna, Soil, Water, Air.
Objective 7: Maintain and improve water quality, and ensure the sustainable management of water resources	Biodiversity, Flora and Fauna, Water.
Objective 8: Reduce the risk of flooding and the resulting detriment to the local community, environment and economy	Human Health, Water, Climatic Factors, Material Assets.
Objective 9: Protect, and where possible enhance, the character and quality of the local landscape and geodiversity	Landscape, Biodiversity, Flora and Fauna.
Objective 10: Protect, and where possible enhance, heritage assets	Cultural Heritage, Climatic Factors.
Objective 11: Conserve and enhance the character of the borough's settlements through high quality design that maintains and strengthens local distinctiveness	Cultural Heritage, Climatic Factors, Landscape.
Economic	
Objective 12: Ensure sustainable economic growth, supporting the diverse economy of the borough and enabling opportunities for new sectors, in order to maintain high levels of employment	Population, Human Health, Climatic Factors.
Objective 13: Facilitate access to high quality education facilities in order to improve educational attainment and increase opportunities for new skills and learning that meet the needs of the local workforce	Population.
Objective 14: Ensure access to services and facilities in order to sustain the vibrancy of communities and enhance the attractiveness of town centres to visitors	Population, Human Health, Climatic Factors, Material Assets

The Spatial Strategy options have been assessed against the SA Framework with a matrix produced for each option assessed individually within that matrix. Table 2 shows the scoring system used in the assessment.

Table 2 – Scoring System

++	Likely significant positive effect
+	Likely minor positive effect
-	Likely minor negative effect
--	Likely significant negative effect
+/-	Mixed likely minor positive effect and likely minor negative effect
+/--	Mixed likely minor positive effect and likely significant negative effect
++/-	Mixed likely significant positive effect and likely minor negative effect
++/--	Mixed likely significant positive effect and likely significant negative effect
0	Likely effect negligible
?	Likely effect uncertain

Assessment of Spatial Strategy Options

The standard method for calculating local housing need provides a minimum number of homes to be planned for. Authorities should use the standard method as the starting point when preparing the housing requirement in their plan, unless exceptional circumstances justify an alternative approach.

The Duty to Cooperate requirement means that neighbouring authorities may request the borough to take some of their housing growth if they are unable to deliver required growth levels locally. At the time of writing, none of the borough's neighbouring areas have approached the Council about the potential for accommodating unmet housing needs; however, it may be that, at a later stage in the plan-making process, the need to provide for some unmet needs may need to be considered. National guidance also requires the housing figure to be uplifted if additional homes are needed to meet local affordable housing need. A draft updated Housing Market Assessment (2025) has confirmed that no further uplift is required.

The Council has identified a total of six spatial strategy options requiring assessment, including a total of five spatial options to meet the revised standard method housing requirement of 20,402 dwellings over the plan period (828 in the first year, 1,142 in the second year, and 1,152 per annum in each subsequent year) and one to meet a higher housing requirement of 24,482 (revised standard method figure of 20,402 plus 20%), for example, to support additional growth or duty to co-operate (DtC) issues which may emerge.

With regards to employment, the draft Economic Needs Assessment (2025) identifies a required amount of floorspace which also supports growth. Therefore, the provision of employment development is generally consistent across the options with the exception of the higher growth option, which, incorporates an additional higher floorspace requirement for warehousing (100,000 sqm) given Basingstoke's location on the M3 corridor.

Table 3 presents a summary of the Spatial Strategy Options.

Table 3 – Summary of Spatial Strategy Options

Spatial Strategy Options		Reason for consideration
Option 1 - To meet a housing requirement of 20,402 dwellings and employment requirement of 24,000 Office, 23,000 Industrial and 88,000 Storage and Distribution.		
Option 1a: Maintain Current Local Plan approach	Continue the Adopted Local Plan approach which focuses future residential development at the Principal Service Centre (Basingstoke) with some development at Rural Towns and Large and Medium Villages and more limited development in Small Villages within and adjacent to settlement boundaries. This option does not include any new settlements and would result in high levels of development at Basingstoke and rural towns and villages Main focus for logistics and industrial development to the south-west of Basingstoke and offices within Basingstoke .	This approach focusses on the most sustainable settlements in the borough (with public transport provision and a range of services and facilities), with some more limited development in the smaller settlements to meet local housing needs and support local facilities and services in the rural areas of the borough. For employment, this approach focuses on the most sustainable settlement where a large proportion of the workforce will be situated (Basingstoke).
Option 1b: All development at Basingstoke	Focus all future residential development within and around the Principal Service Centre (Basingstoke) with no additional growth directed at other settlements (including Rural Towns and Large Villages. Medium Villages and Small Villages) and no new settlements. This option would lead to very high levels of development at	Basingstoke is the largest and most sustainable settlement with a railway and bus station and a large range of facilities and services. Extensive land has been promoted for development through the SHELAA, including some significant strategic sites at Basingstoke. This option

Spatial Strategy Options		Reason for consideration
	Basingstoke and would require significantly increased densities within the urban area and at new development areas around Basingstoke to meet housing requirements. Main focus for logistics and industrial development to the south-west of Basingstoke and offices within Basingstoke.	allows for the sustainability outcomes of concentrating significant strategic development at Basingstoke. For employment, this approach focuses on the most sustainable settlement where a large proportion of the workforce will be situated (Basingstoke).
Option 1c: Current Local Plan approach retaining focus on Basingstoke but with relatively higher amounts of development in rural settlements than at 1a	Continue high levels of development directed towards the Principal Service Centre (Basingstoke) but with significantly increased growth at the Rural Towns and Large Villages and Medium Villages (compared to Options 1a, 1b and 1d). Proportionality this option would lead to much higher levels of development at settlements. Main focus for logistics and industrial development to the south-west of Basingstoke and offices within Basingstoke.	This option focusses on the most sustainable settlements in the borough (with public transport provision and a range of services and facilities). By increasing the proportion of future development in the Rural Towns and Large Villages and Medium Villages, this would reduce the requirement in the rural settlements and at Basingstoke however, there would also be continued high levels of development in Basingstoke. For employment this option focuses on the most sustainable settlement where a large proportion of the workforce will be situated (Basingstoke).
Option 1d (preferred approach): Current Local Plan approach with focus on Basingstoke, some development at larger settlements and addition of new settlement (s)	Continue to focus high levels of residential development at the Principal Service Centre (Basingstoke) with proportionally less development at other settlements (including Rural Towns and Large Villages, Medium Villages and Small Villages) compared to Options 1a, 1c and 2 to reflect proximity of some settlements to strategic development and other settlement constraints. This option includes the delivery of new settlements. Main focus for logistics and industrial development to the south-west of Basingstoke and offices at Basingstoke.	There have been a number of promotions through the SHELAA that would constitute a new settlement. Whilst the amount of housing capable of being provided in this form would not represent the total housing figure, some development could be provided in this form, in addition to housing at Basingstoke (the largest and most sustainable settlement with a railway and bus station and a large range of facilities and services) and the larger rural settlements (but with less housing needed in these locations). For employment this option focuses on the most sustainable settlement where a large proportion of the workforce will be situated (Basingstoke).
Option 1e: New settlement (s) and Basingstoke focus	Continue to focus high levels of residential development within and around the Principal Service Centre (Basingstoke) but with significant growth at a new settlement/s. No additional growth directed at other existing settlements (including Rural Towns and Large Villages, Medium Villages and Small Villages). Main focus for logistics and industrial development to the south-west of Basingstoke and offices at Basingstoke.	As with option 1b, this option allows for the sustainability outcomes of concentrating significant strategic development at Basingstoke (the largest and most sustainable settlement with a railway and bus station and a large range of facilities and services). However, as with Option 1d, this option would include development at new settlement(s), on larger sites promoted through the SHELAA although the level of development would be higher at such locations than 1d, to account for no additional development at other existing settlements.

Spatial Strategy Options		Reason for consideration
		For employment this option focuses on the most sustainable settlement where a large proportion of the workforce will be situated (Basingstoke).
Option 2 - To meet a higher housing requirement of 24,482 dwellings and employment requirement of 24,000 Office, 23,000 Industrial and 188,000 Storage and Distribution.		
Option 2: Higher growth	Focus future residential development within and around the Principal Service Centre (Basingstoke) with some development at Rural Towns and Large and Medium Villages and more limited development in Small Villages within and adjacent to settlement boundaries. This option includes the delivery of new settlements. Main focus for logistics and industrial development to the south-west of Basingstoke and offices at Basingstoke.	As with option 1a, this approach focusses on the most sustainable settlements in the borough (with public transport provision and a range of services and facilities), with some more limited development in the smaller settlements to meet local housing needs and support local facilities and services in the rural areas of the borough. This option also includes development at new settlement(s), on larger sites promoted through the SHELAA. This would allow for a higher level of housing growth overall, to support higher growth overall or DtC issues which may emerge. This option is similar to the other options set out above in terms of employment floorspace provision, however, it would include additional 101,000sqm, providing additional floorspace to meet wider regional need.

Summary of the Assessment of the Spatial Strategy Options

Table 4 presents a summary of the assessment of the Spatial Strategy Options against the SA Objectives, whilst commentary providing a summary of the assessment is provided below. Please note that the assessment is still evolving and will take account of relevant information as the Plan progresses. The final assessment will be presented in the IIA Report published alongside the Regulation 18 Plan.

Table 4 – Summary of SA findings for Spatial Options

SA Objectives	Option 1a	Option 1b	Option 1c	Option 1d (preferred)	Option 1e	Option 2
SA1: Housing for all	++	++	++	++	++	++
SA2: Healthy, inclusive & safe communities	+	+/-	+/?	++/-	++/-	++
SA3: Reduce travel, increase sustainable transport	+/-	+/-	+/-	+/-	+/-	+/-
SA4: Reduce pollution	?/-	?/-+	?/-	?/-+	?/-+	?/-+
SA5: Minimise resource use	?/+/-	?/+/-	?/+/-	?/+/-	?/+/-	?/+/-
SA6: Conserve biodiversity	?/+/-	?/+/-	?/+/-	?/+/-	?/+/-	?/+/-
SA7: Maintain water resources	?/-	?/-	?/-	?/+/-	?/+/-	?/+/-
SA8: Reduce flooding	?/-	?/--	?/--	?/--	?/--	?/--
SA9: Protect landscape and geodiversity	?/--	?/--	?/--	?/--	?/--	?/--
SA10: Protect heritage assets	?/--	?/--	?/--	?/--	?/--	?/--
SA11: Conserve settlement character	?/-	?/-	?/--	?/--	?/--	?/--
SA12: Sustainable economic growth	+	+/-	+	?/+	?/+	?/+/-
SA13: Improved education	+/?	+/?	+/?	+/?	+/?	+/?
SA14: Ensure access to services and facilities in vibrant communities	+	+/-	+	?/+	?/+/-	?/++

SA1: HOUSING FOR ALL

All of the options would have significant positive effects in relation to SA1 'Housing' given the significant housing that they would each deliver to meet identified needs. The significance of the effect in this regard would be higher under Option 2, given that it would provide a considerable amount more housing than the other options and would help to also meet wider housing needs and potentially increase affordability. All options would propose additional housing within Basingstoke, which would result in a positive response to the high housing demand and issue of affordability of housing at this settlement. Options with a greater focus on other settlements outside of Basingstoke, would better support rural housing needs and may allow for faster build out at smaller sites, whilst development at larger strategic sites (particularly that seen at new settlements under Options 1d, 1e and 2) could result in slower delivery and would require the delivery of significant supporting infrastructure, with longer lead-in times, with potential effects on delivery rates.

SA2: HEALTHY, INCLUSIVE & SAFE COMMUNITIES

All options would have positive effects against SA2 'Health.' Residents located close to existing settlements are likely to benefit from a good level of access to healthcare facilities and at Basingstoke the short journey times to other services and facilities and employment opportunities is likely to increase the proportion of journeys being made by active modes. Focusing development at Basingstoke would provide significant opportunities to strengthen the role of the town as the main service provider in the borough. Employment development at Basingstoke proposed under all options would support investment and regeneration and potentially help to reduce deprivation. Development at Basingstoke would also provide increased opportunities for residents to work locally or commute by train or bus supporting proposed public transport improvements such as MRT, and new and enhanced walking and cycling links. However, growth concentrated in Basingstoke could have the potential to contribute to traffic congestion within the town as well as exacerbate air pollution. Additionally, the higher number of new residents could put more pressure on existing services and facilities (and the strategic road network); however, this would depend in part on the delivery and phasing of infrastructure alongside new development.

New settlements proposed under Options 1d, 1e and 2 could achieve the creation of relatively self-contained and cohesive communities in the long term. The promotion of active travel at these new settlements and ensuring that healthcare, leisure and recreation facilities are accessible is likely to be dependent upon the location of the new settlements, phasing of new services as well as design issues.

SA3: REDUCE TRAVEL, INCREASE SUSTAINABLE TRANSPORT

All of the options would impact on the existing highway network and public transport infrastructure (SA3 'Travel'), with positive and negative effects seen across all options. Whilst development within Basingstoke (which would be seen across all options), where the majority of the workforce is situated, would provide access to a range of services facilities, jobs, and public transport options and may enable residents to travel to work by active travel modes and may support the development of active travel and public transport routes, a higher number of new residents could put more pressure on existing services, facilities and the strategic road network, increasing congestion within and around Basingstoke. Options which focus more development at settlements outside of Basingstoke or at new settlements (e.g. Options 1c, 1d, 1e and 2), may support the provision of more self-contained settlements with services and facilities that are accessible by non-car modes. However, at new settlements it may be that this can only be fully achieved in the longer term, given that some infrastructure may not be in place for early occupants and may result in increased need to travel by car to access some services and facilities. Similarly, development at rural settlements

could result in increased need to travel by car to access some services and facilities in higher order settlements, which may not be available locally.

SA4: REDUCE POLLUTION

Reflecting the above, there would be negative effects associated with transport related emissions (SA4 'Pollution') across all options. However, with more dispersed development (in particular under Option 1c, where more development would be developed at rural settlements, but also under Options 1a and 2 and to a lesser extent Option 1d), alongside there may be a greater potential for emissions generation, given the need to travel further. The delivery of new self-contained settlements (Options 1d, 1e and 2) is likely to minimise the need to travel for services and facilities, which could be developed within the new settlements or by focusing more development at Basingstoke and therefore limiting any exacerbation of air pollution. There may be opportunities for district heating and the incorporation of green infrastructure, which would be more viable at larger sites (and therefore more likely to be achievable under the options proposing new settlements or where there would be larger sites within/ around Basingstoke).

SA5: MINIMISE RESOURCE USE

All options will result in the need for the use of greenfield land, some of which might be good quality agricultural land (SA5 'Resources'). Effects in this regard are assumed to be similar across all options, except those requiring increased densities at Basingstoke (Option 1b, where greenfield land take may be lessened); however, there remains some uncertainty, given that the exact location of development (and any associated greenfield land take) is currently unknown. All options would propose some logistics and industrial employment development at greenfield land to the south-west of Basingstoke; however, there would be additional greenfield employment development proposed under Option 2. All options would also involve development at Basingstoke, which is likely to encourage the efficient land use and the re-use of brownfield land, particularly in options where there would be more of a focus on development at Basingstoke (e.g. Option 1b, which would require increased densities within the urban area to meet housing requirements). In terms of minerals, there are sand and gravel, and brick clay resources across the borough, which would require further investigation to allow for the assessment of the viability of the reserves and potential for prior extraction where development would take place in these locations.

SA6: CONSERVE BIODIVERSITY

There are biodiversity assets across the borough therefore the impact of all the options is fairly uncertain (SA6 'Biodiversity') and will be dependent on the exact location of development. However, there may be better opportunities to incorporate assets and improve connections between habitats within larger sites (for example within the new settlements included under Options 1d, 1e and 2). However, focussing a large amount of development at new settlements is likely to result in a high level of greenfield land take in previously undisturbed locations, potentially impacting on biodiversity (e.g. loss of and/or fragmentation of habitats). All options would propose development at Basingstoke (albeit to greater degree under Option 1b, and to a lesser degree under Option 1c). To the east of Basingstoke there is potential for impact on the river Loddon corridor, an important wildlife corridor of a larger landscape-scale significance and in closest proximity of the Thames Basin Heaths SPA buffer zone, along with large areas of ancient woodland to the west of the town which could result in an impact on ancient woodland and important habitat linkages. Development in the River Test and Itchen Catchment must demonstrate nitrate neutrality to avoid impact on the Solent designated sites. As set out above, all options would propose greenfield development including employment land in the south-west of Basingstoke, although this would likely be more significant under Option 2, which proposes additional greenfield employment development.

SA7: MAINTAIN WATER RESOURCES

With regards to water resources (SA7 'Water'), the impacts are uncertain across all options and would depend on the location, distribution and scale of future development, which is currently uncertain. Providing significant levels of development at Basingstoke could be detrimental to the water quality and ecology of the River Loddon although this would be limited by suitable mitigation and improved treatment capacity at the wastewater treatment works. Development focussed at Basingstoke would, however, avoid the requirement for development to be nutrient neutral and reduce nitrates entry into the chalk aquifer which is a source of drinking water in the River Test and Itchen catchment (provided that development is served by a WwTW that doesn't ultimately discharge to the Solent, such as Basingstoke and Sherfield on Loddon). The larger settlements of Oakley, Overton and Whitchurch fall within the River Test and Itchen catchment and new development is required to be nutrient neutral. It is expected that larger strategic sites (particularly at new settlements) could achieve mitigation on site through green infrastructure which would meet the Habitats Regulations requirement and reduce nitrates entering the chalk aquifer accessed for drinking water. However, it cannot be assumed that all sites within the larger settlements could achieve nutrient neutrality without mitigation elsewhere in the catchment.

SA8: REDUCE FLOODING

There are identified areas at risk of flooding at most of the larger settlements (including Basingstoke) but there are still opportunities for development that would avoid these areas so there is the potential for development to be achieved without an increase to flood risk, dependant on the site specifics and the exact locations of development (SA 8 'Flood risk'). As such, there remains some uncertainty across all options. All options would include employment development on greenfield land, which, whilst not being situated within an area at risk of flooding, would see the replacement of greenfield land with impermeable surfaces. Options 1d, 1e and 2 would involve the development of new settlements at previously undeveloped sites, with the potential for similar effects. However, there would be opportunities across all options to design large-scale development with flood risk in mind, for example, incorporating water courses/ flood zones/ SUDS as blue/ green infrastructure.

SA9: PROTECT LANDSCAPE AND GEODIVERSITY

With regards to potential landscape impact (SA 9 'Landscape & Geodiversity'), Whitchurch and Kingsclere are both situated in the North Wessex Downs National Landscape and there is also the potential for new development to the north of Overton to affect the setting of the National Landscape. Development around Basingstoke would avoid impact on the National Landscape, nevertheless there are areas of high landscape value around the town (and elsewhere outside of the National Landscape). Development of greenfield sites in general is likely to have some significant negative impact on landscape character and as such, could potentially be more significant under Options 1d, 1e and 2, depending on the exact location of development. Development on the edge of Rural Towns and Large Villages and Medium Villages and small villages may also result in negative impacts on landscape character due to the predominantly rural character of these settlements.

SA10: PROTECT HERITAGE ASSETS

There are historic assets within and surrounding Basingstoke and many of the neighbouring villages comprise Conservation Areas. Many of the settlements have historic origins and contain listed buildings and Conservation Areas. All options could therefore adversely impact on SA 10 'Heritage' to some degree; however, the extent of this is uncertain and would depend on the exact location, scale and layout of

development. Such effects could be more significant under options which propose more development at the Rural Towns, Large Villages, Medium Villages and Small Villages (Options 1a and 2 and to a greater extent Option 1c and to a lesser extent Option 1d). All options would involve employment development to the south-west of Basingstoke, on a greenfield site which includes a Scheduled Monument. There is the potential for large scale development to be designed around heritage assets, but they could also adversely affect the setting of heritage assets such as scheduled monuments.

SA11: CONSERVE SETTLEMENT CHARACTER

Effects in relation to SA11 'Settlement Character' are associated with all of the options, however, there remains some uncertainty, given that the exact location of development is not known. All options would focus much of the development at Basingstoke and will likely result in greenfield developments around the town (including on greenfield land associated with the logistics and industrial development at south-western Basingstoke, seen under all options). The impact of development around Basingstoke will largely depend on its location and design - the character of the edge of Basingstoke varies with some hard edges and softer edges elsewhere. There generally exists some separation between Basingstoke and outlying villages but consideration would need to be given to the impact of largescale development around Basingstoke on these smaller rural settlements. A significant amount of development at a specific location may result in coalescence and associated loss of settlement character/ identity.

Option 2 would also include additional employment development, with the potential for additional effects on local character, when compared to the other options.

With regard to other settlements where there would be development (under Options 1a, 2, to a greater extent under Option 1c and to a lesser extent under 1d), particularly at the larger settlements, they have a historic core but still have a rural setting. High quality design will be required to ensure that the local distinctiveness of these settlements is retained, both in terms of respect for the existing built environment and its landscape setting. Options 1d, 1e and 2 have the potential for large-scale new developments to significantly impact the character of existing settlements that are in close proximity to the new settlements, particularly where they are rural in character. However, this will depend on the exact location of the new settlements and the new standalone developments could be of high-quality design that create a locally distinctive character in their own right. Furthermore, directing development away from existing rural settlements may help to protect the existing character of these settlements.

SA12: SUSTAINABLE ECONOMIC GROWTH

All of the options would make provision for employment related development (SA12 'Employment'), with a focus at Basingstoke, where the majority of the workforce will be located. However, under Option 2 the scale of this development would be more significant and would help to meet regional demand, associated with additional warehousing that would be provided under this option. However, this additional development could result in potential oversaturation of this type of employment provision in the market, resulting in the potential for vacant units and the development becoming unsustainable. Options with less of a focus on development outside of Basingstoke (e.g. Option 1b) may potentially negatively impact on the rural economy with less growth in settlements outside of Basingstoke and therefore result in less support/ growth opportunities for local rural businesses and services.

SA13: IMPROVED EDUCATION

Larger scale developments at Basingstoke (which could be seen across all options, but to a lesser extent under Option 1c) and in the new settlements seen under Options 1d, 1e and 2, could be beneficial in terms

of education provision (SA13 'Education'), as it would be easier to make new early years childcare and primary and secondary school provision on larger allocations. However, this would depend on the size and location of such allocations and proximity to/capacity of existing school facilities. The provision of new education facilities within new large-scale allocations would also likely not be in place for early inhabitants of these settlements, due to an initial lack of demand whilst the settlements are still being built out. The ease of provision of school facilities elsewhere associated with more dispersed development at other settlements very much depends on the size of development and existing capacity at schools.

SA14: ENSURE ACCESS TO SERVICES AND FACILITIES IN VIBRANT COMMUNITIES

All of the options (except Option 1b and Option 1e, where there would be no development at such settlements) could provide benefits in terms of maintaining and promoting the viability of the smaller more rural settlements in the borough (SA14 'Services and Facilities'). Large-scale development at Basingstoke in particular (seen across all options, but to a greater extent under Option 1b and to a lesser extent under Option 1c) could support new service provision and provide large numbers of residents with access to the widest range of services and facilities as well as employment opportunities, particularly given that each option would focus future logistics and industrial development in south-western Basingstoke and offices at Basingstoke, whilst Option 2 would also include further employment development at Basingstoke. The level of housing development concentrated to the new settlement locations associated with Options 1d, 1e and 2 is likely to support new services and facilities as well as employment opportunities through a degree of self-containment, however this might only be achieved in the longer term.

Reasons for Selecting and Rejecting Spatial Options

Table 5 provides a summary of the Council's reasons for selecting the preferred Spatial Strategy option and for rejecting the alternatives.

Table 5 - Reasons for Selecting and Rejecting Spatial Options

Option Number	Option Description	Council's reason for selection or rejection
Option 1a: Maintain Current Local Plan approach	Continue the Adopted Local Plan approach which focuses future residential development at the Principal Service Centre (Basingstoke) with some development at Rural Towns and Large and Medium Villages and more limited development in Small Villages within and adjacent to settlement boundaries. This option does not include any new settlements and would result in high levels of development at Basingstoke and rural towns and villages Main focus for logistics and industrial development to the south-west of Basingstoke and offices within Basingstoke.	This approach has worked well through the ALP, and it is proposed that this approach is continued (albeit with a consequent reduction in the housing number at Rural Towns and Large and Medium Villages and more limited development in Small Villages) with the addition of some of the housing provision in the form of a new settlement as per Option 1d. Following the site assessment process and consideration of overall spatial options, it is considered that given the assessed suitability of promoted sites for a new settlement, Option 1d, including a new settlement, would be more preferable than allocating further sites at Basingstoke and at Rural Towns and Large and Medium Villages.
Option 1b: All development at Basingstoke	Focus all future residential development within and around the Principal Service Centre (Basingstoke) with no additional growth directed at other settlements.	By focussing all development allocations at Basingstoke, rural housing needs would be less well met and there may be deliverability implications from providing

Option Number	Option Description	Council's reason for selection or rejection
	(including Rural Towns and Large Villages, Medium Villages and Small Villages) and no new settlements. This option would lead to very high levels of development at Basingstoke and would require significantly increased densities within the urban area and at new development areas around Basingstoke to meet housing requirements. Main focus for logistics and industrial development to the south-west of Basingstoke and offices within Basingstoke.	all new housing in one location in the form of larger sites.
Option 1c: Current Local Plan approach retaining focus on Basingstoke but with relatively higher amounts of development in rural settlements than at 1a	Continue high levels of development directed towards the Principal Service Centre (Basingstoke) but with significantly increased growth at the Rural Towns and Large Villages and Medium Villages (compared to Options 1a, 1b and 1d). Proportionality this option would lead to much higher levels of development at settlements. Main focus for logistics and industrial development to the south-west of Basingstoke and offices within Basingstoke.	In light of the site assessment work, it is considered that development of a new settlement(s) is preferable to other promoted sites that could have negative sustainability implications in terms of environmental constraints, settlement character, and infrastructure provision. Given that the preferred option includes a new settlement(s), it is not necessary for the larger and more sustainable towns and villages to have an increased proportion of development.
Option 1d (preferred approach): Current Local Plan approach with focus on Basingstoke, some development at larger settlements and addition of new settlement (s)	Continue to focus high levels of residential development at the Principal Service Centre (Basingstoke) with proportionally less development at other settlements (including Rural Towns and Large Villages, Medium Villages and Small Villages) compared to Options 1a, 1c and 2 to reflect proximity of some settlements to strategic development and other settlement constraints. This option includes the delivery of new settlements. Main focus for logistics and industrial development to the south-west of Basingstoke and offices at Basingstoke.	A number of sites were promoted for new settlements through the SHELAA, and in light of the site assessment work considering the suitability of such sites, it is proposed that the spatial strategy includes allocation(s) for a new settlement(s). This will alleviate the amount of housing required elsewhere. This will be in addition to sites around Basingstoke, and more limited numbers at Rural Towns and Large Villages, Medium Villages and Small Villages.
Option 1e: New settlement (s) and Basingstoke focus	Continue to focus high levels of residential development within and around the Principal Service Centre (Basingstoke) but with significant growth at a new settlement/s. No additional growth directed at other existing settlements (including Rural Towns and Large Villages, Medium Villages and Small Villages). Main focus for logistics and industrial development to the south-west of Basingstoke and offices at Basingstoke.	By focussing all development allocations at Basingstoke and new settlement(s) rural housing needs would be less well met and there are likely to be deliverability implications from providing all new housing in one location in the form of larger sites and at new settlements(s) which will require significant new infrastructure.
Option 2: Higher growth	Focus future residential development within and around the Principal Service Centre (Basingstoke) with some development at	This option was developed to respond to higher levels of growth, to support higher growth overall or to respond to DtC issues

Option Number	Option Description	Council's reason for selection or rejection
	Rural Towns and Large and Medium Villages and more limited development in Small Villages within and adjacent to settlement boundaries. This option includes the delivery of new settlements. Main focus for logistics and industrial development to the south-west of Basingstoke and offices at Basingstoke.	which may emerge. There are no indications at this stage that a higher level of growth is required.

NEXT STEPS

WSP will continue to assess the full Regulation 18 draft Local Plan Update and will prepare IIA and HRA Reports setting out the findings of the assessments. The IIA and HRA Reports will be issued for consultation alongside the Regulation 18 draft Local Plan Update.

Appendix 2

Draft Proposed Allocation Policies

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Policy SPS2: Neighbourhood Renewal

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy has been strengthened to outline more fully what relevant proposals will need to deliver, including a demonstrable benefit to the local community
- The amount of new homes to be delivered has been increased from 200 to 1,000, over the plan period.
- A number of specific issues such as heritage impact, have been added to the supporting text to reflect comments made during the previous Regulation 18 consultation.

Policy SPS2: Neighbourhood Renewal

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

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

The preparation of proposals will require full involvement, engagement and consultation with the affected local communities. Masterplans and design codes must be prepared for large scale proposals, demonstrating that they will positively contribute to the places in which they are located and complement any comprehensive wider development of the area. Masterplans and design codes will ensure that high quality architectural and urban design will be achieved and will be adopted as a Supplementary Planning Document prior to any relevant development proposals being determined.

- 2.1 The areas of Buckskin, South Ham, Popley, Norden and Winklebury have been identified as initial priority areas where there are opportunities for neighbourhood renewal, with Buckskin and South Ham being specifically designated under Policy SPS2a given the nature of the neighbourhood renewal proposed. The identification of these neighbourhoods does not preclude other opportunities in other areas being brought forward.
- 2.2 Previous renewal schemes have involved a variety of stakeholders including local registered providers, the borough council and the local community. New renewal schemes will similarly require close working with all those involved in the regeneration process. It is important that stakeholder consultation

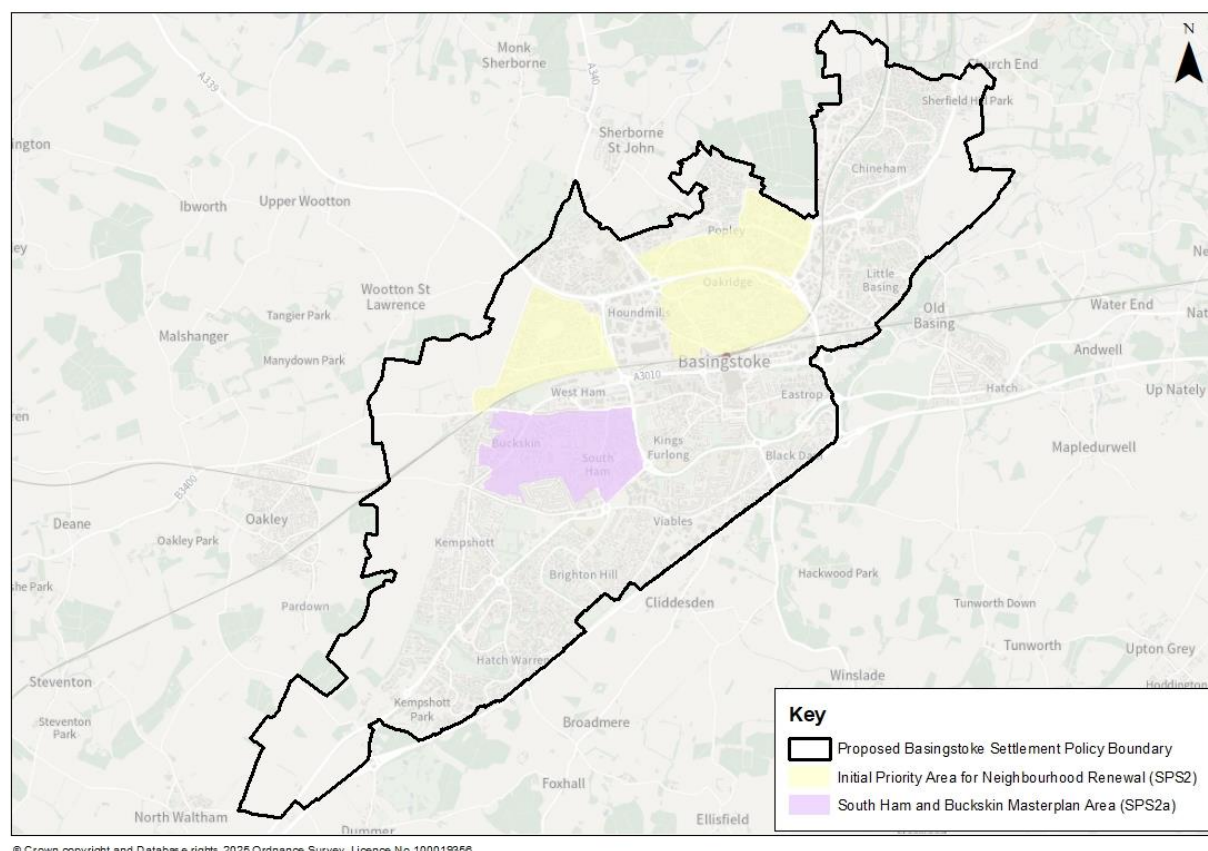
opportunities are built into relevant scheme programmes, thereby ensuring the community is fully engaged and able to input into a project from an early stage.

- 2.3 Masterplans and design codes must be prepared for larger scale proposals which would result in a significant change to a neighbourhood. Smaller schemes, for example of less than 20 new homes, are unlikely to require masterplans and design codes. However, where a number of smaller schemes in a neighbourhood will, in combination, result in a significant change, masterplans and codes will be required to ensure a comprehensive approach is taken. Where masterplans or design codes are required, they must be developed in collaboration with stakeholders and also with the full involvement of the local communities affected. The involvement of the local community should be in line with the principles set out in the council's Statement of Community Involvement. They must also ensure that high quality architectural and urban design is achieved, and that redevelopment is well related to its surroundings. All new developments in these neighbourhoods should positively contribute to the places in which they are located. Development proposals must complement any comprehensive wider regeneration of the area.
- 2.4 Schemes must result in improvements to residents' overall quality of life and foster active and healthy lifestyles, with opportunities taken to enhance the local, natural and historic environment and provide new/enhanced local infrastructure and facilities such as green infrastructure, community and health facilities and public transport connections. Neighbourhood renewal offers the opportunity to address structural issues affecting some of the estates from the 1960s and 1970s which arose from the designs and layouts which were prevalent at the time. Any new homes proposed (either refurbished or built new) will be highly sustainable and will reduce energy use and whole life carbon emissions, help to address fuel poverty, and support the council's climate and ecological emergency declarations.
- 2.5 Proposals will need to consider any impacts on heritage assets. The council's Heritage Supplementary Planning Documents¹ provides additional guidance on scheduled monuments and other heritage assets.
- 2.6 Proposals will also need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. It should ensure that habitats are connected, have appropriate buffers and, where appropriate, link to those beyond the site and ensure that open space and play provision meets adopted council standards and is accessible and usable.

¹ [Heritage Supplement Planning Document \(SPD\)- March 2019](#)

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

Figure 2.1: Potential Neighbourhood Renewal Areas (indicative map showing broader neighbourhoods, not areas specifically identified for renewal)



Implementation and Monitoring

The policy will be implemented through:

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

The policy will be monitored by:

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

Policy SPS2a: Buckskin and South Ham Neighbourhoods

Summary of changes made since the Regulation 18 2024 Consultation:

This is a new policy

Policy SPS2a: Buckskin and South Ham Neighbourhoods

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

Renewal proposals will:

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

securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the area and to the wider green infrastructure network;

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

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

Implementation and Monitoring

The policy will be implemented through:

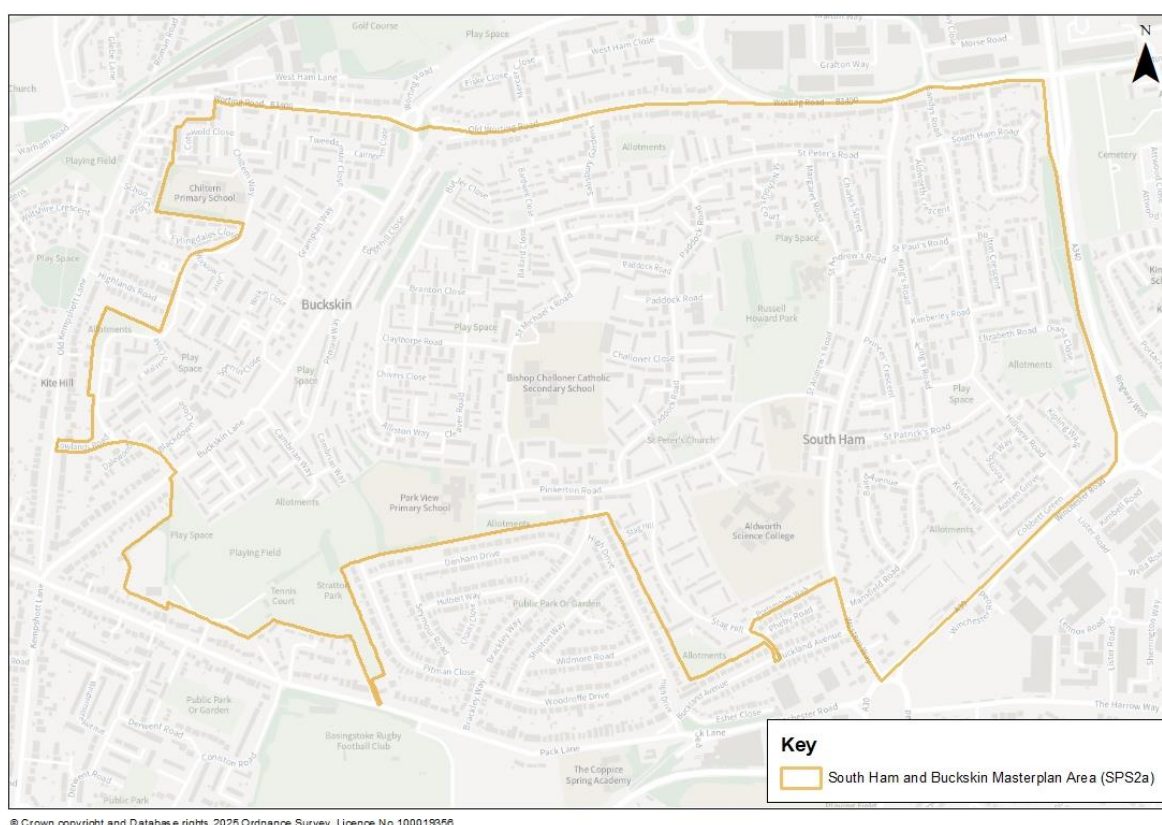
- Partnership working with local communities and SHP to bring forward proposals

- The determination of planning applications, including the securing of infrastructure delivery and affordable homes.

The policy will be monitored by:

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

Figure 2.2: Buckskin and South Ham Masterplan Area (schemes will come forward within this area)



Policy SPS3: Delivering the Basingstoke Town Centre Masterplan

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy highlights the suitability of the town centre for education and medical uses and reinforces that the primary function of the Primary Shopping Area is to accommodate retail uses.
- The first paragraph of the policy has been amended to clarify that it applies to development proposals within, or closely related to, the Basingstoke Town Centre Masterplan area, as designated on the Policies Map.
- The contribution made by the town centre to the supply of housing within the plan period has been increased from 400 to 500 homes. This reflects the potential for additional new homes.

- The boundary of the Town Centre Masterplan area has been amended to accord with that of the Town Centre Masterplan adopted by the Council in 2022 (other than Eastrop Park and War Memorial Park which are not included in the area covered by Policies SPS3 and SPS4 as the focus of these policies is on areas with opportunities for redevelopment).

Policy SPS3: Delivering the Basingstoke Town Centre Masterplan

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

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

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

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

- a) Contribute to the provision of a complementary mix of town centre uses within the Town Centre boundary (as defined by Policy EMP3), with the predominant land uses being retail, leisure (including sport), employment (including office, creative and co-working spaces), community and culture (including arts), education and medical uses;

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

Ensuring the successful delivery of the town centre strategy is likely to involve various transitional arrangements in order to facilitate the development process. Where these are required, they should ensure that the town centre continues to

operate effectively in functional terms, and ensure that any impacts on the character of the area are mitigated successfully and in a proportionate way to the nature of the works in question.

- 3.1 Basingstoke Town Centre is the primary centre for the Borough. While the role of town centres is increasingly diversifying away from being seen solely as a retail centre, the primacy of the town centre as a high quality and distinctive destination for shopping, leisure, cultural, employment and civic functions remains important. The projected reduction in retail floorspace in the borough over the coming years will be taken as an opportunity to consolidate, but also contract, retail provision in the town centre and introduce a greater diversity of main town centre uses.
- 3.2 The long-term uncertainty around town centre trends underlines the need to deliver buildings, streets and spaces which are flexible and adaptable. Whilst the town centre will continue to provide significant shopping and leisure space, proposals to redevelop or modify existing retail facilities should be taken as an opportunity to introduce a network of more flexible and adaptable outdoor streets rather than extend or further 'lock in' the existing patterns of development. Any changes should be focussed towards the introduction of a more diverse offer, better integrated with the surrounding streets and historic town.
- 3.3 Top of the Town is the historic heart of Basingstoke and remains important in the life of the town centre. The retention of retail uses with existing shop fronts is strongly encouraged. Opportunities for workspace, including creative and co-working spaces, cultural and leisure facilities and residential uses will be encouraged in this area.
- 3.4 Town centre living is regarded as an important component to create a vibrant and attractive place which can sustain a mix of uses. The Policy includes an allocation for approximately 500 homes in the town centre over the Plan period. This is likely to be delivered within the Areas of Change, most notably in the Top of Town and Eastrop areas, but other suitable schemes will be permitted within the wider Basingstoke Town Centre Masterplan area where they support the aims of the Policy. Where housing is proposed, it should have access to suitable supporting infrastructure and include an appropriate mix of dwelling and tenure types to enable a diverse community. Family housing, either as town houses or duplex units, will be expected alongside flats and must benefit from private amenity space such as a garden, terrace or large balcony as well as shared green space.
- 3.5 Schemes should deliver sufficient levels of parking to meet the needs of residents as well as visitors and, where possible, should also support and enable innovative community car services such as car clubs.
- 3.6 The conversion of upper floors to provide residential accommodation is encouraged, ideally with independent residential access from the street frontage, with the aim of increasing the town centre residential population and creating positive street frontages which improve safety and connections.

- 3.7 As part of delivering a more sustainable town centre the approach to the management of parking is expected to change over time, in accordance with the Council's transport and parking strategies. This will help to protect the ability of the town centre to continue to adapt over time.
- 3.8 Small scale surface car parks may provide some scope to be consolidated into fewer larger facilities, particularly in the Top of the Town area. This is intended to make them more efficient in operation whilst also providing potential for other land uses to deliver more built capacity and improve street frontage continuity. New parking facilities are expected to include integrated charging facilities for electric vehicles, or other future technologies, enabled to form part of a wider smart energy grid. In accordance with the Council's transport and parking strategies, it is expected that improvements are made in town centre accessibility by active modes as well as public transport. It is, however, important to recognise the need to continue to access the town by car, particularly by those visitors from rural areas where there may be limited alternatives available.
- 3.9 Every opportunity should be sought to increase the green and blue infrastructure network in the centre, through new and enhanced green spaces and links, street trees and other natural features such as green walls. Development and public realm projects will play an important role in making the town centre more uplifting and able to support health and well-being. Green and blue infrastructure within the town centre will enhance biodiversity, improve visual amenity and mitigate the effects of climate change. Innovative ways to improve the environment and air quality will generally be supported. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character.
- 3.10 Key routes across the town centre, as shown on the inset map (see Policy SPS4) will be safeguarded. Streets within the town centre will be designed to allow for safe cycle access, providing connections into and through the town for local journeys and will anticipate transport innovations such as e-scooters, cargo-bike deliveries and autonomous deliveries. Developments and public realm projects will be expected to incorporate new cycle parking, for both visitors and residents and will include charging facilities and space for non-standard cycles.
- 3.11 The policy includes reference to the transitional nature of the evolution of the town centre. A number of temporary arrangements may be required as part of the change process. Such arrangements will need to ensure that the town centre and associated infrastructure continues to be able to operate effectively and that other impacts, such as to the character of the area, are mitigated as much as is practicable.
- 3.12 The policy will be applied to new development in a manner which is appropriate to its scale. Not all of the requirements will be relevant to small scale development.

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications.

The policy will be monitored by:

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

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

Policy SPS4: Basingstoke Town Centre – Areas of Change

Summary of changes made since the Regulation 18 2024 Consultation:

- Additional references to the need for development to have due regard to the Town Centre Conservation Area Appraisal and Management Plan and to the setting of listed buildings have been introduced.
- The Policies Map/Illustrative Plan (Figure 4.1) has been amended to include an extension eastward of the eastern boundary of the Church Street Area of Change. This will facilitate a more comprehensive improvement of part of Festival Place to better meet the needs of retail and other uses.

Policy SPS4: Basingstoke Town Centre – Areas of Change

Development proposals within the Areas of Change identified on the Policies Map/Illustrative Plan (Figure 4.1) must support and not prejudice the Masterplan for Basingstoke Town Centre (December 2022), in line with the key principles and criteria set out in Policy SPS3 (Delivering the Basingstoke Town Centre Masterplan).

1. The Malls

Development proposals in this area must:

- a) Establish a coherent and linked set of streets, including those Key Routes identified in the Policies Map, which improve connectivity between the railway station and Festival Place, Church Street, The Anvil and to Basing View;
- b) Enable Churchill Way to be an outdoor street providing enhanced connections between the eastern and western parts of the town centre;
- c) Enable the provision of a Transport Hub to integrate rail and bus travel which is well connected to walking and cycling routes;
- d) Include a mix of town centre uses supported by housing with active frontages and with an emphasis on ground floor retail uses on the Key Route connecting the railway station to Festival Place;

- e) Provide a green and blue infrastructure network consisting of green and blue spaces and links, street trees and public open spaces; and
- f) Be up to six storeys in height with the potential for taller buildings nearer the station; and
- g) Have due regard to the Town Centre Conservation Area Appraisal and Management Plan.

2. Church Street

Development proposals in this area must:

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

3. Eastrop

Development proposals in this area must:

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

4. Top of the Town

Development proposals in this area must:

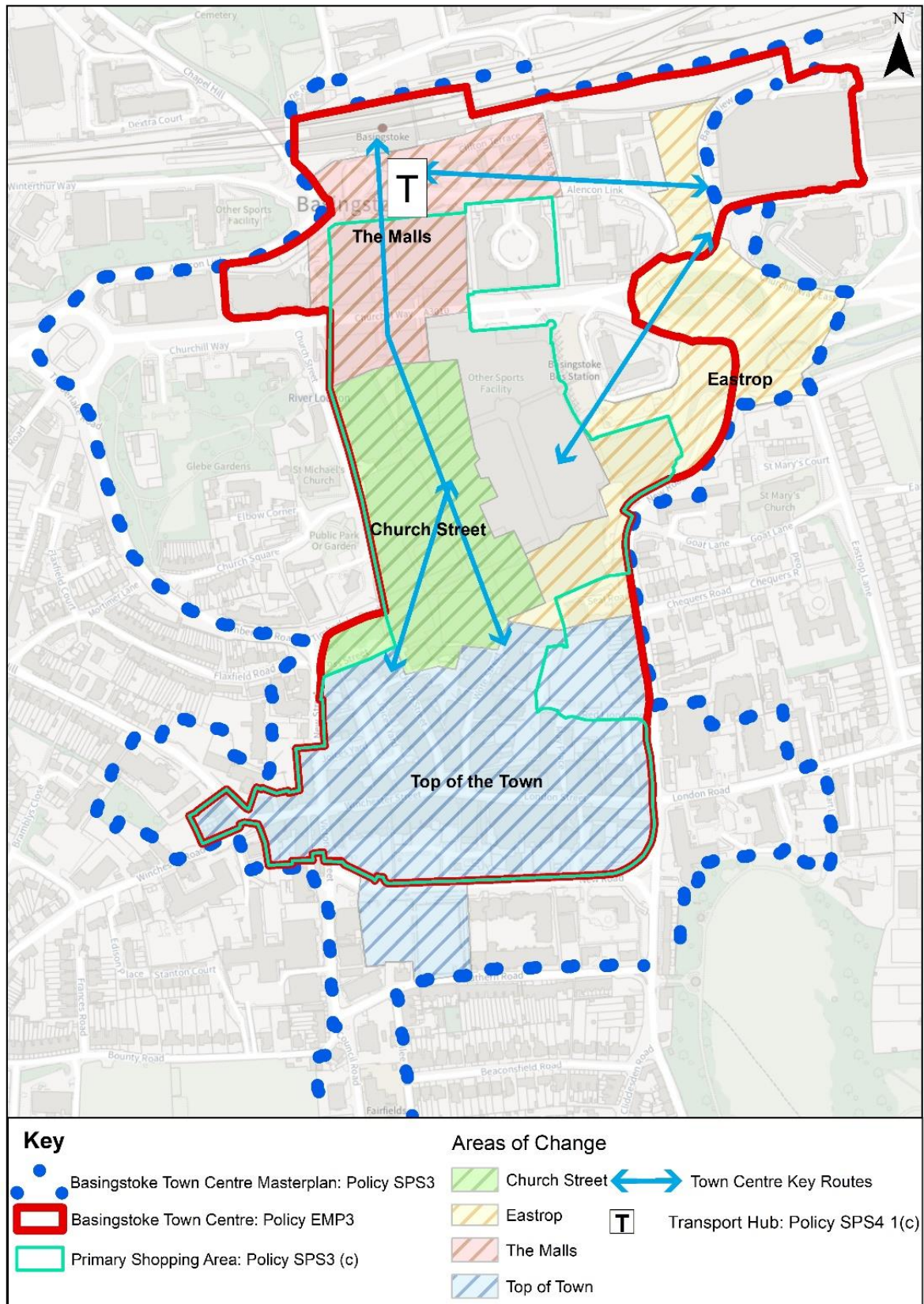
- s) Be of a scale and appearance which is sympathetic to the historic character of the area and neighbouring development with development up to three storeys in height with discrete elements at 3.5/4-storeys. Development must

have due regard to the Town Centre Conservation Area Appraisal and Management Plan, the heritage significance of its many listed buildings and, where relevant, to the Fairfield's Conservation Area Appraisal;

- t) Include a mix of town centre uses supported by housing with active frontages on the ground floor; and
- u) Support the creation of a network of pedestrian routes and to improve the pedestrian environment, including the creation of a tree lined street along New Road.

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

Figure 4.1: Plan of Basingstoke Town Centre Areas of Change and Key Routes



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

Church Street

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

Eastrop

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

Top of the Town

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

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

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

Implementation and Monitoring

The policy will be implemented through:

- The determination of planning applications relating to the site.

The policy will be monitored through:

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

Policy SPS5: Sites Allocated for Housing Led Development

Summary of changes made since the Regulation 18 2024 Consultation:

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

Policy SPS5: Sites Allocated for Housing Led Development

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

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

Development is expected to come forward through a design led approach involving the local community. For the strategic housing led allocations at Southern Manydown, Eastern Basingstoke, Popham Garden Village and Upper Swallick, it will be necessary for a Masterplan and Strategic Design Code to be prepared. The Masterplans are included in Appendices XX to XX of this Local Plan. [to be produced post-Regulation 18]. Strategic Design Codes will be adopted as Supplementary Planning Documents prior to the grant of full planning permission or the first reserved matters for the site or a phase of these strategic sites. Masterplans and Strategic Design Codes will be an important material planning consideration in the determination of planning applications. Where sites are adjacent to each other, it is a requirement that masterplanning, including the provision of infrastructure to support the allocations as a collective be undertaken jointly. It will be necessary for this joined up and collaborative approach to be demonstrated in any submitted applications, particularly where these are for only part of the allocation.

- SPS5.1 - Northern Manydown (Approx. 3,700 homes)
- SPS5.2 – Land north of Pack Lane (Approx. 300 homes)
- SPS5.3 - Southern Manydown (Approx. 2,750 homes in the plan period to 2042, with approx. 6,000 in total capacity within the land identified)
- SPS5.4 - Land at Whitmarsh Lane (Approx. 1,500 homes)
- SPS5.5 - Redlands (Approx 70 homes)
- SPS5.6 - Redlands Lodge (Approx. 15 homes)
- SPS5.7 – Sherfield Hill Farm (Approx. 385 homes)
- SPS5.8 – Popham Garden Village (Approx 1,800 homes in the plan period to 2042, with approx. with 4,250 in total capacity within the land identified)
- SPS5.9 – Upper Swallick (Approx.1,200 in the plan period to 2042, with approx. 2,500 homes in total capacity within the land identified)
- SPS5.10 – Land West of Marnel Park (Approx. 250 homes)
- SPS5.11 - Weybrook Park Golf Course (Approx. 210 homes)
- SPS5.13 - 65 New Road (Approx. 6 homes)
- SPS5.14 – Oakley Farm, Wash Water (Approx. 500 homes)
- SPS5.15 – Land at West End Farm, Mortimer (Approx. 350 homes)
- SPS5.16 – Skates Lane, Tadley (Approx. 245 homes)

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

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

Implementation and Monitoring

The policy will be implemented through:

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

The policy will be monitored through:

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

Western Basingstoke

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

Vision:

The sites SPS5.1, 5.2 and 5.3 on the western side of Basingstoke will collectively form a thriving and sustainable strategic-scale new community. The sites will be well connected and delivered in line with Garden City Principles and deliver homes, jobs and new infrastructure within and beyond the plan period. They will include ambitious measures to ensure development is built to the highest sustainability standards, and their architectural and urban design will support and embed healthy and sustainable lifestyles that will help to address the council's Climate Emergency declaration.

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

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

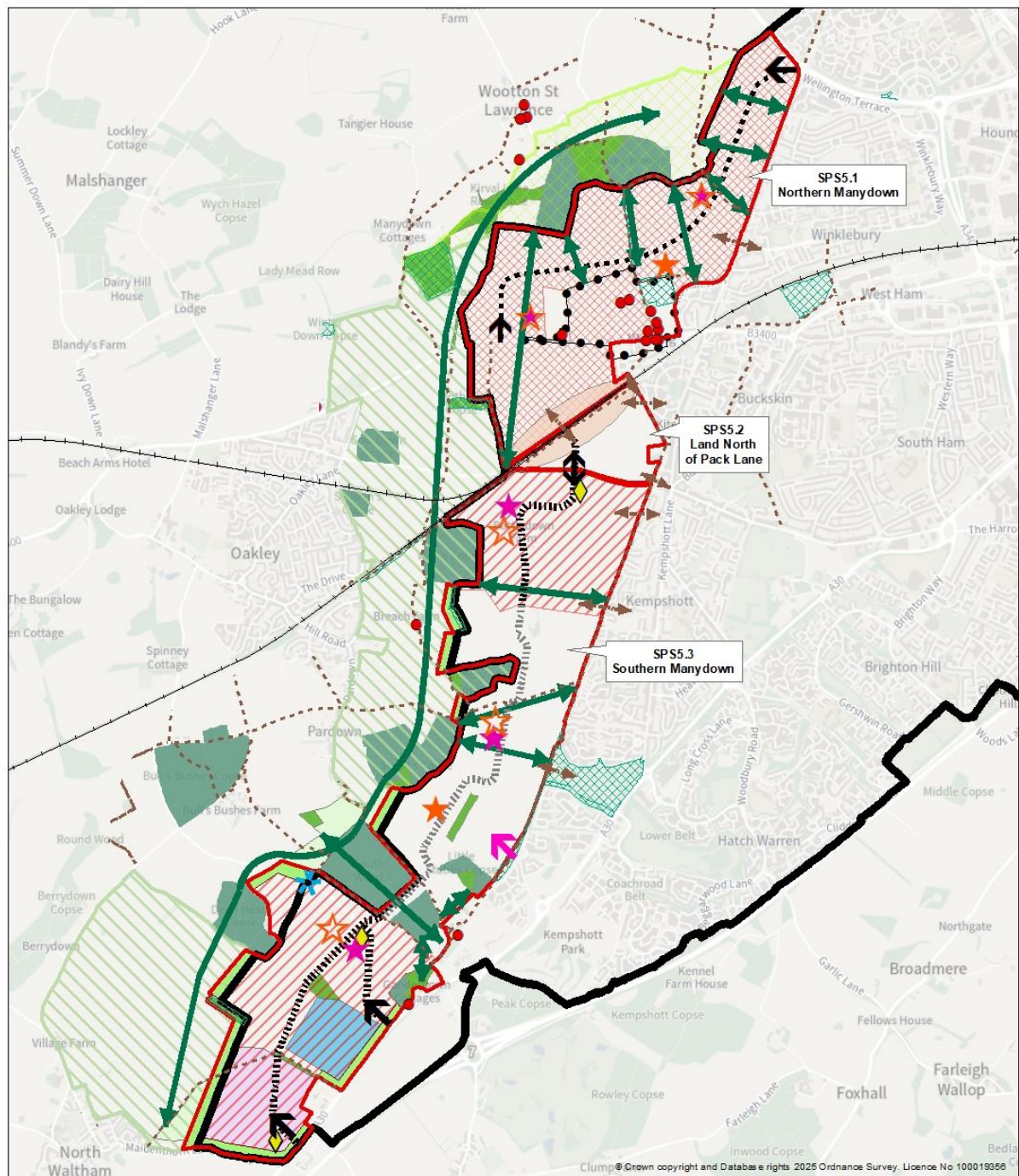
Walking, cycling and public transport will be the preferred ways to move within and between the sites, and to access other destinations including Basingstoke town

centre. Where necessary, improvements will be made to the wider highways network to facilitate active travel and the delivery of development.

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

The scale of development will necessitate and support the delivery of on-site infrastructure including new schools, healthcare provision, green spaces, sports facilities and community buildings, and local shops and services, all set within walkable neighbourhoods. Reflecting its proximity to the strategic road network, the site will provide employment opportunities to meet identified needs. Land is also allocated for a new hospital that will serve residents from across North Hampshire and deliver a range of health, economic and social benefits.

Figure 5.1: Western Basingstoke Illustrative Concept Plan including SPS5.1, SPS5.2 and SPS5.3



Policy SPS5.1: Northern Manydown

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy has not significantly changed since the 2024 consultation, other than the land south of the railway has been removed and separated into its own policy (Policy SPS5.2, Land North of Pack Lane). This reflects the fact that the majority of Northern Manydown already has planning permission, whereas the land south of the railway does not, and there is an opportunity for it to be comprehensively planned with Southern Manydown (Policy SPS5.3).
- The land at Becketts Rise in Worting has also been removed from the site allocation boundary as the development on this land is already completed.

Policy SPS5.1: Northern Manydown

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

- a) Provide for the phased delivery of approximately 3,700 dwellings;
- b) Be in accordance with the principles of the Concept Plan and the Manydown Development Brief Supplementary Planning Document (2016);
- c) In addition to the mix of dwelling sizes and types, make provision for a proportion of self-build units and also, in conjunction with other sites, a permanent, pitch / plot provision to meet identified accommodation needs of Gypsies, Travellers and Travelling Show people in the borough, such needs being identified in the council's Gypsy and Traveller Accommodation Assessment (and any updates);
- d) Include the provision of social and physical infrastructure, including community facilities, local shopping facilities, healthcare facilities and sports and leisure facilities including playing pitches with an Infrastructure Delivery Strategy to demonstrate that the infrastructure requirements of the Manydown allocation have been comprehensively planned and will be met;
- e) Phased provision of two primary schools (a two form entry and a three form entry) and also reserve land for the phased provision of a secondary school, if required;
- f) Include appropriate green space and green infrastructure, including allotments, to meet local needs in line with the council's adopted standards, ensuring that all green space is provided on site and provide links to assist in the delivery of green infrastructure networks within and adjoining the site;
- g) Make provision for a country park, as identified on the Policies Map, which is accessible to existing nearby residential areas;
- h) Respond positively to the special characteristics and sensitivities of the landscape, including the setting of the North Wessex Downs National Landscape, and also the setting and form of existing development. Visual intrusion into the wider landscape should be limited; the design of outward

facing edges of development should respect and enhance the adjacent countryside and opportunities should be taken to provide linkages to the existing landscape framework;

- i) Conserve and enhance the architectural and historic significance of the Worting Conservation Area and its listed buildings including Worting House, respecting their setting, and ensuring sufficient mitigation is put in place when required;
- j) Retain the separate identity and character of Wootton St Lawrence and Oakley and restrict coalescence between the new development and these villages. The development will also retain the separate identity and character of Worting and Winklebury, including conserving the ancient boundary of the Roman Road as a green boundary;
- k) Provide for the retention and careful management of any important archaeological remains, within and adjacent to the site, in a manner appropriate to their significance;
- l) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats, including rare arable flora, Ancient Woodlands and Sites of Importance for Nature Conservation within and adjacent to the site are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- m) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan; Opportunities will be taken to secure the creation and management of linkages between existing woodlands;
- n) Include measures to mitigate the impact of development on the local road network including improvements to the A339, Roman Road (and associated road junctions), the B3400, Pack Lane, and the road through Wootton St Lawrence with appropriate measures to maintain accessibility for existing residents and ensure safe and convenient access for all road-users;
- o) Include provision of a road through the land allocated for housing, from the A339 to the B3400, linking the proposed housing to the existing communities and to provide the ability to connect to potential future sites to the south, with the location and design of the road being determined through the master-planning process to achieve the optimum balance between movement and place-shaping. Land shall be safeguarded for a potential future crossing of the railway;
- p) Evaluate a range of options during the detailed masterplanning phase for providing access to Manydown which aid permeability to and from the site in a manner that ensures proper consideration is given to a range of matters (e.g. rat-running) which potentially affect the quality of life for existing communities. In addition, there should be safe and convenient access from

Winklebury by means of footpaths and cycle paths connecting to the Country Park;

- q) Include measures to improve accessibility by non-car transport modes including the provision of internal walking and cycling routes linked to existing external routes, the Public Rights of Way network and the Strategic Cycle Network, with direct cycle access to the town centre and the provision of public transport from the outset;
- r) Incorporate and/or promote renewable and low-carbon energy technologies;
- s) Ensure acceptable noise standards can be met within homes and amenity areas through suitable mitigation measures in light of the adjacent main roads and railway line;
- t) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design, infiltration features and any necessary mitigation. This should include assessment of contamination migration risks from the railway and land to the south of the railway line (Land at Old Kempshott Lane);
- u) Ensure adequate infrastructure is provided for sewerage (on and off site) and surface water drainage and produce a drainage strategy;
- v) Ensure that it is well integrated with development at Land north of Pack Lane (Policy SPS5.2) and Southern Manydown (Policy SPS5.3).

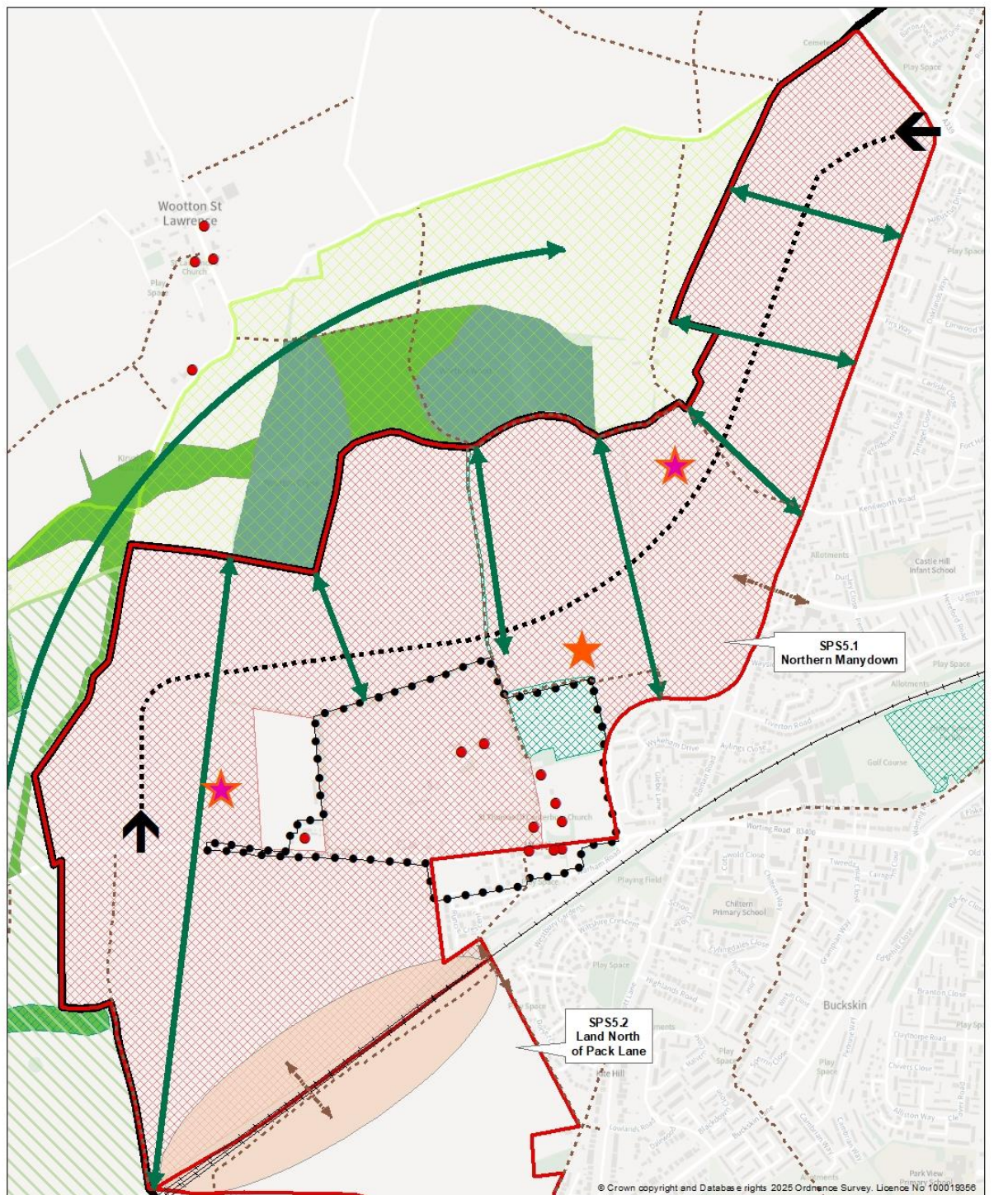
5.1.1 The land at Northern Manydown was allocated for a high quality, sustainable new development of approximately 3,400 new homes in the Local Plan 2011-2029. The proposal will sensitively respond to the site's opportunities and constraints, in particular its landscape and biodiversity context, heritage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

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

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

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

Figure 5.2: SPS5.1 Northern Manydown Illustrative Concept Plan



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

Policy SPS5.2: Land North of Pack Lane

Summary of changes made since the Regulation 18 2024 Consultation:

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

Policy SPS5.2: Land North of Pack Lane

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

- a) Make provision for approximately 300 homes;
- b) Be in accordance with the principles of the Concept Plan and the Masterplan in Appendix XX supporting the delivery of the vision for Western Basingstoke;
- c) Ensure the development is integrated with, and well related to the existing neighbouring communities, and the new sites at Northern Manydown (Policy SPS5.1) and Southern Manydown (Policy SPS5.3) in terms of siting, scale, layout, and integration with walking and cycle routes;
- d) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. Particular regard should be paid to the setting of the North Wessex Downs National Landscape and the historic landscape character of the site;
- e) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- f) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
- g) Provide for the retention and careful management of important archaeological remains within the site in a manner appropriate to their significance;
- h) Preserve or enhance the significance, setting, character and appearance of Worting conservation area through the protection of views to and from it;

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

Infrastructure

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

Transport

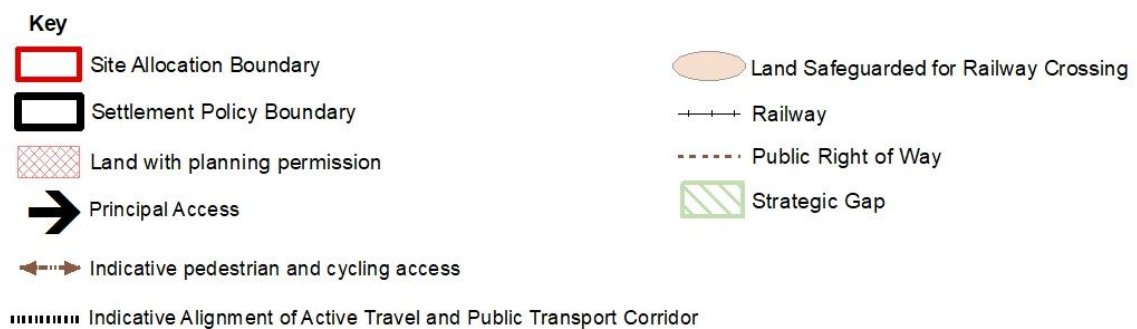
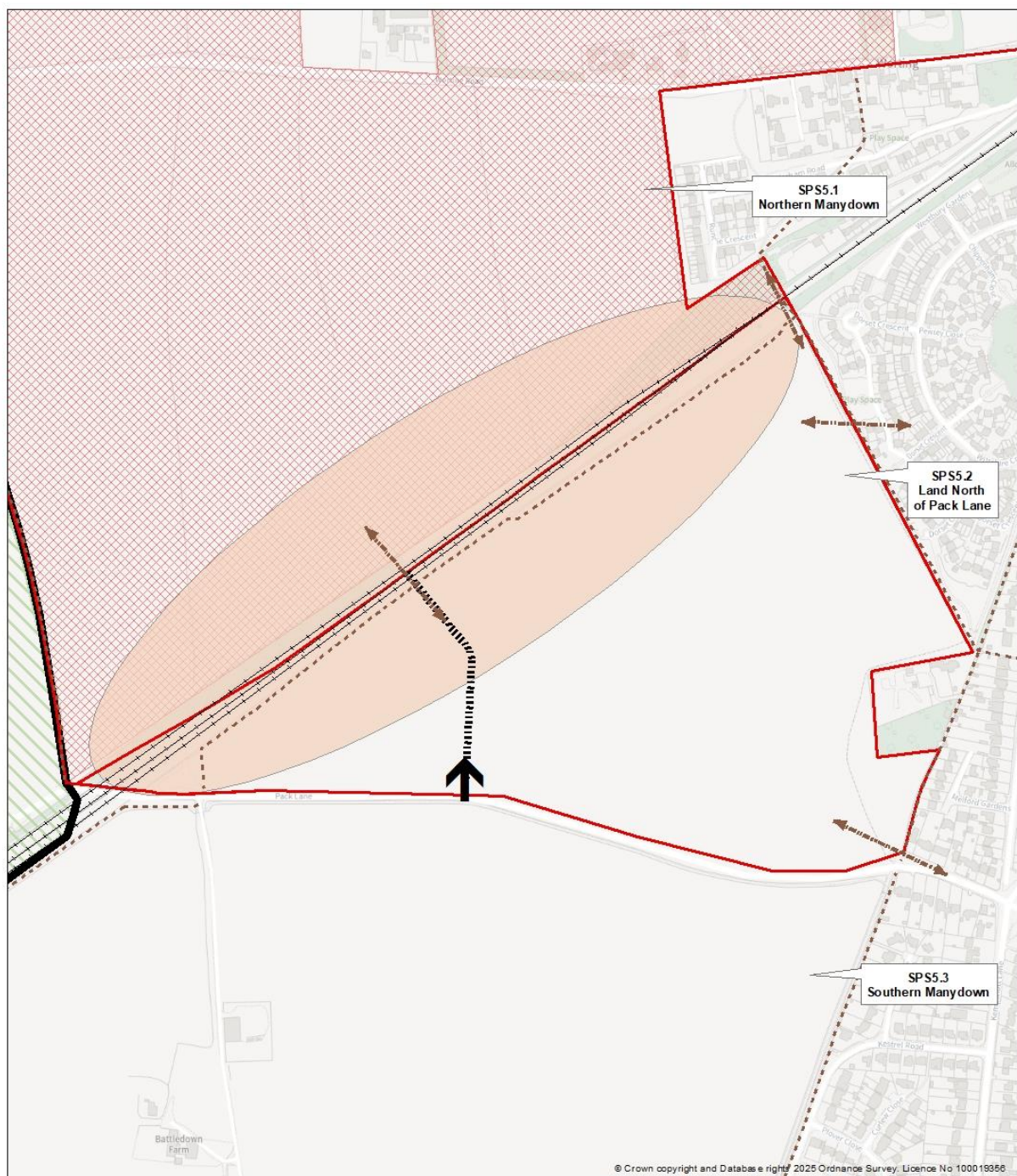
- n) Ensure that safe, suitable and convenient access for all users is provided from Pack Lane, prioritising active travel and access to high quality public transport services;
- o) Demonstrate that the location and the design of the means of access does not prejudice the provision of safe, suitable and convenient access to serve Southern Manydown;
- p) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Minimise the need to travel and prioritises and promotes active travel and public transport use within and beyond the site, to minimise the transport impacts arising from the development;
 - ii. Ensure that the development will not have a severe adverse impact on the local and strategic highway networks, nor an unacceptable impact upon highway safety, when considered cumulatively with surrounding development including Southern Manydown, with the inclusion of suitable measures to mitigate the impact. This mitigation will include improvements to Fiveways junction and the B3400 corridor, as well as

measures to prevent impacts upon rural roads and surrounding communities;

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

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

Figure 5.3: SPS5.2 Land North of Pack Lane Illustrative Concept Plan



Policy SPS5.3: Southern Manydown

Summary of changes made since the Regulation 18 2024 Consultation:

- Further masterplanning work has been undertaken to refine the site's boundary and its capacity. This has resulted in the overall capacity of the site being reduced to 6,000 dwellings, subject to further refinement including understanding the density of development linked to Garden City principles and the overall vision.
- The proposed settlement policy boundary has been reviewed and this has resulted in a small increase in the developable area north of Jeffery's Copse (on the western boundary, adjacent to Oakley) that responds to the site's topography. At the southern end of the site the development has been pulled away from North Waltham so that it would be screened behind the Beech Break to the north of the village.
- The concept plan includes a planting buffer along the site's western boundary to screen the development from the wider landscape and provide improved ecological connectivity between the ancient woodlands. Further green connections are shown within the site to ensure that impacts upon the ancient woodlands are avoided.
- The specific site for the new hospital and employment uses has also been identified.
- The policy maintains its focus on prioritising active travel and public transport, and highlights some of the key areas where off-site highways mitigation would be required.

Policy SPS5.3: Southern Manydown

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

Amount and Type of Development

- a) Make provision for:
 - i. Approximately 2,750 homes within the plan period (approximately 6,000 homes in total);
 - ii. Specialist accommodation for older persons;
 - iii. 5% as serviced plots for custom and self-build homes;
 - iv. A new hospital and health campus;
 - v. Employment uses including logistics and industrial floorspace, and other office/commercial uses;
 - vi. Education facilities;

- vii. Mixed use centres providing a range of retail, leisure, cultural, community, health, service and employment facilities; and
- viii. Permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment.

Development Principles

Masterplanning

- b) Be in accordance with the principles set out in the vision for Western Basingstoke reflected in:
 - i. The Concept Plan;
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan);
 - iii. A Strategic Design Code which will be adopted as a Supplementary Planning Document prior to the grant of a full planning permission or the first reserved matters within a phase;
- c) Enable the hospital and associated health campus, storage and distribution floorspace, and transport interchange to be located close to Junction 7 of the M3 and the A30 to reinforce the role of this area as a gateway to Basingstoke;

Design and Landscape

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

Biodiversity

- g) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat and securing the creation and management of green

open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network, including Old Down and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;

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

Heritage

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

Flooding and Pollution

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

Infrastructure

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

Energy

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

Social and community

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

Green Infrastructure

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

Access, Movement and Connectivity

- u) Make provision for safe, suitable and convenient access for all users prioritising active travel, and access to high quality public transport services that offer a genuine choice of transport modes;
- v) Demonstrate that the design of the means of access and the associated highway improvements take into account the full build out of the development, and do not prejudice the provision of safe, suitable and convenient access to serve Oakdown Farm (via the A30) and Land North of Pack Lane (Policy SPS5.2).
- w) Be subject to the submission of a detailed Transport Assessment and supporting site wide Travel Plan that seeks to:
 - i. Minimise the need to travel, and prioritise and promote active travel and public transport use within and beyond the site, together with suitable demand management measures to minimise the transport impacts arising from the development, following a 'Monitor and Manage' approach;
 - ii. Ensure that the development, when considered cumulatively with surrounding development, will not have a severe adverse impact on the

local and strategic highway transport networks (including the Public Rights of Way network and associated level crossings), nor an unacceptable impact upon highway safety, with the inclusion of suitable measures to mitigate the impact. This will include transport improvements to access the town centre, including upon the A30 and the B3400 corridors (including at the Fiveways junction), as well as suitable measures to prevent unacceptable highway safety impacts upon the surrounding movement networks, including the rural roads and within surrounding communities.

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

- surrounding communities, facilities, services and employment opportunities including Oakley village centre and Basingstoke town centre. This will include improved walking and cycling provisions along the A30 corridor, Pack Lane and on Buckskin Lane;
- y) Provide details of a parking strategy for the site;

Utilities

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

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

- 5.3.5 The employment uses will include storage and distribution floorspace, as well as industrial and office floorspace, to meet needs. The layout and design of these uses and the surrounding movement network, together with the operation of Workplace Travel Plans, should encourage users (inc. staff, patients and visitors) to travel by active travel as well as to/from the nearest public transport services, whilst also making suitable provision for access by delivery, collection and service vehicles.

Masterplanning and infrastructure principles

- 5.3.6 The scale and complexity of planning the future of Southern Manydown requires that a series of stages be followed to ensure a coordinated approach to development. This will ensure that the site and its individual phases are developed comprehensively and delivered to a consistently high standard.
- 5.3.7 The Concept Plan provides a broad overview of how the site is expected to be developed within the Plan period, set within a wider vision for the site.
- 5.3.8 However, given the scale and complexity of the site, in advance of the pre-submission (Regulation 19) consultation, the council will work with the site promoters to produce a more detailed masterplan that will be adopted as an appendix to the Plan which will be a significant material consideration in the determination of any future planning applications. This will be informed by the site promoter's emerging Sustainable Transport Strategy and provide a more detailed framework to guide future planning applications. This masterplan will include a site wide Framework Plan, Parameter Plans, an Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and the responsibilities for its delivery.
- 5.3.9 Through the planning process, site-wide frameworks and strategies will be required to be produced to ensure a comprehensive approach to the planning of the site and the delivery of infrastructure. These will be supported by a Strategic Design Code. The Strategic Design Code will be produced either by the Local Planning Authority (LPA), or the developer in agreement with the LPA, and adopted as a Supplementary Planning Document prior to the submission of the first full or reserved matters planning application. This approach will ensure consistent quality and delivery across the site by different developers.
- 5.3.10 The site is within the ownership of three separate landowners, and it will be necessary to ensure a coordinated approach is taken to deliver the necessary infrastructure, facilities and services to meet the needs of the new community. This should also take into account the needs arising from development on Land North of Pack Lane (Policy SPS5.2). Suitable infrastructure will be provided when it is required, and the landowners will jointly produce an Infrastructure Delivery Strategy to demonstrate that its provision has been coordinated and fairly shared.

Landscape-led design

- 5.3.11 Southern Manydown will be a distinctive and well-designed development that will respond to its environmental setting and wider spatial context and create an attractive gateway into Basingstoke. The site will be well integrated with the other developments taking place to the west of Basingstoke (including northern Manydown which has consent for up to 3,520 dwellings and the site allocation at the Land North of Pack Lane) to provide a comprehensive and cohesive expansion to the west of the town which creates a new community in line with the vision.
- 5.3.12 The development will have a focus upon people and the provision of local facilities and services to meet the majority of people's day to day needs, including a network of centres in accessible locations to create walkable neighbourhoods.
- 5.3.13 The design, layout and scale of the development will be landscape-led, and its structure will be informed by the local topography including ridgelines and other landscape features. The land rises from the north and the south to a high point around South Wood, with a prominent ridgeline running in a south-west to north-east direction across the southern part of the site. It will be particularly important to consider the impact of development on the higher land and more visible slopes, and ensure any impacts are minimised.
- 5.3.14 A Landscape and Visual Impact Assessment will be required to inform the development and layout, to ensure there would be no significant impacts on longer distance views, including from the North Wessex Downs National Landscape, public rights of way and surrounding villages. Subject to an assessment of the specific impacts, higher storey heights and densities within residential areas will usually be expected around centres, and along public transport routes, with lower density development in more peripheral areas and on the rural edge. The site's natural features will inform unique character areas that will create a legible, distinctive place.
- 5.3.15 It will be particularly important to ensure that taller and larger-scale buildings respond to these sensitivities. The employment buildings and the hospital should be contained on lower ground within the A30 corridor to ensure they are not visible beyond the ridge. The design and layout of these uses will need to respond positively to the topography of their sites and have particular regard to the setting of Dummer conservation area.
- 5.3.16 In order to ensure there is an appropriate transition to the countryside and to avoid a hard edge to development, the layout of development on the higher ground and along the rural edges of the site will be of a lower density and scale with a greater separation between buildings. New and enhanced green infrastructure including tree planting will be required on the highest points of the site to provide a treed horizon, and care should be taken to prevent light spill. Open spaces along the edge should incorporate suitable levels of planting (including native trees and hedging) to help give a soft transition to the countryside. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards and also avoid

prominent parking areas on the edge of the site. The site allocation includes undeveloped land, which contributes to the green infrastructure network, and can be used to accommodate biodiversity enhancements and some types of natural greenspace.

5.3.17 The development will be well integrated with western Basingstoke but will retain its separation from surrounding rural settlements. Strategic Gaps have been identified between the site and North Waltham and Oakley to prevent coalescence. These gaps also contribute to the site's green infrastructure network but are unlikely to be suitable for uses with a more urban character such as sports pitches or allotments.

5.3.18 Reinforced planting (at least 50m deep, with a minimum 30m of woodland) will be required along the western edge of the development to mitigate the visual impact of the development and to connect the blocks of woodland. Additional planting will also be required along the northern edge of Maidenthorn Lane and along the A30 to screen and soften the appearance of the hospital and the employment uses. New planting must be provided at the outset of the development to enable it to grow and mature before development takes place.

Green and blue infrastructure, and biodiversity

5.3.19 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.

5.3.20 The site supports high levels of biodiversity and contains several Sites of Importance for Nature Conservation (SINCs), the majority being ancient woodlands and one designated for supporting rare arable flora. Notable and protected species are known to be located on or around the site, such as farmland birds, dormice and bats. The site's layout will be underpinned by an understanding of the site's existing ecology and green infrastructure, including those areas not previously assessed for SINC status, so that key ecological areas and features are avoided by development and instead enhanced and connected to the wider environment.

5.3.21 Ancient woodlands will be protected from impacts related to development such as habitat loss and fragmentation, increased recreational pressure and pollution. A package of measures will be developed to ensure development does not result in their deterioration, comprising buffer zones 30-50m deep (depending upon the sensitivities of the location) to mitigate edge effects on the woodland, a comprehensive green infrastructure network to redirect recreational pressure away from the woodlands (including large green spaces for recreation and ecological corridors to ensure habitats are not fragmented and isolated from the landscape) and long-term woodland habitat management plans to ensure habitat resilience in the future. A suitable compensation strategy will need to be developed and implemented in advance of the loss of the Manydown Rare Arable Plant Margins SINC. It will

be expected that the development will not result in an overall reduction in the area and spread of rare arable plants across the locality, which is currently recognised as a nationally important arable plant area.

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

Heritage

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

Infrastructure

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

Access, Movement and Connectivity

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

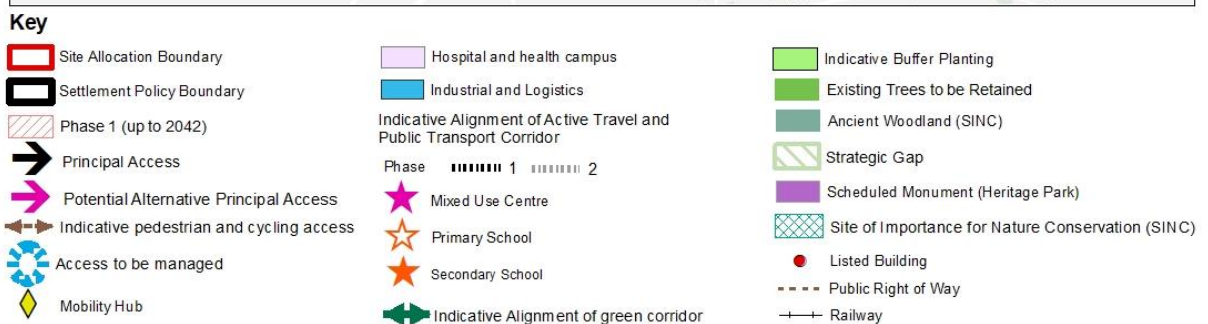
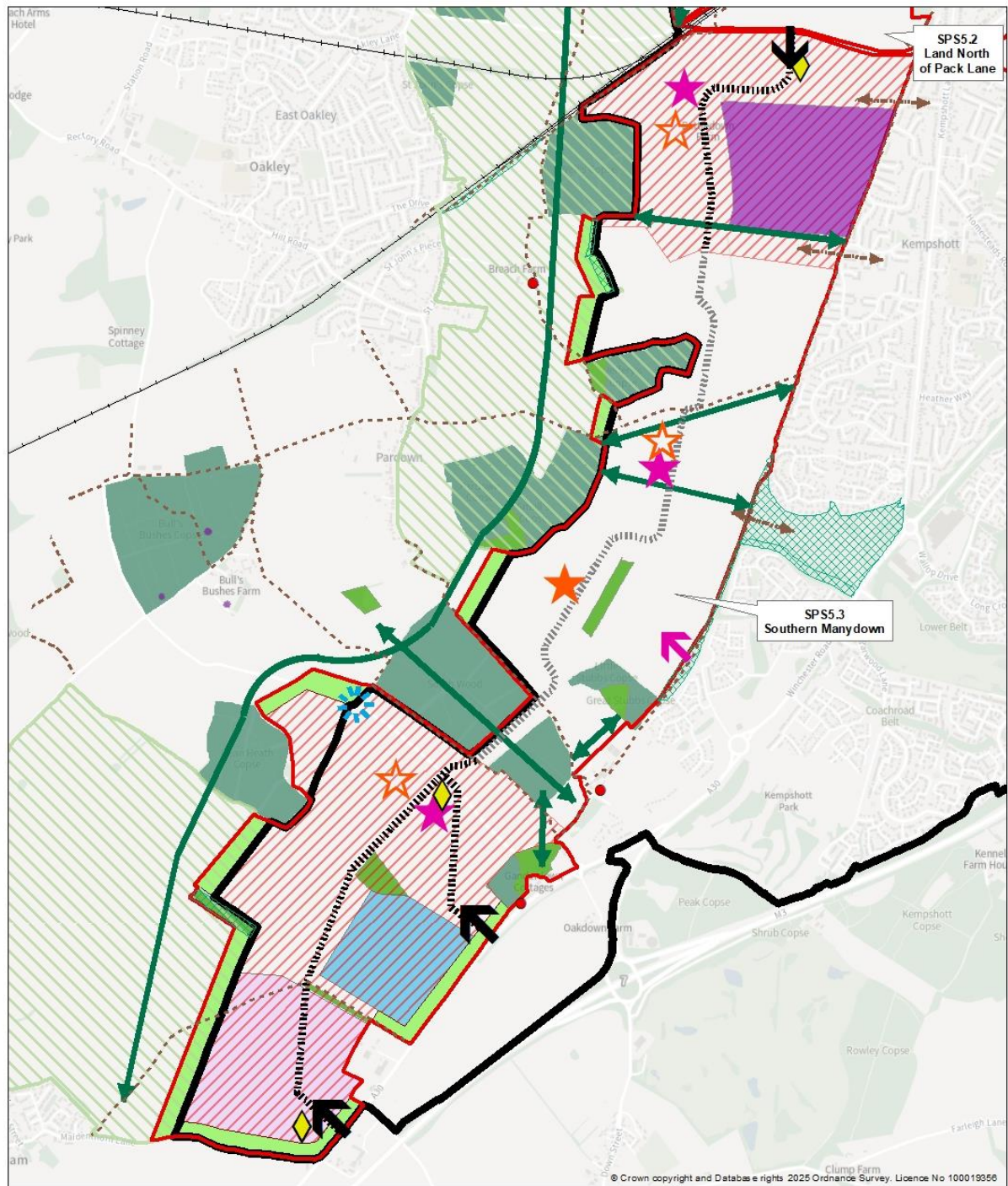
give priority to active travel and public transport services within and beyond the site. The design and delivery of the site's movement network shall be phased to offer a genuine choice of transport modes and will be in place to serve the residents and users of the first phases of development at the southern and northern parts of the site, and subsequent phases thereafter.

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

hub should be sensitive to its setting in terms of design and layout, and incorporate green features to minimise the hard standing.

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

Figure 5.4: SPS5.3 Southern Manydown Illustrative Concept Plan



Eastern Basingstoke

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

Vision:

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

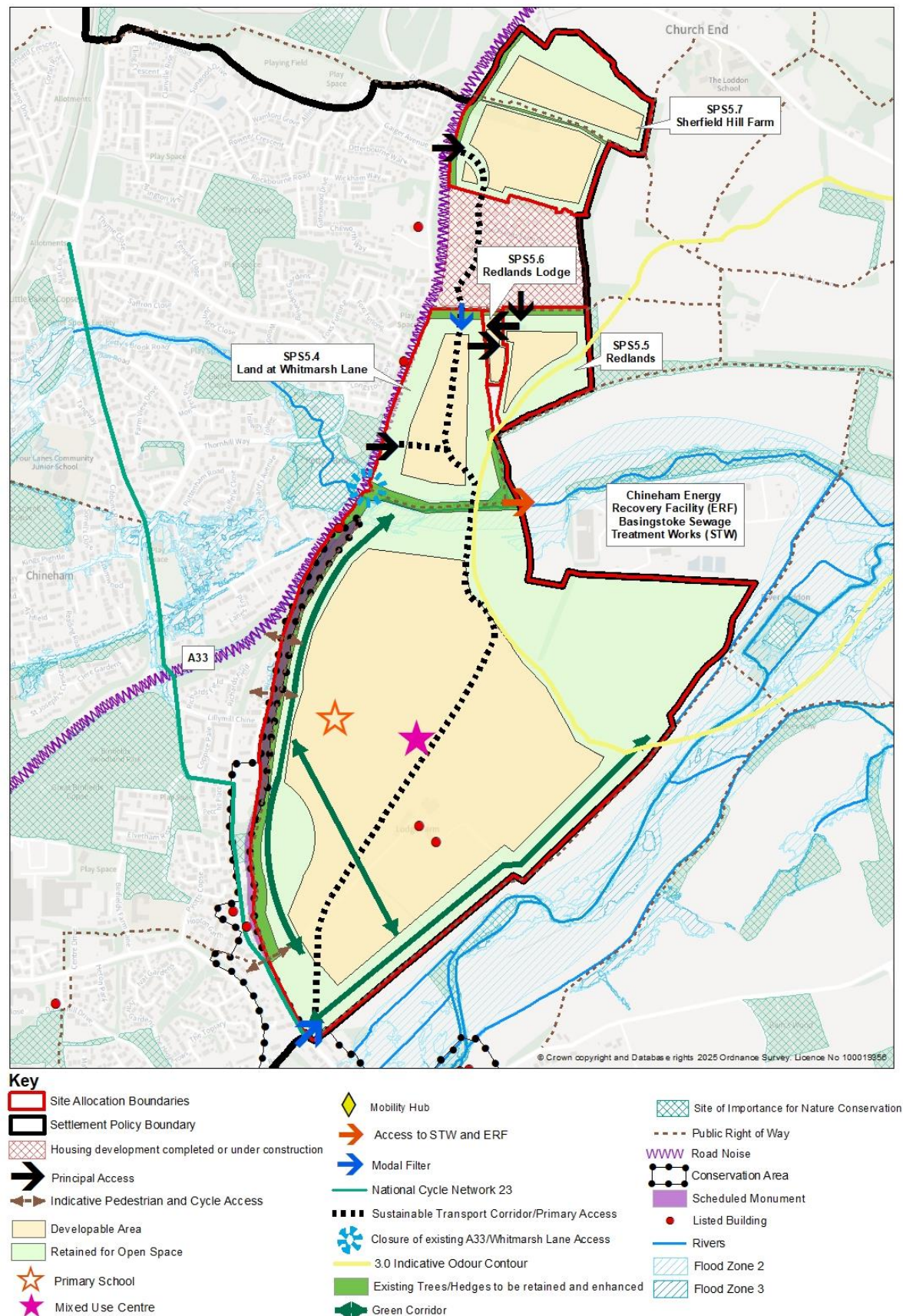
It must include ambitious measures to ensure development is built to the highest sustainability standards, and the architectural and urban design will need to support and embed healthy and sustainable lifestyles that will help to address the council's Climate Emergency declaration.

It is essential that the development incorporates high quality infrastructure including a mixed-use centre at the heart of the area with, a school, local shops and community facilities serving new and existing residents to meet day to day needs. A sustainable transport corridor will be required to provide an attractive and convenient link running through the heart of the new neighbourhood encouraging walking and cycling linking the sites together.

The site has the potential to become a place which has a positive relationship with the surrounding landscape making the most of existing green and blue infrastructure, celebrating the river Loddon corridor and other natural features such as the Petty's brook, the pattern of hedgerows and small blocks of woodland. The rolling topography with open plateau areas provides open space and views across the wider area.

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

Figure 5.4: Eastern Basingstoke Illustrative Concept Plan including SPS5.4, SPS5.5, SPS5.6 and SPS5.7



Policy SPS5.4: Land at Whitmarsh Lane

Summary of changes made since the Regulation 18 2024 Consultation:

- The allocation has been extended to include Lodge Farm and the site reference changed to Land at Whitmarsh Lane to reflect the new site but also the need for a wider Eastern Basingstoke vision.
- Updates have been made to refer to the River Loddon Valued Landscape (L1)
- Updates have been made to criteria relating to the ecological network and Biodiversity Net Gain with reference to the Local Nature Recovery Strategy and offsite habitat restoration/creation.
- Updates have been made to the SUDS criteria as the geology of the site may not be suitable for infiltration features.
- Clarification that supporting infrastructure is brought forward in a co-ordinated manner in line with a Phasing Strategy, to be agreed by the Council
- Updates have been made to the infrastructure criteria to refer to early years provision and to clarify the position with regards to the existing access at Whitmarsh Lane.

SPS5.4: Land at Whitmarsh Lane

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

Amount and Type of Development

- a) Make Provision for:
 - i. Approximately 1,500 ~~900~~ homes;
 - ii. Specialist accommodation for older persons;
 - iii. 5% serviced plots for custom and self-build homes;
 - iv. Education facilities;
 - v. A mixed use centre to meet the day-to-day needs of the community, providing a range of retail, leisure, cultural, community, health, service and employment facilities;
 - vi. Permanent Gypsy and Traveller pitches proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment.

Development Principles

Masterplanning

- b) Be in accordance with the principles set out in the vision for Eastern Basingstoke reflected in:
 - i. The Concept Plan
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan);

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

Design and Landscape

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

Biodiversity

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

Heritage

- i) Preserve or enhance the significance, setting, character and appearance of the Old Basing Conservation Area through the protection of views to and from the conservation area;
- j) Preserve the significance of nearby listed buildings including the Grade II listed Lodge Farm and barn, through preservation of their setting. Opportunities should be taken to better reveal the significance of heritage assets within and in the vicinity of the site, safeguarding important vistas and views;
- k) Assess the full extent of any archaeological constraints via analysis by specialist consultants and ensure that the layout responds positively to those constraints, and successfully mitigates any archaeological impacts. This includes providing for the retention and careful management of important archaeological remains within and adjacent to the site, including the Pyotts

Hill Entrenchment Scheduled Monument along the western edge of the site and the Roman Road, in a manner appropriate to their significance, with a sensitive landscaping strategy;

Flooding and Pollution

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

Infrastructure

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

Energy

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

Social and community

- r) Make on-site provision for a two form of entry primary school, expandable to a three form entry if required;
- s) Make on-site provision for a community centre and early years childcare which will meet the needs of the new development, as required by the council's Infrastructure Delivery Plan;

Green Infrastructure

- t) Make on-site provision for suitable amounts of open/green space, including allotments, sports pitches and a Neighbourhood Park in the vicinity of the mixed used centre, in accordance with the council's Green Space Standards, that is well related to the overall layout and character of the development taking account of how it relates to its surroundings. This provision will be set within a robust and effective green infrastructure network (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their

biodiversity and landscape function), and which links to the surrounding countryside, habitats and Public Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied;

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

Access, Movement and Connectivity

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

facilities and services, which will be available to serve the residents and users of the first phase of the development and subsequent phases thereafter;

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

Utilities

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

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

Masterplanning and infrastructure principles

5.4.2 The Concept Plan provides a broad overview of how Land at Whitmarsh Lane is expected to be developed within the Plan period. However, given the scale and complexity of the site, in advance of the pre-submission (Regulation 19) consultation, the council will work with the site promoters to produce a more detailed masterplan that will be adopted as an appendix to the Plan and will be a significant material consideration in the determination of any future planning applications. The masterplan will provide more detail about how the development will respond to its environmental setting and wider spatial context, and how development will be supported by suitable infrastructure providing a more detailed framework to guide future planning decisions. This document will include a site wide Framework Plan, Parameter Plans, an Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and the responsibilities for its delivery.

5.4.3 Through the planning process, site-wide frameworks and strategies will be required to be produced to ensure a comprehensive approach to the planning of the site and the delivery of infrastructure. These will be supported by a

Strategic Design Code. The Strategic Design Code will be produced either by the Local Planning Authority (LPA), or the developer in agreement with the LPA, and adopted as a Supplementary Planning Document prior to the submission of the first full or reserved matters planning application. If planning applications are submitted in advance of its adoption, they should have regard to the emerging SPD. This approach will ensure a quality, consistent and comprehensive approach and delivery across the site by different developers.

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

Landscape and Green Infrastructure-led design

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

Biodiversity

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

Flood risk and sustainable drainage

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

as biodiversity enhancements and open space provided the local geology and environmental characteristic are suitable.

Heritage

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

Noise and odour

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

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

Infrastructure

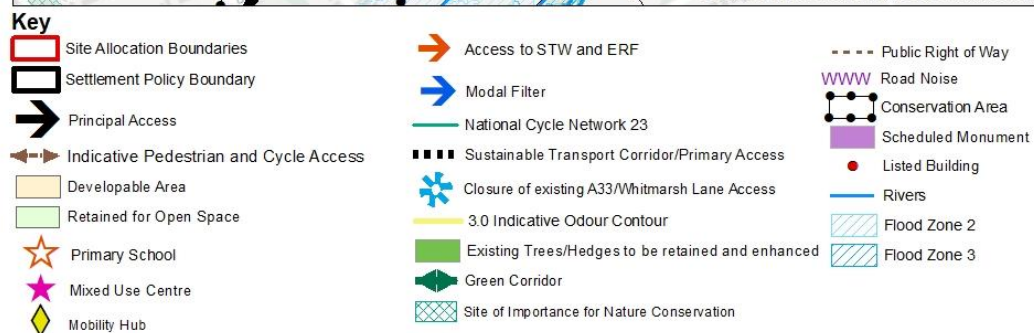
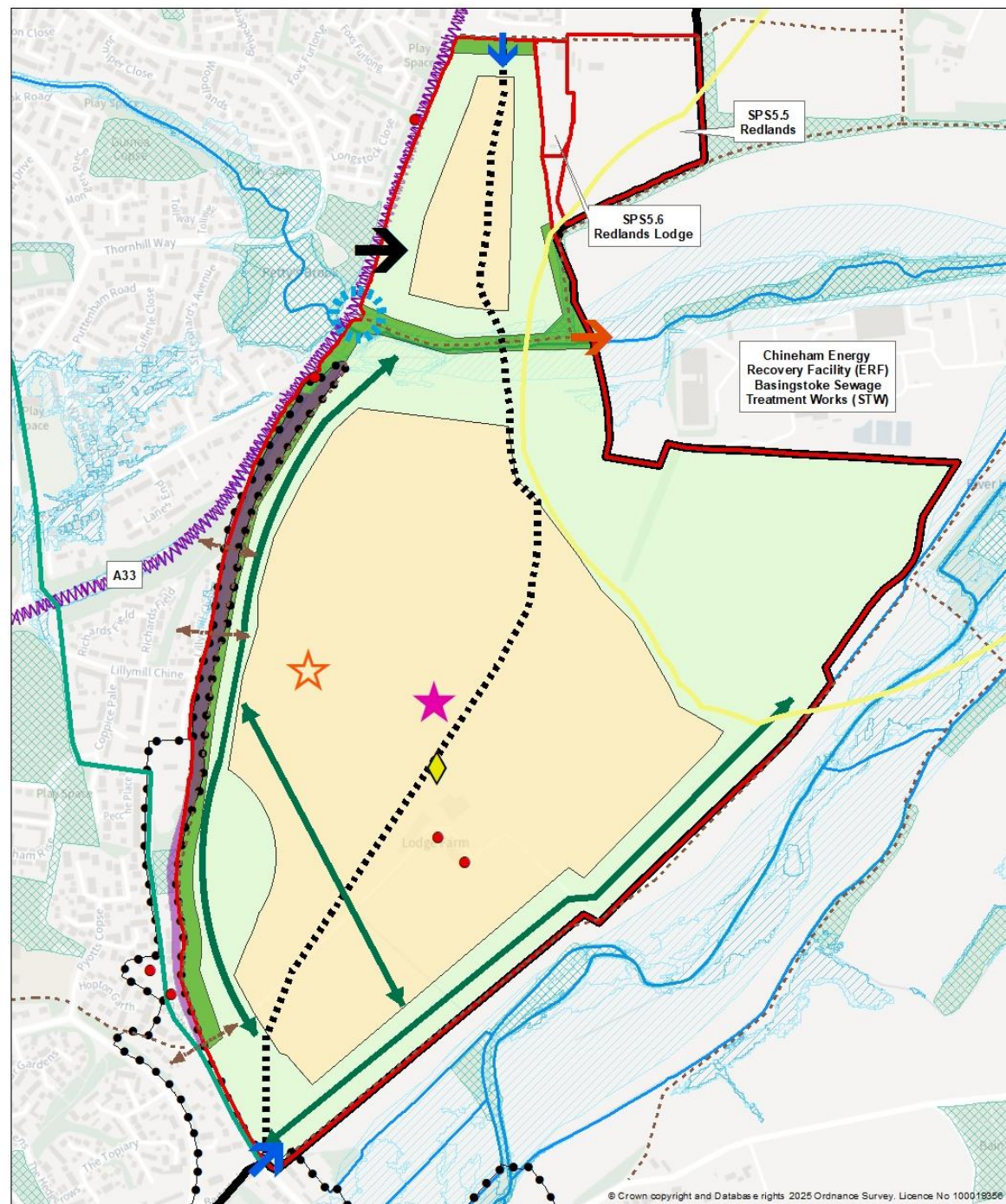
- 5.4.15 A mixed use centre is to be delivered which will need to provide a sufficient range of facilities and services to ensure that the community's day to day needs can be met, fostering healthy and sustainable lifestyles. New infrastructure will need to be suitably phased to ensure it is accessible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

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

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

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

Figure 5.6: SPS5.4 Land at Whitmarsh Lane Illustrative Concept Plan



Policy SPS5.5: Redlands

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new site allocation policy.

Policy SPS5.5: Redlands

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

- a) Make provision for the delivery of approximately 70 homes;
- b) Be in accordance with the principles set out in the vision for Eastern Basingstoke reflected in:
 - i. The Concept Plan
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan);
- c) Ensure that the development is integrated with, and well related to, the neighbouring site allocations in terms of siting, scale, layout, integration with footpath and cycle routes, and infrastructure provision;
- d) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that the sites' total infrastructure requirements in addition to those required by all sites identified in the Eastern Basingstoke vision have been comprehensively planned and phased and will be brought forward in a co-ordinated manner in line with a Phasing Strategy;
- e) Be subject to the submission of a detailed Transport Statement that seeks to:
 - i. Provide safe, suitable and convenient access for all users, via the emerging new community to the north, with connectivity to/from Hale Farm Close/Redlands Avenue, whilst also accommodating users of the public footpath (No. 210/4/1);
 - ii. Ensure the provision of measures to prevent vehicular access between this site and the A33 via the existing driveway/public footpath (No. 210/4/1);
 - iii. Provide all-purpose connectivity to/from the neighbouring Redlands Lodge (Policy SPS5.6) to the west if required;
 - iv. Ensure access to a genuine choice of transport modes;
 - v. demonstrate that safe, suitable and convenient access to local facilities and services, can be achieved via active travel and/or public transport services;
 - vi. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development;
 - vii. Ensure that the development will not have a severe adverse impact on the local highway network including the A33 corridor nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;

- f) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The design and layout of the development should retain the important tree in the north-west portion of the site and on its outward facing edges enable a suitable transition to the adjacent countryside. This will require the retention, and enhancement where appropriate, of the tree belts and hedges along the boundaries of the site and a broad green buffer along the northern boundary in order to safeguard views towards this site from the south and the sites landscape setting;
- g) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- h) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
- i) Provide for the retention and careful management of any important archaeological remains, within and adjacent to the site, in a manner appropriate to their significance;
- j) Undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine the flood risk management measures which are required to ensure sustainable development and incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the local geology and environmental characteristics;
- k) Ensure that noise impacts arising from the A33 and nearby incinerator, sewage treatment works and industrial uses are successfully mitigated through careful design and layout, and the provision of substantial buffers; and
- l) Given the proximity of the incinerator and sewage treatment works, ensure that acceptable odour and air quality standards can be met within homes and amenity areas.

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

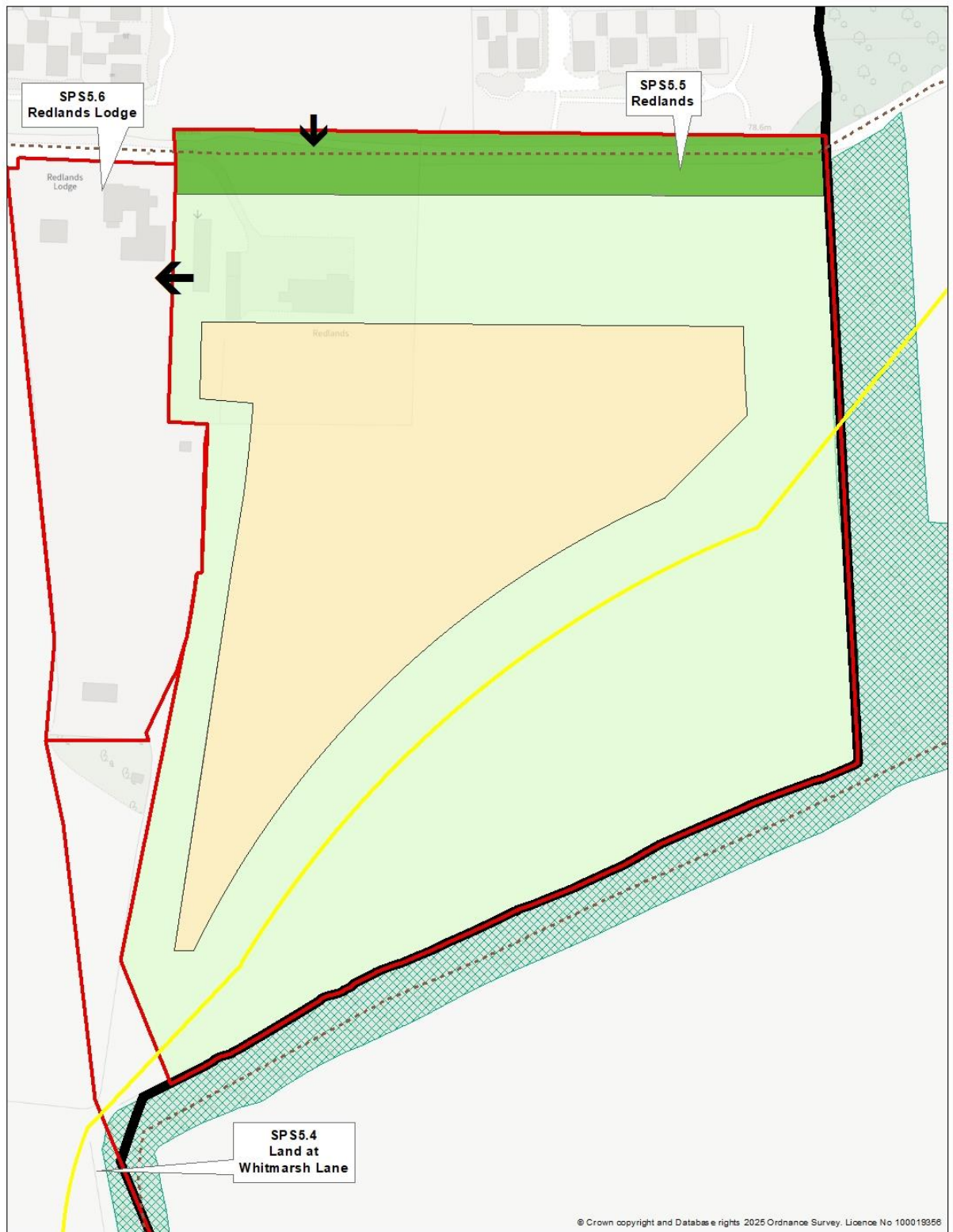
5.5.2 The Concept Plan provides a broad overview of how Redlands is expected to be developed within the Plan period. In advance of the pre-submission (Regulation 19) consultation, the council will work with the site promoters of all sites included in the Eastern Basingstoke vision to produce a more detailed masterplan that will be adopted as an appendix to the Plan and will be a significant material consideration in the determination of any future planning applications. The masterplan will provide more detail about how the development will respond to its environmental setting and wider spatial

context, and how development will be supported by suitable infrastructure providing a more detailed framework to guide future planning decisions. This document will include a site wide Framework Plan, Parameter Plans, an Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and the responsibilities for its delivery.

- 5.5.3 It will be important to co-ordinate the infrastructure required to serve the development. The site must be well integrated with, and connected to, other developments in this location via a suitable walking and cycling network and clear and direct links to bus stops on the sustainable transport corridor which will enable access for all users to nearby facilities including education and community facilities and services.
- 5.5.4 Given the significant traffic flows carried by the A33 access to the site would need to be from the development to the north (the former Redlands allocation). Provision of an access via this site to Redlands Lodge to the west will also be safeguarded.
- 5.5.5 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. Ensuring the achievement of 10% biodiversity net gain on site is also a key requirement. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate).
- 5.5.6 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the eastern edge of the site should be of a lower density and scale with a greater separation of buildings. Open spaces along the edge should incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside and to provide a buffer to the wastewater treatment works and incinerator. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards and also avoid prominent parking areas on the edge of the site. A broad green buffer along the ridgeline on the northern boundary is needed to safeguard views towards this site from the south and to preserve its landscape setting.
- 5.5.7 The neighbouring incinerator and sewage treatment works are a notable noise and odour source affecting the site and successfully mitigating these impacts will be vital for the quality of life of future occupants and ensuring the delivery of healthy communities. Robust technical and comprehensive noise, odour and air quality assessments must be submitted by the applicant, prepared in consultation with relevant infrastructure providers utilising the most up to date evidence. In this regard it is likely that a significant buffer between the sewage treatment works, incinerator and the edge of the built form will be required to ensure acceptable noise and odour standards can be met within new homes

and amenity areas. The Concept Plan shows an indicative 3.0 OUE/m³ contour outside of which homes are to be located.

Figure 5.7: SPS5.5 Redlands Illustrative Concept Plan



Key

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

Policy SPS5.6 Redlands Lodge

Summary of changes made since the Regulation 18 2024 Consultation:

- The housing capacity has been reduced from 16 to 15 dwellings.
- Two potential principal access options are now shown. A new access is shown from the Redlands allocation to the east instead of via the site to the north (which was also formally known as Redlands). This limits disruption to the footpath running along the northern boundary. Furthermore, showing two access options means less reliance on the delivery of the Land at Whitmarsh Lane allocation to the west should this be slower to come forward.
- Update to SUDs criteria to refer to consideration of individual site geology/constraints
- Update to criteria on the ecological network and Biodiversity Net Gain with reference to the Local Nature Recovery Strategy.
- New criteria for archaeology

Policy SPS5.6: Redlands Lodge

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

- a) Make provision for the delivery of approximately 15 homes;
- b) Be in accordance with the principles set out in the vision for Eastern Basingstoke reflected in:
 - i. The Concept Plan
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan);
- c) Ensure that the development is integrated with, and well related to, the neighbouring site allocations in terms of siting, scale, layout, integration with footpath and cycle routes, and infrastructure provision;
- d) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that the sites' total infrastructure requirements in addition to those required by all sites identified in the Eastern Basingstoke vision have been comprehensively planned and phased and will be brought forward in a co-ordinated manner in line with a Phasing Strategy;
- e) Ensure the provision of safe, suitable and convenient access for all users including vehicular access via either:
 - i. The Land at Whitmarsh Lane site (Policy SPS5.4) to the west; or
 - ii. The Redlands site (Policy SPS5.5) to the east, together with connectivity via the emerging new community to the north to/from Hale Farm Close/Redlands Avenue;
- f) No all-purpose vehicular access shall be provided through this site between the Land at Whitmarsh Lane site (Policy SPS5.4) and the Redlands site (Policy SPS5.5);
- g) Ensure the provision of appropriate parking and servicing provisions as well as measures to prevent vehicular access between this site and the A33 via the existing driveway/public footpath (No. 210/4/1);

- h) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. This will require the retention, and enhancement where appropriate, of the tree belts and hedges along the boundaries of the site;
- i) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
- j) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
- k) Undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine the flood risk management measures which are required to ensure sustainable development and incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the local geology and environmental characteristics;
- l) Opportunities will be taken to better reveal the significance, including the setting, of heritage assets in the vicinity of the site, safeguarding important vistas and views;
- m) Provide for the retention and careful management of any important archaeological remains, within and adjacent to the site, in a manner appropriate to their significance;
- n) Ensure that noise impacts arising from the A33 and nearby incinerator, sewage treatment works and industrial uses are successfully mitigated through careful design and layout, and the provision of substantial buffers; and
- o) Given the proximity of the incinerator and sewage treatment works, ensure that acceptable odour and air quality standards can be met within homes and amenity areas.

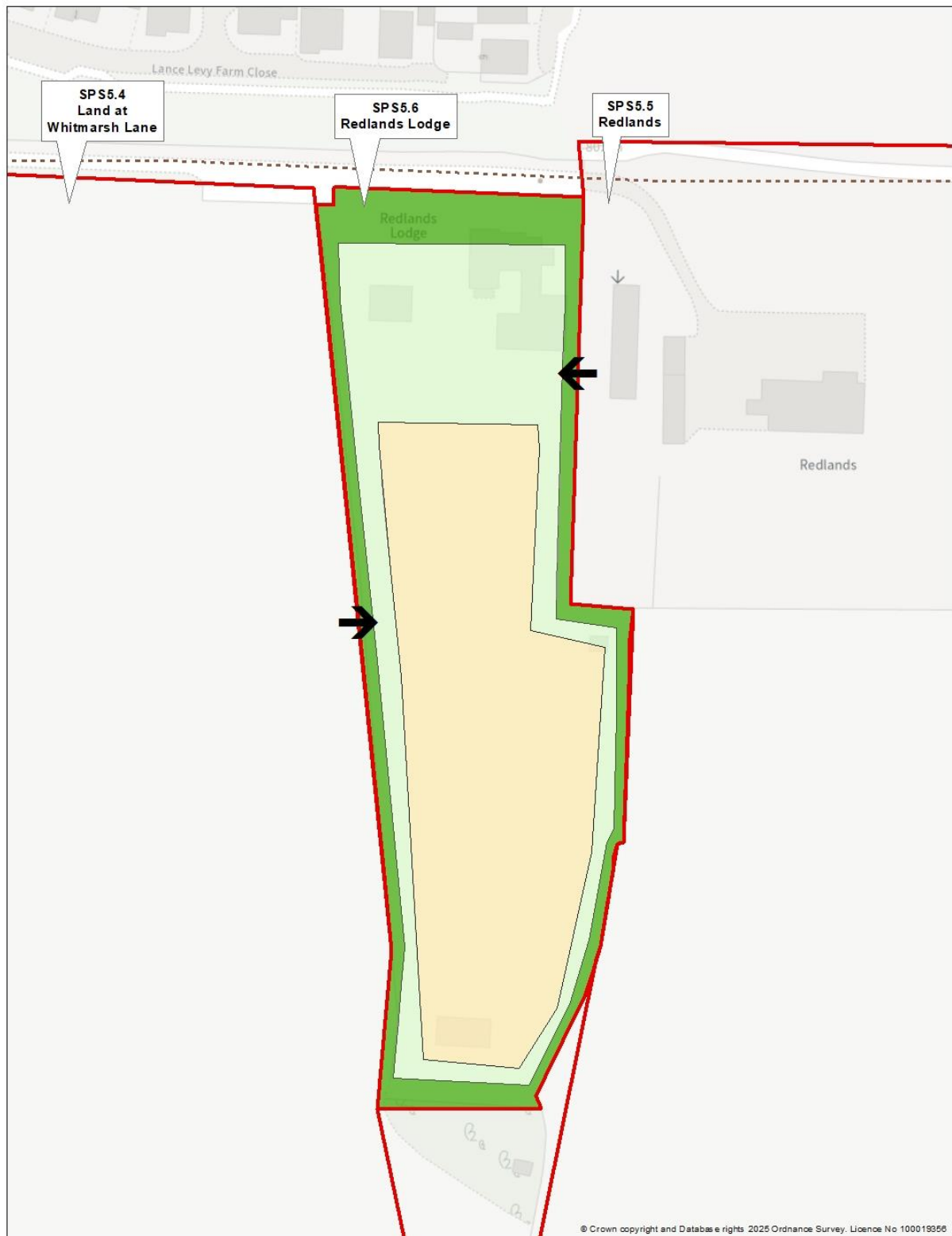
5.6.1 The small greenfield site is allocated for approximately 15 homes. Given its proximity to the Land at Whitmarsh Lane and Redlands allocations it will be important to ensure that proposals for the site are well integrated with those allocations in terms of siting, scale and layout.

5.6.2 The Concept Plan provides a broad overview of how Redlands Lodge is expected to be developed within the Plan period. In advance of the pre-submission (Regulation 19) consultation, the council will work with the site promoters of all sites included in the Eastern Basingstoke vision to produce a more detailed masterplan that will be adopted as an appendix to the Plan and will be a significant material consideration in the determination of any future planning applications. The masterplan will provide more detail about how the development will respond to its environmental setting and wider spatial context, and how development will be supported by suitable infrastructure

providing a more detailed framework to guide future planning decisions. This document will include a site wide Framework Plan, Parameter Plans, an Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and the responsibilities for its delivery.

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

Figure 5.8: SPS5.6: Redlands Lodge Illustrative Concept Plan



Key

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

Policy SPS5.7: Sherfield Hill Farm

Summary of changes made since the Regulation 18 2024 Consultation:

- The majority of the site benefits from a resolution to grant planning permission for 350 homes.
- The yield has been increased to 385 homes to reflect the permission and also the development likely to come forward on the remaining land adjacent to the A33.
- Update to criteria on the ecological network and Biodiversity Net Gain with reference to the Local Nature Recovery Strategy.
- New criteria for archaeology
- Update to SUDs criteria to refer to consideration of individual site geology/constraints

Policy SPS5.7: Sherfield Hill Farm

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

- a) Make provision for the delivery of approximately 385 homes including 5% serviced plots for custom and self-build homes and permanent Gypsy and Traveller pitches proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;
- b) Be in accordance with the principles set out in the vision for Eastern Basingstoke reflected in:
 - i) the Concept Plan;
 - ii) The Masterplan included in appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan);
- c) Ensure that the development is integrated with, and well related to, the neighbouring site allocations in terms of siting, scale, layout, integration with footpath and cycle routes, and infrastructure provision;
- d) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that the sites' total infrastructure requirements in addition to those required by all sites identified in the Eastern Basingstoke vision have been comprehensively planned and phased and will be brought forward in a co-ordinated manner in line with a Phasing Strategy;
- e) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
 - i. Provide safe, suitable and convenient access for all users, with the principal site accesses being from Redland Farm Avenue leading to the A33 Taylors Farm Roundabout, together with active travel connections to/from the A33 controlled crossing to the north of this roundabout;
 - ii. Ensure access to a genuine choice of transport modes;

- iii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, can be achieved via active travel and/or public transport services;
 - iv. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development; and
 - v. Ensure that the development will not have a severe adverse impact on the local highway network, including the A33 and the connecting routes, nor have an unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- f) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The design and layout of the development on its outward facing edges should enable a suitable transition to the adjacent countryside;
 - g) Provide a gap between new housing and the site's northern boundary in order to maintain the separate identity of Church End and prevent coalescence with Basingstoke. The design and layout of development will include an open and undeveloped green buffer to retain the visual and physical separation of Church End with Basingstoke and minimise the visual impact of development;
 - h) Provide a strategic planted buffer along the western boundary of the site to safeguard the landscaped character of this gateway into Basingstoke along the A33 and also maintain buffers along the eastern and southern boundaries of the site to protect and enhance existing tree belts;
 - i) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network and respond positively to the opportunities identified in the Hampshire Local Nature Recovery Strategy;
 - j) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under a Biodiversity Gain Plan;
 - k) Respond sensitively to the significance of affected heritage assets, including (but not limited to) the setting of the Grade II listed St Leonard's Church. Opportunities will be taken to better reveal the significance, including the setting, of the listed church, taking due account of important vistas and views;
 - l) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design and any necessary mitigation;
 - m) Undertake technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine flood risk management measures to ensure sustainable development and incorporate the provision of on-site sustainable drainage systems (SuDS) appropriate to the site's local geology and environmental characteristics;

- n) Ensure that acceptable noise standards can be met within homes and amenity areas through suitable noise mitigation measures in light of the proximity of the site to traffic along the A33;
- o) Ensure acceptable noise and odour standards can be met within homes and amenity areas in light of the nearby incinerator and sewage treatment works;

Infrastructure

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

5.7.1 The site, which would form an extension to Basingstoke, is allocated for approximately 385 homes, which are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. Development will be supported by the timely delivery of supporting infrastructure including open space and allotments. Proposals for the site will be design-led and, although a formal design code is not required, the vision for the development should demonstrate a high quality and comprehensive approach to design.

5.7.2 The Concept Plan provides a broad overview of how Redlands is expected to be developed within the Plan period. In advance of the pre-submission (Regulation 19) consultation, the council will work with the site promoters of all sites included in the Eastern Basingstoke vision to produce a more detailed masterplan that will be adopted as an appendix to the Plan and will be a significant material consideration in the determination of any future planning applications. The masterplan will provide more detail about how the development will respond to its environmental setting and wider spatial context, and how development will be supported by suitable infrastructure

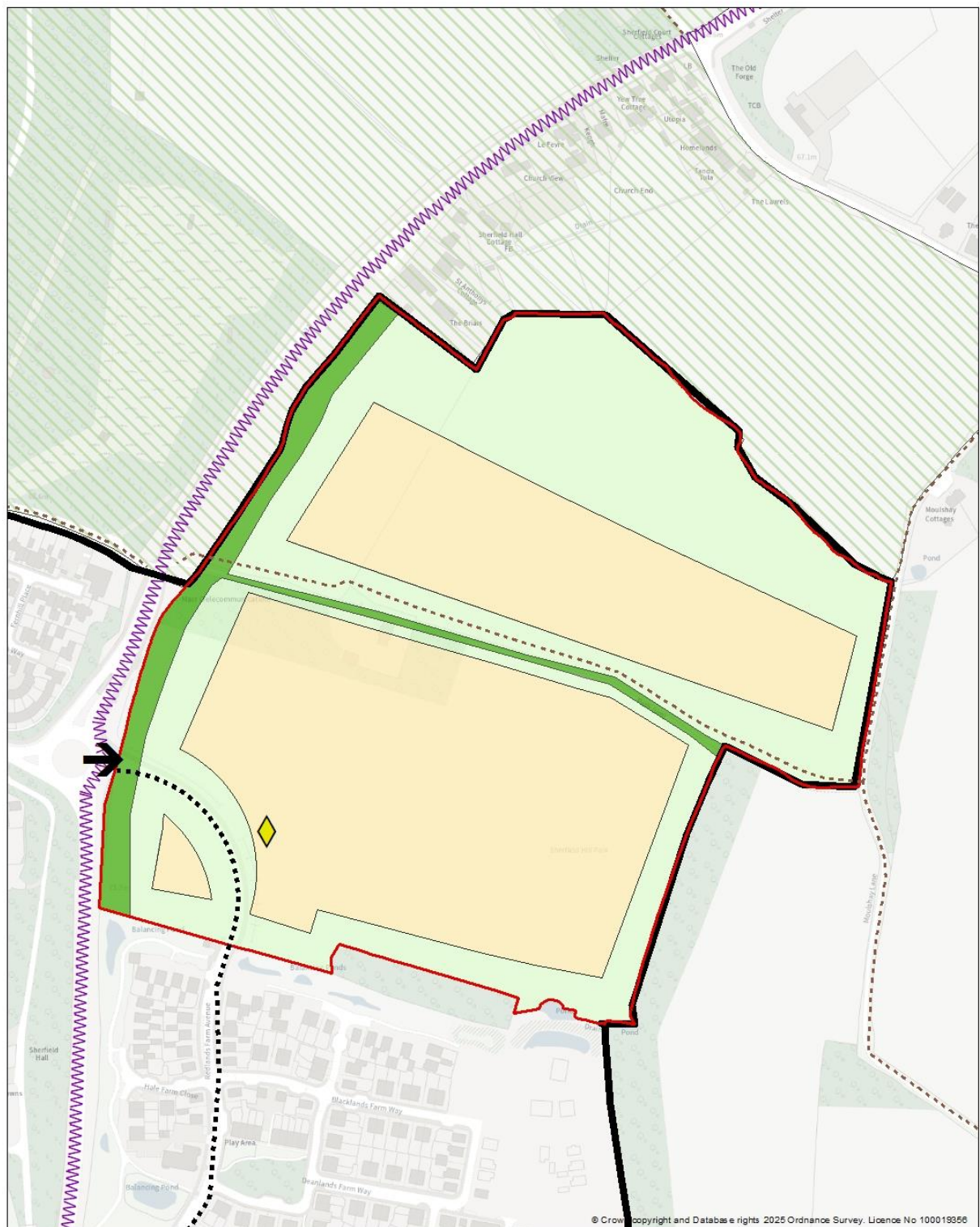
providing a more detailed framework to guide future planning decisions. This document will include a site wide Framework Plan, Parameter Plans, an Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements), including its timing, funding and the responsibilities for its delivery.

- 5.7.3 It will be important to co-ordinate the infrastructure required to serve the development taking account neighbouring sites. The site must be well integrated and connected to other development in this location via a suitable walking and cycling network which will enable access for all users to nearby facilities and services including education and community facilities which will be available off-site and will serve this site. In order to minimise the impact of development on the A33 corridor, as well as surrounding connections, the development must include measures to minimise the need to travel (including access to digital services) and improve accessibility by active travel and public transport use, including financial contributions as appropriate towards the provision/improvement of new or existing bus routes and services to provide regular access for future residents to and/from the Basingstoke Town Centre (including Basingstoke Railway and Bus Stations) and other local facilities and services. A site wide travel plan and associated measures will be required to minimise the transport impacts arising from the development together with a suitable Mobility Hub that provides a high quality and accessible focal point for public and shared transport, including access to public transport services and associated facilities (e.g. car club parking, EV charging facilities for visitors, secure cycle parking, etc.) to provide access to attractive public transport services for travel beyond the site. The hub should be sensitive to its setting in terms of design and layout, and incorporate green features to minimise hard standing.
- 5.7.4 Proposals are to be informed by a coordinated and integrated approach to green and blue infrastructure provision which links with adjoining sites. The allocation will need to preserve the physical separation between Basingstoke and Church End and protect the character of Church End, by maintaining an open and undeveloped green gap between the development and the settlement to the north. Protection and enhancement of existing tree and hedge belts along the southern, eastern and western boundaries will provide strategic planted buffers. Appropriate green infrastructure and a minimum of 10% biodiversity net gain should be provided on site where appropriate. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate).
- 5.7.5 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the northern and eastern edges of the site should be of a lower density and scale with a greater separation of buildings. Open spaces along the edge should incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards and also avoid prominent parking areas on the edge of the site. New housing

development should be predominantly 2-storeys in height with the limited potential for some 2.5 storey buildings.

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

Figure 5.9: SPS5.7 Sherfield Hill Farm Illustrative Concept Plan



Key

 Site Allocation Boundary	 Retained for Open Space	 Strategic Gap
 Settlement Policy Boundary	 Mobility Hub	WWW Traffic Noise
➔ Principal Access	 Access road for development to the south	 Public Right of Way
 Developable Area	 Existing Trees/Hedges to be retained and enhanced	

Policy SPS5.8: Popham Garden Village

Summary of changes made since the Regulation 18 2024 Consultation:

- The overall capacity of the site has been increased from 3,000 to 4,250 homes. This has enabled the development to accommodate a secondary school which will allow it to become significantly more sustainable in transport terms.
- The site boundary has been extended northwards and westwards to accommodate the increased level of development. New woodlands are proposed along the northern boundary of the site to improve the screening of the development in views from the north. Extensive green connections are provided across the site to provide biodiversity corridors and to enhance the landscape setting of the housing.
- A larger Solar Farm has been introduced into the scheme split between two locations in the west and south-east of the site.
- Further to advice from the statutory providers, the policy refers to the on-site provision of an early-years childcare facility and health care facilities.
- Supporting text has been introduced to recognise the loss of the Airfield in the southern part of the site. Whilst the Airfield makes a contribution to aviation in the wider area, it is not considered that it is such a significant part of the national network of general aviation airfields that its loss should be resisted. The loss of employment and community and sporting events associated with the Airfield are recognised but are not considered significant enough to justify the prevention of the loss of the Airfield.

Vision:

The vision for Popham Garden Village is for a sustainable new community with a strong and clearly defined village character. It is important that the new Garden Village maximises the opportunities presented by its attractive rural setting in a sensitive and positive manner. It will need to be a place with high quality characterful architecture which will create an uplifting environment for residents.

To ensure the development fulfils its potential, the Garden Village must include high quality facilities and services, providing a self-sustaining and healthy environment in which to live, work and play.

It is essential that the Garden Village has a positive relationship with the surrounding landscape. Natural features, including the existing pattern of woodlands, will form a prominent part of the development. There will be a series of countryside and ecology corridors which contribute to the important wider green infrastructure and biodiversity networks.

It must be a place which is highly walkable and cyclable, has sustainable access to transport facilities off-site at Micheldever Station and in Basingstoke town, and has convenient access to local facilities and services within the development to meet the majority of people's day to day needs.

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

Policy SPS5.8: Popham Garden Village

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

Amount and Type of Development

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

Development Principles

Masterplanning

- b) Be in accordance with the principles set out in:
 - i. The Concept Plan;
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan). This Masterplan will include a Vision for a Garden Village with its own identity and character, strongly informed by its rural Hampshire location;
 - iii. A Strategic Design Code which will be adopted as a Supplementary Planning Document prior to the grant of a full planning permission or the first reserved matters within a phase;
- c) The development will make provision for employment uses in the southern part of the site near the boundary with the A303. The Principal Village Centre will be located in the centre of the site within easy walking distance to all residents;

Design and Landscape

- d) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the vision for the Garden Village; and the local distinctiveness of the area. The siting and scale

of development should pay particular regard to the topography of the site, to existing areas of woodland (within and next to the site) and to the impact on the North Wessex Downs National Landscape. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside. Buildings, layouts and spaces will be created which promote a sense of place and which weave green infrastructure into the fabric of the built environment. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character;

Biodiversity

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

Heritage

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

Flooding and Pollution

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

Infrastructure

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

Energy

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

Social and Community facilities

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

Green Infrastructure

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

Transport

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

- iii. Ways to reduce the need to travel (including access to digital services), and to prioritise and maximise movement by active modes and public transport services, including layouts, street designs and associated measures that give priority to active travel and convenient access to high-quality public transport services, to minimise the transport impacts arising from the development;

Utilities

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

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

Masterplanning Principles

- 5.8.4 The scale and complexity of planning the future of the site requires that a Masterplan, Green and Blue Infrastructure Plan and Strategic Design Code are produced to ensure a coordinated approach to development. This will ensure that the site and its individual phases are developed comprehensively and delivered to a consistently high standard. It is essential that the Garden Village has its own identity and character which is strongly informed by its rural location within the Hampshire countryside.
- 5.8.5 In advance of the Regulation 19 consultation on the Local Plan, the council will work with the site promoter to produce a Masterplan for the site. This will

be informed by the site promoter's emerging Sustainable Transport Strategy and will include a site wide Framework Plan, Parameter Plans, Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off-site transport improvements) including the development's timing, funding and the responsibilities for its delivery. This document will be adopted as an appendix to the Local Plan and will provide a more detailed framework to guide future planning applications. The Masterplan will be supported by a Strategic Design Code to ensure that the development of individual phases is planned in a comprehensive manner. The Strategic Design Code will be produced either by the Local Planning Authority (LPA), or the developer in agreement with the LPA, and adopted as a Supplementary Planning Document prior to the submission of the first full or reserved matters planning application within that phase.

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

Landscape and Biodiversity

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

partially or entirely lost so a suitable compensation strategy will be needed, which should look to be delivered as close to the area of loss as possible. This could contribute towards greenspace provision as part of a wider ecological mitigation package that also caters for woodlands.

Heritage

- 5.8.10 Close to the south western boundary of the site is the Popham Beacons Round Barrow, a set of Bronze Age burial mounds which are protected as a Scheduled Monument. Although outside the proposed allocation, development will need to protect the setting of this archaeological site. In the east of the site are three archaeological sites of unknown content which may merit recording or preservation within any potential development.

Road noise from the A303

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

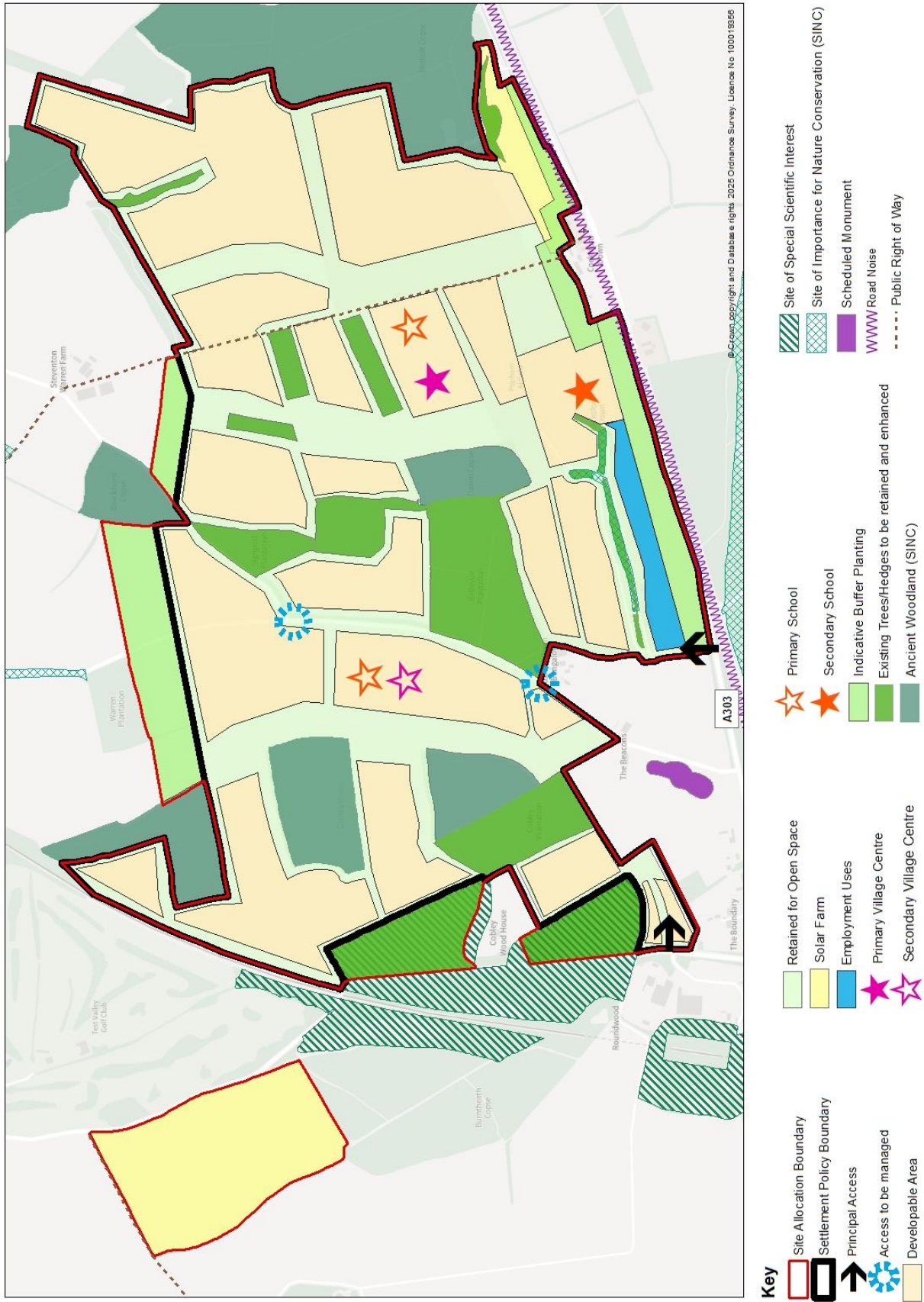
Water Quality and Flood Risk

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

Transport and Infrastructure

- 5.8.14 The proposal needs to ensure safe, suitable and convenient access for all users, and that the transport impacts can be effectively mitigated in agreement with the highway and transport authorities. As part of this process, it will be important to demonstrate that the proposal will not have a severe residual impact nor have an unacceptable impact on highway safety in relation to the operation of the strategic and the local highway networks (including the A303, Overton Road and Steventon Road).
- 5.8.15 The proposal needs to demonstrate suitable transport accessibility and connectivity, including limiting the need to travel and offering a genuine choice of transport modes. The proposal as a whole must prioritise and maximise active travel and public transport use, including safe, suitable and convenient access for all users to Micheldever Railway Station and for cyclists and public transport users to Basingstoke town centre (including Basingstoke Railway and Bus Stations). In addition, the development will need to be accessible via high quality and frequent public transport options including Mobility Hubs and other accessible and convenient boarding and waiting facilities. The Mobility Hubs need to provide high quality and accessible facilities, including access to public transport services and associated facilities (e.g. car club parking, EV charging facilities for visitors, secure cycle parking, delivery lockers and so on) to provide focal points for public and shared transport, and access to attractive public transport services for travel within and beyond the site. The hubs should be sensitive to their setting in terms of design and layout, and incorporate green features to minimise hardstanding.
- 5.8.16 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.
- 5.8.17 The two primary schools and secondary school will need to be integrated in a manner which ensures that they will not result in unacceptable highways impacts, (for example owing to vehicles stopping on main routes at drop off and pick up times). The streets around schools will be designed such that walking and cycling will be the first choice for travel to school. The full details of the mechanisms for delivering the new schools will need to be agreed with HCC Children's Services.

Figure 5.10: Policy SPS5.8 Popham Garden Village Illustrative Concept Plan



Policy SPS5.9 Upper Swallick

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new site allocation policy.

Vision:

The vision for Upper Swallick Garden Village is of a sustainable new community with a strong and clearly defined village character. It is important that the new Garden Village maximises the opportunities presented by its attractive rural setting in a sensitive and positive manner. It will need to be a place with high quality characterful architecture which will create a high quality environment for residents.

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

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

It is essential that the Garden Village is a well-connected place with high quality transport infrastructure supporting links to Basingstoke Town Centre (including Basingstoke Rail and Bus Stations), supported by public transport and active travel corridors. It will need to be a place which is highly walkable, with convenient access to local facilities and services within the development to meet the majority of people's day to day needs.

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

Policy SPS5.9: Upper Swallick Garden Village

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

Amount and Type of Development

- a) Make provision for:
 - i) Approximately 1,200 homes within the plan period (approximately 2,500 homes in total);
 - ii) Specialist accommodation for older persons;
 - iii) 5% as serviced plots for custom and self-build homes;
 - iv) Education facilities;
 - v) A mixed use village centre providing a range of retail, leisure, cultural, community, health and service facilities;

- i. Permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;

Development Principles

Masterplanning

- b) Be in accordance with the principles set out in:
 - i. The Concept Plan;
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan). This Masterplan will include a Vision for a Garden Village with its own identity and character, strongly informed by its rural Hampshire location;
 - iii. A Strategic Design Code which will be adopted as a Supplementary Planning Document prior to the grant of a full planning permission or the first reserved matters within a phase;

Design and Landscape

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

Biodiversity

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

Heritage

- h) Seek to preserve or enhance the significance, setting, character and appearance of the Cliddesden Conservation Area, and to preserve the significance of nearby listed buildings including St Andrew's and St Mary's Churches, taking due account of the contribution made to their setting.

Opportunities should be taken to better reveal the significance of heritage assets in the vicinity of the sites, safeguarding important vistas and views;

- i) Protect the setting to the nearby Hackwood Park, Registered Park and Garden;
- j) Ensure that the layout responds positively to archaeological assets and successfully mitigates any impacts, via analysis by specialist consultants;

Flooding and Pollution

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

Infrastructure

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

Energy

- n) Incorporate renewable and low carbon energy technologies;

Social and Community facilities

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

Green Infrastructure

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

Transport

- s) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:

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

Utilities

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

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

5.9.2 The scale and complexity of planning the future of the site requires that a Masterplan and Strategic Design Code are produced to ensure a coordinated approach to development. This will ensure that the site and its individual phases are developed comprehensively and delivered to a consistently high standard. It is essential that the Garden Village has its own identity and

character which is strongly informed by its rural location within the Hampshire countryside.

- 5.9.3 In advance of the Regulation 19 consultation on the Local Plan, the council will work with the site promoter to produce a Masterplan for the site informed by the site promoter's emerging Sustainable Transport Strategy and including a site wide Framework Plan, Parameter Plans, Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off site transport improvements), including its timing, funding and the responsibilities for its delivery. This document will be adopted as an appendix to the Local Plan and will provide a more detailed framework to guide future planning applications. The Masterplan will be supported by a Strategic Design Code to ensure that the development of individual phases is planned in a comprehensive manner. The Strategic Design Code will be produced either by the Local Planning Authority (LPA), or the developer in agreement with the LPA, and adopted as a Supplementary Planning Document prior to the submission of the first full or reserved matters planning application within that phase. The documents will be subject to local consultation and engagement, involving the neighbouring communities.

Transport

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

- 5.9.6 Ensuring the achievement of 10% biodiversity net gain on site is a key requirement. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate). The main ecological constraint pertaining to the site is the ancient woodland within close proximity to the site and consideration of these features should include the indirect impacts. Protected species are also known to be located on or around the site, such as farmland birds (including ground nesting skylark), badgers and bats and there is the potential for reptiles on the site. Considerations of the impacts of these species must be addressed in detail as part of the ecological surveys with suitable mitigation and enhancement measures as necessary.

Landscape-led design

- 5.9.7 Any future application will need to be supported by a Landscape and Visual Impact Appraisal. This will need to consider the landscape issues associated with the site in more detail, as per the relevant institute guidelines, and the design and layout will need to respond to its findings. In particular it will be important to consider the topography of the site and how that impacts on the design, layout and scale of development, and how the development would appear in longer views, particularly from the Cliddesden Conservation Area and Hackwood Park. It will be important to ensure that the design and layout of the development responds appropriately to the landscape constraints. Examples of this include the need to screen development on the eastern boundary with the A339 to protect the setting of Hackwood Park, avoid development on the higher parts of the site and also ensure that housing on the edges of the site provides a suitable transition to the countryside beyond such as by being of a lower density and scale and incorporating suitable levels of planting (including trees and hedging).

Heritage

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

Park, reduce the visual impact of the road on the development and provide a verdant character to the edge of the development, reflective of the garden village ethos for the site.

Green and Blue Infrastructure

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

Biodiversity

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

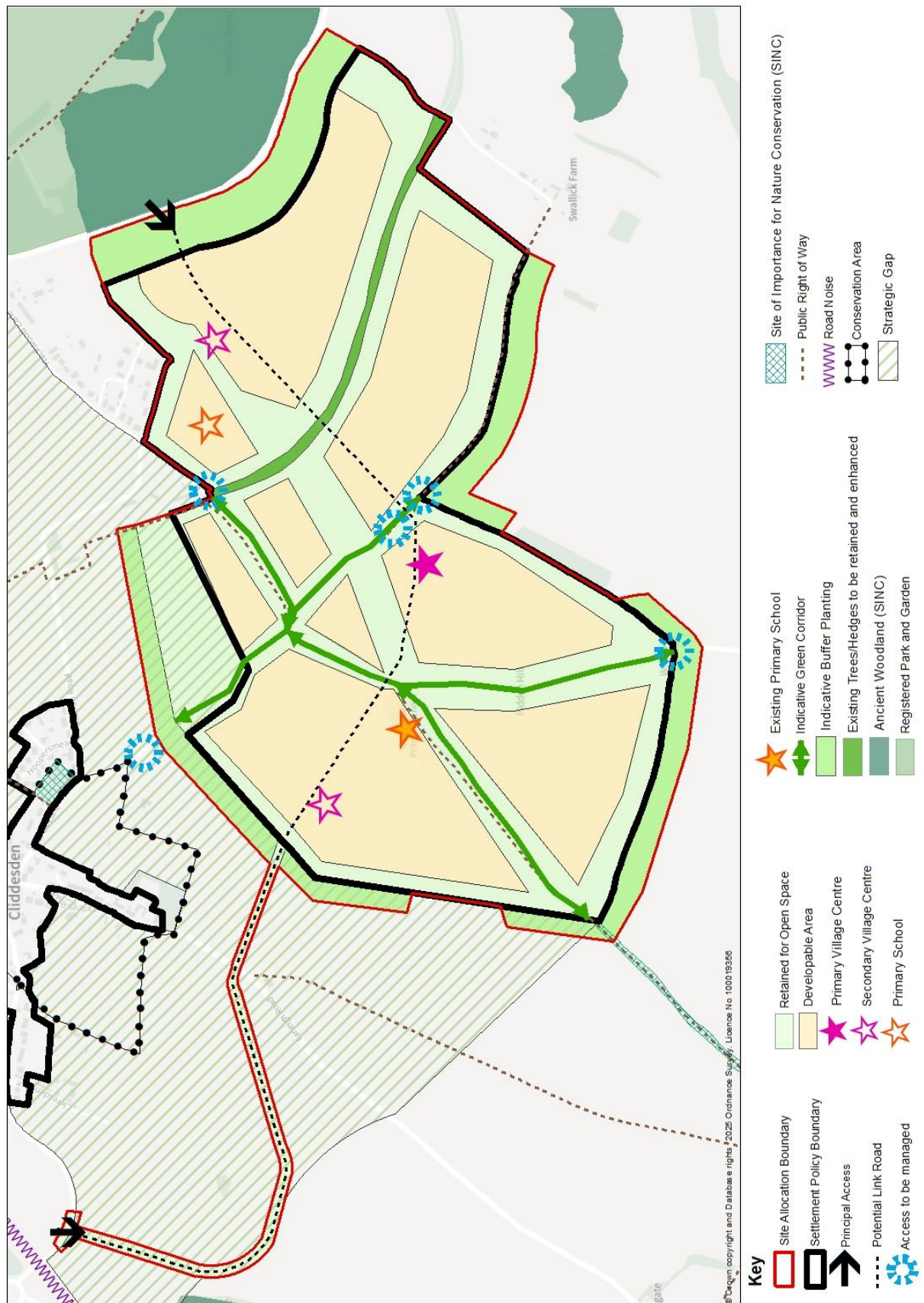
Infrastructure

- 5.9.11 The mixed-use village centres will provide a mix of uses to meet local needs and foster healthy and sustainable lifestyles and will be well connected by active travel. The development will include on-site infrastructure to support and develop the new community including schools, community facilities, healthcare uses, sports and leisure facilities, and green uses commensurate with the number of homes in the development and as set out in the council's Infrastructure Delivery Plan.
- 5.9.12 The development will include affordable housing, older persons' accommodation, plots for custom and self-build housing, and gypsy and traveller pitches to create a diverse and sustainable new community. It is expected that older persons' accommodation will be provided in or near the local neighbourhood centre where there is the best access to facilities and services. The plots for custom and self-build housing should be brought forward in groups to create distinct custom and self-build areas. The provision of Gypsy and Traveller's pitches will be required and will be based on the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment.

5.9.13 The schools will need to be integrated in a manner which ensures that it will not result in unacceptable highways impacts (for example owing to vehicles stopping on main routes at drop off and pick up times) The streets around schools will be designed such that walking and cycling will be the first choice for travel to school. The full details of the mechanisms for delivering the new school will need to be agreed with HCC Children's Services.

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

Figure 5.11: Policy SPS5.9 Upper Swallick Garden Village Illustrative Concept Plan



Policy SPS5.10: Land West of Marnel Park

Summary of changes made since the Regulation 18 2024 Consultation:

- The site boundary has been extended southwards with a new access from Chineham Lane. This will allow a higher housing capacity (change from 200 to 250 dwellings). The visual separation of Basingstoke with Sherborne St John will be maintained whilst this alteration will enable a lower housing density more in keeping with the character of the surrounding area. The new access from Chineham Lane will enable less reliance on vehicular travel through the existing neighbourhood to the east and will allow improved retention of the green infrastructure corridor to the north. Access will be provided from Gibbons Place.
- Update to criteria on the ecological network and Biodiversity Net Gain with reference to the Local Nature Recovery Strategy.
- Additional criteria relating to scheme design and noise mitigation.
- Requirement for hydrogeological risk assessment.

Policy SPS5.10: Land West of Marnel Park

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

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

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

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

Infrastructure

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

5.10.1 The site, which would form an extension to Basingstoke, will make provision for approximately 250 dwellings, which are to be provided via a range of

dwelling types and tenures including 40% affordable housing. Development will be supported by the timely delivery of supporting infrastructure including open space and allotments. Proposals for the site will be landscape-led and, although a formal design code is not required, the development should demonstrate high quality design, as well as a positive relationship with the rural character of the edge of Basingstoke, minimise impacts on the Strategic Gap, and protect key views identified in the Sherborne St John Neighbourhood Plan 2011-2029.

5.10.2 In order to minimise impact on the highway network and local environment, the development will maximise opportunities for travel by active modes to access local services, facilities and public transport services, as well as ensuring safe, suitable and convenient access throughout the site.

5.10.3 Kiln Farmhouse, a Grade II listed building, lies immediately to the west of the site. It is likely that all or part of the site has an historic association with the listed building. Opportunities will be taken to respond sensitively to context and to limit and mitigate adverse impacts on the significance of the listed building at Kiln Farm arising from development within its setting, taking account of historic land use and associations, and of important views to, of and from the listed building.

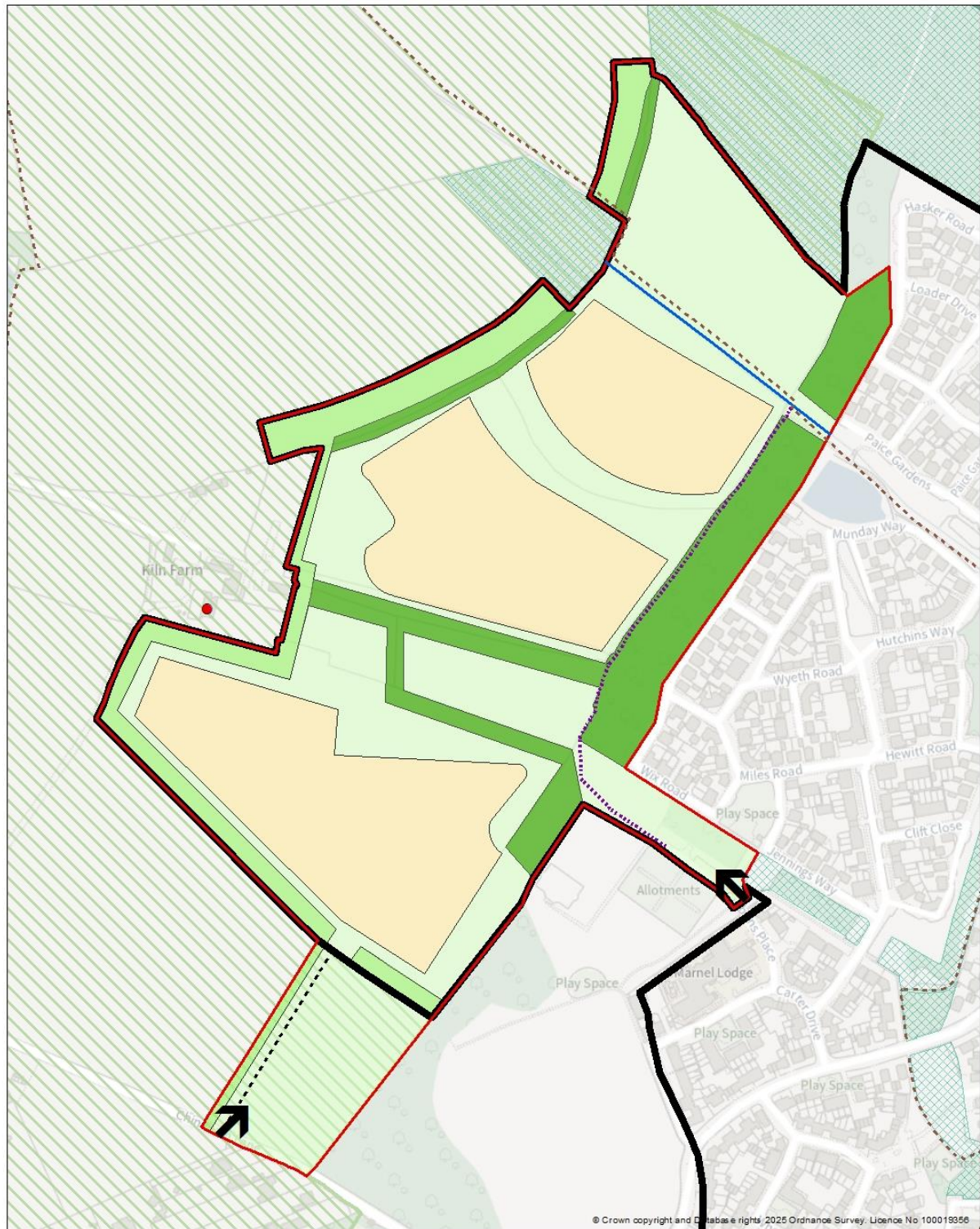
5.10.4 In order to ensure that there is an appropriate transition to adjacent countryside, and to avoid a hard edge to development, the layout along the northern, western and southern edges of the site should be of a lower density and scale with a greater separation of buildings. Open spaces along the edge will incorporate appropriate planting, such as tree belts and hedges, to help give a soft transition to the countryside.

5.10.5 The character and appearance of the housing will be distinguishable from existing housing which adjoins the site to the immediate east. This will help to provide a more varied streetscene which will benefit the overall character of the residential neighbourhoods along the northern edge of Basingstoke. The site's location on the edge of Basingstoke adjoining countryside indicates that the new housing development should be predominantly of 2 storeys in height with discrete elements at 2.5 storeys.

5.10.6 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. The existing tree belt along the eastern boundary will be protected and maintained (other than to allow necessary access) to retain the landscape structure of existing development and protect biodiversity interests which function as part of the local ecological network mapping. An existing Public Right of Way runs east-west through the site, linking the existing housing to the east with the wider countryside. This shall be maintained and incorporated within a green corridor running along the drainage channel and connecting to the existing green network through Marnel Park.

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

Figure 5.12: SPS5.10 Land West of Marnel Park Illustrative Concept Plan



Key

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

Policy SPS5.11: Weybrook Park Golf Course

Summary of changes made since the Regulation 18 2024 Consultation

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

Policy SPS5.11: Weybrook Park Golf Course

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

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

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

Infrastructure

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

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

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

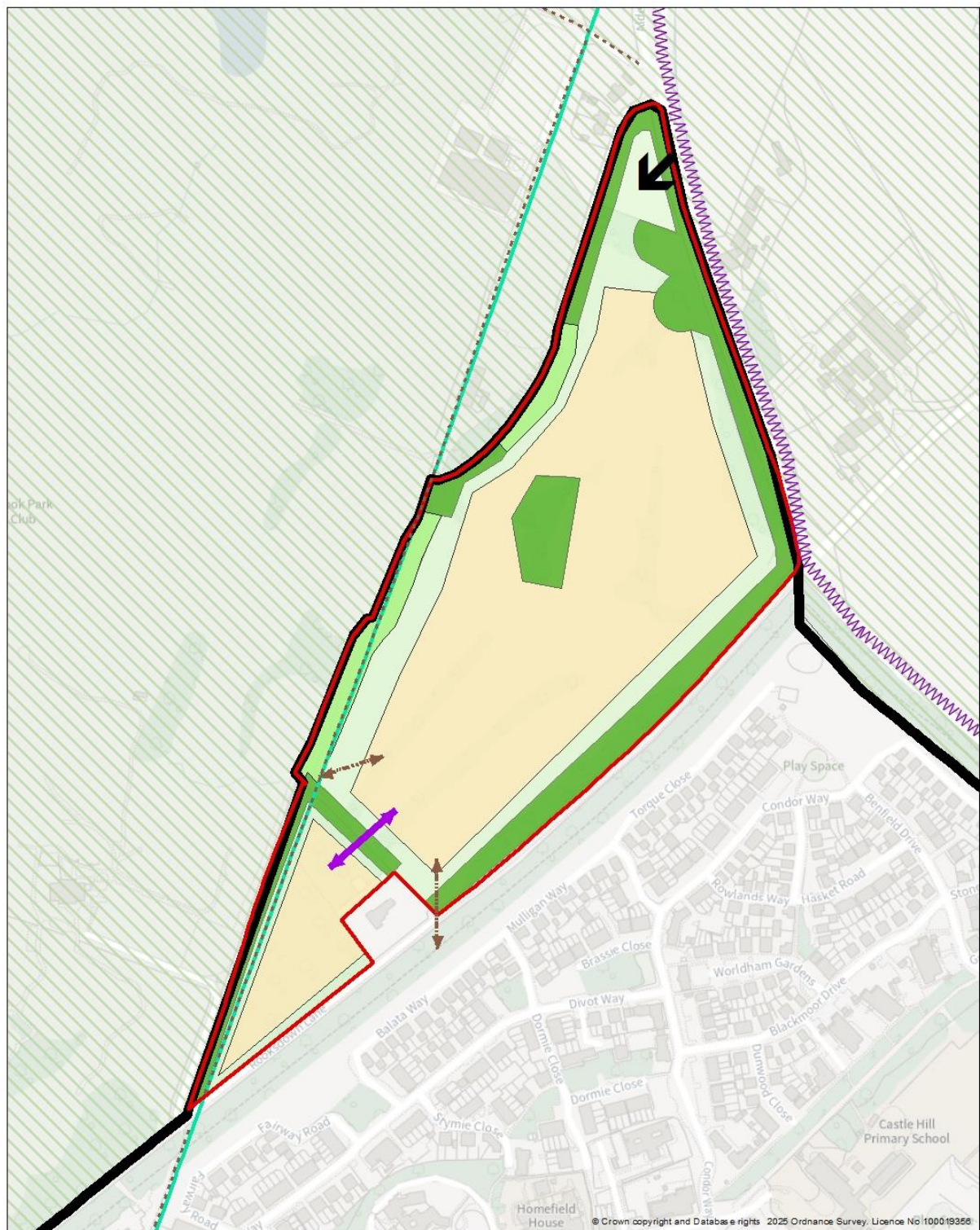
5.11.3 Proposals are to be informed by a coordinated and integrated approach to green infrastructure provision which links with adjoining sites. Proposals will need to demonstrate that they protect and enhance the natural environment,

through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. The south-western part of the site comprises semi-improved grassland with a good species structure and diversity. Consideration should therefore be given to targeting Green and Blue Infrastructure provision within this area to retain and enhance habitat.

- 5.11.4 The allocation will preserve rural views between Basingstoke and Sherborne St John by retaining the northern part of the site as undeveloped open green space and including a strong and defensible strategic planted buffer to limit visual impact. Protection and enhancement of existing tree and hedge belts on the site's boundaries will provide strategic planted buffers. Development of the site must not have an adverse impact on the landscape qualities of the area including the North Wessex Downs National Landscape which lies to the west.
- 5.11.5 It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy. An existing Public Right of Way runs along the western boundary of the site, which would link the new development with the existing housing to the south. This right of way must be protected during the construction of the development and expanded to maximise opportunities for active travel.
- 5.11.6 The scale of the new housing development should be predominantly of no more than 2-storeys in height with discrete elements at 2.5 storeys provided that this does not harm the rural setting of the site. Notwithstanding this, the new housing development at the south-western tip of the site should be no more than 2-storeys in height. This is needed to safeguard against visual coalescence between Basingstoke and Sherborne St John and to mitigate the impact of the development on the setting of the North Wessex Downs National Landscape and on the adjoining well vegetated edge to Basingstoke to the south and east.
- 5.11.7 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to the development, the layout along the western, northern and eastern edges of the site will be of a lower density and scale with a greater separation of buildings. Open spaces along the edge will incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside. Development will need to face out to the countryside, with no rear gardens facing outwards and avoid prominent parking areas on the edge of the site.
- 5.11.8 The site is adjacent to a number of important archaeological sites and to the line of the Roman road. If or where the Roman road survives as an earthwork it should be protected in situ. Where it survives as a historic line in the landscape (in this case defining the west edge of the site), the design and

layout should respect and reinforce this line in order to retain its contribution to local distinctiveness and sense of place.

Figure 5.13: SPS5.11 Weybrook Park Golf Course Illustrative Concept Plan



Key

Site Allocation Boundary	Developable Area	Public Right of Way
Settlement Policy Boundary	Retained for Open Space	Strategic Gap
Principal Access	Indicative Buffer Planting	Road Noise
All Modes Access	Existing Trees/Hedges to be retained and enhanced	Roman Road
Indicative pedestrian and cycling access		

Policy SPS5.12: Land West of Upper Cufauade Farm

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new site allocation.

Policy SPS5.12: Land West of Upper Cufauade Farm

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

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

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

Infrastructure

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

by active travel and public transport, with appropriate parking and servicing provisions, together with measures targeted to minimise the transport impacts arising from the development. This includes providing suitable active travel links to the National Cycle Network located along Cufaudd Lane, the Upper Cufaudd Farm development to the east and the Public Rights of Way network;

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

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

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

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

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

5.12.5 The allocation will preserve rural views between Basingstoke and Bramley by retaining the northern part of the site as undeveloped open green space and

including a strong and defensible strategic planted buffer to the north of the developable area to limit visual impact. The existing tree and hedge belts along the site's northern boundaries will be protected and enhanced.

5.12.6 The Site of Importance for Nature Conservation (SINC) and ancient woodland of Gallaries Copse lies to the west of the site, and will be vulnerable to impacts from the nearby urbanisation and recreational pressure. This site, and the existing hedgerows which surround the site, should be protected and enhanced. This will be assisted by the provision of a strong buffer in excess of 20m on the western boundary, measured from the edge of the canopy to protect the existing ancient woodland and wider countryside. Buffers should be designed cohesively with substantial greenspace provision to the north to divert recreational pressure away from the woodland. Greenspace provision in the north should be designed to integrate cohesively with greenspace in the adjacent approved development to the east, to maintain ecological connectivity across the local landscape for habitats and species. This should include additional planting along the northern and north western boundaries of the site, with suitable landscaping proposed on the eastern edge. It will be necessary for the development to achieve a minimum of 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy.

5.12.7 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character.

5.12.8 It will be important to ensure that the development is sensitively located and designed to avoid or minimise adverse impacts to the significance of heritage assets arising from development within their settings. A Landscape and Visual Impact Assessment is required to demonstrate the impact of proposed development on the setting of the Vyne and its associated Registered Park and Garden, and a Heritage Statement to assess the settings of listed buildings at Cufaude Farm and Cufaude Manor. A comprehensive statement of significance will also be required. The Grade I status of The Vyne mansion is noted.

5.12.9 Hampshire International Business Park is located to the south of the site and to the east of the site is the Ministry of Defence land. Any noise pollution as a result of these nearby uses affecting new homes and amenity spaces will need to be satisfactorily mitigated through design and layout that follows the principles of good acoustic design. Attenuation treatment to dwellings should

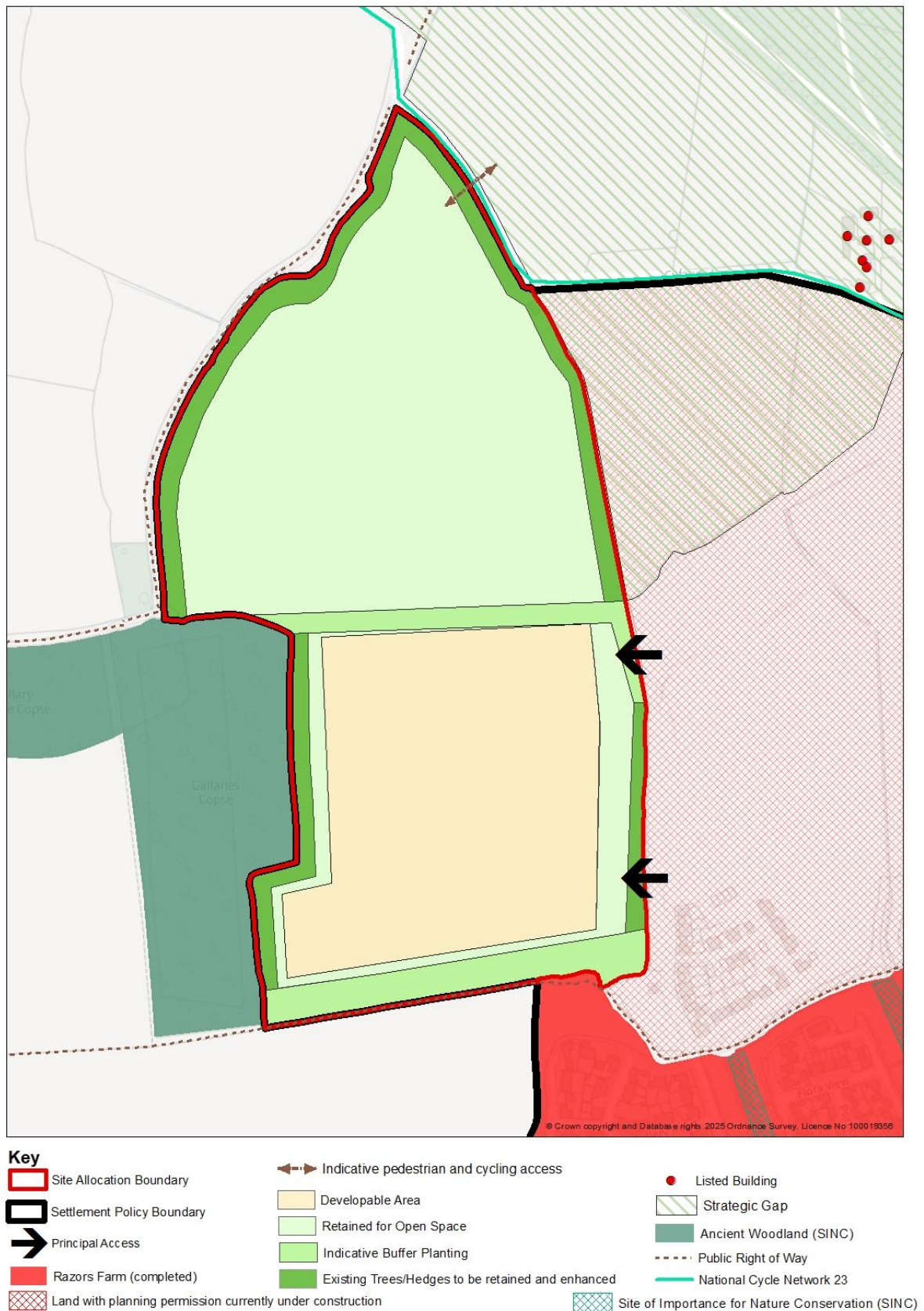
be viewed as a last resort, as set out within the council's Guidance note for developers and consultants on noise assessments².

5.12.10 It will be necessary to demonstrate that the proposed highway impacts of the development and its access are acceptable. Access to the site will be via the Upper Cufau de Farm residential development to the immediate east of the site. No vehicular access will be permitted onto Cufau de Lane in recognition of the limited capacity and rural character of the road and to ensure the safety for users of the National Cycle Network located along Cufau de Lane.

5.12.11 Existing public rights of way run east to west along the southern site boundary and along the western site boundary in a north-south direction. These rights of way must be protected during the construction of the development and expanded to maximise opportunities for active travel.

² *Environmental Protection Guidance Note for Developers and Consultants*

Figure 5.14: SPS5.12 Land West of Upper Cufaupe Farm Illustrative Concept Plan



Policy SPS5.13: 65 New Road

Summary of changes made since the Regulation 18 2024 Consultation:

- Changes have been made in light of comments from Historic England and the Environment Agency.

Policy SPS5.13: 65 New Road

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

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

5.13.1 The small site is allocated for approximately 6 dwellings. The development of this site provides an opportunity to contribute to the repair of the slightly fragmented arrangement of buildings in the locality so that there is an

improvement to the setting of Basingstoke Town Conservation Area to the north and the wider streetscene. It will be important to ensure that the proposal is sympathetic to the character of the area and has due regard to the amenity of neighbouring properties, such as the sheltered housing to the west, in terms of issues such as overlooking, outlook and access to natural light.

5.13.2 Given the busy nature of New Road at peak times as well as the presence of the existing signal-controlled pedestrian crossing upon the northern frontage of this site, proposals for developing this site (including the access and servicing arrangements), will need to ensure that these do not hinder the safe operation of New Road, including the existing signal-controlled pedestrian crossing.

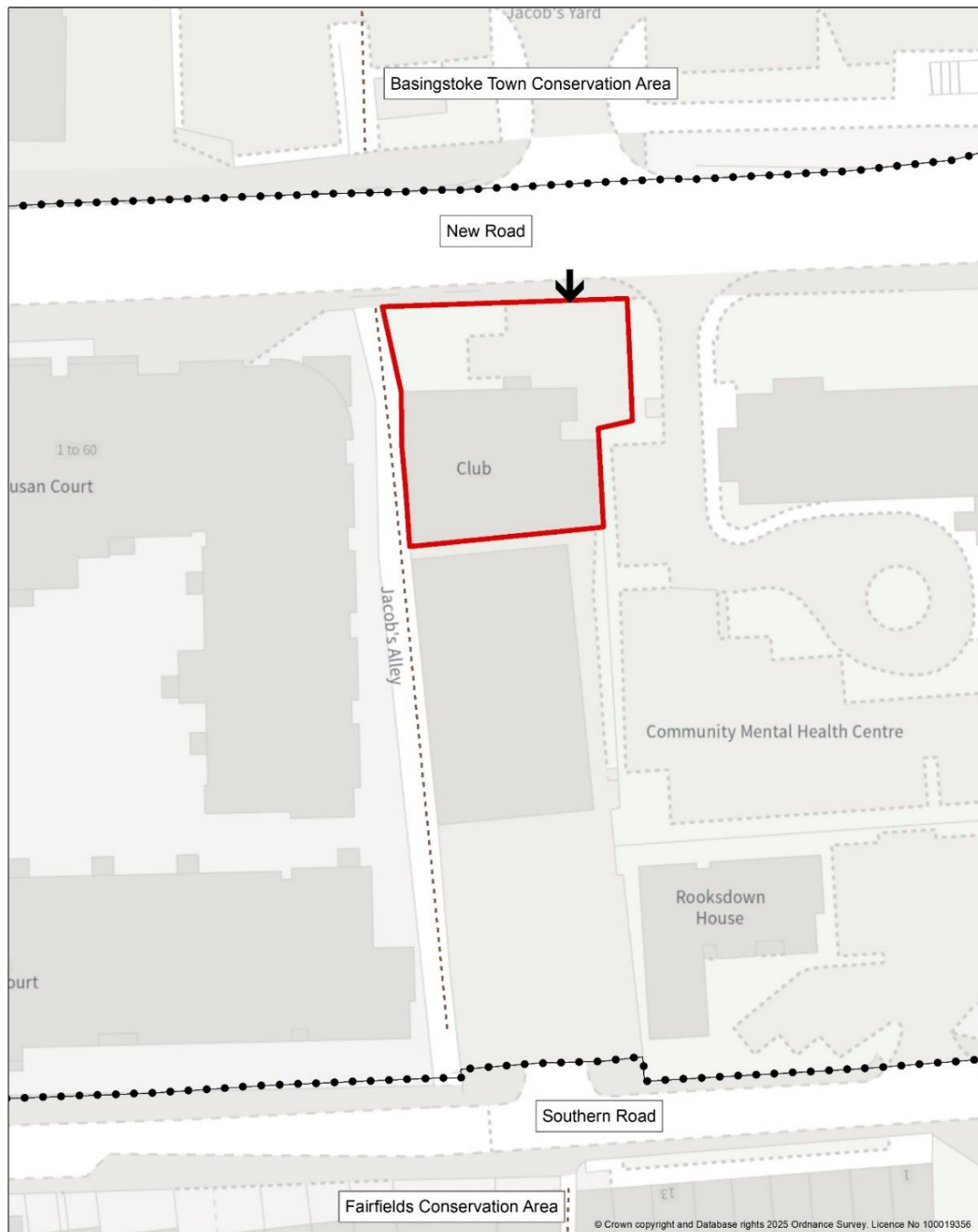
5.13.3 Currently, the site has little ecological interest and its redevelopment presents an opportunity to create a measurable net gain for biodiversity. It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy.

5.13.4 Development of the site will need to be informed by the Basingstoke Town Conservation Area which lies immediately to the north of the site and Fairfields Conservation Area which is located to the south. The character of the conservation areas should be used to inform the design of the site. Consideration should be given to new housing providing a frontage along New Road.

5.13.5 Trees of Townscape Significance are identified within the Basingstoke Town Conservation Area along New Road lying opposite the site to the north. Additional street trees along the New Road frontage of the site would enhance the existing streetscene and development should be set back from the road to protect this local character.

5.13.6 The site has the potential to be contaminated due to the former use on the adjacent site as a builders yard and now as a car repair garage. Some remedial measures may be required to ensure that any identified contamination does not pose an unacceptable risk to human health. Pre-commencement contaminated land conditions would be required as part of any planning permission.

Figure 5.15: SPS5.13 65 New Road Illustrative Concept Plan



Key

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

Policy SPS5.14: Oakley Farm, Wash Water

Summary of changes made since the Regulation 18 2024 Consultation:

- This is new site allocation policy.

Policy SPS5.14 – Oakley Farm, Wash Water

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

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

- h) Protect and enhance the ecological network, in particular the River Enbourne corridor and associated habitats in its floodplain, by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat. To also secure the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network, including SINCs across the site and respond positively to the forthcoming Hampshire Local Nature Recovery Strategy;
- i) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an Overall Biodiversity Gain Plan;
- j) Respond sensitively to the significance of affected heritage assets, including (but not limited to) preserving the significance of the Grade II listed Granary at Falkland Farmhouse and the Grade II listed Mill at Falkland Farm taking due account of the contribution made by the setting. Opportunities will be taken to better reveal the significance, including the setting, taking due account of important vistas, views and archaeology;
- k) Ensure technical investigation and assessment of all sources of flooding (including surface water and groundwater) to determine flood risk management measures to ensure sustainable development and provision of on-site sustainable drainage systems (SuDS) as appropriate to the site's local geology and environmental characteristics to avoid any polluting runoff into the watercourses;
- l) Development should be sited away from areas of flood risk, in accordance with a sequential test;
- m) Ensure the protection of groundwater by undertaking a Hydrogeological Risk Assessment to inform development design and any necessary mitigation;
- n) Ensure that acceptable noise standards can be met within homes and amenity areas through suitable noise mitigation measures in light of the proximity of the site to traffic along the A34;
- o) Ensure acceptable odour standards can be met within homes and amenity areas in light of the nearby sewage treatment works;

Infrastructure

In line with the IDP, the site should:

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

- q) Ensure safe connections to the facilities nearby, including at the Watermill Bridge Housing scheme which is expected to provide a convenience store, health centre and community centre;
- r) Provide suitable infrastructure for sewerage (on and off site), foul water and other utilities; and
- s) Make provision for suitable amounts of open/green space (including allotments) in accordance with the council's Green Space Standards, which is well related to the overall layout and character of the development and how it relates to its surroundings. This includes the provision of multi-functional green space (MFGS) including kickabout space and equipped play areas within the development parcels. Provision needs to incorporate effective green infrastructure links within and through the development which links to the surrounding countryside, habitats and Public Rights of Way, utilising appropriate planting in order to support their biodiversity and landscape function. The development should provide increased tree canopy coverage and that trees have sufficient buffers to allow for healthy future growth.

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

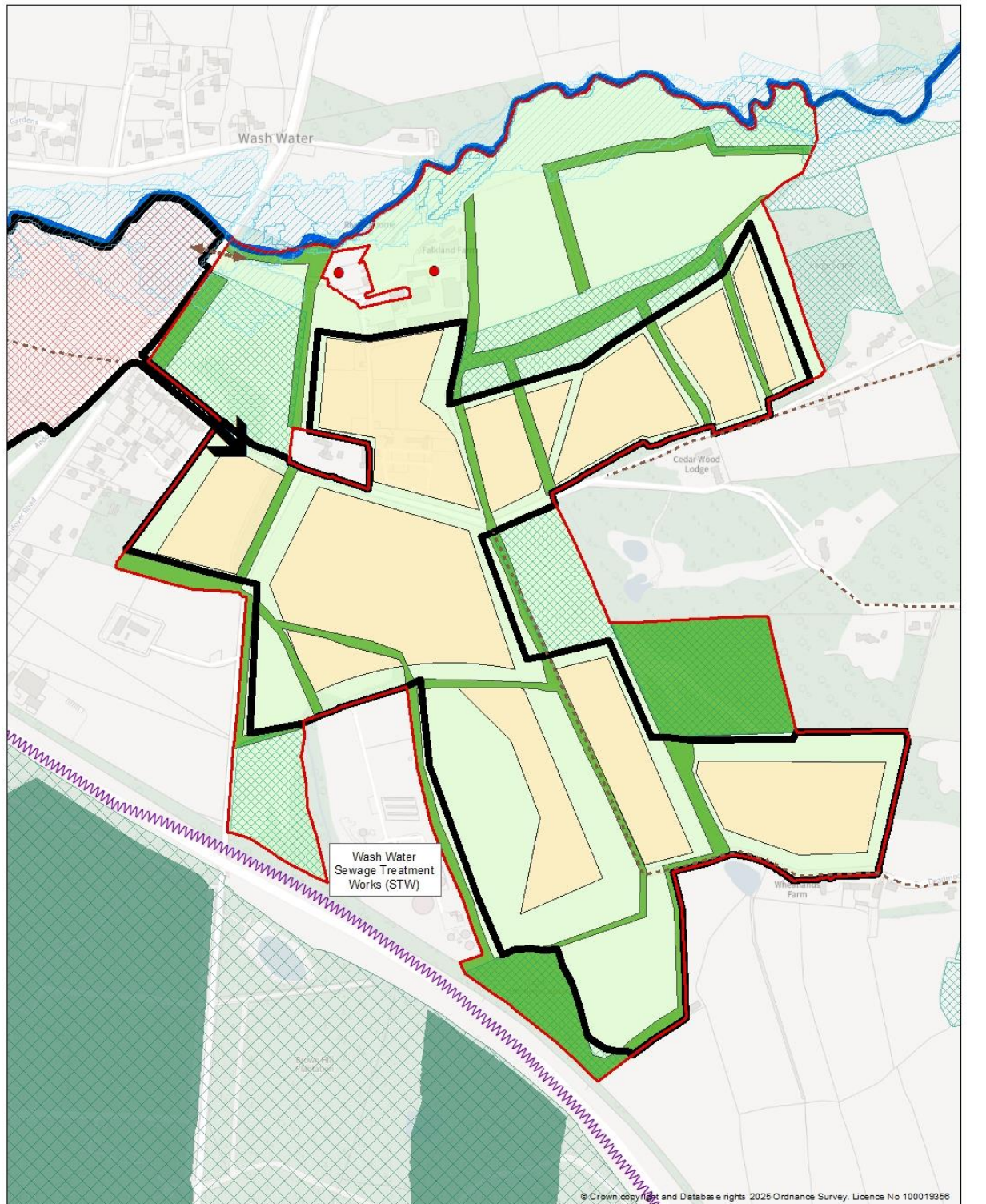
be integrated within the development to satisfactorily accommodate all users.

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

archaeological site on the western edge of the site by Andover Road. It is expected that any development proposal would provide a Heritage Impact Assessment to understand if the listed buildings and archaeological site may present any constraints to development.

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

Figure 5.16: SPS5.14 Oakley Farm, Wash Water Illustrative Concept Plan



Key			
 	Site Allocation Boundary		Indicative Pedestrian and Cycle Access
 	Settlement Policy Boundary		Developable Area
 	Borough Boundary		Retained for Open Space
	Land at Watermill Bridge		Existing Trees/Hedges to be retained and enhanced
➔	Principal Access		Statutory Main River
			Flood Zone 2
			Flood Zone 3
			Public Right of Way
			Ancient Woodland (SINC)
			Road Noise
		●	Listed Building
			North Wessex Downs National Landscape
			Site of Importance for Nature Conservation (SINC)

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

Summary of changes made since the Regulation 18 2024 Consultation:

- This is new site allocation policy.

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

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

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

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

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

Infrastructure

In line with the IDP, the site should:

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

kickabout space in the housing area to the south. Provision needs to incorporate effective green infrastructure links within and through the development which links to the surrounding countryside, habitats and Public Rights of Way, utilising appropriate planting in order to support their biodiversity and landscape function.

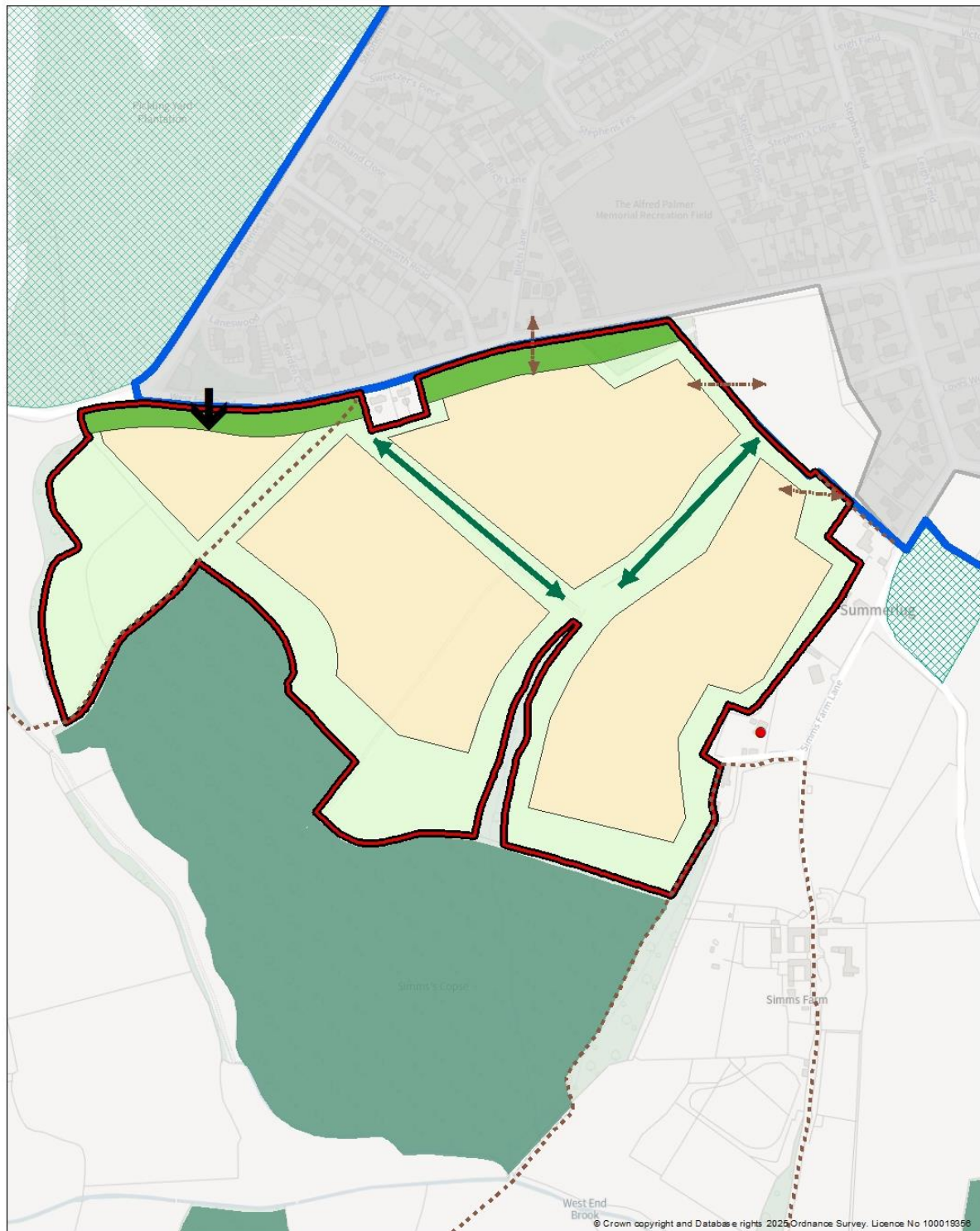
- 5.15.1 The site, which would form an extension to Mortimer, is allocated for approximately 350 homes. These are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. Mortimer is considered to be a Rural Service Centre within the West Berkshire Local Plan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

concept plan. Development of the site must not have a significant impact on the landscape qualities of the area including the Pamber Forest Valued Landscape which lies to the west. It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy.

- 5.15.6 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.
- 5.15.7 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the northern and western edges of the site should be of a lower density and scale with a greater separation of buildings. Open spaces along the edge should incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside. Development will need to face out to the countryside to provide active frontages, with no rear gardens facing outwards and also avoid prominent parking areas on the edge of the site. New housing development should be predominantly up to 2-storeys in height with discrete elements at 2.5-storeys.
- 5.15.8 The site lies 1.2 kilometres away from Scheduled Monument: The Late Iron Age oppidum and Roman town of Calleva Atrebatum and associated features. Development of the site will need to demonstrate that it has considered the potential impact on the setting of the Scheduled Monument. There is also archaeological potential within the site which will require further investigation. Development of the site will need to ensure that any impact on these heritage features is understood, and suitability mitigated.
- 5.15.9 The site is in close proximity to Grade II listed Windabout cottage which lies to the west of the site. Development along the eastern edge will be required to provide appropriate buffers between development and the edge of the site and the distance may need to be larger to protect the setting of the listed building. It is expected that a Heritage Assessment would also appraise the listed building and ensure that opportunities are taken to preserve the significance and setting of the building.
- 5.15.10 The site is located within the Middle and Outer Consultation Zone of Atomic Weapons Establishment (AWE) and therefore comments received from the Office for Nuclear Regulation will need to be taken into account in line with Policy SPS8.
- 5.15.11 The site is within a Source Protection Zone 2 and development would need to be designed to prevent the pollution of groundwater. A Flood Risk Assessment will be required, which will need to accord with the requirements set out in Policy ENV10 and national guidance. Sustainable Drainage

Systems must be incorporated in a manner which is well related to the rest of the development, and which takes the opportunity to provide other benefits such as biodiversity enhancements and open space.

Figure 5.17: SPS5.15 Land at West End Farm, Mortimer Illustrative Concept Plan



Key

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

Policy SPS5.16: Skates Lane, Tadley

Summary of changes made since the Regulation 18 2024 Consultation:

- This is new site allocation policy.

Policy SPS5.16: Skates Lane, Tadley

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

- a) Make provision for the delivery of approximately 245 homes;
- b) Be in accordance with the principles of the Concept Plan;
- c) Provide for permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Travellers Accommodation Assessment;
- d) No development should be located within the Detailed Emergency Planning Zone of AWE Aldermaston. A strong buffer will be required to clearly demarcate the boundary between the DEPZ and the site;
- e) Ensure no severe adverse impact on the local highway network nor have an unacceptable impact on highway safety with the inclusion of suitable measures to mitigate the impact;
- f) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:
- g) provide safe, suitable and convenient access for all users, including a new all-purpose access from the A340;
 - i. Ensure access to a genuine choice of transport modes;
 - ii. Demonstrate that safe, suitable and convenient access to local facilities, services and employment opportunities, including within Tadley, can be achieved via active travel and/or public transport services;
 - iii. Provide measures to minimise the need to travel, prioritise and promote active travel and public transport use, to minimise the transport impacts arising from the development; and
 - iv. Ensure that the development will not have a severe adverse impact on the local highway network, including the A340 and the connecting routes, nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;
- h) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to, and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside. The visual impact of the development on rural views from the south of the site will be minimised;
- i) The design and layout of the development will relate well to, and not harm the setting of, the town of Tadley and the adjoining countryside;

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

Infrastructure

- r) Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. It should ensure that habitats are connected, have appropriate buffers and where appropriate link to those beyond the site, ensure that open/green space and play provision meets the council's Green Space Standards, including open space with 2 on-site kickabout areas,

equipped play space, and allotments. This will need to be provided in a manner which is well related to the overall layout and character of the development and how it relates to its surroundings. This provision needs to incorporate effective green infrastructure links (incorporating pedestrian and cycle routes where appropriate) within and through the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which link to the surrounding countryside, habitats and Public Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time that housing is occupied;

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

5.16.1 The site is located in close proximity to the town of Tadley, the second largest settlement in the borough. The site is allocated for approximately 245 homes, which are to be provided via a range of suitable dwelling types and tenures including 40% affordable housing. Development will be supported by the timely delivery of supporting infrastructure including open space and allotments in accordance with the Council's Green Space Standards. Proposals for the site will be design-led: the vision for the development should demonstrate a high quality and comprehensive approach to the layout and appearance of the housing.

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

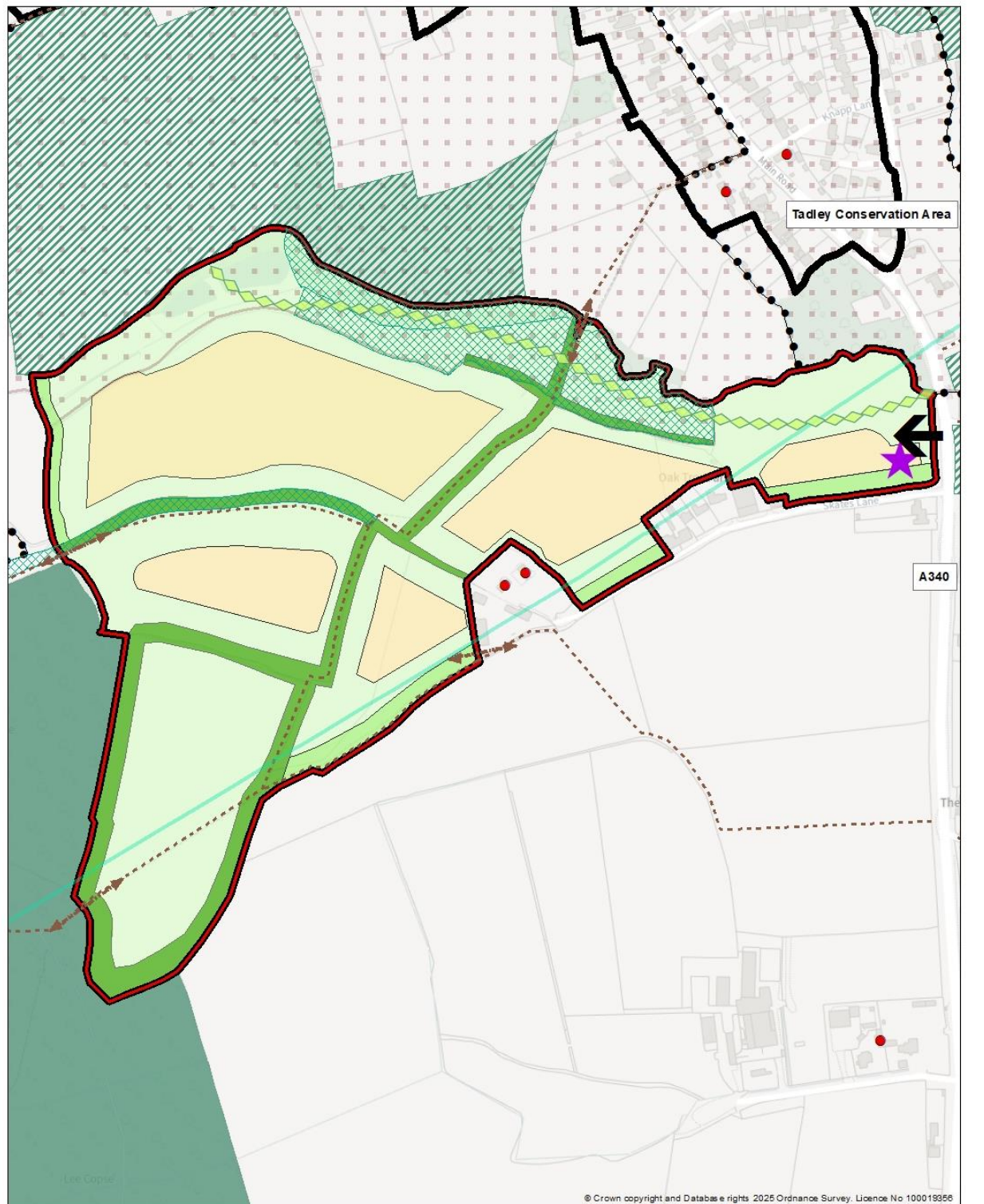
5.16.3 The A340 provides a link between Basingstoke and Tadley. It will need to be demonstrated that the Skates Lane and development related traffic can be satisfactorily accommodated without detriment to the safe operation of the A340. Pedestrian and cycle improvements are needed to link the site to

facilities in Tadley. Any scheme will therefore include measures to increase active travel through improved links to local services and facilities, as well as the existing pedestrian and cycle networks, and encourage increased public transport use in order to deter travel by the private car wherever possible. A site wide travel plan and associated measures will be required to deliver sustainable transport objectives, including the provision of EV charging infrastructure. Furthermore, there is a public footpath which runs through the centre of the site and connects the edge of Tadley to the wider Public Rights of Way network to the south. Such connections should maximise opportunities for active travel.

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

- 5.16.8 The site rises gently to the south from Honeymill Brook which flows eastwards along, and within, the northern edge of the site. Development on this site must have regard to its potential impact on the character of the countryside along the southern edge of Tadley, particularly the views from the public rights of way and passing roads. The design and layout will need to protect the important landscape features such as existing trees and hedgerows and allow for softening of the edge of the site. Opportunities will be taken to incorporate rural landscape features such as additional hedges, copses and hedge trees.
- 5.16.9 The siting, scale, layout and appearance of the housing will respond positively to the site's location on the edge of the town of Tadley and adjoining countryside. Housing should be predominantly up to 2-storeys in height with discrete elements at 2.5-storeys.
- 5.16.10 In order to ensure there is an appropriate transition to adjacent countryside and to avoid a hard edge to development, the layout along the northern, western and southern edges of the site should be of a lower density and scale with a greater separation between buildings. Open spaces along the edge will incorporate suitable levels of planting (including trees and hedging) to help give a soft transition to the countryside.
- 5.16.11 The site lies close to a number of heritage assets including Church Road Conservation Area, Tadley Conservation Area, and a number of listed buildings including Grade II listed Skates Farmhouse and an associated barn. Additionally, within the site there is a line of a Roman Road. Opportunities will be taken to respond sensitively to the setting and significance of these heritage assets, as well as seeking to protect the Roman Road via integrating the iconic heritage feature within the green infrastructure network.
- 5.16.12 The southwestern field of the site will be predominantly retained as farmland or be used for open space purposes to protect the landscape setting of Tadley from the south. A substantial part of the eastern field by the A340 will be retained as green space to protect the setting and significance of Tadley Conservation Area and the character of the entrance to the town of Tadley to the north. The site itself is not located in a flood zone 2 or 3 area. However, there are waterbodies including Honeymill Brook and small ponds within the northwest corner of the site. Appropriate technical investigation and assessment will need to be undertaken to ensure measures are put in place to reduce the risk of flooding on site.

Figure 5.18: SPS5.16 Skates Lane Illustrative Concept Plan



Key

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

Policy SPS9: Basing View

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy has been amended to reflect the conclusions of the work the Council has undertaken on the suitability of Tall Buildings in Basing View and the opportunities for Intensification of Basing View, particularly the introduction of a mix of uses, including residential uses.
- The policy has also been updated in light of comments received from the Environment Agency around contamination, ground water flood risk and SuDs and comments from Historic England about referring to listed buildings and ensuring the historic asset is better used in placemaking.

Policy SPS9: Basing View

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

Development proposals will be permitted which:

- a) Help enhance Basing View's role as one of the borough's primary focuses for employment through the provision of high-quality office floorspace, which should be Grade A standard (or in the case of refurbished floorspace, the highest standard which is practical and viable);
- b) Make efficient and effective use of under-used/vacant land;
- c) Make provision to achieve a net gain of at least 24,000sqm of office floorspace;
- d) Support regeneration through the provision of complementary uses (including mixed-use proposals) such as residential, retail, hotel accommodation, m
- e) Medical facilities, leisure uses and restaurants;
- f) Deliver a minimum of 1,000 homes over the plan period. Residential development will be supported as part of mixed-use schemes, in the locations shown on the associated plot map;
- g) Residential development will only be supported where there is no overall net loss of employment floorspace on the site or it can be demonstrated that it is neither deliverable or viable to retain the employment floorspace;
- h) Ensure that the mix of uses, including wider class E uses, can be appropriately accommodated on site, in accordance with other policies in this Plan. The design and layout of the development must ensure that the proposed uses can successfully co-exist, having had regard to the amenity of future residents and the operational requirements of existing and future businesses, and ensuring that any conflicts are appropriately mitigated and

that proper consideration has been given to safety and security; layout, orientation, access, servicing and delivery arrangements, including in relation to hours of operation; vibration and noise, and air quality, including in relation to dust, odours, and emissions;

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

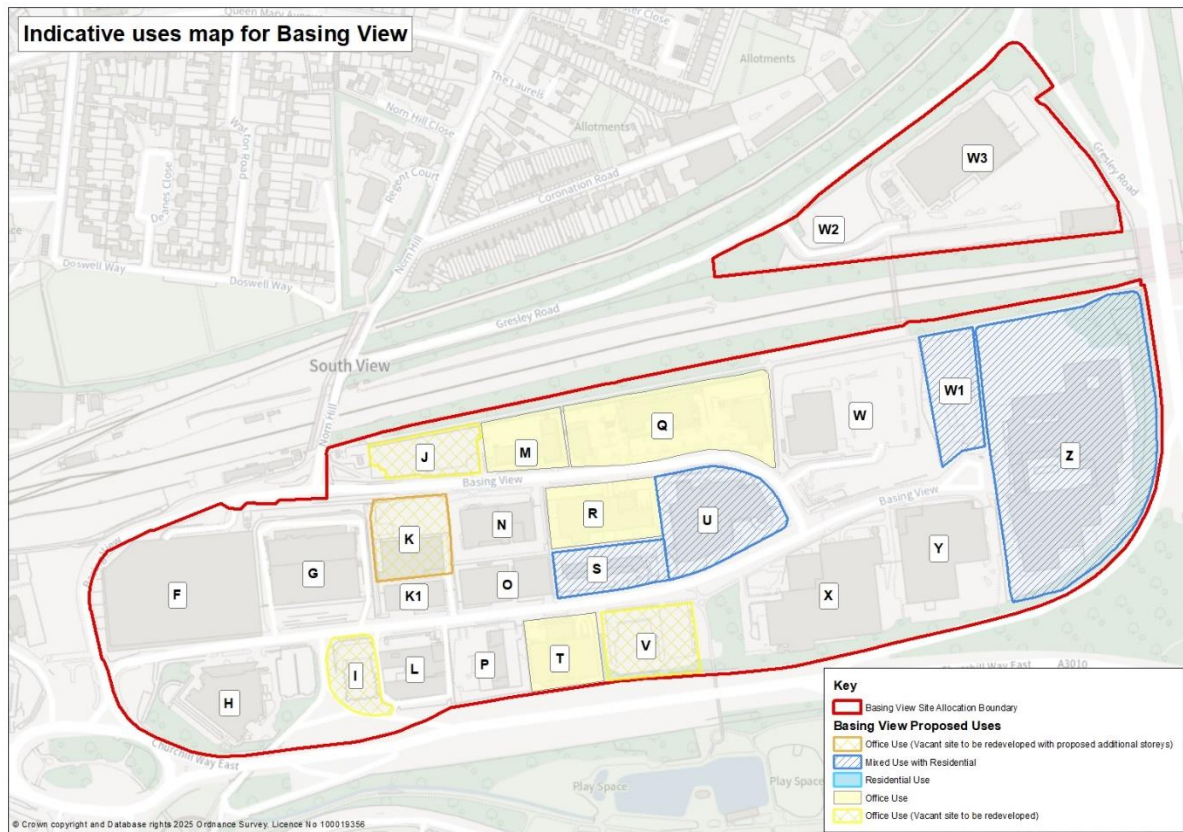
9.1 Basing View, the boundary of which is defined on the Policies Map, is a key asset for the borough and the regeneration of this business district is of vital importance to the commercial future of the town and borough. The council's Economic Needs Assessment highlights the role of Basing View in delivering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

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

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

- 9.6 Proposed sites for intensified office uses and mixed uses (including residential) are shown in the following indicative plan:

Figure 9.1: Indicative uses map for Basing View:

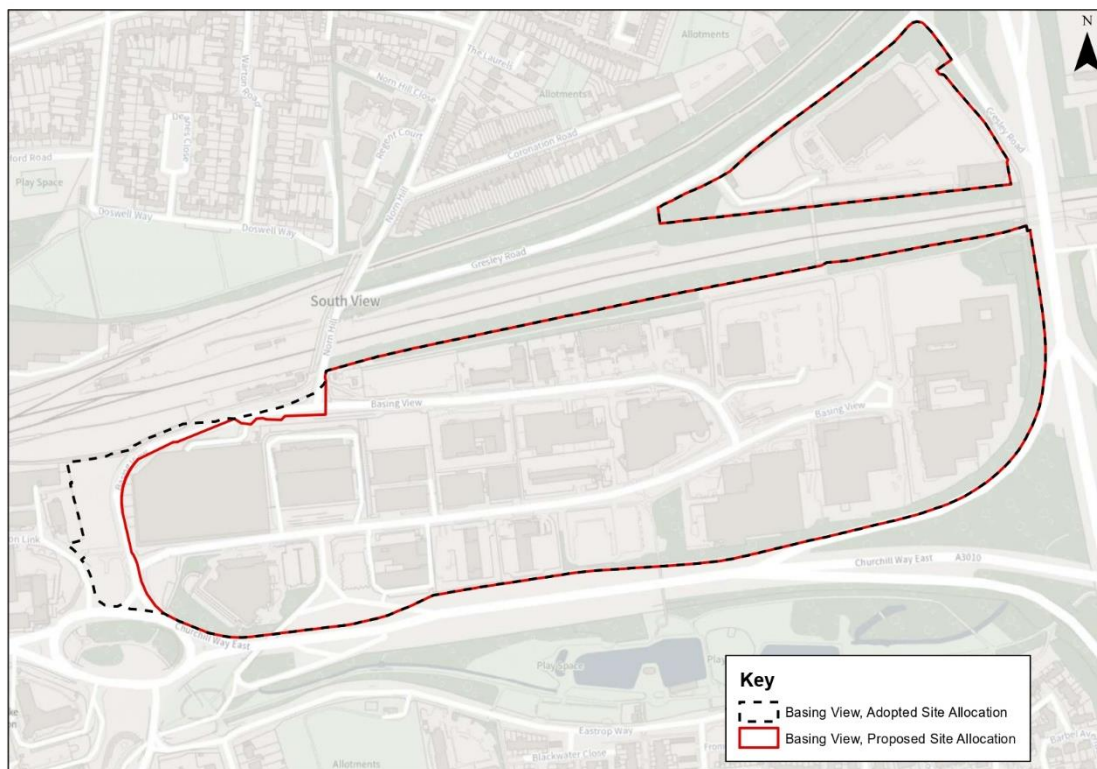


- 9.7 Retail proposals should be located within the defined town centre boundary and then in edge of centre locations which, for retail purposes, are limited up to 300 metres from the primary shopping area. Small scale complementary retail may be permitted outside of the town centre boundary where this supports regeneration aspirations.
- 9.8 The feasibility of low carbon technologies on site, including district heating and combined heat and power (CHP) on site should be explored and incorporated into the redevelopment proposals if both feasible and viable. Any schemes for district heating and CHP should be designed to enable further connection and extension of the network to take place.
- 9.9 The regeneration of Basing View will make a major contribution to the local economy by attracting businesses and creating new employment opportunities at the site. The Highway Authority will therefore require Transport Assessments to accompany development proposals to demonstrate how they can be accessed by all modes of transport including walking and cycling and improve integration with the town centre and railway station where possible. As a part of future improvements, changes to the wider highway

network may also need to be secured through appropriate mitigation measures.

9.10 Proposed changes to the Basing View Designation are shown on the following plan:

Figure 9.2: Proposed Changes to the Basing View Designation



Implementation and Monitoring

The policy will be implemented through:

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

The policy will be monitored through:

- Recording annual changes in the supply of employment land and floorspace, both in terms of applications and completed gains or losses

- Identifying within the annual Authority Monitoring Report any developments for non-employment floorspace and setting out the reasons why consent was granted
- Annual monitoring of the delivery of homes.

Appendix 3: Updated Site Selection Report (2025) - DRAFT

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1 Introduction

- 1.1 This document provides an update to the 2023 Site Selection report, in light of responses received to the 2024 Regulation 18 Local Plan (LP) consultation, the new NPPF (December 2024), and the submission of further promoted sites through the 2025 Call for Sites. This report sets out new site options that have been considered since the 2024 Regulation 18 consultation and explains why certain sites are considered suitable for allocation and are therefore proposed for inclusion within the 2025 Regulation 18 draft LP. It also explains why certain sites are not considered appropriate for allocation.
- 1.2 Part of the purpose of the site selection report is to look beyond the sites themselves and consider the selection process in a more holistic manner. For example, the report needs to consider issues such as how sites relate to the overall spatial strategy, national policy, and ensuring a suitable housing land supply, both in the short and longer term.
- 1.3 The report focuses primarily on housing sites, especially those in and around the larger settlements and those of a scale where they would be considered new settlements. This is reflective of the spatial strategy, which focuses development on Basingstoke, in recognition of its role as the borough's most sustainable settlement. It also recognises the benefits that a new settlement can bring. The assumption is that development sites in the rest of the borough will generally be allocated via neighbourhood plans, which is considered important for supporting Localism, and responds to the success that the current neighbourhood planning process has had in allocating development sites.
- 1.4 An exception to this is the consideration of Tadley, the second largest settlement in the borough, which has a significant local housing need. The settlement is constrained by its proximity to the Atomic Weapons Establishment, a constraint which makes it difficult to provide suitable allocations via the neighbourhood planning process alone. Furthermore, sites have been promoted adjoining sustainable settlements outside of the borough (and within the administrative area of other councils) including Andover, Newbury, and Mortimer, and as the LP cannot identify a Neighbourhood Plan housing number for these settlements, these sites have been assessed, and consideration has been given on their suitability for allocation.
- 1.5 The background to the process, and methodology underpinning the site assessment process, is set out in the 2023 Site Selection Report and not repeated here. Sites promoted by landowners or developers since the 2023 Site Selection report have been subject to the same detailed assessment process. However, this report does provide an update on relevant national policy updates, Neighbourhood Planning across the borough, and the spatial strategy, since the 2024 Regulation 18 consultation LP.

2 Background

National Policy

- 2.1 As set out in the 2023 Site Selection report, the NPPF and PPG set the policy context for housing delivery through Local Plans, requiring a sufficient supply and mix of sites to meet housing needs.
- 2.2 In December 2024, a new NPPF was published, the implications being a significantly increased housing target for the borough. This figure currently stands at 1,152 dwellings/year (increased from 850 dwellings/year at the time of the 2024 Regulation 18 LP consultation). In light of the new NPPF, the evidence base underpinning the Plan has been updated, new sites have been assessed, and the spatial strategy has been reviewed. The evidence base has also identified a need for additional employment floorspace.

2024 Regulation 18 LP consultation

- 2.3 In January 2024 the council held a consultation on a draft Local Plan Update (Regulation 18) which included site allocations in line with the spatial strategy. The Sustainability Appraisal (as part of an interim Integrated Impact Assessment) and site selection report were also published at that time (see section 4 below for more information on the Sustainability Appraisal and site assessment process). There was a good response to the consultation, and representations on the spatial strategy and proposed site allocations have been considered, to inform further site selection work and proposed allocations in the second Regulation 18 Plan.
- 2.4 Further consultation at the next regulation 18 and 19 stage of the Plan making process will enable interested parties to make comments upon the process and potential development sites and will hence inform decisions as the LP progresses. The site assessment process and resultant allocations will also be scrutinised via an Examination in Public.

Neighbourhood Planning

- 2.5 The council actively supports neighbourhood planning and Neighbourhood Plans (NPs) have been made for Ashford Hill with Headley, Bramley, Burghclere, East Woodhay, Ecchinswell Sydmonton and Bishops Green, Cliddesden, Kingsclere, Oakley and Deane, Old Basing and Lychpit, Overton, Sherborne St John, Sherfield on Loddon, St Mary Bourne, Whitchurch, Wootton St Lawrence. These NPs form part of the Development Plan for their areas and are used in the determination of relevant planning applications. Other areas that are well advanced in the Plan making process include Silchester and Overton (review), and an increasing number of areas are now reviewing their plans, including Whitchurch, Burghclere and Old Basing.
- 2.6 The Burghclere, Ecchinswell, Sydmonton and Bishops Green, Kingsclere, Oakley and Deane, Overton, Sherborne St John and Whitchurch NPs all allocate housing sites and neighbourhood planning will continue to play a role

in the process of identifying, assessing and allocating sites. The details of this and the policy framework for supporting the process will be established through the LP process.

- 2.7 Furthermore, neighbourhood planning is likely to be the main mechanism by which the council can provide a supply of smaller sites (1 hectare or less). This is important for achieving as much compliance as is possible with paragraph 73 of the NPPF, which requires that LPAs identify land to accommodate at least 10% of their housing requirement on sites no larger than one hectare.

Site promotions since 2024 Regulation 18 LP consultation

- 2.8 In response to the 2024 Regulation 18 LP consultation, 20 new sites were promoted for housing or employment use. Following updates to the NPPF in December 2024 resulting in a higher housing number for the borough, in January 2025 a further Call for Sites (to inform the SHELAA) resulted in 80 further sites being promoted. Of the new sites promoted or identified since the 2024 Regulation 18 consultation, 31 have been subject to further detailed site assessment, the remainder having been filtered out in line with the methodology/filtering process set out in the 2023 Site Selection report.
- 2.9 In total, over 320 sites have been promoted for development since work on the review of the LP commenced in 2019. Of these, a total of 116 have been assessed in detail, in line with the process of filtering sites.
- 2.10 Appendix 1 sets out the status of each of the current SHELAA sites, explaining which sites have been filtered out and at what stage.

3 Site Assessment

- 3.1 The [2023 Site Selection Report](#) set out the process for site assessment including the filtering process and methodology for site assessment. New sites (that haven't been filtered out) have been subject to the same detailed site assessment technical work as previously promoted sites considered in that report. Some elements of the evidence base are being updated, reasons including the availability of new data (e.g. the Strategic Flood Risk Assessment) or the revised housing number in light of the December 2024 NPPF (e.g. Water Cycle Study and Transport Assessment). Some elements of the site assessment will therefore continue to be updated in light of any updates to the evidence base.

Spatial Strategy update

- 3.2 A key stage of the filtering process is the Spatial Strategy underpinning the LP. The Sustainability Appraisal process and Settlement Study have established the most sustainable approach to providing new development and

the site assessment process supports that process. The key ramification for the site assessment process flowing from the spatial strategy is that it means that a main focus is on the council's most sustainable settlement, namely Basingstoke and the sites in and around it. Whilst sites around Basingstoke lie in neighbouring parishes, where they touch the Basingstoke Settlement Policy Boundary, or are in close proximity to it and are well related to Basingstoke (including allocations in the current Local Plan) then they have been assessed on the basis that they are Basingstoke related sites.

- 3.3 A further focus has been on sites which are of a scale and location considered potentially suitable to accommodate a new settlement. This has included sites in close proximity to Basingstoke but also those with potential to be self-sustaining for day-to-day facilities but with links to Basingstoke for higher order facilities. These have been assessed in order to ensure that all reasonable alternatives have been properly considered. This is important for ensuring compliance with paragraph 77 of the NPPF.
- 3.4 The provision of housing sites in smaller existing settlements will be primarily via the neighbourhood planning process, with the exception of Tadley and sites adjoining larger settlements situated outside of the borough, as outlined below. Neighbourhood planning has been very successful in the borough to date, and this approach is considered to be important for supporting Localism. A number of neighbourhood plans have successfully allocated and delivered sites, based on their own site assessment processes, meaning it is not considered necessary or appropriate to conclude on the assessment of sites relevant to the neighbourhood areas as part of this process. However, the assessment of promoted sites around the more sustainable settlements in the borough has informed the IIA and the Settlement Study in their consideration of reasonable alternatives, settlement characteristics and site availability.
- 3.5 As a result of this stage of filtering, which focuses on the most sustainable locations in the borough, reflecting the inherent need to ensure that the LP supports sustainable development and ensures that a set of reasonable alternative sites can be established, a number of sites promoted for development through the SHELAA have not been assessed, particularly around smaller settlements, as they will be considered via the Neighbourhood Planning process, as suitable (shown in appendix 5 and 6 of the SHELAA).
- 3.6 With the exception of settlements such as Basingstoke, where there are due to be new allocations, and also a number of new SPBs proposed through the LP as a result of the findings of the Settlement Study, it is expected that SPBs will be reviewed through the Neighbourhood Development Plan process.

Tadley

- 3.7 A significant housing need has been identified for Tadley within the council's Settlement Study – 1325 dwellings over the Plan period at 1 April 2024. However, it is difficult to meet that need in light of the constraint associated with the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ), which encompasses most of Tadley and effectively

places significant limits on the amount of development which can be provided there. This makes the neighbourhood planning process difficult, especially as it means that potential sites outside of the 'inner zone' (where the most significant restrictions apply) are not necessarily within the parish of Tadley. Consequently, the council considers that it would not be appropriate to place the burden of addressing the strategic issues associated with Tadley on the parish councils in the area. Consequently, sites which are considered to be related to Tadley, and are outside of the inner zone of the DEPZ (even in part), have been assessed as part of the site assessment process.

Andover

- 3.8 Andover lies within the borough of Test Valley, but the eastern edge of its SPB is in close proximity of the boundary with Basingstoke and Deane. As set out in the Settlement Study, Andover is a Principal Service centre with a catchment extending into Basingstoke and Deane Borough. A number of sites have been promoted on the outskirts of Andover but within Basingstoke and Deane borough (one straddles the two authorities). As such, these sites have been assessed for suitability for allocation.

Newbury

- 3.9 Newbury lies within West Berkshire council and, as set out the Settlement Study, it has been identified as a Principal Service Centre with its catchment area extending into Basingstoke and Deane borough. A site has been promoted on the outskirts of Newbury which has been assessed for suitability for allocation.

Mortimer

- 3.10 Mortimer lies within West Berkshire council, immediately adjoining the borough boundary. The Settlement Study refers to Mortimer as a Medium Village (category 3), with access to key services and facilities and a level of sustainable transport provision but more limited options for other services and facilities such as retail, education, healthcare and leisure. As the settlement of Mortimer lies within the parish of Stratfield Mortimer and West Berkshire council, outside of BDBC, it cannot be subject to a Neighbourhood Plan housing requirement in the same way as other settlements within BDBC. However, as two sites have been promoted within BDBC but immediately adjoining the settlement of Mortimer, these have been subject to site assessment and considered for site allocation through the LP.

Overton

- 3.11 The Settlement Study identifies Overton as a Large Village, and it is considered to be one of the borough's most sustainable settlements. In light of the promotion of a redevelopment opportunity at the now redundant Portals factory in Overton (Overton Mill), the emerging Overton Neighbourhood Plan (Pre-Submission Regulation 14 consultation February-March 2025) is proposing to allocate the site for approximately 400 dwellings, and therefore it

is not considered to be necessary to allocate the site in the LP. This report summarises the site assessment outcomes for new sites in Overton in order to inform the Settlement Study and the suitability of its housing requirement, but it is expected that the housing requirement in this settlement will be allocated/brought forward through the Neighbourhood Planning process.

Whitchurch

- 3.12 The Settlement Study identifies Whitchurch as a Rural Town and it is one of the borough's most sustainable settlements. This report summarises the site assessment outcomes for new sites in Whitchurch to inform the Settlement Study and the suitability of its housing requirement, but it is expected that the housing requirement in this settlement will be allocated/brought forward through the Neighbourhood Planning process.

Category 3 settlements – Bramley, Kingsclere, Oakley and Old Basing

- 3.13 The Settlement Study identifies Bramley, Kingsclere, Oakley and Old Basing as Medium Villages, with access to key services and facilities and a level of sustainable transport provision. The outcome of site assessments for promoted sites at these settlements was not included in the 2023 Site Selection Report, however, to inform further work on the Settlement Study and the suitability of housing requirements in these settlements, this report summarises the site assessment outcomes for all promoted sites at these settlements (that meet the criteria for assessment). However, no sites are proposed for allocation in these settlements through the LP as it is expected that the housing requirement in this settlement will be allocated/brought forward through the Neighbourhood Planning process.

Employment sites

- 3.14 A number of further employment sites have been promoted, and these have been considered as part of the site assessment process in order to ensure that the council has considered what suitable sites are available in order to meet the councils needs in relation to employment premises. These have been assessed in a similar way to housing sites, with the focus being on Basingstoke related sites, but also those that are close to the strategic road network elsewhere. However, sites that are isolated, and distant from the strategic road network have not been assessed. Furthermore, those sites located where development would be covered by a permissive policy which allows employment development to come forward in line with its designations, have also not been assessed. Employment sites are addressed in this report in a specific section at the end of the housing element.

4 Recommending allocations for inclusion in the draft Local Plan

- 4.1 Detailed site assessment work has been carried out for new sites submitted since the 2024 Regulation 18 consultation LP as per the methodology set out in detail in the 2023 Site Selection Report, and with the inclusion of sites adjoining some additional settlements. This report includes a summary proforma of the key issues underpinning suitability for allocation in the LP for all sites proposed for allocation in the 2025 draft Regulation 18 LP (section 5) with updated proformas for those previously included in the 2023 Site Selection Report and new proformas for new proposed allocations. Sections 6-18 of the report identify all new sites that have been assessed, together with a site description and summary of the site assessment outcomes.

5 Sites proposed for allocation in the draft Local Plan

- 5.1 The following section outlines the outcome of the assessments on those sites that are proposed for allocation in the 2025 draft Regulation 18 Local Plan.

Site: BAS037 – Manydown North

Site promoters yield (or SHELAA yield if none provided): 3700 dwellings

Site description: This site comprises the Manydown allocation (Local Plan policy SS3.10) including the area that was included in the outline planning permission, but also a number of smaller sites encompassing land in the vicinity of Worting, which are in different ownerships namely Scrapps Hill, (formerly BAS099) and Worting Park, (formerly BAS115). There are other parcels of land around Worting that are included within the allocation site but are not considered suitable for development. The majority of this wider site is agricultural land, stretching from the A339 at the north of the site down to the railway line in the south. It includes several designated and undesignated built heritage assets within the site and close to it. It also contains a Site for Importance for Nature Conservation and is adjacent to a number of areas of woodland, some of which are designated as Sites of Importance for Nature Conservation (SINCs). To the north-west of the site is the North Wessex Downs National Landscape.

Main site assessment considerations: The site has medium/high landscape sensitivity, with the boundary of the NWD National Landscape lying in relatively close proximity to the northern and western boundary of the wider site and the potential landscape impact on the NWD National Landscape would need to be mitigated. There exist ancient woodland SINC and areas of importance for rare arable flora on site. Constraints have been identified in terms of the impact on the historic environment, particularly several designated and undesignated built heritage assets within the site and close to it. There are also several potentially significant sub-

surface heritage assets located within the site. There is potential for coalescence between Basingstoke and the hamlet of Worting. As a whole, the site's accessibility to existing facilities and services is relatively poor although there is potential to improve this through the provision of new infrastructure on site, and local highway infrastructure. Other identified environmental and physical constraints to developing the site include the loss of good quality agricultural land, localised flooding (although the site is identified as being of low risk sequentially), its location within Source Protection Zone 2, surface water management and the fact that small parts of the site are exposed to rail and road noise. These constraints are unlikely, however, to prevent development, subject to further investigations/ appropriate design and layout/mitigation measures. With regards to community, health and education provision, given the size of the site, on-site provision should be achievable.

Flood Risk – All of the site falls within Flood Zone 1 and there is a small area of the site that has a low risk of surface water flooding (and a very small area that has a medium risk of surface water flooding). The site falls within an area of limited potential for groundwater flooding. There is an historical record of highway flooding in the north-east corner of the site. There have been 2 records of external sewer flooding in the area.

Relevant analysis of site during the course of the Examination of the current Local Plan: in relation to the northern Manydown site the Inspector considered that:

- there was no problem in principle with focusing large-scale development on the western side of the town
- commuting distances to employment opportunities within the town are acceptable
- infrastructure provision needed to be achieved in a timely manner
- the impacts on nearby settlements could be mitigated
- the western bypass was not included in any implementation programmes by the Local Highway Authority and hence could not be included in the policy at that time
- while concerns were noted regarding the Five-Ways Junction, a technical note submitted at the Examination was considered sufficient to overcome that concern.

Considerations in relation to national policy and guidance (relevant to site selection): Paragraph 72 of the NPPF states that:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.”

This adds support to the potential allocation of this site but emphasises the importance of design, along with infrastructure and facility provision.

Matters raised via the issues and options consultation: No comments received.

Matters raised through the Regulation 18 consultation: 28 respondents raising the following issues:

- Lack of information on suitable buffers, protection or irreplaceable habitat, ancient woodlands and BNG.
- Development will add to existing infrastructure pressures, mitigation will be necessary.

Relevant Planning History: BAS037 is allocated for housing (3,400 units) in the current adopted Local Plan (policy SS3.10). The council, as LPA, produced a Manydown Development Brief SPD to guide development within the allocation area. This was adopted in December 2016.

The majority of the site was included within the outline planning application 17/00818/OUT for residential-led development for up to a maximum of 3,520 dwellings with all matters reserved except primary access. Planning permission was granted in December 2021.

Whilst the majority of the Manydown allocation now benefits from the above outline permission, parts of the allocation do not.

The following application relates to Worting Park:

22/02792/FUL Demolition of existing vehicle repair centre, workshops and stable buildings at Worting Park and development comprising 115 dwellings (including affordable housing provision) and neighbourhood centre. Pending decision.

Housing land supply implications: Statements of common ground between the council, representatives of the relevant landowners, the Local Highway Authority and the Local Education Authority, were agreed as part of the Local Plan examination, confirming that the allocation could be delivered during the plan period. The landowners are generally progressing the development of the smaller sites. The site known as Scrapps Hill has been retained by the landowner (Manydown Company) and has a capacity of around 80 homes. This will come forward as part of the wider site. Worting Park is being progressed by developers for approximately 115 homes (received planning permission subject to s106 in November 2023).

Capacity implications: Outline planning permission has been granted for 3520 dwellings, with a further 104 permitted at Worting Park within the site allocation. Pack Lane is now subject to a separate allocation for 300 dwellings. A further 80 dwellings are expected to be provided at Scrapps hill, totalling 3700 dwellings.

Conclusion: Whilst there are a number of site constraints, in particular, highways, heritage, landscape, biodiversity and settlement character, the site is already allocated in the adopted Local Plan with outline consent on much of the site. There is considered to be scope for development on remaining parcels of land within the allocation and any constraints are considered to be capable of being addressed through appropriate design and layout/mitigation measures. The site is proposed for allocation in the LP.

Site: BAS081 - Land north of Pack Lane, Basingstoke

Site promoters yield (or SHELAA yield if none provided): 300 dwellings

Site description: This site is on the western edge of Basingstoke adjoining existing housing to the east, to the north of Pack Lane and south of the railway line. This site falls within the North Manydown allocation in the Adopted Local Plan (SS3.10), but does not form part of the site area that has received planning consent. It is predominantly open arable farmland with some hedgerows along the boundaries. Public rights of way run along the eastern and north-eastern boundary of the site, and within the site alongside the railway. The site is to the south of Worting Conservation Area, containing multiple listed buildings. The site contains archaeological sites.

Main site assessment considerations: The site lies immediately south of the railway line with noise implications, however it is considered that barriers and a buffer zone will provide mitigation. Highways access and infrastructure provision will need to be resolved, and masterplanned with the wider Manydown site infrastructure requirements. This includes active modes crossing of the railway line and improvements to the existing footbridge.

The site is judged to have medium landscape sensitivity with potential to accommodate development provided that the visual amenity of the public rights of way is maintained. The site is to the south of Worting Conservation Area which contains multiple listed buildings. Archaeological interest will need to be taken into account. The land comprises grade 3a (good quality) and grade 2 (very good quality) agricultural land therefore its development would result in the loss of best and most versatile agricultural land.

The site is within a Source Protection Zone (2) therefore any development would need to be designed to prevent pollution of groundwater.

Flood Risk – The site is within flood zone 1 and small parts of the site are at risk of surface water flooding. It is within areas of potential for limited groundwater flooding and groundwater flooding at surface, and there is an historical record of flooding across part of the site.

Relevant analysis of site during the course of the Examination of the current Local Plan: in relation to the wider northern Manydown site the Inspector considered that:

- there was no problem in principle with focusing large-scale development on the western side of the town
- commuting distances to employment opportunities within the town are acceptable
- infrastructure provision needed to be achieved in a timely manner
- the impacts on nearby settlements could be mitigated

- the western bypass was not included in any implementation programmes by the Local Highway Authority and hence could not be included in the policy at that time
- while concerns were noted regarding the Five-Ways Junction, a technical note submitted at the Examination was considered sufficient to overcome that concern.

Considerations in relation to national policy and guidance (relevant to site selection): Paragraph 72 of the NPPF states that:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.”

As part of a wider, larger housing allocation, this adds support to the allocation of this site but emphasises the importance of design, along with infrastructure and facility provision.

Matters raised via the issues and options consultation: None

Matters raised through 2024 Regulation 18 consultation:

- Concerns around the land safeguarded for a railway crossing
- Transport impacts on fiveways junction
- Lack of information on suitable buffers, protection or irreplaceable habitat, ancient woodlands and BNG
- Development will add to existing infrastructure pressures

Relevant Planning History: This site is part of the wider north Manydown site which is allocated for housing (3,400 units) in the current adopted Local Plan (policy SS3.10). The council, as LPA, produced a Manydown Development Brief SPD to guide development within the allocation area. This was adopted in December 2016. This site was not subject to the outline planning consent (17/00818/OUT) for most of the north Manydown allocation.

Housing land supply implications: The land is within the same ownership as the wider Manydown site and as it is already allocated in the ALP there is the potential for it to be progressed quickly.

Capacity implications: This site is allocated in the ALP but restricted to a yield of 300 homes due to concerns about the operation of the Fiveways junction. If the constraint at Fiveways could be overcome, a design solution could enable a higher yield.

Conclusion: This site is part of the North Manydown allocation in the ALP but is not subject to the planning consent for the wider site, and is geographically distinct from the wider allocation being separated from it by the railway line. It has relatively few site constraints, although it comprises high quality agricultural land, and the principle

of allocation was accepted through the ALP. Due to it not being subject to the planning consent of the wider north Manydown site and its physical separation, it is proposed as a separate allocation in the LP.

Site: BAS051 – 65 New Road

Site promoters yield (or SHELAA yield if none provided): 6 dwellings

Site description: The site is located near the centre of Basingstoke and is used for charitable purposes. The existing development is a rather tired, flat-roofed building, dating back to the 1960/70s. The land to the east and west is in residential use (comprising notably larger scale buildings), while the site immediately to the south is used for vehicle repairs. To the north of the site lies the Top of the Town area of Basingstoke with retail and restaurants as well as car parks and some residential development. There is existing vehicular access off New Road, and a small car parking area to the front of the building. A PROW runs through Jacob's Alley which runs down the western site perimeter.

Main site assessment considerations: There are only limited technical concerns regarding the site. One relates to the provision of a safe and suitable access. However, given that there is an existing access to the site this is not necessarily an overriding constraint. The other main relates to the principle of development as it would mean the loss of an office site. However, it is not an ideal office site, compromising a tired building, coupled with its small size and detachment from other office premises and the main retail areas in the town centre. Therefore, it is not likely to be viable in the longer term and its loss would have a minimal impact on the local economy.

The site is sensitive in heritage terms as its northern boundary lies opposite the Basingstoke Town Conservation Area across New Road. Though this does not impact significantly on the principle of development, it will be an important consideration in relation to the design and layout of future proposals.

It is considered that residential use of the site is likely to be more appropriate, especially given the significant need for residential sites, and the importance of prioritising the re-use of brownfield land.

Flood Risk : The site is in Flood Zone 1 and is therefore at relatively lower risk of flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: None – the site was not considered through the Examination

Considerations in relation to national policy and guidance (relevant to site selection): The site is under 1 hectare, and consequently would constitute one of a

limited set of opportunities available to allocate a small site in and around Basingstoke as per the requirements set out in paragraph 68 in the NPPF. The site is previously developed land and provides an opportunity to make more efficient use of land.

Matters raised via the issues and options consultation: The site was not considered as part of the issues and options consultation (as it was previously deemed to be too small for potential development but has been subject to further consideration in light of additional information received).

Matters raised through the 2024 Regulation 18 consultation:

- Concerned that the site is not deliverable as current use still operational.
- Heritage concerns
- Potential for contamination and ground water flooding.

Relevant Planning History: N/A

Housing land supply implications: Ordinarily a site such as this would be likely to come forward quickly and be capable of being included in the five year housing land supply on adoption of the LP. However, in this instance the site promoter has specified a period of 5 – 10 years for delivery and hence it would need to be considered as a developable site for later in the plan period rather than a deliverable site for the first 5 years.

Capacity implications: It is not possible to confirm at this stage whether the proposed site capacity would be likely to be acceptable. Given that this is a small site with a limited yield, any lowering in the amount of development delivered on the site would not be likely to have a significant impact upon the council's housing delivery position.

Conclusion: This is one of the less constrained sites which has been assessed, with no significant technical concerns identified. It's development for housing would also be beneficial for the character of the area by consolidating the existing residential character. The only negative aspect to its allocation is the loss of an employment site. However, it is considered that this site is likely to be more appropriate as a residential site, as that is more consistent with the pervading character of the area.

Site: NWAL001 – South West Basingstoke

Site promoters yield (or SHELAA yield if none provided): 4,500 units along with a hospital and employment floorspace.

Site description: The site comprises a large area of agricultural land to the south-west of Basingstoke, and to the east/north-east of North Waltham. The site includes a number of arable fields and some areas of woodland (which are designated as

SINCs and Ancient Woodland), of various shapes and sizes. The northern edge of the site abuts the area being promoted for the next phase of the Manydown development (site OAK001), while the north-eastern extremity of the site is adjacent to the Hounsme Fields development, with the Basingstoke Golf Course development to the south of that. The land to the north/north-west and to the south/south-west is agricultural. The A30 and M3 (junction 7) are located in close proximity to the south/south-west. A number of Public Rights of Way run across the site.

Main site assessment considerations: Landscape impact is a significant issue, particularly given the site's topography, with much of the site being highly sensitive. The landscape impacts are likely to require mitigation, which will need to be addressed in the site planning and landscape strategy and may impact upon capacity and developable area. Biodiversity is also a constraint and more information/consideration will be required in this regard which will need to be considered further through site planning.

Transport related considerations will be key to the development of the site, including access and ensuring sustainable accessibility to facilities. In particular, enhancements to the local transport infrastructure are likely to be necessary. It will need to be demonstrated that these infrastructure requirements can be provided in a timely and viable manner. Infrastructure provision will need to be co-ordinated with the Manydown south development.

Heritage impacts are also likely to be significant, as the development of the site could have an adverse impact on the Conservation Areas in North Waltham and Dummer as a result of development within its setting, and on the character and appearance of the conservation area.

If the site were to be developed in isolation then it would not relate well to the existing character of Basingstoke. However, this issue is likely to be addressed if the site is allocated in conjunction with OAK001 as that would entail a more coherent expansion of the existing settlement. Avoiding settlement coalescence will need to be addressed through future masterplanning.

There are a number of constraints associated with the site, and the potential landscape impact receives a strongly negative score in the site assessment due to the sensitivity of the landscape of the whole site to development. Other constraints are likely of being capable of being mitigated and/or do not undermine the principle of whether the site can be allocated for development.

Flood Risk: All of the site falls within Flood Zone 1 and 1% of the site is at low risk of surface water flooding. The site is within an Area of limited potential to groundwater flooding. Overall, the site is at relatively lower risk of flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: None – the site was not considered through the Examination process

Considerations in relation to national policy and guidance (relevant to site selection): Paragraph 72 of the NPPF states that:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.”

This adds support to the potential allocation of this site but emphasises the importance of design, along with infrastructure and facility provision.

Matters raised via the issues and options consultation: One letter of objection was received, raising concerns about the impact upon the ancient woodland on the site.

Matters raised through the 2024 Regulation 18 consultation (as part of wider Southern Manydown allocation):

- Concerns around the scale and location of development.
- Risk that the site could be unsustainable as two unconnected phases.
- Environmental concerns in relation to the impact on countryside and agricultural land, character and appearance of the area and its historic landscape, ancient woodlands, the reduction in Strategic Gaps, biodiversity, nature conservation, air and light pollution, issues around the water environment and wastewater.
- Concerns around infrastructure provision including a new medical facility to mitigate impact on primary care and sites to be safeguarded for secondary schools.

Relevant Planning History: N/A

Housing land supply implications: Key issues include the speed of delivery and the number of units which can be provided within the plan period. Given the large-scale strategic nature of the site, and the consequent infrastructure demands, it is assumed that the site is unlikely to deliver units within the first five years following the adoption of the LP. The delivery of the site will also be influenced by other issues such as the provision of the hospital and employment floorspace, and how the site is developed out in conjunction with OAK001.

Capacity implications: There are significant capacity related constraints pertaining to the site which will need further consideration through the plan making process as more detailed masterplanning is conducted.

Conclusion: Developing the site is a logical extension to Basingstoke when combined with OAK001, in order to ensure the successful masterplanning of the area and to facilitate successful infrastructure provision. The potential for the site to provide a new hospital for the town is a significant consideration, as is the potential to provide employment land. Given the limited range of alternative options available

for logistics and industrial floorspace provision, the site offers an opportunity to provide such floorspace, in combination with research and development, which could further support economic growth. The site can also help address other employment floorspace needs, such as for office premises.

Development on the site could progress within the first five years of the plan period but its development is highly likely to extend beyond the plan period.

As is typical of a site of this size, there are a number of site constraints, the most significant, with respect to the principle of allocating the site, are highways and landscape. There are a number of constraints, which are likely to impact upon the developable area and site capacity, possibly to a significant extent. The yield will also be impacted by the other land-uses which will be provided on the site and where these need to go in functional terms. There are also likely to be parts of the site which may not be suitable for built development.

Overall, the constraints associated with the site are potentially significant but could be mitigated to a certain extent given its size and potential for masterplanning and infrastructure provision in conjunction with OAK001 to the north. The site has been identified as a potential location for new hospital and health campus and the provision of this, with a significant level of housing beyond the plan period and employment provision, will offer wider benefits to residents and it is therefore proposed for allocation. Only a portion of the site would be deliverable within the plan period (2750 dwellings), however, its allocation (6000 dwellings) would have the benefit of providing more certainty in terms of housing delivery in relation to the next Local Plan.

Site: OAK001 – Manydown South

Site promoters yield (or SHELAA yield if none provided): 5,000 dwellings

Site description: This site comprises the remaining Manydown land that is in the control of BDBC and HCC that is not allocated in the current adopted Local Plan. The majority of the site is agricultural land, comprising a large number of arable fields and blocks of woodland (some of which are designated as SINC and Ancient Woodland) which generally rises from north to south. The site includes a Scheduled Monument at Battledown Farm. To the north of the site is situated the area allocated for housing in the current adopted Local Plan (Policy SS3.10). A roman road runs along the eastern side of the site, with suburban development beyond that. The western side of the area promoted abuts the eastern edge of Oakley and the site is bounded to the south by the development at Hounsme Fields and the land adjoining South Wood. Approximately 3km to the north-west of the site is the North Wessex Downs National Landscape, although is separated from the site by Oakley. A railway line runs diagonally along the north-western boundary of the site. A number of PROWs cross the site.

Main site assessment considerations: Transport related considerations will be key to the development of the site. In particular, enhancements to the local transport infrastructure are likely to be necessary, including access and ensuring sustainable accessibility to facilities. It will need to be demonstrated that these infrastructure requirements can be provided in a timely and viable manner. Infrastructure provision will need to be co-ordinated with the NWAL001 development.

Biodiversity is a significant consideration and there are a number of SINC's on the site and also protected species which could be affected. However, there are also significant opportunities for improving habitat linkages between existing woodlands through the creation of new woodland and improved management of areas of importance for rare arable flora. It will be important that the impacts on biodiversity are successfully mitigated, and the opportunities for enhancement taken.

In terms of landscape impact, the eastern side of the site abutting the existing settlement policy boundary, received a score of medium/high sensitivity, whereas the western side is highly sensitive. Therefore, the landscape impacts are likely to require mitigation, which will need to be addressed in the site planning, landscape strategy and may impact upon capacity and developable area. Furthermore, any development will need to ensure an appropriate gap between the site and Oakley which could affect the developable area.

In terms of heritage impacts the development would have a potential adverse impact on a listed building or listed buildings by virtue of development within its setting/their settings. The most important heritage related constraint may well be in relation to archaeology, and this will also need to be given detailed consideration through the masterplanning process

Flood Risk: All of the site falls within Flood Zone 1 and 1% of the site is at low risk of surface water flooding hence the site is at relatively lower risk of flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: This specific part of the Manydown site was not considered through the Examination process. However, in relation to the northern part of the site the Inspector considered that:

- there was no problem in principle with focusing large-scale development on the western side of the town
- commuting distances to employment opportunities within the town are acceptable
- infrastructure provision needed to be achieved in a timely manner
- the impacts on nearby settlements could be mitigated
- the western bypass was not included in any implementation programmes by the Local Highway Authority and hence could not be included in the policy at that time
- while concerns were noted regarding the Five-Ways Junction, a technical note submitted at the Examination was considered sufficient to overcome that concern.

Considerations in relation to national policy and guidance (relevant to site selection): Paragraph 72 of the NPPF states that:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.”

This adds support to the potential allocation of this site but emphasises the importance of design, along with infrastructure and facility provision.

Matters raised via the issues and options consultation: Two objections were received. One was from the North Wessex Downs management board, expressing concerns about the impact on the NWD National Landscape and its lapwing mitigation strategy and the other related to the need to protect ancient woodland on the site.

Matters raised through the 2024 Regulation 18 LPU consultation (as part of the wider Southern Manydown allocation):

- Concerns around the scale and location of development.
- Risk that the site could be unsustainable as two unconnected phases.
- Environmental concerns in relation to the impact on countryside and agricultural land, character and appearance of the area and its historic landscape, ancient woodlands, the reduction in Strategic Gaps, biodiversity, nature conservation, air and light pollution, issues around the water environment and wastewater.
- Infrastructure provision including a new medical facility to mitigate impact on primary care and sites to be safeguarded for secondary schools.

Relevant Planning History: None for the site. The northern part of the wider site, which is allocated in the current Local Plan, has been granted outline planning permission for 3,520 dwellings and associated uses.

Housing land supply implications: Key issues include the speed of delivery and the number of units which can be provided within the plan period. Given the large-scale strategic nature of the site, and the consequent infrastructure demands, it is assumed that the site is unlikely to deliver units within the first five years following the adoption of the LP.

Capacity implications: There are significant capacity related constraints pertaining to the site which will need further consideration through the plan making process as more detailed masterplanning is conducted. Successful mitigation would need to be ensured in relation to issues such as biodiversity, landscape and archaeology.

Conclusion: Developing the site is a logical extension to Basingstoke, especially when seen in light of the existing allocation to the north, and the proposed development to the south (NWAL001). Consequently, it is deemed appropriate for allocation in conjunction with the site to the south, NWAL001, in order to help ensure the successful masterplanning of the area and facilitate efficient infrastructure provision.

It seems unlikely that the site could deliver within the first five years and hence it would be a developable as opposed to deliverable site. Its development is highly likely to extend beyond the plan period.

As is typical of a site of this size, there are a number of site constraints, the most significant of which appear to be highway related issues. The site promoter has been progressing analysis of these issues and the evidence to date does not indicate that these challenges would be insurmountable.

There are a number of other constraints which could impact upon the developable area and site capacity especially biodiversity, landscape and archaeology. These will need to be considered when carrying out further masterplanning.

Overall, the site is considered to be suitable for allocation, subject to the various constraints being mitigated, in conjunction with NWAL001 to the south in order to ensure appropriate masterplanning and effective delivery. Only a portion of the site would be delivered within the plan period (2750 dwellings) but its allocation (6000 dwellings) would have the benefit of providing more certainty in terms of housing delivery in relation to the next Local Plan.

Site: OLD001 – Land East of Basingstoke

Site promoters yield (or SHELAA yield if none provided): 900 dwellings, including 450 already allocated in current Local Plan

Site description: The site is located to the east of Basingstoke, incorporating the East of Basingstoke site allocation (Policy SS3.9 of the current adopted Local Plan). Old Basing is located to the south-west of the site. The site is irregularly shaped and existing land uses comprise arable farmland, streams, pasture and wet meadow. It is largely divided into open fields with several blocks of woodland and hedgerows of varying degrees of maturity and continuity. There are a number of designated woodlands within the site. The surrounding land uses are agricultural, with the Basingstoke Sewage Treatment Works (STW) and the Chineham Energy Recovery Facility (ERF) to the north-west. The railway line runs to the south. A number of public rights of way (PRoW) dissect the site with a PRoW running along the western boundary. The topography of the site gently undulates.

Main site assessment considerations: There are concerns regarding highways impacts in relation to the consequences for the local road network and the A33, a concern which relates to all of the sites on the eastern side of Basingstoke.

There is an odour constraint associated with the Basingstoke Sewage Treatment Works (STW). This issue is likely to require further consideration when making decisions concerning final site capacity and will be crucial for the masterplanning

process. Noise is also a concern, and as with odour, will need to be considered through the detailed masterplanning process.

In terms of heritage constraints, the site is in close proximity to listed buildings and the Old Basing Conservation Area which will require mitigation. Archaeology is also a notable constraint which is likely to have implications for site planning.

Flood Risk: Flood Zones 2 and 3 run through the site, although the site is predominantly within Flood Zone 1. 2% of the site is at high risk of surface water flooding, 1% is at medium risk and 8% of the site is at low risk of surface water flooding. Parts of the site are therefore at relatively higher risk of flooding and an Exception Test will need to be passed, to be considered further through the SFRA. Development and points of access will need to avoid areas at risk of flooding and appropriate flood risk management measures may be required to ensure essential infrastructure will be operational and safe in times of flood.

Relevant analysis of site during the course of the Examination of the current Local Plan: The inspector considered that the site was suitable for allocation. The main issues of concern related to the Basingstoke Sewage Treatment Works (STW). Significant concerns were raised by local residents, including reference to various scientific papers in relation to human health. However, the Inspector noted the advice from Public Health England and felt that there was sufficient flexibility available within the allocation area to ensure that the guidance could be complied with in terms of ensuring that development was a sufficient distance from the STW.

Considerations in relation to national policy and guidance (relevant to site selection): The site is not brownfield, nor is it the sort of large strategic site, or small site emphasised in the NPPF. However, the NPPF does encourage the inclusion of a range of site sizes, and so this would provide a medium sized site and hence help with providing that mix of sites.

Matters raised via the issues and options consultation: The only comment received, apart from support from the landowner, was from Hart DC, who stated that any development proposals which fall within the Thames Basin Heaths SPA 5-7km zone, would need to be assessed for impacts on the SPA and include any necessary mitigation measures through discussion with Hart DC. The site is outside of the 7km zone.

Matters raised through the 2024 Regulation 18 LPU consultation:

- Environmental concerns around flooding, ancient woodland and BNG.
- Active modes of transport in and out of the site should be preserved, extended and improved where appropriate and incorporated into green corridors and link to the train station.
- Mixed opinions on the bus gate lane onto Pyotts Hill.
- Odour concerns due to the site's proximity to Basingstoke Sewage Treatment Works.

- Size of the site and deliverability

Relevant Planning History: N/A

Housing land supply implications: Given that the site is allocated in the current Local Plan, it has the potential to deliver in the first five years of the new plan period. Although there have been considerable delays regarding the delivery of the site, the landowner is now taking a more assertive approach to the delivery of the site and its allocation for 900 homes would make the delivery of infrastructure more viable.

Capacity implications: There are various constraints which are likely to impinge upon site yield and this issue will require further consideration as masterplanning progresses. At this stage, 900 homes is considered a suitable yield.

Conclusion: The site is allocated within the current Local Plan and the site area reflects the original promotion for 900 homes as contained within the draft version of the current Local Plan. The landowner is now promoting the site for the full 900 units (rather than the 450 units in the adopted Plan). It is considered that the site can be reallocated for development (subject to the sequential flood risk assessment process) as part of a combined allocation with the neighbouring site to the east (OLD002) for approximately 1,500 homes.

Site: OLD002 – Land at Lodge Farm

Site promoters yield (or SHELAA yield if none provided): 600 dwellings

Site description: The site lies to the east of the settlement policy boundary of Basingstoke comprising, a large piece of arable farmland and mixed paddocks stretching up to Whitmarsh Lane. The River Loddon and a public right of way run along the south-eastern boundary of the site. The site is located adjacent to the East of Basingstoke site allocation (Policy SS3.9 of the current adopted Local Plan, SHELAA site OLD001). The southern tip of the site is next to Pyotts Hill/Bartons Lane, where there are a number of residential properties. Petty's Brook, a Site of Nature Conservation (SINC), flows through the north of the site. The topography of the site gently undulates.

Main site assessment considerations: Highways matters are a concern, specifically in relation to issues such as access and the impact upon the A33. Combining the site with East of Basingstoke would help to ensure suitable highways access.

Parts of the site are significantly impacted by odour from the Basingstoke Sewage Treatment Works (STWs). This is likely to mean that parts of the site are not suitable for development. There are also noise concerns related to the STWs and the incinerator for the northern part of the site.

A mineral constraint has been identified and this will require further consideration. However, it is not deemed to be an overriding constraint to the principle of development.

Impact on biodiversity has been identified as a key concern given the proximity of the site to the River Loddon, its floodplain and the habitats within this area. Protection is necessary to safeguard an important area of opportunity for habitat restoration and creation that would contribute to Green Infrastructure objectives. The site also adjoins the Loddon floodplain which is proposed as a valued landscape in the LP.

In terms of heritage, it has been identified that development would have an adverse impact on the significance of heritage assets as a result of development within the setting of such assets, and on the character and appearance of the conservation area. This isn't considered to be an overriding constraint which would prevent the site being developed but is likely to impact upon site capacity.

The site, if developed in isolation, would also have a significant detrimental impact upon settlement character, as it would not be well related to the existing area of built form. This issue could be overcome by allocating the site in conjunction with East of Basingstoke (OLD001), leading to a more coherent pattern of development.

Flood Risk: Flood Zones 2 and 3 run through the site, although the site is predominantly within Flood Zone 1. 3% of the site is at high risk of surface water flooding, 2% is at medium risk and 13% of the site is at low risk of surface water flooding. The site is therefore at relatively higher risk of flooding and an Exception Test may be needed. However, this may not be necessary if all of the built form can be provided in the part of the site which is not affected by flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: The Inspector considered that the site should not be allocated at that time as it was not required and there were other more favourable sites. The key concerns related to flood risk and biodiversity. The Inspector also noted that the site could not deliver within the first five years of the Plan period.

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF encourages the inclusion of a range of site sizes, and so this would provide a medium sized site and hence help with providing that mix of sites. It could also form part of a major urban extension (as supported by the NPPF), if it were to be combined with other sites on the eastern side of Basingstoke.

Matters raised via the issues and options consultation: 19 representations were received objecting to the future development of the site, raising the following concerns:

- pressure on local infrastructure, mainly highways
- detrimental impact on the rural character of the area

- detrimental impact on the natural environment (e.g. rivers), including biodiversity
- landscape impact
- flood risk.

Hart DC commented that any development proposals which fall within the Thames Basin Heaths SPA 5-7km zone, would need to be assessed for impacts on the SPA and include any necessary mitigation measures through discussion with Hart DC. The site is outside of the 7km zone.

Matters raised through the 2024 Regulation 18 LPU consultation: N/A

Relevant Planning History: N/A

Housing land supply implications: The delivery of the site appears to be dependent upon East of Basingstoke (OLD001) and this site would need to be either developed alongside or following that site.

Capacity implications: The site is quite constrained in certain parts by issues such as biodiversity and heritage.

Conclusion: As has been referred to above, the site is quite constrained, particularly due to the site's proximity to the river Loddon, the sewage treatment works, and heritage assets. However, it is considered that identified constraints can be addressed by combining the development of this site with OLD001 (East of Basingstoke), and through masterplanning and mitigation. The allocation of a wider site has benefits in terms of infrastructure delivery.

Site: SOL008 – Land at Sherfield Hill Farm

Site promoters yield (or SHELAA yield if none provided): up to 385 dwellings

Site description: The site is agricultural land directly to the north-east of Basingstoke, adjacent to the existing Settlement Policy Boundary. The site is situated directly north of the Redlands Local Plan housing site allocation (Policy SPS5.5) and bounded primarily by agricultural land except for residential uses to the west. The site is adjacent to the A33. A Public Right of Way (PRoW) runs through the site. Means of access to the site would be provided from the Taylors Farm roundabout on the A33 serving the Redlands development.

Main site assessment considerations: Highways matters have been flagged as a concern but this reflects wider concerns around the A33 corridor, rather than being a specific concern pertaining to this site. The sections of the site adjoining the A33 to the west of the site will be affected by road noise and mitigation measures would likely be required including combinations of buffer zones between the road and the development, screening through site layout and measures to individual dwellings.

The other issue which has been identified relates to settlement character, and the site projecting north of the existing settlement edge of Basingstoke. There is some concern regarding the impact of the development on Church End, as the northward expansion of Basingstoke would start to lead to coalescence with that settlement. This issue will need to be fully considered in the masterplanning of the site.

No other concerns with the site have been identified, indicating that the site is not highly constrained.

Flood Risk: All of the site falls within Flood Zone 1 but 3% of the site is at high risk of surface water flooding, 3% is at medium risk and 17% of the site is at low risk of surface water flooding. Whilst an Exception Test is not required, parts of the site are at higher risk of flooding and this will be addressed through a Flood Risk Assessment, the design and layout of development, and flood risk management measures.

Relevant analysis of site during the course of the Examination of the current Local Plan: The Inspector stated that:

“This site has capacity for approximately 240 dwellings, including AH and community/health facilities. The SHLAA states that the site would extend urban development into the countryside and it is not considered to be suitable for a strategic allocation. However, the site is well related to allocation SS3.7 Redlands, and urban facilities and services. In the event that the Council could not demonstrate a 5 year supply of housing, this site could be considered a ‘front runner’ in view of its sustainability credentials and proximity to eastern Basingstoke; alternatively, the site could be assessed as part of the process of site selection in an emerging NP.”

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF supports the allocation of a mix of sites in order to meet supply, and this site would help comprise that mix. It could also form part of a major urban extension (as supported by the NPPF), if combined with other sites on the eastern side of Basingstoke.

Matters raised via the issues and options consultation: 4 representations were received objecting to the site being developed. These raised the following concerns:

- Ruin village feel
- Loss of local walking opportunities
- Loss of wildlife
- There is a restrictive covenant on the site
- Access issues
- Traffic congestion
- Loss of agricultural land and habitat
- Loss of historic community of Church End

- Overdevelopment
- Loss of strategic gap
- Coalescence
- Adverse impact on the water quality of the River Loddon and the Lyde, and would exacerbate existing sewage issue
- Loss of historic agricultural land, footpaths, biodiversity and greenspace

Matters raised through the Regulation 18 LPU consultation:

- The impact of development in terms of, wildlife, loss of greenspace, flooding, narrowing of the strategic gap, landscape impacts.
- Heritage impacts
- Traffic generation and car dependency and the need for safe cycle and footpaths
- Infrastructure pressures in terms of wastewater treatment works and improvements required to Chineham Medical Centre.

Relevant Planning History:

23/02707/OUT - Outline application for the erection of up to 350 dwellings (including affordable housing) together with mobility hub, access, parking, pedestrian and cycle routes, landscaping, green infrastructure and drainage. Pending decision.

Housing land supply implications: The site promoter considers that the site is deliverable within five years and there is a pending application for housing development. The site does not appear to be dependent upon any large-scale infrastructure.

Capacity implications: The most important consideration with respect to the site capacity relates to whether the whole site should be developed, or just the southern half. However, with the site to the north (SOL007) not being proposed for allocation, this will ensure that coalescence with Church End is prevented. At this stage a capacity of 385 homes is considered appropriate, subject to further masterplanning etc.

Conclusion: The site is considered to be affected by only a limited number of constraints and appears to constitute a natural extension to Basingstoke. The site is also capable of early delivery. It is recommended that the site is allocated for development.

Site: SOL011 – Redlands Lodge

Site promoters yield (or SHELAA yield if none provided): 16 units

Site description: The site is occupied by a large dwelling with a long linear rear garden culminating in a point where an outbuilding is located. The majority of the site is undeveloped. The site is bounded by trees on the western perimeter, directly to the east lies Redlands House another large dwelling separated by hedgerows and

beyond to the east open farmland and tree belts. Bordering the site to both the west/south-west and north are two current adopted Local Plan allocations for residential development; 'Land east of Basingstoke' (Policy SS3.9) and 'Redlands' (Policy SS3.7, under construction). The site is accessed via a shared driveway (Redlands Drive) from the A33 which is lined by lime trees. Trees along Redlands Drive are subject to a Tree Preservation Order (TPO).

Main site assessment considerations: This is one of the best performing sites, with very few site constraints identified. The site does receive a negative score for highways, but this is reflective of a wider concern regarding the capacity of the A33, rather than being a concern which is specific to this site. There are some concerns regarding Environmental Health related issues such as noise and odour, but the site, in relative terms, is less constrained than others in this locality, and these are not considered to be overriding constraints.

Flood Risk: The site falls within Flood Zone 1 but 8% of the site is at low risk of surface water flooding and 2% is at high risk. Whilst an Exception Test is not required, parts of the site are at higher risk of flooding and this will be addressed through a Flood Risk Assessment, the design and layout of development, and flood risk management measures.

Relevant analysis of site during the course of the Examination of the current Local Plan: The site was not considered through the Examination process.

Considerations in relation to national policy and guidance (relevant to site selection): The site is under 1 hectare and consequently allocating this site for housing would constitute one of a limited set of opportunities available to allocate a small site in and around Basingstoke as per the requirements set out in paragraph 68 in the NPPF. In addition, part of the site is previously developed land (as part of the site is occupied by a dwelling and its curtilage) and provides an opportunity to make more efficient use of land, as encouraged by the NPPF (paragraph 117).

Matters raised via the issues and options consultation: 3 letters of representation were received raising concerns about the site. The following reasons were stated:

- Ruin village feel
- Loss of local walking opportunities
- Loss of wildlife
- Inadequate capacity on A33 for more traffic
- Adverse impact on the water quality of the River Loddon and the Lyde, and would exacerbate existing sewage issue
- Loss of historic agricultural land, footpaths, biodiversity and greenspace

Matters raised through the 2024 Regulation 18 LPU consultation:

- Traffic impact, pressure on local facilities including healthcare, pollution and environmental impact.
- Archaeological interest in the site.
- Encourage the preservation of permissive and public footpaths.

Relevant Planning History: N/A

Housing land supply implications: The site appears capable of early delivery.

Capacity implications: The site capacity is likely to be limited by its shape, which is long and narrow. In addition, the row of trees along the western boundary should be retained, impinging on the developable area and affecting the site capacity. A yield of 16 homes is considered suitable at this stage.

Conclusion: While only a small site, this is considered to be one of the least constrained sites which has been assessed and hence should be allocated for residential development (15 dwellings) if it remains deliverable. It will contribute towards the council's requirement to allocate small sites (under 1 ha).

Site: SSJ004 – Land west of Marnel Park

Site promoters yield (or SHELAA yield if none provided): 300 dwellings

Site description: The site lies to the east of Sherborne St John (approximately 500m away). The site is currently being used as agricultural land and a hedge boundary borders the site. The site is mainly surrounded by arable fields, with an area of woodland known as Spiers Copse located to the northern end of the site. The eastern side of the site lies adjacent to the Marnel Park development and the Basingstoke Settlement Policy Boundary from which it is separated by a belt of trees. It was originally suggested that the site could be accessed via Marnel park with two potential points of access, however the promoter is now suggesting access from Chineham Lane, and through the existing Marnel Park.

Additional land extending to the south of the original site promotion is also being put forward by the site promoter for inclusion in the allocation (and is the subject of a current planning application). This would result in an increased yield of 350 units, and includes access from Chineham Lane (SSJ013 considered in a separate proforma).

Main site assessment considerations: The site has been identified as being of medium/high sensitivity in landscape terms. There is also concern regarding the impact upon settlement character (i.e. the site is not well related to the existing shape of Basingstoke), and the potential erosion of the separation between Basingstoke and Sherborne St John, given the site's location within the Strategic Gap as designated in the Adopted Local Plan.

Due to the proximity of heritage assets, there is the potential for development to impact on their settings which may impact on the layout and design of development but is not considered to be an overriding constraint. A legal agreement relating to eco-compensation applies to the site (and a wider area) and will need to be considered further through site planning and mitigation.

The only significant highways concern which has been identified relates to general traffic congestion in the area. Overall, this is one of the least constrained sites in highways terms, as it can rely on the existing estate roads of the recently constructed Marnel Park development, and potentially Chineham Lane.

In many respects this is one of the less constrained sites, but the constraints which have been identified do relate to important categories, such as heritage, landscape, biodiversity and settlement character. The quantum of development on the site which is acceptable is likely to be limited by the need to mitigate these adverse impacts.

Flood Risk: The site falls within Flood Zone 1. Small parts of the site are at high and medium risk of surface water flooding, and larger areas are at lower risk of surface water flooding. The site falls within an area of groundwater flooding at surface. Whilst an Exception Test is not required, parts of the site are at higher flood risk that should be taken into account through the layout and design of the development.

Relevant analysis of site during the course of the Examination of the current Local Plan: The site was not considered through the Examination process. The Marnel Park allocation, located immediately next to this site, is referred to by the Inspector, though development of that site had already commenced at the time of the Examination (with planning permission having been granted on appeal prior to the Examination).

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF supports the allocation of a mix of sites in order to meet supply, and this site would help support a mix.

Matters raised via the issues and options consultation: No representations were received

Matters raised through the 2024 Regulation 18 consultation:

- Concern around the significance of the farmstead.
- Strategic gap should be maintained, not built on and buffers should be maintained and provided between the ancient woodland and development.
- Infrastructure concerns around wastewater treatment works and healthcare provision
- Paths should be preserved and opportunities taken to extend the path network.

Relevant Planning History:

23/00205/OUT - Outline planning application with all matters reserved except access for up to 350 dwellings, landscaping, public open space and associated infrastructure. Pending decision.

Housing land supply implications: The promotion material states that the site could come forward within five years, and there is a pending application for housing development. In addition, the development of the site does not appear to be dependent upon any large-scale infrastructure or other sites coming forward first. The site appears capable of early delivery.

Capacity implications: The constraints identified above, particularly in relation to heritage, landscape and biodiversity will impact upon capacity. It is therefore recommended that a lower yield is specified in the policy when compared with the figure promoted. An appropriate site capacity at this stage is approximately 200 units.

Conclusion: There are some concerns regarding the site, particularly in relation to heritage, landscape, biodiversity, settlement character and coalescence. However, the constraints are not considered to be insurmountable. Consequently, it is considered that the site should be allocated for housing development for 250 homes. This would be on the basis of the original site promotion, plus part of the southern field subsequently promoted, but with an area of that field remaining undeveloped to maintain the visual separation between Basingstoke and Sherborne St John.

Site: SSJ011 - Weybrook Golf Club

Site promoters yield (or SHELAA yield if none provided): 220 dwellings

Site description: The site is part of an actively used, and managed Golf Course adjacent to the north-western Basingstoke Settlement Policy Boundary. The site promoter has stated that the development of the site would result in the loss of 4 of the holes on the course. There are a number of established hedgerows and trees within the site and a Group Tree Preservation Order (TPO) runs down the eastern side of Rooksdown Lane, adjacent to the site's south-eastern boundary. A PRoW runs up the western site boundary and promoted sites RO001 and SSJ006 are adjacent to the south and immediately north of the site respectively. Aldermaston Road runs along the site's north-eastern boundary. Access to the site is via Rooksdown Lane and the site promoter has stated that opportunities for a second access onto Aldermaston Road are being considered.

Main site assessment considerations: This is one of the least constrained sites in highways terms. However, there is concern about the impact upon the transport network, including the A340 and Rooksdown Lane. There is also concern about the impact of road noise on the new housing.

In terms of landscape impact, the site has been assessed as medium sensitivity. There is also some concern about the impact upon settlement character, as it would project northwards of the existing boundary of the town formed by the Park Prewett residential area. There is also some concern about coalescence with Sherbourne St John in a visual sense.

Overall though, this is one of the least constrained sites, with no strongly negative scores.

Flood Risk: The site is in Flood Zone 1 and is therefore at relatively lower risk of flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: The site was not considered through the Examination process

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF supports the allocation of a mix of sites in order to meet supply, and this site would help deliver that mix.

Matters raised via the issues and options consultation: No representations received in relation to this site.

Matters raised through the 2024 Regulation 18 consultation:

- Objections to the loss of a golf course.
- Infrastructure concerns regarding wastewater treatment works, healthcare and provision of Gypsy and Traveller Pitches and allotments.
- Improvements to active travel access is needed.
- Habitats and how they could be protected or enhanced and the opportunities for new habitat creation should be clear, should link to the LNRS

Relevant Planning History:

23/02622/OUT – Outline planning application for up to 220 homes. Pending decision.
21/03305/ENSC - Request for screening opinion for up to 350 dwellings, submitted October 2021.

Housing land supply implications: The site promoter suggests that the site can be brought forward quickly, within five years. In addition, the delivery of the site does not appear to be dependent upon the provision of any large-scale infrastructure or the development of any other sites. The site appears capable of early delivery.

Capacity implications: Given the concerns which have been raised above regarding landscape issues, this is considered to mean that a lower site capacity will be suitable. Subject to further masterplanning, a yield of approximately 220 homes is considered suitable at this time.

Conclusion: Overall, this is considered to be one of the least constrained sites and is therefore proposed for allocation for residential development. It is proposed that this allocation is combined with adjacent site RO001 to form one allocation for 210 homes, with access from the A340. The combined yield has reduced the originally proposed yield in order to take account of site constraints.

Site: RO001 - Land adjacent to Weybrook Golf Course, Rooksdown

Site promoters yield (or SHELAA yield if none provided): 38 dwellings

Site description: The site lies to the north of Basingstoke and comprises an open field bounded to the north and west by Weybrook Park Golf Club and to the south-east by Rooksdown Lane. Bliddesden Farmhouse is adjacent to the eastern edge of the site and there is a Public Right of Way within the site, running parallel with the north-western perimeter. Residential development at Park Prewett lies south-east of the site on the other side of Rooksdown Lane which is separated by the Spinney (a thick belt of mature trees). As referred to in the site submission form, the site could be accessed via Rooksdown Lane. This site adjoins another promoted site, RO001.

Main site assessment considerations: This is one of the less constrained sites in highways terms. However, there is some concern about the access to the site and the impact upon the transport network, including the A340 and Rooksdown Lane.

The only other concerns relate to archaeology (in relation to the Roman road), and settlement character (projects beyond the existing area of built form). Overall, however, the site is not considered to be particularly constrained.

Flood Risk: The site falls within Flood Zone 1 and is within an area of limited potential for groundwater flooding and is therefore at relatively lower risk of flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: The site was not considered through the Examination process

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF supports the allocation of a mix of sites in order to meet supply, and this site would help deliver that mix.

Matters raised via the issues and options consultation: 1 representation objecting the site, setting out the following reasons:

- The site is outside of the settlement policy boundary and cut-off from Rooksdown by 'The Spinney'
- It is in the strategic gap between Rooksdown and Sherborne St John
- Access issues

- There is likely to be an opportunity for local brownfield development in the next few years, so greenfield development should not be allowed in the meantime.

Matters raised through the 2024 Regulation 18 LPU consultation:

- Protect footpaths
- Heritage concern around the Roman Road running through the site
- Drainage and contamination

Relevant Planning History: N/A

Housing land supply implications: The promotion material states that the site could come forward within five years. In addition, the development of the site does not appear to be dependent upon any large-scale infrastructure or other sites coming forward first. The site appears capable of early delivery.

Capacity implications: The proposed yield amounts to a relatively low density and there is no evidence at present that the yield could be problematic.

Conclusion: The site is one of the less constrained options available and it is proposed as an allocation for development - combined with adjacent site SSJ011 to form one allocation for 210 homes with access from the A340. The combined yield has reduced the originally proposed yield in order to take account of site constraints.

Site: STE001 - Popham Airfield

Site promoters yield (or SHELAA yield if none provided): 4,500 dwellings, along with employment premises and a solar farm.

Site description: The site is a light aircraft airfield together with some neighbouring agricultural fields and blocks of woodland. The nearest settlements are North Waltham which lies some distance to the north-east and Micheldever Station to the south-west. The surrounding area is characterised by open agricultural land punctuated by blocks of woodland of varying size. The woodland which adjoins the site to the east is of a significant size and is an Ancient Woodland. The southern site perimeter is bordered by the A303 where a small service area and a container storage facility are located. There is a cluster of aircraft hangars in the southern part of the site. Most of the site is undeveloped greenfield land serving as mown runways for light aircraft and agricultural fields in the more northerly and westerly parts of the site. The south-eastern corner of the site is currently in use as a dirt bike track. A Public Right of Way (PRoW) runs through the site (north to south) to the north-side service station along the A303.

Main site assessment considerations: A key issue relates to accessibility/ sustainability and transport and there are concerns about how the site can be safely accessed and the impact of the site on both the local and strategic highway network.

Transport related considerations will be key, and enhancements to the local transport infrastructure are likely to be necessary. It will need to be demonstrated that infrastructure requirements can be addressed in a timely and viable manner.

There are concerns regarding the sustainability of the site, which is particularly pertinent in light of the council's Climate Change Emergency. Improving its accessibility credentials in a sustainable manner is important given that the site would form a new settlement. It will need to be as self-sustaining for day-to-day needs ensuring satisfactory accessibility in relation to facilities and services such as doctors' surgeries and education.

There is significant concern regarding noise, largely owing to traffic along the A303 which runs along the southern boundary of the site. The A303 is also elevated in relation to part of the site, which will make achieving satisfactory mitigation more problematic. This isn't likely to impact upon the principle of development given the size of the site but addressing this constraint successfully will be an important issue. There are also concerns regarding landscape impact, with the northern part of the site having been identified as being of medium/high landscape sensitivity, and the western parts being of high landscape sensitivity. There are also some significant archaeological issues which affect the site. There are SINC's on the site with the possible presence of protected species. Two blocks of woodland in the west of the site are SSSIs and a SSSI lies beyond the western boundary of the site.

Development in this location will have no impact on the character of existing settlements and no heritage constraints (with the exception of archaeology) have been identified. The site also includes the benefit of a solar farm which will provide sustainable energy in line with the council's Climate Change and Air Quality Strategy. There is concern about the loss of the current use as an airfield and the contribution made to the wider network of airfields in the region.

Flood Risk: All of the site falls within Flood Zone 1, with a very small area that has a low risk of surface water flooding. It is within an Area of limited potential to groundwater flooding and a small part of the site has a historical record of groundwater flooding. The site is therefore at relatively lower risk of flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: The site was not considered through the Examination process

Considerations in relation to national policy and guidance (relevant to site selection): Paragraph 72 of the NPPF states that:

"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities."

This reference in the NPPF adds support to the potential allocation of this site. However, it also emphasises the importance of design, along with infrastructure and facility provision. The site is being promoted as a Garden Village. Its development should be capable of realising the vision for a Garden Village.

In addition, part of the site is previously developed land and, given the support for making effective use of land in the NPPF, this offers some further support to the principle of allocating the site. However, as only a very limited part of the site is previously developed, this does lessen the amount of support which can be drawn from the NPPF in this regard.

Matters raised via the issues and options consultation: 3 representations were received raising concerns about the development of the site.

- Concerns about the scale of development (Steventon Parish Council).
- Harmful impact on local landscape character and environmental and heritage assets.
- Erosion of open landscape between Basingstoke and Winchester.
- Vulnerable to future expansion to become a larger settlement.
- Contains, and is adjacent to, Ancient Woodland: any loss should not be permitted, and a buffer should be maintained.

A number (12) of representations objecting to the development of the site were also received by the council subsequent to the completion of the issues and options consultation. This may have been in response to a similar consultation being run by Winchester City Council, as some of the letters made reference to a closely related site being proposed by a site promoter within the Winchester District (Micheldever Station). These raised the following concerns:

- Impact on the countryside/character of the area.
- The proposal would result in an excessive amount of housing in the local area.
- Detrimental impact on the natural environment, including wildlife and landscape.
- Concern about cumulative impacts with a potential new town proposed around Micheldever Station.
- The development of the site is unwarranted (should be developing brownfield land and/or relying upon the large number of unimplemented planning permissions which have been granted).
- Detrimental impact upon air quality.
- Loss of the airfield.
- Detrimental impact upon Blackwood Forest.
- Detrimental impact upon local heritage in relation to Jane Austen.

Matters raised through 2024 Regulation 18 LPU consultation:

- Unsustainable location.

- Concern around the loss of the airfield given its contribution to the General Aviation (GA) network of airfields in the Southeast of England and both aviation and non-aviation community and sporting events.
- Concern about the loss of countryside, biodiversity habitats and green infrastructure.
- Should refer to protecting the setting of the nearby Scheduled Monument.

Relevant Planning History: N/A

Housing land supply implications: Given the large-scale nature of the site, it is likely to be difficult to bring the site forward quickly. It is considered that development will come forward later in the plan period and the development of the site would be likely to go beyond the LP plan period.

Capacity implications: Given the constraints referred to above, there is the possibility that the capacity may be impacted. However, it will be important not to reduce the capacity too much to ensure that the new settlement can successfully support on-site facilities and services and viable public transport.

Conclusion: The site has the potential to deliver a significant amount of housing in order to help meet housing needs. It also offers the potential to relieve some of the pressure on existing settlements, particularly Basingstoke town, and provide a greater mix of sites.

There are some concerns regarding the site, primarily in relation to issues such as sustainability/transport/highways, landscape, noise, biodiversity, education and loss of the airfield. However, many new settlements are likely to encounter difficulties in relation to these issues, and these can help to be resolved through suitable infrastructure provision and masterplanning. There are also a number of other constraints which, while not fundamental to the principle of whether the site should be allocated, will impact on the site planning.

Whilst the Airfield makes a contribution to aviation in the wider area, it is not considered that it is such a significant part of the national network of general aviation airfields that its loss should be resisted. The loss of employment and community and sporting events associated with the Airfield are recognised but are not considered significant enough to justify the prevention of the loss of the Airfield: these uses are expected to relocate. The airfield is in the full control of one of the site owners.

In light of the above, it is considered that the site is proposed for allocation for 4250 homes with 1800 in the plan period. However, it is likely that significant further consideration will be required in relation to the issues referred to above.

Only a portion of the site would be deliverable within the plan period. However, its allocation would have the benefit of providing more certainty in terms of housing delivery in relation to the Local Plan which follows the LP.

Site: SOL012 – Land at Redlands

Site promoters yield (or SHELAA yield if none provided): 140 dwellings

Site description: This site comprises a large residential dwelling ‘Redlands House’ located in the north-western portion of the site. Its large garden extends to the north and is allocated for residential development under Local Plan Policy SS3.7 ‘Redlands’. As such, this part of the site no longer forms part of the site promotion. The site comprises a large field to the east and south/east of the property. The eastern and southern site perimeters are bounded by thick belts of trees. The surrounding land to the east is characterised by open agricultural fields and pockets of trees. The ‘east of Basingstoke’ (Policy SS3.9) and ‘Redlands’ (Policy SS3.7) current adopted Local Plan housing allocations lie south-west and north/north west of the site respectively. The site is accessed from the A33 via Redlands Drive.

Main site assessment considerations: The main concern relates to the impact of odour from the large Basingstoke Sewage Treatment Works located in close proximity to the south-east of the site. Available evidence suggests that odour levels would be excessively high on part of the site making residential development inappropriate in those areas. There are also concerns regarding noise, highways, open space and community building provision but these are not considered likely to affect the principle of developing the site.

Flood Risk: All of the site falls within Flood Zone 1. 1% of the site is at medium risk and 5% of the site is at low risk of surface water flooding hence this site has a relatively lower risk of flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: The Inspector did not consider the site suitable for allocation. He stated that:

“The majority of the southern site, however, extends to within the odour exposure levels that are likely to occur around the Basingstoke STW as defined in the Odour Assessment Report for the East of Basingstoke site. I therefore have concerns whether acceptable odour standards for future residents could be achieved on the majority of the southern site. Until such time as improvements to the STW significantly reduce the extent of these contours, the southern site should not be included within the Plan for housing purposes.”

In some cases, when the Inspector decided not to include what were known as the ‘omission sites’ with the current Local Plan, this seemed to be on the basis that their inclusion was not justified in relation to that particular Local Plan, but he did not seem to necessarily rule out development of those sites in the longer term. However, in relation to this site his concern appears to be fundamental and suggests that the principle of development for housing is not acceptable.

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF encourages the inclusion of a range of site sizes and so this would provide a medium sized site and help with providing that mix of sites.

Matters raised via the issues and options consultation: 3 objections were received raising the following issues:

- Ruin village feel – overdevelopment of Sherfield on Loddon
- Loss of local walking opportunities
- Loss of wildlife
- Inadequate capacity on A33 for more traffic
- Adverse impact on the water quality of the River Loddon and the Lyde, and would exacerbate existing sewage issue
- Loss of historic agricultural land, footpaths, biodiversity and greenspace used for recreation

Matters raised through the 2024 Regulation 18 LPU consultation: N/A

Relevant Planning History:

Land to the north:23/01133/FUL: Planning consent for erection of 30 dwellings including affordable homes, demolition of Redlands House and associated buildings, vehicular access off the approved Phase 1 development, pedestrian links to Phases 1 and 2, open space, SuDS, underground foul pumping station, and associated landscaping including minor earthworks for drainage infrastructure (to be known as Phase 3).

Housing land supply considerations: The promotion material suggests that the site could be delivered within five years.

Conclusion: The site is effectively an extension to an existing allocation and would be phase 4 of the ongoing Redlands development. There is a concern regarding the proximity of the site to the Basingstoke Sewage Treatment Works (STW) and the odour impacts this would have on the proposed housing and its residents, but other concerns can be addressed through masterplanning and mitigation. It is therefore proposed to allocate the site with a reduced capacity of 70 dwellings, to ensure a suitable buffer between new development and the STW and incinerator.

Site: CLID011 – Upper Swallick

Site promoters yield (or SHELAA yield if none provided): 2,500 units

Site description: The site is an extensive, undulating tract of arable farmland stretching east from the M3 on the southern side of Basingstoke, south of Cliddesden village. The site comprises a number of agricultural fields divided by hedgerows, small tracks and lanes. The site falls into three Parishes; the majority of

the site falling within Cliddesden CP, a portion within Fairleigh Wallop CP and a small area within Winslade CP. Cliddesden Primary School is situated in the centre of the site, with Otters Nursery School situated on Farleigh Road to the west of the school. There is little other physical development within the site boundary, with the exception of 3 classified roads. A number of Public Rights of Way (PROWs) cross the site, one north/south approximately a third of the way across the site from the western-most perimeter eventually linking to Farleigh Road, another southwest/northeast from the southern site boundary to Cliddesden Primary School, and one stretching east/north-east from Swallick Farm to Station House. SHELAA sites CLID003 and CLID004 which were promoted to the council through the 2019 'Call for Sites' are situated adjacent to the site to the north at Cliddesden Village. The site promoter has suggested that the site would have direct access from the A339 in the east, junctions with Northgate Lane and Farleigh Road, and connect to Woods Lane at the M3 underpass.

Main site assessment considerations: Transport issues are a key concern in relation to this site. In particular, this includes issues such as accessibility to key services and facilities in Basingstoke and the impact of the development on the local and strategic road network.

There are very significant concerns regarding landscape impact, as large parts of the site are considered to be of high sensitivity, and the openness and visibility of the site is emphasised in the assessment. The relationship with Cliddesden is of note, in relation to both landscape and settlement character.

There are also significant concerns regarding heritage impacts, particularly concerns around the impact on the setting of the Registered Park and Garden of Hackwood, and visibility from the Cliddesden Conservation Area.

Noise is also a significant issue in relation to part of the site closest to the M3 and the A339, and this may have some capacity and site planning implications.

Development of this site would also result in the loss of grade 2 and 3a agricultural land, which falls within the definition of best and most versatile agricultural land.

Flood Risk: The site falls within Flood Zone 1. A very small part of the site is at low/high risk of surface water flooding. All of the site falls within an area of limited potential for groundwater flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: The site was not considered through the Examination process

Considerations in relation to national policy and guidance (relevant to site selection): Paragraph 72 of the NPPF states that:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.”

This seems to support the potential allocation of this site. However, it also emphasises the importance of design, along with infrastructure and facility provision. The site has been promoted on the basis that it would be a garden settlement.

Matters raised via the issues and options consultation: 381 objections to the site were received via the issues and options consultation. These raised a large number of issues, including the following:

- Loss of countryside
- Size and scale of development
- The development of the site is not necessary
- There are better options available
- The development cannot be delivered within the required timescales
- Detrimental impact upon landscape and rural character
- Loss of high-quality farmland
- Would result in Basingstoke sprawling out beyond the current M3 barrier
- Loss of recreational area enjoyed by local residents
- Impact upon biodiversity and the natural environment, including ancient woodland and SINCs
- Heritage impacts
- Flooding
- Light pollution
- The development of the site would not be consistent with the council’s Climate Emergency declaration
- Detrimental impact upon the character of local villages
- Coalescence with Basingstoke
- Detrimental impacts flowing from the construction process
- Would undermine the sense of community in the settlements affected
- Allocating the site would be inconsistent with the outputs from the Settlement Study
- Detrimental impact upon the local road network
- Impacts upon local infrastructure
- The size of the proposed development wouldn’t actually allow it to become a sustainable and fully functioning community.

A more comprehensive summary of the matters raised is available via the following link:

[Issues and Options Summary of Consultation 250521 \(basingstoke.gov.uk\)](https://www.basingstoke.gov.uk/250521/Issues-and-Options-Summary-of-Consultation-250521)

Matters raised through the 2024 Regulation 18 LPU consultation: N/A

Relevant Planning History: N/A

Housing land supply considerations: The site proposes a new settlement which would need to be delivered in a number of phases. As such it is unlikely to be delivered in the short term. However, it could provide long term certainty to the supply over a longer period of time. The site promoter has suggested that the site could be delivered within the next 5-15+ years, and it would be likely to continue beyond the plan period.

Conclusion: The site has the potential to deliver a significant amount of housing in order to help meet housing needs. It also offers the potential to relieve some of the pressure on existing settlements.

There are some concerns regarding the site, primarily in relation to highways, landscape, heritage and settlement character. However, many new settlements are likely to encounter difficulties in relation to these issues, and these could be resolved through suitable infrastructure provision and masterplanning. There are also a number of other constraints which, while not fundamental to the principle of whether the site should be allocated, will impact on the site planning.

In light of the above, it is considered that the site is recommended for allocation. A portion of the site (1200 dwellings) would be delivered within the plan period. However, its allocation would have the benefit of providing more certainty in terms of housing delivery in relation to the Local Plan which follows the LP.

Site: BRAM011 - Land West of Upper Cufaude Farm

Site promoters yield (or SHELAA yield if none provided): 350 dwellings

Site description: The site is an area of maintained grassland and agricultural land in arable use. The site is relatively flat with a slight rise in level from east to west. It is located to the south-west of Cufaude Lane and is broadly located south-west of the built-up area of Bramley. A PROW runs along the north western boundary of the site. Surrounding land use is primarily agricultural with residential development and Chineham business park to the south. The residential area to the south of the site and spreading out eastward is Razor's Farm, a site allocation in the current adopted Local Plan (Policy SS3.3). Additionally, the current adopted Local Plan allocation for approximately 390 dwellings, Upper Cufaude Farm (UCF), lies immediately east of the site. The site promoter considers that access to the site could be achieved via the existing access onto Cufaude Lane for up to 100 units. However, the promoter also considers that further access through the Upper Cufaude Farm site could be achieved.

Main site assessment considerations: There is concern from a highways perspective if the site needed to be accessed from Cufaude Lane, owing to the highly constrained nature of that road. The impact on local infrastructure provision, including the highway network, is also of concern.

The site is considered to be highly sensitive in landscape terms and is located within the wider setting of The Vyne (Grade 1 Listed Building) as well as several designated and undesignated heritage assets which lie immediately on the boundary of the site. Concerns have been raised in relation to how the development of the site may impact upon settlement character. Noise impacts have been flagged in relation to the Business Park to the south and Bramley Camp but are not considered to be a significant constraint.

Flood Risk: All of the site falls within Flood Zone 1. 3% of the site is at high risk of surface water flooding, 2% of the site is at medium risk and 14% of the site is at low risk of surface water flooding. Whilst an Exception Test is not required, parts of the site are at higher risk of flooding and this will be addressed through a Flood Risk Assessment, the design and layout of development, and flood risk management measures.

Relevant analysis of site during the course of the Examination of the current Local Plan: None – the site was not considered through the Examination process. However, the Inspectors assessment of the neighbouring allocated site is outlined below for information:

“Policies SS3.8 for Upper Cufaudd Farm and SS3.3 for Razor’s Farm allocate 810 dwellings on connected sites to the north of Basingstoke. Concern was expressed by the National Trust and others that development in the north-west quarter of site SS3.8 would impact on the landscape setting of Vyne House Grade 1 Listed Building, which is a well-used visitor attraction.. The modifications exclude these fields from development and ensure a well-designed and robust barrier to reflect the existing landscape character and protect the setting of the heritage asset.”

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF encourages the inclusion of a range of site sizes, and this would provide a medium sized site and hence help with providing that mix of sites.

Matters raised via the issues and options consultation: Only one representation was received, which was from the site promoter.

Matters raised through 2024 Regulation 18 LPU consultation: N/A

Relevant Planning History: N/A

Housing land supply implications: the site would need to come forward after the neighbouring Upper Cufaudd Farm allocation. As a result, while the site could be developed relatively early within the plan period, it would be unlikely to be deliverable within the first five years.

Capacity implications: It is considered that only the southern part of the site would be suitable for development, reducing the site's overall capacity. A yield of approximately 220 units is considered suitable at this stage.

Conclusion: The development of the full site area is likely to be unacceptable owing to impact upon settlement character, landscape and the setting of the Vyne. However, it is considered that these constraints would be largely overcome were only the southern half of the site to be developed, and if the site was accessed from the Upper Cufaudd Farm housing development. It is proposed that the site is allocated for development on this basis, with a reduced capacity of 220 homes.

Site: TAD016 – Skates Lane

Site promoters yield (or SHELAA yield if none provided): 300 dwellings

Site description: The site comprises of a number of fields which are located to the south-west of the settlement of Tadley. The site itself it is located outside of the Settlement Policy Boundary but in close proximity. The promoter has noted that site is currently in agricultural use. There are a number of trees located within the site itself and an area of woodland is located to the north of the site and forms part of its northern boundary. To the south of the site are a small number of residential properties and a Plant Hire facility, however, the majority of the site is surrounded by fields. Three small ponds are located to the north of the site and a path runs through the side of these. There is also a footpath running through the centre of the site.

Main site assessment considerations: Whilst the site is not considered to be constrained in highways terms, there are concerns regarding the accessibility of the site to services and facilities. There are also concerns in relation to biodiversity and heritage which would affect the masterplanning of the site. The impact of development in this location upon settlement character is also noted as a concern although it is recognised that in light of the AWE issue this is an inevitable outcome in this vicinity which needs to be balanced against other factors. Landscape impact is also highlighted as a concern but one affecting masterplanning rather than principle.

Flood Risk: The site falls within Flood Zone 1, with a watercourse running through the site. Parts of the site are a low, medium and high risk of surface water flooding. Most of the site is within an area of limited potential for groundwater flooding, some of the site has potential for groundwater flooding of property situated below ground level. Whilst an Exception Test is not required, parts of the site are at higher risk of flooding and this will be addressed through a Flood Risk Assessment, the design and layout of development, and flood risk management measures.

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF supports the allocation of a mix of sites in order to meet supply and this site would help deliver that mix.

Planning history:

24/00349/OUT – outline planning application for up to 245 dwellings, a convenience store and associated infrastructure. Pending decision.

Matters raised via the issues and options consultation: None

Matters raised through the 2024 Regulation 18 LPU consultation: N/A

Housing land supply implications: There is a on outline planning application for development of the site and the promoter has indicated that the site could come forward within a five-year timescale.

Conclusion: This site is considered to score reasonably well, both in relation to the Basingstoke sites which have been proposed for allocation, and in comparison with the other Tadley options. Whilst there are site constraints, particularly relating to access, settlement character, biodiversity and heritage, some of these can be addressed through a reduced capacity and site planning, and given the limited options for development at Tadley, it is therefore proposed that the site is allocated for 245 homes.

Site: Oakley Farm, Washwater

Site promoters yield (or SHELAA yield if none provided): 550 dwellings

Site description: The site is not within a Settlement Policy Boundary and adjoins the borough boundary with West Berkshire council. Is to the south of Wash Water, on the outskirts of Newbury. The site is largely in agricultural use with a touring caravan park and storage in the centre of the site. Around the agricultural land, across the site there are woodlands and well-established tree belts. Rural roads intersect the site providing access to Newbury and Highclere. The site boundary does not include Falklands Farm to the north and extends up towards the River Enborne corridor. To the east of the site, the landscape is predominantly rural in nature with some dispersed housing. To the south, there is a sewage treatment works and the A34. To the west there is a row of housing along Andover Road, with some residential dwellings extending along Penwood Road towards the site. The A343 bounds the western site boundary. The site contains a listed granary at Falkland Farm and surrounds the listed Mill at Falkland Farm.

Main site assessment considerations: Noise from the A343 and A34 are constraints in this location and may affect the developable area and mitigation requirements. Likewise, due to the proximity of sewage treatment works to the south of the site, there is potential for odour pollution, which is likely to require a buffer zone, and both issues will require further consideration for site planning.

The northern part of the site comprises the River Enborne corridor, sensitive in terms of flood risk, landscape character and biodiversity. The southern part of the site is

also of medium/high landscape sensitivity, and there are a number of key habitat types across the site.

The site receives negative scores for accessibility, highways access and infrastructure, and there will need to be further detailed transport assessment to assess impacts and ensure active transport opportunities. There are opportunities for development on this site to connect with the emerging housing development and associated facilities on the opposite side of the A343.

Due to the proximity of heritage assets within the site and adjoining (Falklands Farm), there is the potential for development to impact on their settings which may impact on the layout and design of development but is not considered to be an overriding constraint.

This site is subject to a number of constraints, and relating to important categories such as flood risk, odour and noise pollution, landscape, biodiversity, heritage, settlement character and highways. The quantum of development on the site which is acceptable is likely to be limited by the need to mitigate these adverse impacts.

Flood Risk – Flood Zones 2 and 3 run across the northern part of the site. There are areas at high, medium and low surface water flooding risk across the site, and the site is within an area at risk of groundwater flooding at surface. Parts of the site are therefore at relatively higher risk of flooding and an Exception Test will need to be passed, to be considered further through the SFRA.

Relevant analysis of site during the course of the Examination of the current Local Plan: N/A

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF supports the allocation of a mix of sites in order to meet supply, and this site would help comprise that mix.

Matters raised via the issues and options consultation: N/A

Matters raised through the 2024 Regulation 18 LPU consultation: N/A

Relevant Planning History:

20/03577/OUT - Outline planning application (with all matters reserved aside access) for the redevelopment of existing caravan storage site / removal of existing structures and the erection of 5 no. residential dwellings and associated access works, parking and landscaping. Application refused October 2021. Subsequent appeal dismissed.

23/01015/PIP - Application for Permission in Principle for the erection of a minimum of 1 no dwellings and a maximum of 2 no. dwellings. Application refused June 2023. Subsequent appeal dismissed.

A planning application for mixed use comprising up to 270 dwellings, community building, health centre and convenience store, open space and infrastructure was allowed on appeal on land immediately west of the A343.

Housing land supply implications: The site promoter has suggested that the site could be delivered within the next 5 years and consequently the site could potentially form part of the council's five year housing land supply on adoption of the LP.

Capacity implications: Site constraints such as the River Enborne corridor and flood plain, existing woodland and Sites of Importance for Nature Conservation, and potential road noise, reduce the developable area and the potential site capacity is reduced accordingly.

Conclusion: Whilst the site is not immediately adjacent to any Settlement Policy Boundary, it is on the outskirts of Newbury which has good provision of facilities and services, and development of the adjacent site at Watermill Bridge has established the principle of development at this location. There are some concerns regarding the site, particularly in relation to flood risk, noise and odour pollution, highways and accessibility, heritage, landscape, biodiversity, settlement character. However, the constraints are not considered to be insurmountable. Consequently, it is considered that the site should be allocated for housing development for 500 homes.

Site: Land at West End Farm, Mortimer

Site promoters yield (or SHELAA yield if none provided): 350 dwellings

Site description: The site is located adjacent to the settlement of Mortimer, which lies outside of the Basingstoke and Deane Borough Boundary. The site is greenfield agricultural land with residential development to the north along West End Road and a few residential properties to the southeast. To the south and southwest of the site there is an established woodland, with a tree belt that extends northwards through the site. A public right of way crosses the western portion of the site linking Mortimer to adjacent countryside.

Main site assessment considerations:

The site receives a negative score in relation to heritage impacts, owing to its proximity to a listed building to the east of the site. It also receives a negative score for highways access and infrastructure given the semi-rural nature of the adjacent section of West End Road however these are not considered to be insurmountable and further technical work is needed to demonstrate impacts on West End Road and the wider network.

The Pamber Forest and Heaths draft Valued Landscape is located to the north of the site, however the site itself is quite contained by woodland and housing and is considered to be of medium landscape sensitivity. Development of the site would

result in the potential loss of agricultural land, indicated to be grade 3 (good to moderate quality).

Flood Risk – The site falls within Flood Zone 1. Very small parts of the site are identified as being at high and medium risk of surface water flooding, and small parts of the site are at low risk of surface water flooding. The site lies within an area with limited potential for groundwater flooding.

Relevant analysis of site during the course of the Examination of the current Local Plan: The site was not considered through the Examination process

Considerations in relation to national policy and guidance (relevant to site selection): The NPPF supports the allocation of a mix of sites in order to meet supply and this site would help deliver that mix.

Matters raised via the issues and options consultation: None

Matters raised through the 2024 Regulation 18 LPU consultation: N/A

Relevant Planning History: No relevant planning history.

Housing land supply implications: The site promoter has suggested that the site could be delivered within the next 5 years and consequently the site could potentially form part of the council's five-year housing land supply on adoption of the LP.

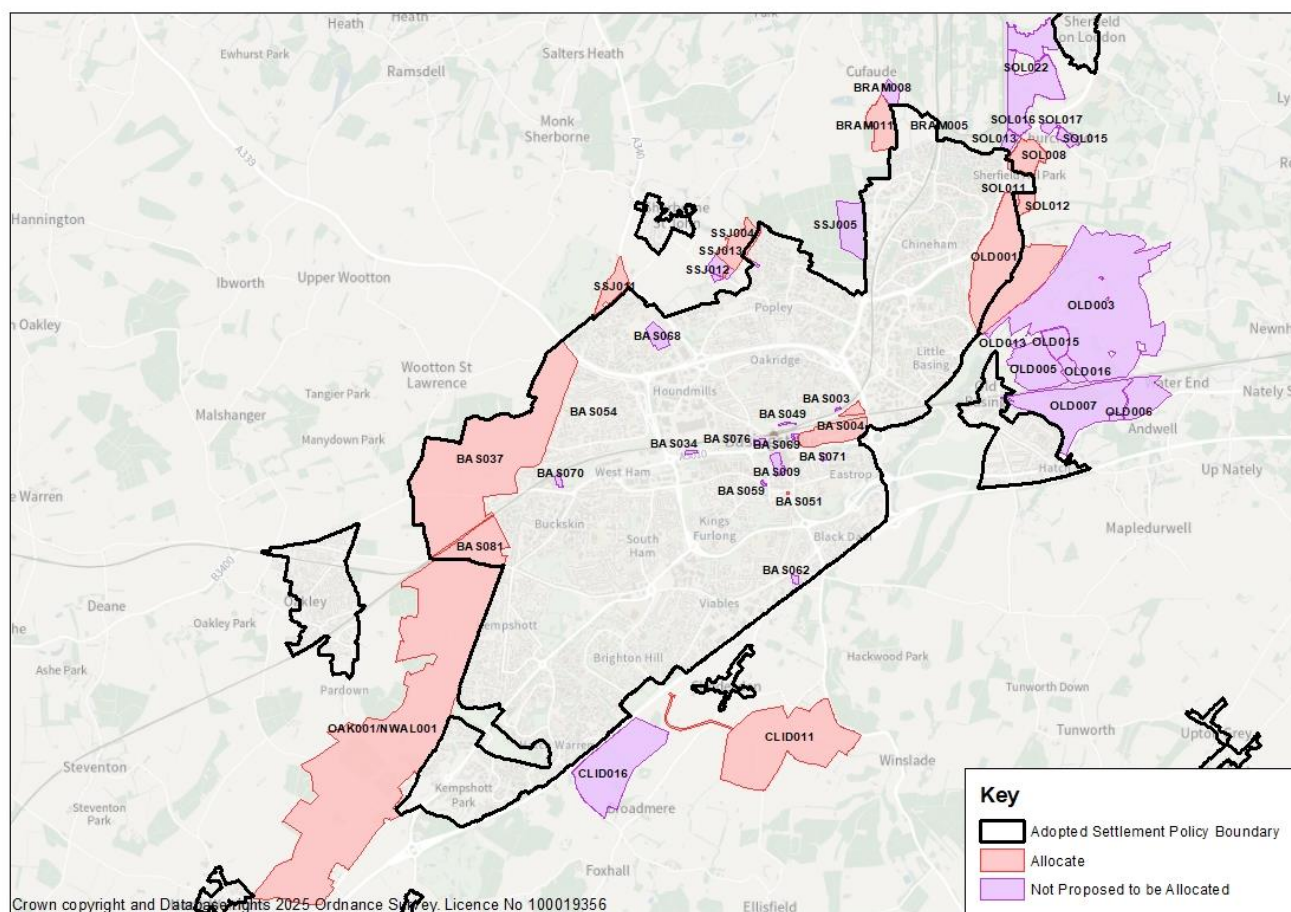
Capacity implications: A site yield was not provided with the site promotion, however there are no obvious site constraints that would affect capacity.

Conclusion: There are limited constraints on this site, and further technical work and site planning would be expected to help address the identified highways and heritage impacts. The site is proposed for allocation for 350 dwellings.

6 New sites assessed at Basingstoke

- 6.1 The following map shows other sites that were considered through the site assessment process, and which are not proposed for allocation. For completeness the map also includes the proposed allocated sites outlined in section 5.

Map showing promoted sites for development in and around Basingstoke including strategic sites:



BASINGSTOKE

Site	Site Description	Conclusions of Site Assessment
BAS068 North Hampshire Hospital, Aldermaston Road	The site is currently occupied by the Basingstoke and North Hampshire Hospital and is located on the northern edge of Basingstoke. The site contains a range of hospital buildings of different sizes, design and age. The surrounding uses are residential to the east and west, car parking and industrial to the south and open space and hospital to the north.	This site is within the Settlement Policy Boundary for Basingstoke Town and therefore is well located for redevelopment following reprovision of the new hospital, with few constraints. Site considered through the site assessment process and not proposed for specific allocation at this stage due to deliverability issues. The redevelopment of the site is subject to the delivery of a hospital on an alternative site and, given timescale associated with delivery, this site is unlikely to become available within the plan period. The site is not, therefore, proposed for allocation.
BAS069 – John Lewis, Basing View	The site comprises retail accommodation on the lower floors and car parking above. To the north of the site is a railway	The site is within the Settlement Policy Boundary for Basingstoke Town and is within Basing View, a strategic employment area but designated for

	line, to the east are the office buildings of Basing View, to the south a car showroom and the west a vacant development site. Part of the building is now vacant although the supermarket use on the northern part of the site remains.	regeneration including some residential provision. The current building is being relet on a 10 year lease so the site would not be available until later in the LP plan period. Site constraints such as highways access, compatibility with neighbouring uses and ground conditions are likely to be resolvable through design. The site is not proposed for specific allocation due to uncertainty regarding deliverability at this stage. However, it falls within Basing View where some mixed-use development, including residential, is proposed, subject to policy constraints.
BAS070 – West Ham Lane, Basingstoke	The site consists of a large vacant dwelling with a large garden covered by trees that extends to the railway line on the northern boundary. To the west is the Moniton Industrial Estate and to the east is the Basingstoke Golf Driving Range. To the southwest of the site, fronting West Ham Lane, are two residential properties. There is a petrol filling station and residential properties to the south of the site on the other side of West Ham Lane but fronting Worting Road.	The site is within the Settlement Policy Boundary for Basingstoke. It is within the ward of Buckskin and South Ham, where the principle of regeneration is supported by current policy in the ALP and proposed policy in the LP. There is a current planning application for 45 dwellings on the site. Site constraints include noise from the railway and adjoining employment uses, as well as highways access and infrastructure issues. The site is not proposed for allocation, as it can be progressed under the current policy framework.
BAS071 – YMCA, Basingstoke	The site is within Basingstoke SPB and is used for Basingstoke YMCA. The current land use is 83 residential dwellings, communal spaces, offices, garden and parking, and the site is specifically used for young people aged 18-30 with some support needs for independent living. The promoter is proposing additional affordable housing to provide a campus/progression model comprising additional storeys on the existing building. There are a number of trees on site and parking areas. The site is adjacent to allotment gardens to the west, with principal	The site is within the Settlement Policy Boundary for Basingstoke where the principle of residential development is acceptable in principle. The current and proposed policy framework protects and supports the provision of specialist and affordable housing in principle. A more intensive use of the site entailing additional storeys would have particular implications for infrastructure provision and urban design, which would need to be considered in more detail. Not proposed for allocation due to uncertainty regarding deliverability at this stage and site constraints.

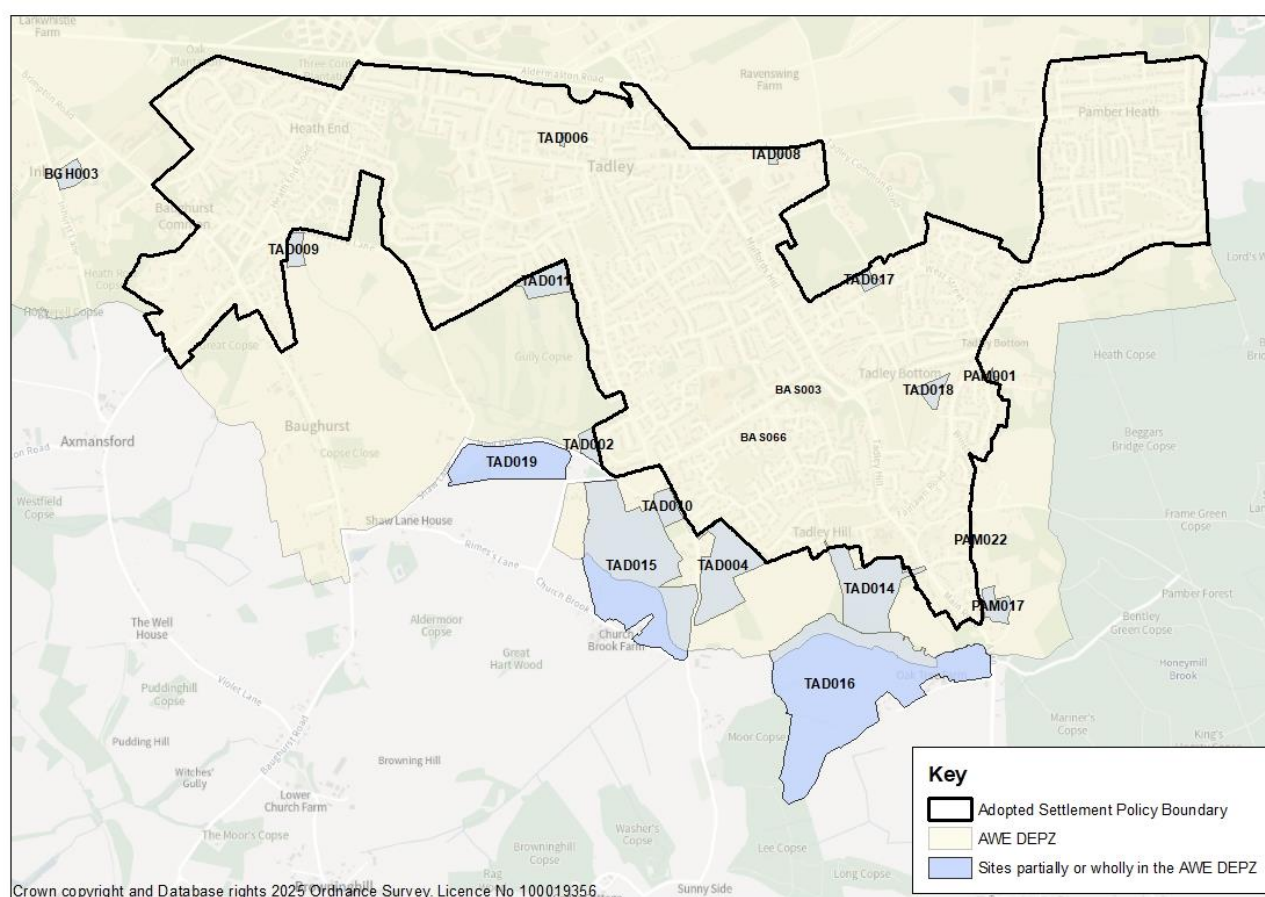
	access from Eastrop Way to the north of the site. Adjacent to the south and east of the site are residential areas.	
BAS076 – Winterthur Way, Basingstoke	The site is located in Basingstoke Town Centre, close to the train station. The site is currently in use Class E, being used as offices, also containing padel courts. The site is bounded by Alencon Link Road to the south and Winterthur Way to the North, where the existing access is located. There is a significant slope on the southern boundary within the area of tree cover.	The site currently contains office buildings, with some padel courts. It is within the Settlement Policy Boundary for Basingstoke. Whilst not in a designated employment area, the loss of employment use, and sports provision, will need to be considered against the policy framework. Site constraints include noise (proximity to railway and road) and lack of open space/GI provision. The site is not proposed for allocation, as it can be considered under the current policy framework.
CLID016 – Land south of Hatch Warren	The site is in agricultural use comprising a mixture of fields, tree/belt and woodland areas. Beyond the site, the landscape is much the same except for the M3 which runs along the site boundary to the northwest and Garlic Lane along the south western boundary.	The site is not within the Settlement Policy Boundary for Basingstoke but is immediately south of the M3 which forms the southern boundary of the SPB. The site projects distinctly into the countryside to the south of Basingstoke, and development would not comprise a 'rounding off' of the town, nor relate well to the neighbouring villages. There are significant site constraints, in particular relating to accessibility, highways access and infrastructure, road noise, landscape sensitivity. It's redevelopment would also entail the loss of best and most versatile agricultural land. The site is not, therefore proposed for allocation.
OLD016 – Doe Farm	The site is currently in agricultural use, comprising agricultural fields with a range of associated buildings including barns, hardstanding and residential development. There is also a railway line to the south of the site. The surrounding area is in agricultural use.	This site is not immediately adjacent to a SPB but has been assessed because it adjoins another promoted site that has been assessed. However, the adjoining site (OLD005) has not been proposed for allocation and site constraints for OLD016 include impact on settlement character, accessibility, highways capacity, access and infrastructure, railway noise, and landscape sensitivity.
SOL022 – land north of the A33, Goddards Farm		This is a large site, extending to the west and south of Sherfield-on-Loddon. The site projects strongly westwards into the countryside, and development would not comprise a 'rounding off' of Sherfield on Loddon, nor relate well to the village. It

		would also lead to the coalescence of Sherfield on Loddon with Church End, and reduce the gap between Sherfield on Loddon and Basingstoke. There are also significant site constraints, in particular relating to heritage, accessibility, highways access and infrastructure, landscape sensitivity, noise and ground conditions. The site is not, therefore, proposed for allocation.

7 New sites assessed at Tadley

- 7.1 Section 3 above sets out the significant housing need which has been identified for Tadley (relative to other settlements within the borough, with the exception of Basingstoke), amounting to 1325 dwellings over the plan period. This is a reflection of both its size and the constraint to new development flowing from the proximity of Tadley to the Aldermaston Atomic Weapons Establishment (AWE) and the associated Detailed Emergency Planning Zone (DEPZ). This has constrained the development of Tadley and will continue to limit which sites are potentially suitable for development.
- 7.2 The approach to most settlements aside from Basingstoke, and those outside but adjoining the borough boundary, is to support a neighbourhood plan led approach to allocations. The map below illustrates the difficulties with allocating sites in Tadley. The turquoise area represents the DEPZ and reveals that only three promoted sites in the vicinity of Tadley lie outside of the DEPZ, either in totality or in part, namely TAD015(Church Brook), TAD016 (Skates Farm), and TAD019 (New Road). Discussions to date with emergency planners responding to the DEPZ have indicated a strong lack of support for the allocation of any sites within the DEPZ and therefore sites within the area have not been considered further at this stage. However, those sites that are outside the DEPZ but in close proximity of Tadley have been subject to detailed site assessment and consideration for allocation in the LP, with summary outcomes set out below. In light of the site assessment, site TAD016 (Skates Farm) is proposed for allocation. Regarding the other two sites, following the site assessment work, it is considered that both sites have numerous constraints and neither should be allocated for development at this stage.

Map showing promoted housing sites in Tadley in relation to the AWE DEPZ



New Tadley site assessed but not proposed for allocation

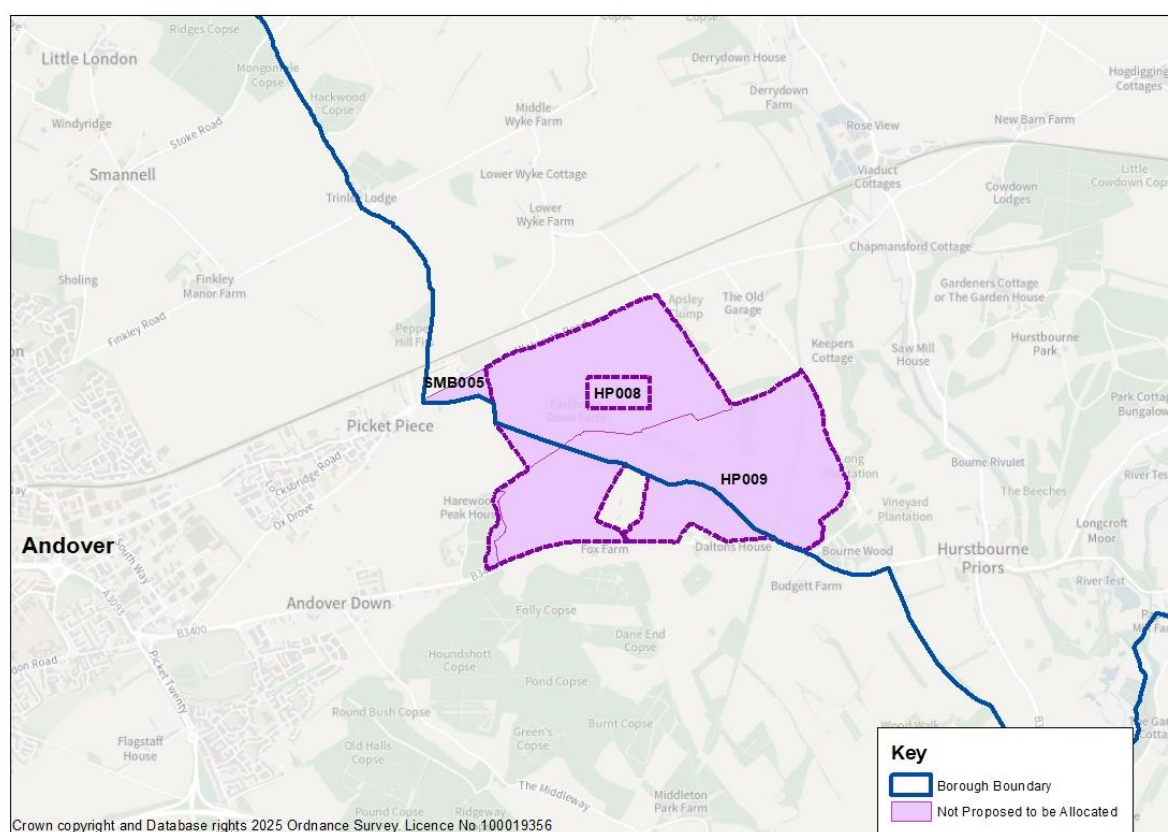
Site	Site Description	Conclusions of Site Assessment
TAD019 – New Road	The site comprises agricultural land with a portion of the south-western part of the site containing Martins Copse which is connected to a line of trees along the southern and western boundaries. It lies to the south of New Road north of which is Bishopswood Golf Course. To the south and west (on the other side of Shaw Lane) is agricultural land. To the east is a large residential property. It is located immediately west of Tadley Church Road Conservation Area.	The site lies outside of the Settlement Policy Boundary for Tadley, and is slightly separated from it by a field, scattered buildings and New Road. Due to the site's separation from Tadley, it projects into the countryside, eroding the separation between Tadley and Baughurst. There are also site constraints, particularly relating to sustainable access, highways access and infrastructure, landscape sensitivity and

		heritage (Tadley Church Road Conservation Area). It's development would also entail the loss of some best and most versatile agricultural land. This site is not proposed for allocation.

8 Andover

- 8.1 As set out in section 3, Andover lies within the borough of Test Valley, but the eastern edge of its SPB is in close proximity of the boundary with Basingstoke and Deane. Three sites have been recently promoted, that are on the outskirts of Andover but lie predominantly within Basingstoke and Deane borough. The outcomes of the site assessment process for these sites are set out below, none of the sites are considered to be suitable for allocation.

Map showing promoted housing sites at Andover



Andover sites promoted but not proposed for allocation:

Site	Site Description	Conclusions of Site Assessment
HP008 – Faulkners Down Farm	The site is largely agricultural in use and spans the area between Walworth Road and the B3400.	The site is separated from Andover by an intervening stretch of countryside, and

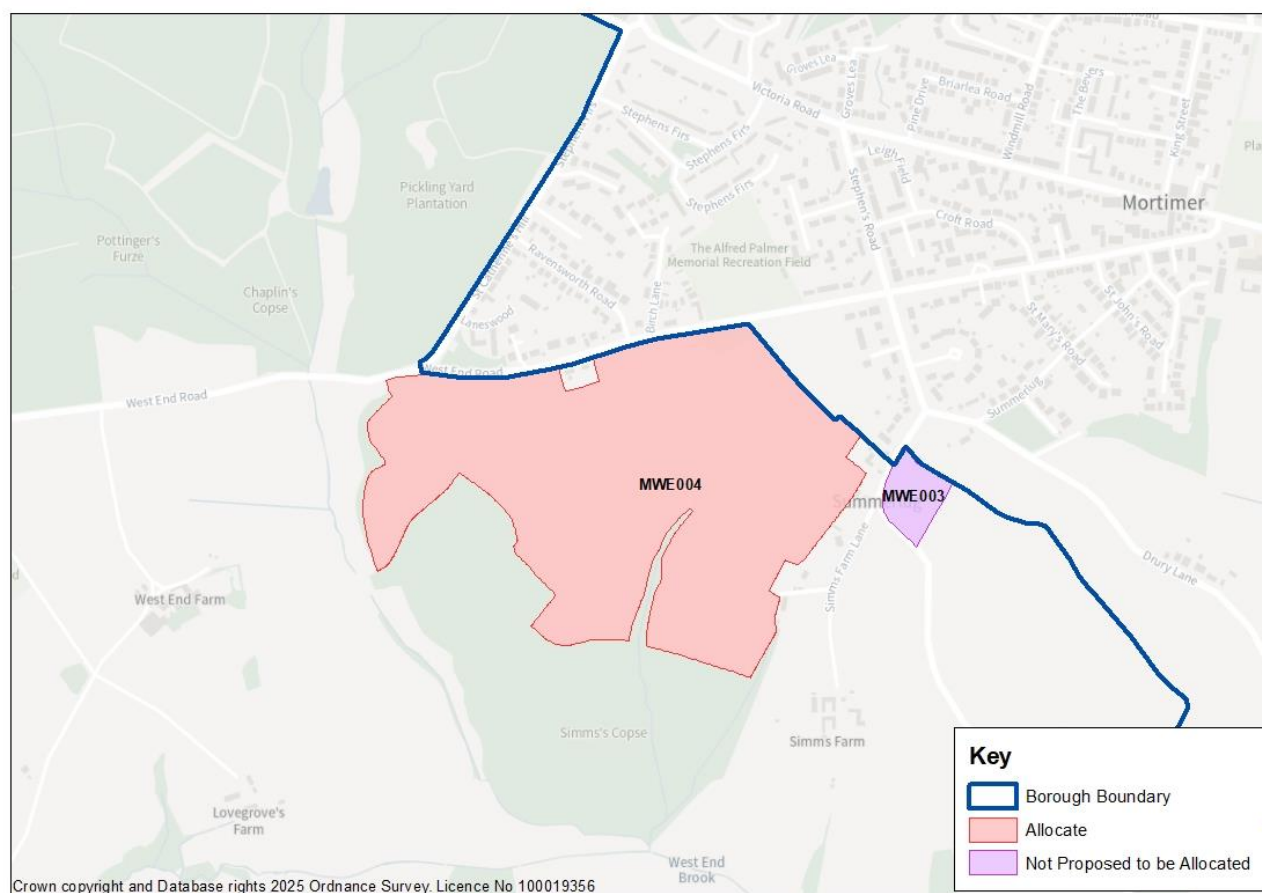
	The site also contains agricultural barns and hardstanding, residential development, biodigester plant, a shooting school, recycling plant and a former landfill site. It is located on the eastern outskirts of Andover, close to the recent Picket Piece housing development	development would extend significantly eastwards, projecting distinctly into the countryside. There are also significant site constraints particularly related to proximity to the biodigester (noise and odour), landscape sensitivity, accessibility, highways access and infrastructure, heritage (Registered Park and Garden). Redevelopment of the site would also potentially entail loss of good quality agricultural land. Any development would need to be nutrient neutral. The site is not, therefore proposed for allocation.
HP009 – Faulkners Down Farm	The promoted site straddles the boundary with Test Valley council. That part of the site within BDBC is predominantly in agricultural use with pockets of woodland and a former landfill site. The surrounding land is also in agricultural use and includes a biodigester plant to the north of the site.	The site is separated from Andover by an intervening stretch of countryside, therefore its development would project distinctly into the countryside, not related to the settlement form of Andover. There are also significant site constraints, particularly related to proximity to the biodigester (noise and odour), landscape sensitivity, accessibility, highways access and infrastructure, heritage (Registered Park and Garden). Redevelopment of the site would also potentially entail loss of good quality agricultural land. Any development would need to be nutrient neutral. The site is not, therefore, proposed for allocation.
SMB005 – Wyke Down Farm	The site is currently in agricultural use and includes a barn. The site is currently used for weekly car	The site lies on the outskirts of Andover, close to the new housing at Picket Piece but

	boot sales. To the north of the site is Walworth Road and on the other side of the road lies Mulbury Court Static Caravan site, Wyke Down Public House, storage unit compound and a driving range.	separated by countryside. Development of the site would therefore project into the countryside and would not be a 'rounding off' of the settlement. There are also site constraints, particularly related to proximity to the biodigester, accessibility, highways and transport infrastructure. Redevelopment of the site would also potentially entail loss of good quality agricultural land. Any development would need to be nutrient neutral. The site is not, therefore, proposed for allocation.

9 Mortimer

- 9.1 As set out in section 3, Mortimer lies within West Berkshire council, immediately adjoining the borough boundary, and is a larger, more sustainable settlement. Two sites have been promoted for development immediately adjoining the settlement, but within the borough of Basingstoke and Deane, and the outcome of the detailed site assessment for MWE003 is summarised below. The larger site, MWE004, is proposed for allocation in the LP (see proforma in section 5 above).

Map showing promoted housing sites at Mortimer



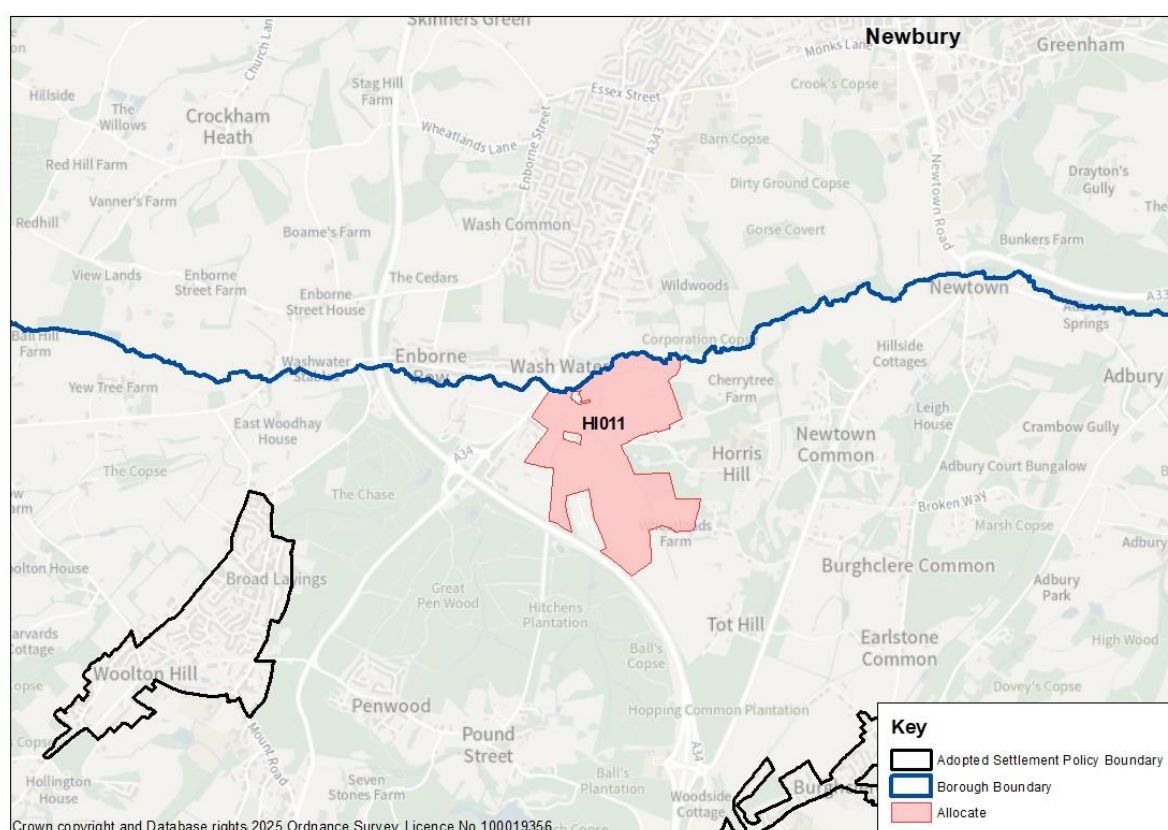
Mortimer sites promoted but not proposed for allocation:

Site	Site Description	Conclusions of Site Assessment
MWE003 - Land at Turk's Lane, Mortimer West End	The site lies to the south of the settlement of Mortimer, to the north of the borough on the border with West Berkshire Council. The site currently appears to be in equestrian use and is bounded by a hedgerow on the east, south and west side, with fencing along the northern boundary. To the north and east of the site are a number of residential properties, with a field adjoining part of the northern boundary. Turks Lane runs to the east of the site from the settlement of Mortimer West End.	This site has few site constraints – predominantly relating to highways access and infrastructure and heritage. However, it is not proposed for allocation primarily due to size – with the proposed allocation (MWE004) having higher capacity (and similarly few constraints).

10 Newbury

- 10.1 As set out in section 3, Newbury lies within West Berkshire council and, as set out in the Settlement Study, it has been identified as a Principal Service Centre with its catchment area extending into Basingstoke and Deane borough. Only one site has been promoted on the outskirts of Newbury which has been assessed, and this is proposed for allocation (see proforma for site HI011 in section 5 above).

Map showing promoted housing site at Newbury



11 Larger sustainable settlements within the Borough

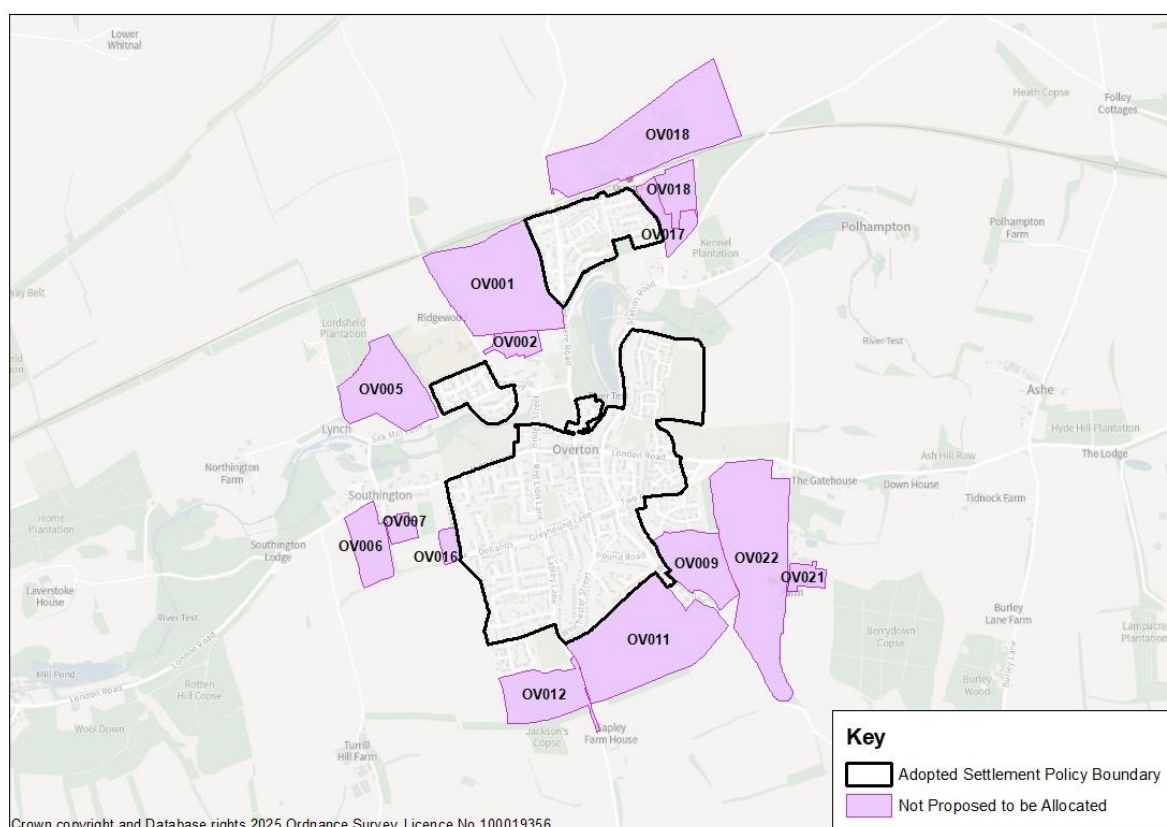
- 11.1 As set out in section 3, the approach to most settlements within the borough, aside from Basingstoke and Tadley, is to support a neighbourhood plan led approach to allocations. Neighbourhood planning has been very successful in the borough with fifteen plans currently made, many of which have included site allocations. Site allocations made through neighbourhood plans will facilitate the provision of small-scale housing sites in suitable locations and enable the on-going sustainability of these settlements. In order to inform the Settlement Study's assessment of local constraints and site availability for each settlement, promoted sites in and adjoining the larger more sustainable,

settlements in the borough have been assessed. This includes promoted sites in Overton, Whitchurch, Bramley, Kingsclere, Oakley and Old Basing to ensure that all relevant promoted sites have been considered at this stage and that the housing requirement assigned to settlements through the Settlement Study, takes into account settlement sensitivities and the availability of suitable sites in principle. Therefore, no sites are proposed for allocation through the LP in these settlements, however, there will still be the need for the promoted sites in these settlements to be considered further through the neighbourhood planning process in light of the housing requirements set out in the proposed NP policy in the LP.

12 Overton

12. The 2025 Site Selection Report included a summary of the outcomes of the site assessment for promoted sites in and around Overton at that time. The map below identifies all assessed promoted sites at that time, together with two new sites subsequently promoted. The table below summaries the outcomes of the site assessment for the two new sites.

Map showing promoted housing sites in Overton



New Overton sites assessed but not proposed for allocation through the LP

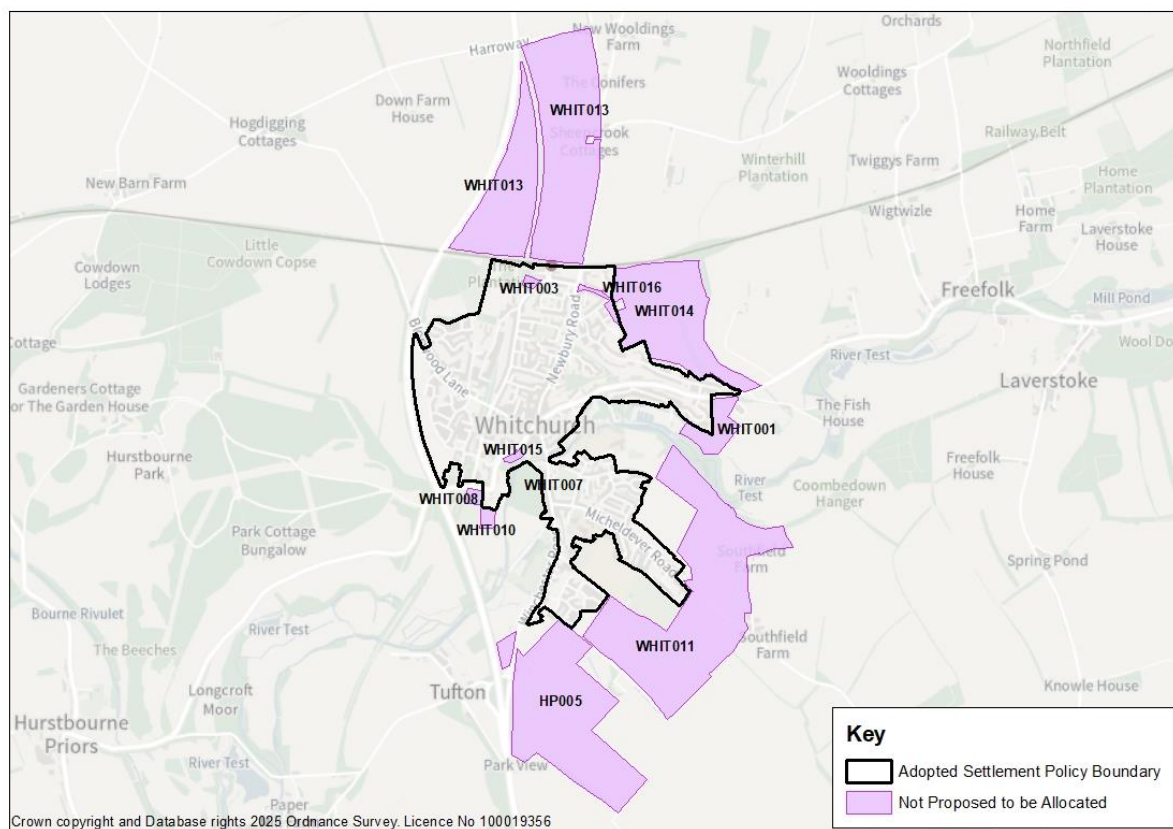
Site	Site Description	Conclusions of Site Assessment
OV021 – Land to the east of Berrydown Lane	The site is in agricultural use comprising barns and large areas of hardstanding. The site is largely surrounded by agricultural land except for a few residential properties to the north. The site is bounded by Berrydown Lane to the east.	The site is outside of any Settlement Policy Boundary and separated from it by promoted site OV022 and Berrydown Lane. Whilst comprising previously developed land, it is currently in agricultural use and its redevelopment for housing would result in isolated development, separate from Overton. There are potentially significant impacts on heritage (Grade I listed building), and also site constraints particularly relating to accessibility, highways access and infrastructure, and infrastructure provision. Any development would need to be nutrient neutral. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV022 – Land to the west of Berrydown Lane	The site is in agricultural use with some barns and areas of hardstanding to the south-east of the site. A Public Right of Way runs east to west through the site in the south. There is a new residential estate to the west of the site and a few low-density residential properties to the east. To the north of the site is the B3400 and Berrydown Playing Fields. Agricultural land is to the south.	The site projects eastwards from Overton, distinctly into the countryside, and would not be a 'rounding off' of the settlement. Site constraints include heritage, accessibility, highways access and infrastructure. Any development would need to be nutrient neutral. Development of the site would potentially entail the loss of good quality agricultural land.

		The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.

13 Whitchurch

- 13.1 The 2023 Site Selection Report included a summary of the outcomes of the site assessment for promoted sites in and around Whitchurch at that time. The map below identifies all assessed promoted sites at that time, together with two new sites subsequently promoted. The table below summarizes the outcomes of the site assessment for the two new sites.

Map showing promoted housing sites in Whitchurch



Whitchurch sites assessed but not proposed for allocation through the LP

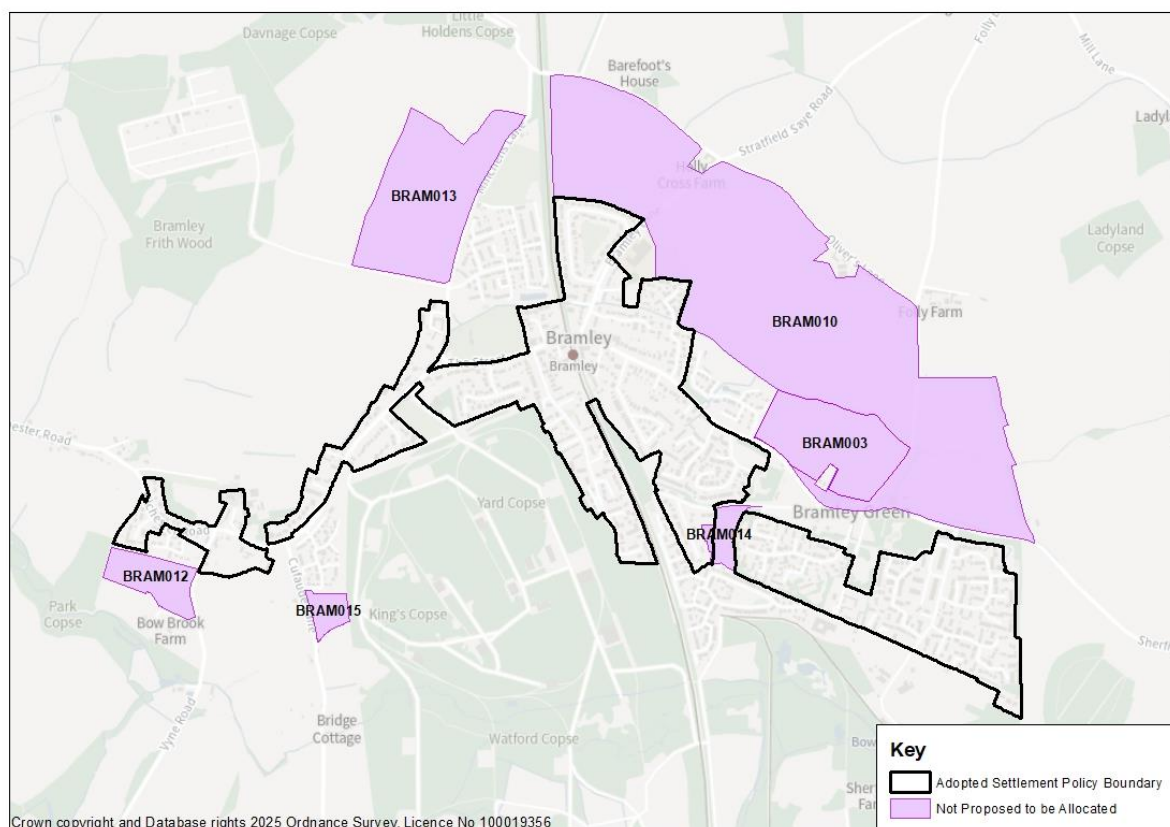
Site	Site Description	Conclusions of Site Assessment
WHIT003 – 52 Evingar Road	The site is located at the northern end of Evingar Road and is occupied by a vacant industrial building, apparently used on occasion for storage. The land to the west is allocated for employment and residential development in the Whitchurch Neighbourhood Plan. A Green Corridor is located immediately adjacent to the western boundary of the site is allocated as Local Green Space in the Neighbourhood Plan and includes a PROW. The site is located just south of the National Landscape, which begins immediately to the north of the railway line. The site has previously been allocated for residential development, but the development was not successfully progressed	The site is within the Whitchurch Settlement Policy Boundary therefore the principle of redevelopment is acceptable however any loss of employment will need to be considered against the policy framework in the Local Plan and Neighbourhood Plan. Site constraints are mainly infrastructure related, including highways. Any redevelopment for housing would need to be nutrient neutral. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Whitchurch set out in the LP.
HP005 – land at Tufton Warren, Winchester Street, Whitchurch	The site comprises agricultural land that adjoins the southern boundary of the settlement of Whitchurch. The site mainly lies to the east of Winchester Street and the A34 dual carriageway, although a small triangle lies between these two roads to the south of the River Test. To the north of the site, residential development fronts onto Winchester Street, with the addition of a development of 100 homes to the rear of these properties on the north eastern site boundary. The surrounding land use is predominantly agricultural. To the northeast, is the Whitchurch Sewage Works. An access road for Tufton	The site is outside the Whitchurch Settlement Policy Boundary but adjoins it to the north. The site extends significantly southwards from the existing built form of Whitchurch, projecting distinctly into the countryside and not comprising a 'rounding off' of the settlement. There are significant site constraints including highways access and infrastructure, incompatibility with the

	Warren Farm runs through the centre of the site north to south.	sewage treatment works (odour), road noise, landscape sensitivity, and education provision. Any redevelopment for housing would need to be nutrient neutral. Site considered through site assessment process and not allocated for development in the LP due to significant site constraints (and of insufficient size to be considered as a new settlement).

14 Bramley

- 14.1 The 2023 Site Selection Report didn't include a summary of the outcomes of the site assessment work for sites promoted at settlements identified as Category 3 in the Settlement Study, including Bramley. The table below therefore summarizes the outcomes of the site assessment for all promoted sites in Bramley that meet the criteria, in order to inform work on the Settlement Study and NP housing requirement process.

Map showing promoted housing sites in Bramley



Bramley sites assessed but not proposed for allocation through the LP

Site	Site Description	Conclusions of Site Assessment
BRAM003 – land north of Sherfield Road, Bramley	The site comprises a relatively flat arable field on the eastern side of Bramley. The area of land promoted relates to a small portion of a larger site also promoted through the SHELAA (BRAM010) within which this site is proposed as open space. The land to the western side of the site is being built out for residential development (and planning consent has been granted for 20 dwellings on the western part of this site). The land to the north and east is agricultural, while low density residential properties are located to the south. The site is bounded by hedgerows and there are a number of mature trees running along the southern boundary. The	Due to the site's proximity to listed buildings and Bramley Green Conservation Area, heritage impact is identified as a significant constraint. Other constraints include flood risk, highways infrastructure, impact on settlement character and landscape sensitivity. The site also comprises good to moderate agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.

	site promoter considers that site access would be available from the southern boundary on to Sherfield Road.	
BRAM010 – land north of Bramley	The site consists of a number of land parcels within agricultural use which arc along the northeastern boundary of Bramley. Land to the north and east is agricultural, whilst low density residential development is located to the south. The fields are delineated by hedgerows and trees. Bramley Lane separates the site to the north-west and Folly Lane separates the site through the south-east. The Granary at Green Farm is a Grade II Listed Building and is located within the site adjacent to Folly Lane. There are also two Grade II Listed Buildings adjacent to the north. In addition, there are a number of undesignated heritage assets within the farmsteads of Oliver's Farm and Folly Farm which lie immediately adjacent to the site to the north. A parcel of land that forms part of this site promotion has also been promoted through the SHELAA (BRAM003). Half of the local Bramley Church of England Primary School playing fields is located within the site.	This is a large site that is promoted for housing and associated infrastructure such as a possible local centre, community and employment uses. Due to its size and location, it would project northwards into the countryside, and other site constraints include heritage (listed buildings and Bramley Green CA), flood risk, landscape sensitivity and highways impact. Development of the site would entail loss of grade 2 (very good) and 3 (good to moderate) agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.
BRAM012 – Land south of Silchester Road, Bramley	The site comprises undeveloped grassland situated to the south of Silchester Road and Tudor Close through which it is proposed access can be achieved. The field lying directly to the north between the site and Silchester Road has planning permission for residential development. The Bramley settlement policy boundary and conservation area are located to the north. A row of trees runs through the site, north to south, separating the land into two distinct areas. Bowling Alley Copse is adjacent to the west whilst Park Copse, through which the Bow Brook runs, is located the other side of a paddock to the	Site constraints include heritage (proximity to Bramley Conservation Area and potentially listed buildings), impact on settlement character and highways access. The site is also identified as grade 3 agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.

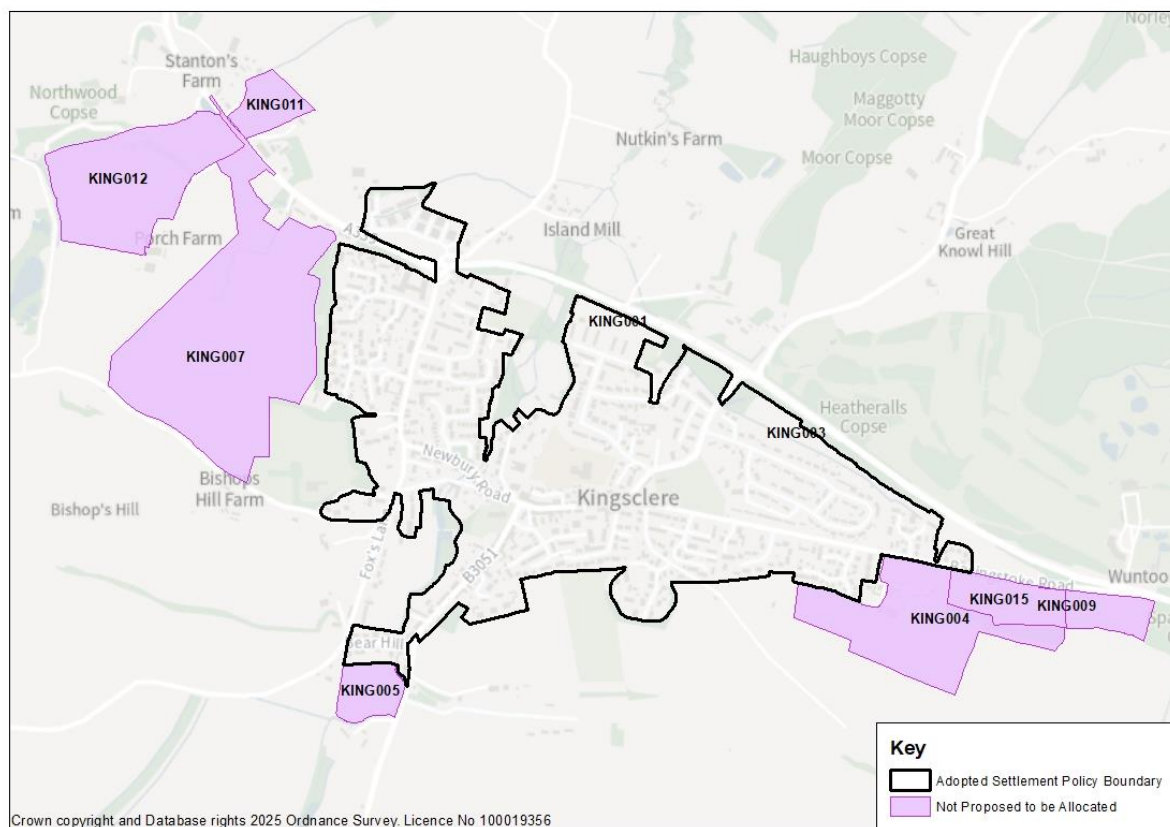
	south. Bow Brook Farm borders the site to the south east.	
BRAM013 - West of Minchens Lane	The site is located to the northwest of Bramley, to the west of Minchens Lane and to the north of the access road to the Bramley Substation. The site is agricultural land in arable use. To the east of Minchens Lane is a new housing development of 200 dwellings. The site is otherwise surrounded by agricultural land in arable use. Beyond the fields to the west of the site is the Bramley electricity substation which is a significant infrastructure site in the countryside but screened on all sides by trees (which are Ancient Woodland and SINC).	This site does not immediately adjoin the SPB though its south-eastern corner is close to it and there is new residential development on the opposite side of Minchens Lane. Nevertheless, development of this site would project northwards into the countryside and other site constraints include heritage (listed building), highways access and infrastructure, and landscape sensitivity. The site is also identified as grade 3 agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.
BRAM014 – Beech Farm, Lane End	The site is surrounded by residential development to the north, south, east and west. To the east and west the site is separated from the neighbouring residential development by well-established tree belts. The northern site boundary includes a dense, mature tree belt and a large pond. The vehicular access is from Lane End to the north. The site was previously used as a farm but currently consists of grassland with sporadic trees. A pair of Grade II listed semi-detached cottages are located along the eastern site boundary, which have been vacant for a number of years and are in a poor state of repair. The majority of the site is located within the Conservation Area.	This site lies outside, but adjoining, the two SPBs for Bramley. Due to its location within the Bramley Green CA, and due to the site containing the listed Beech Farm cottages, heritage impact is a significant constraint on development. Other site constraints include flood risk, highways access, impact on settlement character and potential loss of grade 3 agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.
BRAM015 – Land south of Cortland Drive, Cufau de Lane	The site is a large, roughly square-shaped field that is located to the south-west of Bramley. The site is currently	Although this site doesn't adjoin Bramley SPB, it is south of the relatively recent housing development of

	used as stables and paddock grazing. To the north of the site are some residential buildings along Cortland Drive. To the south and west the site is surrounded by fields and the occasional buildings. The eastern site boundary borders a large, wooded area known as King's Copse. Cufaude Lane runs parallel to the western site boundary.	Cortland Drive. The main site constraint is the impact on settlement character due to the site's projection south of Bramley into the countryside. The land is identified as good to moderate quality agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.

15 Kingsclere

15.1 The table below summarizes the outcomes of the site assessment for all promoted sites in Kingsclere that meet the criteria, in order to inform work on the Settlement Study and NP housing requirement process.

Map showing promoted housing sites in Kingsclere



Kingsclere sites assessed but not proposed for allocation through the LP

Site	Site Description	Conclusions of Site Assessment
KING004 – Land at Yew Tree Farm	The site comprises farmed agricultural land of varying topography. This site lies adjacent to the south eastern edge of the Kingsclere SPB. The north of the site is bound by the Basingstoke Road. Within the centre of site lie a number of properties and agricultural buildings. The majority of the site extends away from the SPB to the south and east and comprises agricultural land along with a significant tree belt forming part of the southern boundary. The character of the surrounding area is largely rural comprising large open fields.	Site constraints include highways access and infrastructure, landscape sensitivity (National Landscape), heritage (Kingsclere CA), impact on settlement character, ground conditions. The land is identified as good to moderate quality agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere set out in the LP.
KING005 – Land north of Gaily Mill	The site lies to the south of Kingsclere. It comprises a relatively flat, enclosed field almost entirely bounded by trees. Surrounding land use is primarily agricultural to the south, east and west. Directly to the north is a water works and a number of detached residential properties. There are three Grade II listed buildings to the south of the site including Gaily House and Mill and a stable barn within its curtilage. Access would be provided from Winchester Road, crossing Gaily Brook. A PROW runs down the western site boundary and continues parallel to the southern boundary a small distance from the sites edge.	The site lies immediately south of Kingsclere SPB. Due to the site's location within Kingsclere CA and close to listed buildings, there are potentially significant heritage constraints, as well as flood risk. Other constraints include impact on settlement character, landscape sensitivity, biodiversity, highways access and infrastructure. The land is identified as good to moderate quality agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere set out in the LP.
KING007 – Land at Porch Farm	The site comprises agricultural land adjacent to the western edge of the Kingsclere Settlement Policy Boundary. Porch Farm farmhouse is located on the	Site constraints include landscape sensitivity, heritage (listed buildings), impact on settlement character, highways access

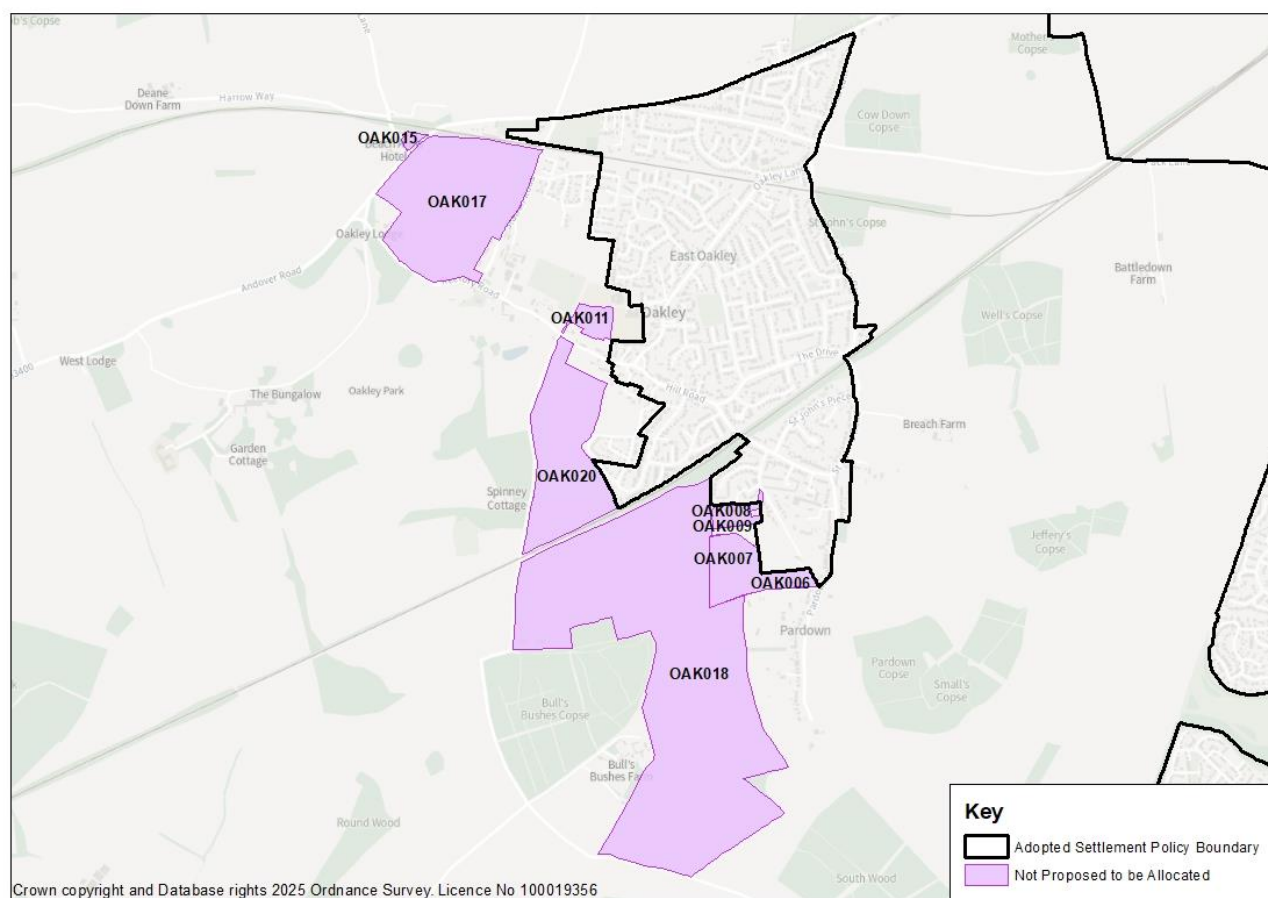
	western boundary of the site, residential development of varying ages is located to the east of the site with playing fields and the Fieldgate centre located adjacent to the southern boundary. There are various public rights of way throughout the site and pylons also cross the site. The site is generally flat and contains hedgerows and mature trees, particularly along the eastern boundary.	and infrastructure. The land is identified as good to moderate quality agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere set out in the LP.
KING009 – Land at Yew Tree Farm (group option)	The site comprises farmed agricultural land adjacent to the south-eastern edge of the Kingsclere Settlement Policy Boundary. The north of the site is bound by the Basingstoke Road. The majority of the site extends away from the SPB to the south and east. The site rises from the road up towards a significant tree belt forming the southern boundary. To the east is Sparrowbill Copse. The character of the surrounding area is largely rural comprising large open fields. The land has also been promoted as part of two alternative sites.	Site constraints include road noise, landscape sensitivity (National Landscape), impact on settlement character, ground conditions, highways access and infrastructure. The land is identified as good to moderate quality agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere set out in the LP.
KING011 – Land at Porch Farm, east of the A339	The site consists of open agricultural land and is a section at the field margin of a much larger agricultural area. It is located to the east of the A339, to the north-west of Kingsclere. There is a low hedge at the western boundary running adjacent to the A339. To the north of the site is a farm track with buildings associated with Stanton's farm, and to the south is a tree belt and petrol station. The east of the site consists of further open farmland. There are a limited number of trees on the site, at the field margins. On the other side of the A339 to the south west is site KING012, both sites have been promoted for potential joint development on behalf of the same landowner.	This site does not adjoin Kingsclere SPB but is on the opposite side of the A339 to other promoted sites extending westwards from Kingsclere. Significant site constraints include impact on settlement character, road noise and highways access, along with heritage constraints (listed building), accessibility and transport infrastructure. The land is identified as good to moderate quality agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere set out in the LP.

KING012 – Land at Porch Farm	The site lies to the west of the A339, to the north-west of Kingsclere. It consists of open agricultural land. The northeastern boundary of the site adjoins the A339 and is lined by a hedgerow. There are trees and hedgerows lining the north and west boundaries, and a belt of trees running through the centre of the site. There is also a small pocket of trees on the southeastern corner of the site which adjoins a cluster of buildings, and a pond associated with Porch Farm. A track with access to Porch Farm from the A339 runs adjacent to the eastern boundary of the site. On the other side of the A339 to the east is site KING011, both sites have been promoted for potential joint development on behalf of the same landowner.	This site is not adjacent to Kingsclere SPB but adjoins another promoted site that extends westwards from Kingsclere (KING007). Significant site constraints include impact on settlement character and highways access, also flood risk, landscape sensitivity, heritage (listed buildings), road noise, transport infrastructure. The land is identified as good to moderate quality agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere set out in the LP.
KING015 - Land at Yew Tree Farm, Kingsclere	The site comprises farmed agricultural land adjacent to the south-eastern edge of the Kingsclere SPB. The north of the site is bound by the Basingstoke Road and an existing property with a large garden is situated on the road frontage to the west of the site. The majority of the site extends away from the SPB to the south and east. The site rises from the road up towards a significant tree belt forming the southern boundary. The character of the surrounding area is largely rural comprising large open fields. The land has also been promoted as part of two alternative larger sites.	Site constraints include road noise, landscape sensitivity (National Landscape), impact on settlement character, ground conditions, highways access and infrastructure. The land is identified as good to moderate quality agricultural land. The site is not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere set out in the LP.

16 Oakley

- 16.1 The table below summarizes the outcomes of the site assessment for all promoted sites in Oakley (n.b. some sites within the parish of Oakley are detailed under Basingstoke sites) that meet the criteria, in order to inform work on the Settlement Study and NP housing requirement process.

Map showing promoted housing sites in Oakley



Oakley sites assessed but not proposed for allocation through the LP

Site	Site Description	Conclusions of Site Assessment
OAK006 – west of Sainfoin Lane	The site comprises an area of grassland situated outside of, but adjacent to, the Oakley SPB. Fairly dense vegetation runs along the southern and eastern boundaries of the site. To the east of the site, is an area of farmland, which is designated as a strategic gap in the adopted Local Plan and forms part of the Manydown site. There is a row of houses to the south, while the rest of the land to the south and that to the west is defined by arable fields and blocks of woodland. There is also a PROW running along the eastern and southern perimeters of the site.	Site constraints include highways access and transport infrastructure. The site is also good quality agricultural land. Any development would need to be nutrient neutral The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley set out in the LP.

OAK007 – Land at Pardown	The site is a large field in agricultural use to the west of Oakley. There is no clear demarcation between the land being promoted and the remainder of the field. There is a sewage works adjacent to the northern site perimeter and a large house just south of the southern perimeter. The eastern perimeter is partly bounded by a line of trees which divide the site from the Oakley and Deane Neighbourhood Plan site allocation 'Site 4 - Sainfoin Lane'. There is an existing access point to the site at the junction of Pardown and Sainfoin Lane in the corner of site however the site promoter considered that access can be provided from Sainfoin Lane via the Oakley and Deane Neighbourhood Plan allocation site 'Site 4 'Sainfoin Lane'. The surrounding character to the west and south comprises large agricultural fields and blocks of woodland of varying size. There is a PROW running along the southern site boundary.	Site constraints include odour from the sewage treatment works, highway access and infrastructure. The site is also very good quality agricultural land. Any development would need to be nutrient neutral The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley set out in the LP.
OAK008 - Fairview Meadow	The site is an agricultural field containing numerous trees and shrubs particularly on the site boundaries (some of which are subject to Tree Preservation Orders). Surrounding land uses are residential to the north and east, and agricultural to the south and west. There is a sewage works adjacent to the southern perimeter. The south-eastern corner of the site connects with the northern edge of the Oakley and Deane Neighbourhood Plan Allocation site 'Site 4 - Sainfoin Lane' (allocated for 35 dwellings). The site could be accessed from Sainfoin Lane or, via the Neighbourhood Plan site.	Site constraints include odour from the sewage treatment works, highways access and infrastructure. Some areas of the site have surface water flood risk. The site is good quality agricultural land. Any development would need to be nutrient neutral The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley set out in the LP.
OAK009 – Sainfoin Lane (group option)	The site is a combination of promoted sites OAK004, OAK006, OAK007, OAK008 to be considered as one larger site. The site is comprised of small fields containing a number of trees and	Site constraints include highways access and infrastructure, odour from sewage treatment works. Some areas of the site have surface water flood risk. The

	hedgerows. The site wraps around the 'Sainfoin Lane' Oakley and Deane Neighbourhood Plan housing allocation site. Sainfoin Lane itself runs down the centre of the site which provides access to the site and is also a PROW. The land to the east of Sainfoin Lane lies within the Oakley SPB and borders the back gardens of properties fronting onto Pardown. The south-western part of the site is part of a large agricultural field, and a sewerage works is located in the north western portion of the site. To the east is a site allocated within the Oakley and Deane Neighbourhood Plan (Policy 3, Site 4) which is allocated for 35 residential units	site is very good/good quality agricultural land. Any development would need to be nutrient neutral The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley set out in the LP.
OAK011 – Land adj to Sunbeam Cottage and at Rectory Road	The site comprises a piece of grassland, which appears to be used for grazing horses. The site is located outside the Oakley SPB on the western side of the village within the Church Oakley Conservation Area. The Oakley Infant School and grounds are located to the north of the site. There is another area of grassland immediately to the east of the site, with the Oakley Church of England Junior School beyond that. A row of residential properties is situated to the south of the site. There is a PROW along the western and northern edges of the site separating it from a recreation ground to the west which has been designated as an area of Local Green Space in the Oakley and Deane Neighbourhood Plan. Access to the site currently appears to be via a track to the south-west, which connects the site with Rectory Road.	Site constraints include heritage (Church Oakley CA), highways access and infrastructure, and impact on settlement character. The site is good quality agricultural land. Any development would need to be nutrient neutral The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley set out in the LP.
OAK015 – Oakley coaches	The site is located to the north-west of Oakley at the fork of Andover Road and Ivy Down Lane and immediately south of the railway line. Immediately to the north of the railway line is a Sewage Treatment Works (STW). The site is separated from the	Site constraints include odour from the sewage treatment works, road noise, impact on settlement character, highways access and infrastructure, accessibility, ground contamination, loss of

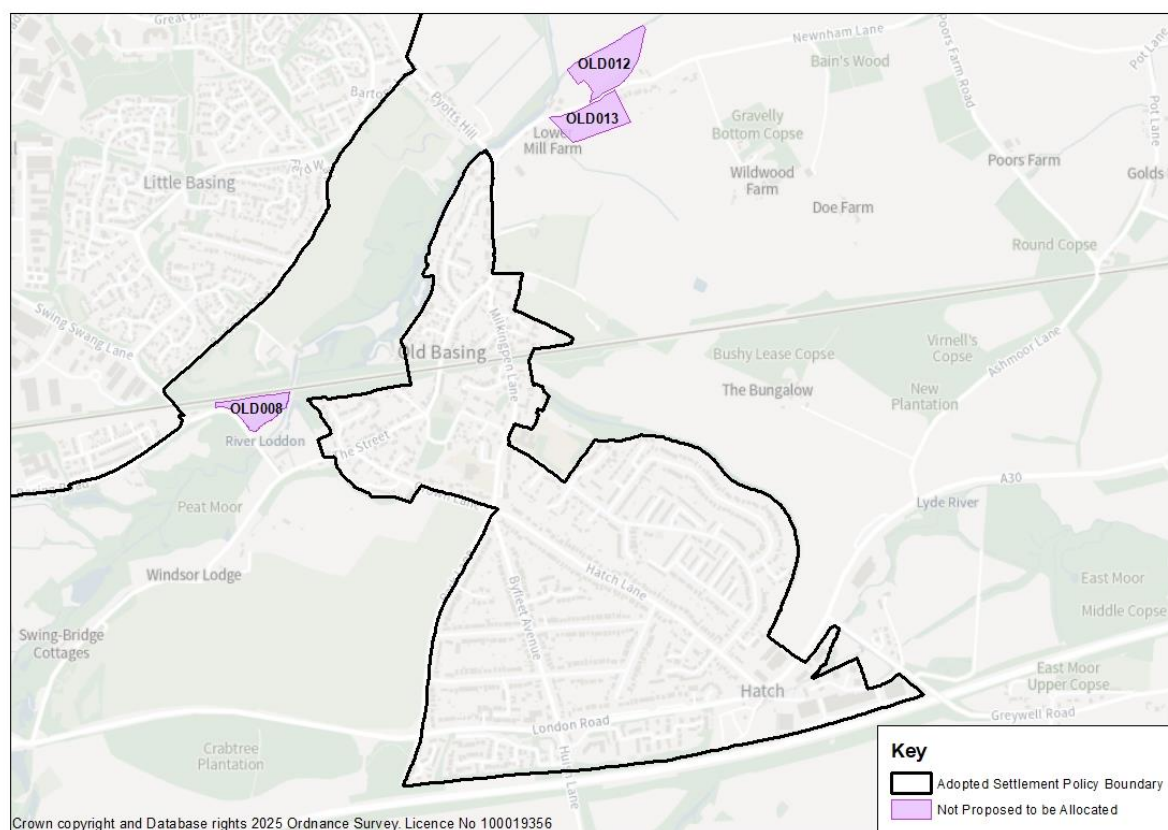
	railway line by a thick belt of trees. The site is divorced from the built-up area of Oakley and is surrounded by agricultural fields with a few residential dwellings with further commercial uses including a restaurant/hotel and storage and storage/workers yard associated with the railway to the south and north-east respectively. The site is currently in use as a machine/coach servicing rentals and repairs. The site is accessed via two points, one from Ivy Down and one from Andover Road.	employment. Parts of the site at risk of surface water flooding. Any development would need to be nutrient neutral The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley set out in the LP.
OAK017 – land west of Park Farm, Oakley	The site is located on the western side of Oakley and consists of four large agricultural fields which are defined by hedgerows. To the north is the railway line, separated from the site by a belt of trees, and to the south are situated further agricultural fields. A PRoW runs through the site from north-west to south-east. To the north-west of the site is a group of commercial sites (restaurant/hotel and machine servicing) with two residential developments. The vehicle servicing site (Oakley Coaches) located to the north-west has been promoted separately through the SHELAA for 15 dwellings (OAK015). There are two existing access points, one along Andover Road and the other along Station Road (west and east respectively). To the east are a number of notable buildings with Park Farmhouse (a Grade II Listed Building) beyond. In addition, to the north, beyond the railway line there is a site allocation (SHELAA site OAK014) for 15 dwellings as set out within Policy 3 and 4 of the Oakley and Deane Neighbourhood Plan. The site is bound on all sides by high hedging.	Site constraints include railway noise, heritage (CA and listed building), highways access and infrastructure, landscape sensitivity, impact on settlement character. The site is very good quality agricultural land. Any development would need to be nutrient neutral The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley set out in the LP.
OAK018 – Land at Pardown	The site consists of two large fields in agricultural use to the west and south of Oakley. The site wraps around Bull's Bushes Copse stretching from the railway	Site constraints include impact on settlement character and coalescence, highways access and infrastructure, accessibility,

	line, past Pardown and towards Trenchards Lane. Bull's Bushes Copse also consists of Ancient Woodland. A PRow runs through the centre of the northern part of the site, around the boundary shared with Bull's Bushes Copse and south east towards Basingstoke Golf Club. The surrounding character to the west and south comprises large agricultural fields and blocks of woodland of varying size. To the west of the site there are three round barrows near Bull's Bushes Farm which are Scheduled Monuments. Along the eastern boundary are three SHELAA site promotions (OAK007, OAK008 and OAK009). There is a sewage works adjacent to the north-eastern boundary of the site perimeter.	noise (railway), landscape sensitivity, archaeology. The site is mainly very good quality agricultural land. Any development would need to be nutrient neutral The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley set out in the LP.
OAK020 – Land east of Trenchards Lane, Oakley	The site is located to the south of Oakley and consists of a large agricultural field. Part of the site is located within the Church Oakley Conservation Area. A number of PRowS run across and alongside the site. An access exists off Trenchards Lane at the northwestern corner of the site. The site is bound along the eastern boundary by a belt of trees and along the remaining boundaries by tall hedgerow. There is a belt of trees subject to a Tree Preservation Order along the south-eastern boundary. To the south of the site is the railway line. Trenchards Lane bounds the western side of the site and beyond this are agricultural fields and pockets of woodland.	Site constraints include heritage (CA and listed building), highways access and infrastructure, noise pollution, landscape sensitivity, impact on settlement character. The site is good quality agricultural land. Any development would need to be nutrient neutral The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley set out in the LP.

17 Old Basing

- 17.1 The table below summarizes the outcomes of the site assessment for all promoted sites in Old Basing (nb some sites within the parish of Old Basing are detailed under Basingstoke sites) that meet the criteria, in order to inform work on the Settlement Study and NP housing requirement process.

Map showing promoted housing sites in Old Basing (n.b. larger sites adjacent and close to Old Basing are shown on the map for Basingstoke above)



Old Basing sites assessed but not proposed for allocation through the LP

Site	Site Description	Conclusions of Site Assessment
OLD008 – Riverside View	The site lies immediately south of the railway outside but in between the SPBs of Basingstoke and Old Basing. The site is accessed off Basing Road and currently comprises buildings in employment use and associated parking, surrounded by trees. The site lies within Basing Conservation Area.	This site lies between, but not immediately adjoining, the Basingstoke and Old Basing SPBs but part of the site is pdl. There are significant site constraints including railway noise, heritage, archaeology, settlement character and flood risk. Further site constraints include landscape sensitivity, ground conditions, loss of employment and potential for coalescence between Basingstoke and Old Basing. The site is not proposed for allocation through the LP but will be considered further through the neighbourhood

		planning process in light of the housing requirement for Old Basing set out in the LP.
OLD012 – Paddock Land at Lower Mill	The site consists of a paddock adjoining a Grade II Listed house and its gardens, to the north east of Old Basing. The paddock has been subdivided for its existing use and apart from fencing is undeveloped. To the south of the site is a belt of thick woodland and vegetation and beyond Newnham Lane, a large agricultural field with low density linear residential development on either side. A Public Right of Way runs along the eastern boundary. The Basing Conservation Area abuts the western boundary. To the north of the site is agricultural land and belts of woodland. Land surrounding the site to the south, east and north is also promoted for development within the SHELAA (OLD003)	This site is not immediately adjacent to Old Basing SPB but has been assessed due to its proximity to other promoted sites that have been assessed. However, the site is not well related to Old Basing in terms of settlement character and there are many other site constraints include flood risk, accessibility, highways access and infrastructure, biodiversity (SINCs), landscape sensitivity and heritage. The site is also good quality agricultural land. The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Old Basing set out in the LP.
OLD013 – Land at Newnham Lane	The site is adjacent to Newnham Lane with residential development on either side. The land to the south is in agricultural use. A large residential property and expansive garden are located to the north along with a belt of mature trees. The site is screened from the Newnham Lane by a high hedge and is similarly screened along its southern boundary by mature woodland. The site does not have open landscape views, nor is it overlooked from higher ground. The site is currently in use as a pony paddock and amenity land but is considered Grade 3 agricultural land. The site is intersected by the course of an old Roman Road. The site lies on the boundary of the Old Basing Conservation Area and lies on the opposite side of Newnham Lane to Lower Mill, a listed building. The site shares its boundary with	This site is not immediately adjacent to Old Basing SPB but has been assessed due to its proximity to other promoted sites that have been assessed. However, the site is not well related to Old Basing in terms of settlement character and other site constraints include accessibility, highways access and infrastructure, heritage (listed buildings and Conservation Area). The site is not proposed for allocation through the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Old Basing set out in the LP.

	the sites OLD005 and OLD012 within the SHELAA.	

18 Employment sites

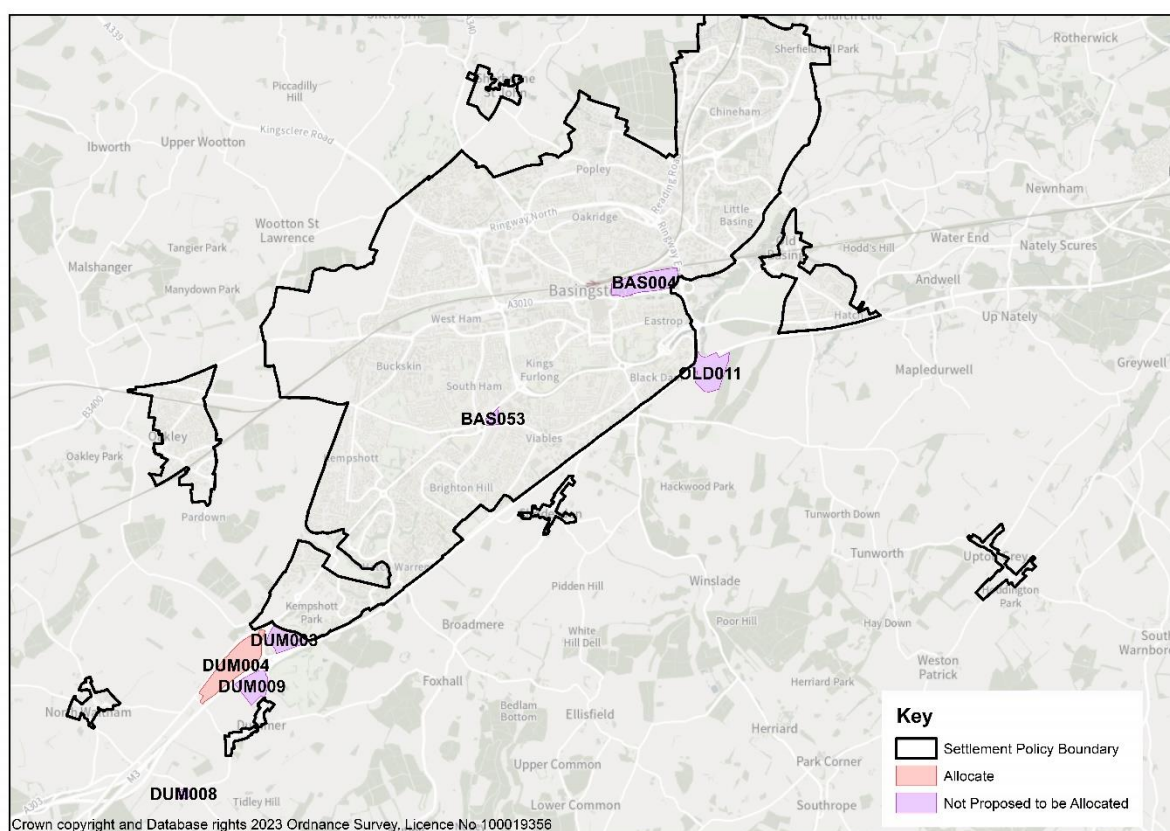
- 18.1 The council's latest Economic Needs Assessment (ENA, 2025) identifies a range of employment needs over the plan period with a base date of 2024, which can be summarised in the table below. The column on the far right outlines the additional floorspace that will need to be identified through the LP, taking into account planning permissions in the last year, which includes significant logistics/warehouse provision at Oakdown Farm, Dummer.

Land use need	Floor area identified in ENA (sqm)	Land requirement identified in ENA (ha)	Position at 2025 base date (taking account of completions/commitments in 2024/25)
Office	24,000	Not specified, this will depend on the size, specific form and density of development proposed.	24,000 sqm
Industrial	37,000	10 ha	23,000 sqm
Logistics/warehousing	177,000	50 ha	89,000 sqm

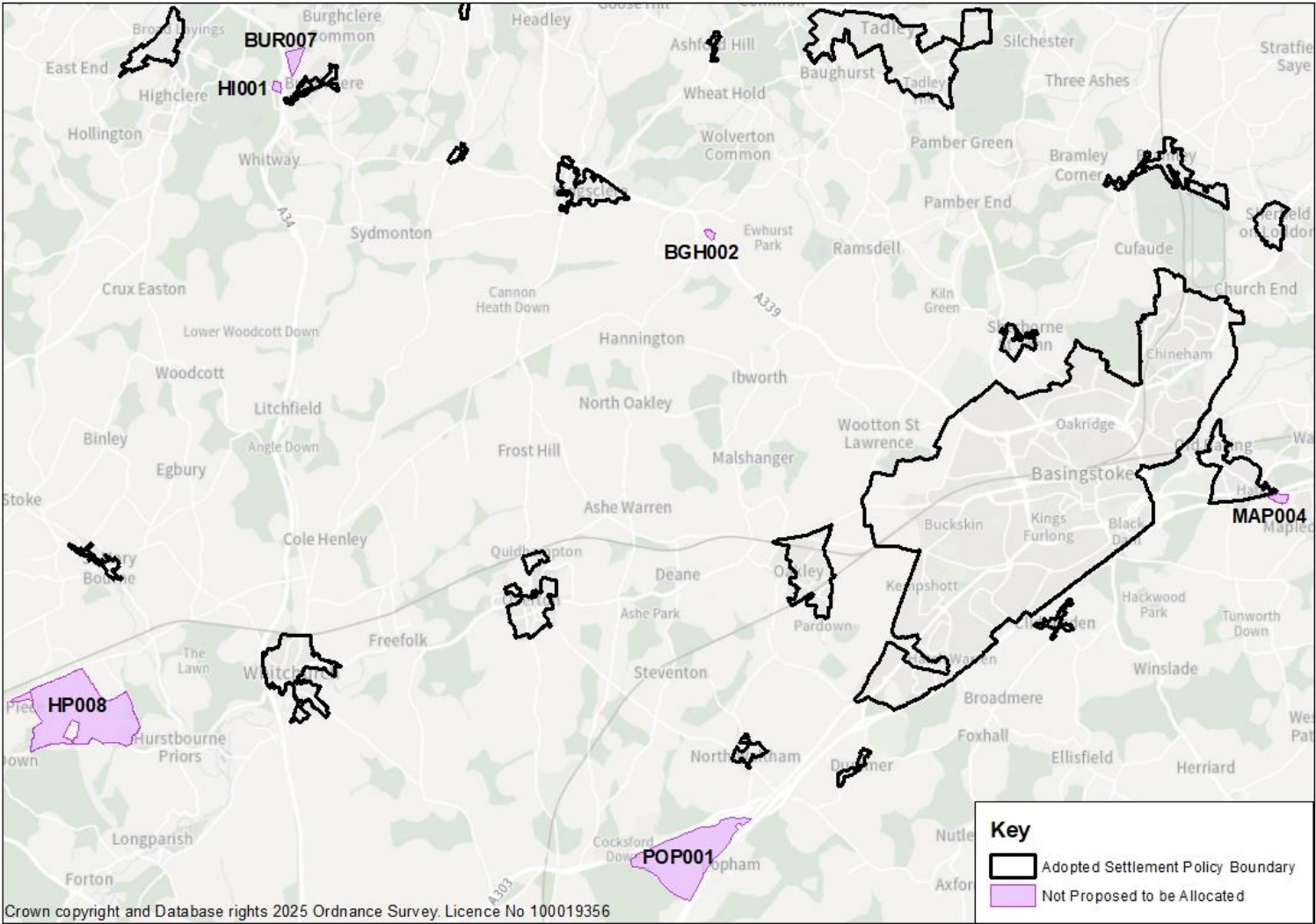
- 18.2 As per the requirements of the NPPF (para 82) it will be important for the LP to meet the needs identified. This could be via the intensification of existing employment areas, through changes of use for example in existing town centres, new employment allocations, or within other strategic allocations (i.e. housing or mixed-use site which are suitable for incorporating employment premises). There may also be opportunities for additional floorspace to be allocated via neighbourhood plans. The approach to allocations also needs to be ambitious and recognise opportunities to grasp economic opportunities outside of the specific needs which have been identified (as per paragraph 81 of the NPPF).
- 18.3 In order to meet the employment needs identified above, employment sites which are considered to be most well related to Basingstoke have been assessed. As with housing sites, this means essentially sites in close proximity to the settlement, though a flexible approach has been taken, and sites do not need to abut the settlement policy boundary in order to qualify for assessment. In addition, owing to the nature of the storage and distribution sector, sites which are proposed for logistics and are well related to the strategic road network have also been assessed.

- 18.4 All of the sites have been subject to a detailed assessment using a very similar set of criteria utilised for the housing sites. However, some more employment specific criteria have been incorporated in order to capture some of the nuances around issues such as commercial requirements and the idiosyncrasies of particular employment land typologies. As with the new housing sites, a summary of the site assessment considerations of recently promoted employment sites is set out in the table below, along with analysis of how the site assessment relates to the wider planning issues associated with the suitability of the sites for allocation.
- 18.5 In light of the latest identified employment needs and the site assessment, it is expected that the additional floorspace requirement will be met primarily through intensification of the existing strategic employment area at Basing View, although there may also be opportunities at other designated strategic employment areas in Basingstoke. Industrial floorspace is proposed to be provided primarily through the Southern Manydown and Popham allocations, with potential opportunities at existing strategic employment areas. The additional logistics floorspace is to be provided within the Southern Manydown allocation, in close proximity to junction 7 of the M3. No other new specific allocations of sites for employment use are proposed.

Map showing promoted employment sites around Basingstoke



Map showing promoted employment sites outside of Basingstoke



New Employment sites not proposed for allocation

Site	Site Description	Conclusions of Site Assessment
HP008 – Faulkners Down Farm	The site is largely agricultural in use and spans the area between Walworth Road and the B3400. The site also contains agricultural barns and hardstanding, residential development, biodigester plan, a shooting school, recycling plant and a former landfill site. It is located on the eastern outskirts of Andover, close to the recent Picket Piece housing development	The site is separated from Andover by an intervening stretch of countryside, and development would extend significantly eastwards, projecting distinctly into the countryside. There are also significant site constraints particularly related to proximity to the biodigester (noise and odour), landscape sensitivity, accessibility, highways access and infrastructure, heritage (Registered Park and Garden). Redevelopment of the site would also potentially entail loss of good quality agricultural land. The site is not, therefore proposed for allocation.
MAP004 – land at Greywell Road, Mapledurwell	The site is designated countryside to the west of the hamlet of Mapledurwell (outside of any Settlement Policy Boundary). The site lies to the south of the settlement of Old Basing and is located on the opposite side of the M3 motorway. The site is currently in agricultural land use and is bound to the north by the M3 and Greywell Road and to the south by a Public Right of Way	The site is separated from the Old Basing Settlement Policy Boundary by the M3 and it does not relate well to the existing settlement of Mapledurwell in terms of form, scale and character (being employment). Development of the site would therefore project into countryside. There are also site constraints relating to accessibility, highways access and infrastructure, heritage

	which connects Tunworth Road to the business park on the north side of the M3. To the east of the site are a number of other promoted SHELAA sites (MAP001, MAP002 and MAP003). There are a small number of residential properties to the south-east of the site, with agricultural land to the west. Mature vegetation runs around the perimeter of the site, particularly along the northern boundary. A route of an old Roman Road cuts across the western side of the site from north to south. The Mapledurwell Conservation Area is immediately to the east of the site. There is existing field gate access to the site from Greywell Road.	It's development would also entail the loss of very good quality agricultural land. The site is not proposed for allocation.
POP001 – land north of M3, Popham	The site comprises undulating agricultural land in arable use, interspersed with small areas of woodland. The site is bounded to the north, east and south by the A303 and A33 roads with the M3 immediately to the southeast of the A33. The site boundaries are mainly screened by trees. Adjacent to the northeast boundary of the site there are two small groups of dwellings and a farm. Surrounding the site (beyond the main roads) is	This site is isolated from other existing settlements in the area, therefore it would not relate well to any settlements in terms of form, scale or character. There are concerns about the accessibility of the site, along with highways access and infrastructure to be addressed. Site constraints also include landscape sensitivity and heritage, due to the proximity of listed buildings, and archaeology. Development of this scale could give rise to noise pollution although it is expected that this could be mitigated.

	agricultural land or woods (to the north of the A303 and to the west of the site). To the northwest of the site (beyond the A303) is Popham Airfield and to the north (beyond the A303) is Basingstoke Crematorium.	The site is not proposed for allocation.
SMB005 – Wyke Down Farm	The site is currently in agricultural use and includes a barn. The site is currently used for weekly car boot sales. To the north of the site is Walworth Road and on the other side of the road lies Mulbury Court Static Caravan site, Wyke Down Public House, storage unit compound and a driving range.	The site lies on the outskirts of Andover, close to the new housing at Picket Piece but separated by countryside. Development of the site would therefore project into the countryside and would not be a 'rounding off' of the settlement. There are also site constraints, particularly related to proximity to the biodigester, accessibility, highways and transport infrastructure. Redevelopment of the site would also potentially entail loss of good quality agricultural land. The site is not, therefore, proposed for allocation.

19 Overview – relationship with the Spatial Strategy

- 19.1 This section of the report explains how the proposed allocations fit with the spatial strategy. This is key to underpinning the approach taken. Basingstoke is the borough's most sustainable settlement and is hence the focus for new development.
- 19.2 Alongside the approach to delivering sustainable development, the impact on existing settlement character has been an important consideration when developing the spatial strategy. A strategic gap review has been undertaken to inform the

selection of preferred options for development that meet the required level of growth for the plan period by assessing the implication of potential development on settlement pattern, character and identity.

- 19.3 Some of the sites that have been assessed extend into current Strategic Gaps identified in the adopted Local Plan. A review of Strategic Gaps requires a careful assessment of whether the contribution to an existing gap made by a particular parcel of land is outweighed by the benefits of bringing that parcel forward for development. In addition, some potential allocation sites contain large areas which are likely to remain as green space, enabling these areas to be included in the strategic gap designation. New strategic gaps are proposed between Basingstoke and North Waltham, and Basingstoke and Dummer along with amendments to many of the existing strategic gap boundaries.
- 19.4 On the eastern side of Basingstoke there is a clear opportunity to consolidate the allocation to the East of Basingstoke and extend this with a comprehensive development including the Lodge Farm site. Also, to effectively expand the Redlands allocation from the adopted Local Plan. This area would require effective masterplanning to help support the provision of facilities, services and infrastructure improvements and to protect biodiversity and the rivers in this area.
- 19.5 On the western side of the town there is the opportunity to deliver significant levels of growth in a comprehensive major development which is both landscape and infrastructure led. A significant part of any allocation to the west is the need to maintain a suitable strategic gap between Basingstoke and Oakley, supported by features such as green corridors.
- 19.6 While the number of units provided by the proposed allocations on the western side of the town could exceed the borough's housing need level, only a portion of the total number of units proposed would be deliverable within the plan period. This could be interpreted as meaning that only the developable portions of the sites should be allocated. However, piecemeal allocation in this area would be likely to be counterproductive as it would hinder the delivery of infrastructure, facilities and services. Therefore, it would be advantageous to utilise the opportunities this location presents as a major development area, to deliver housing and employment floorspace over the longer term, in addition to important infrastructure improvements, both strategic and local, resulting in comprehensive and enhanced facilities and services.

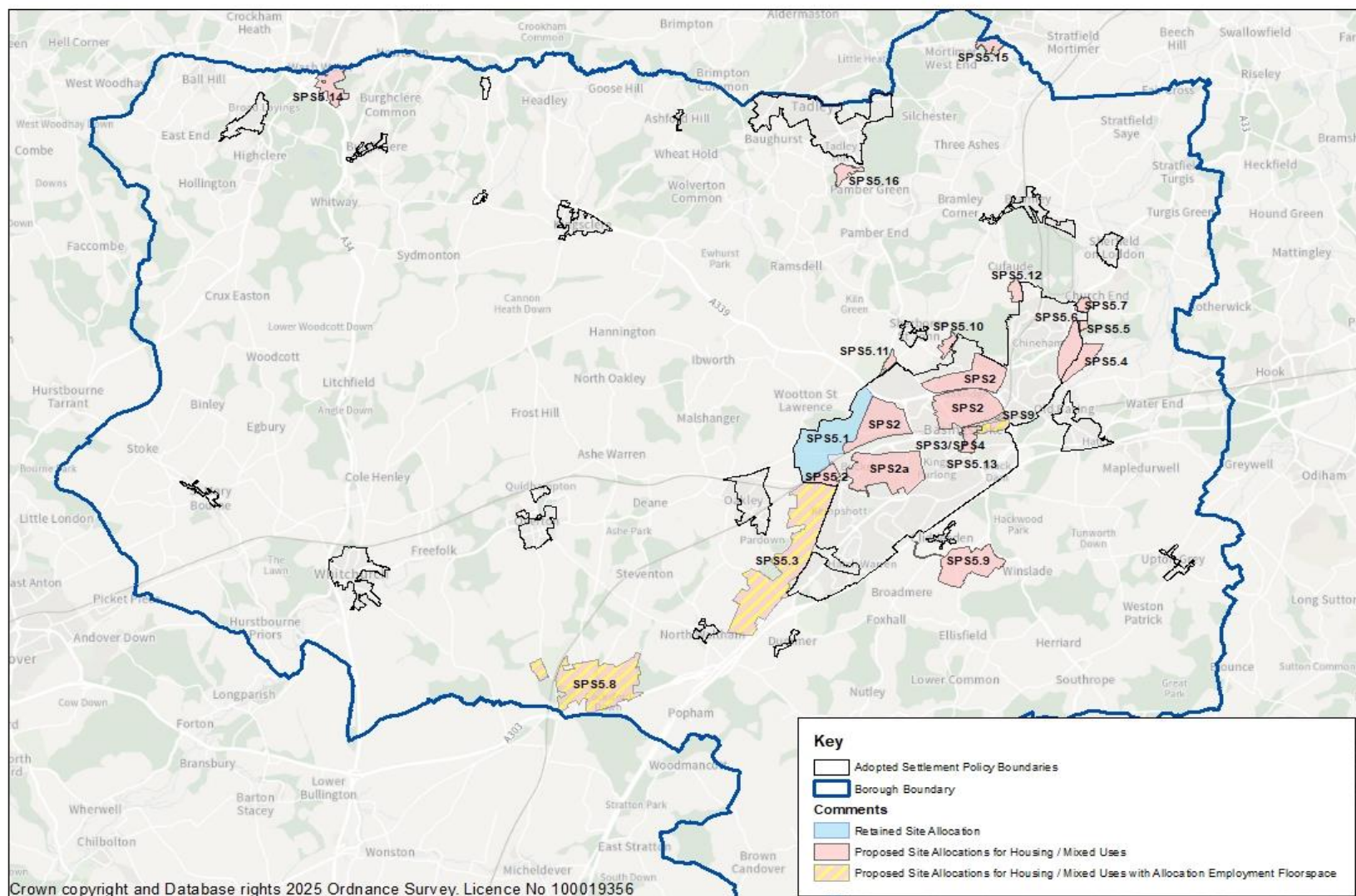
- 19.7 The other strategic opportunities identified relate to new settlements: the Popham airfield site which is proposed to be allocated as a garden village with a solar farm; and Upper Swallick, a new settlement closer to Basingstoke. The Popham airfield site offers an alternative to more development adjacent to Basingstoke and other settlements and is considered to be an important opportunity to relieve the pressure on existing settlements whilst providing a new garden village in the borough, supported by high quality infrastructure. In light of the new NPPF and higher housing requirement for the borough, Upper Swallick will also provide a new settlement with associated infrastructure and local services, but also well located to access facilities and services within Basingstoke Town.
- 19.8 The other proposed greenfield allocations largely involve moderately sized expansions of existing development areas on the northern edge of Basingstoke (it is proposed to consolidate the two sites at Weybrook golf course in one allocation to ensure a comprehensive development), a site at Wash Water on the outskirts of Newbury, and a site at Mortimer on the north-eastern boundary of the borough with West Berkshire council. The proposed allocation at Skates Lane, Tadley, provides an opportunity to meet the significant housing need at Tadley, outside of the DEPZ restrictions. These small to medium sized sites are helpful from a deliverability perspective as they are not dependent upon any new large-scale infrastructure and provide a mix of sites in terms of both scale and location.
- 19.9 The proposed allocations encompass what opportunities there are at present for re-using brownfield land and making more efficient use of land. A number of small sites within the town are proposed for allocation delivering a mix of site types, sizes and locations where possible. A more general policy framework for Basingstoke town centre is also proposed to support the regeneration of the centre and enable more mixed-use developments to be delivered, including residential led schemes. The focus on regeneration is also supported by a proposed supportive framework to help deliver suitable schemes in existing residential areas.
- 19.10 The limited opportunities for delivering small sites in the borough is noted and neighbourhood planning will be a key way of ensuring smaller sites are delivered to meet the housing needs of local communities.
- 19.11 The provision of employment floorspace (office, industrial and logistics) to meet the 2025 ENA identified needs, will be through the Southern Manydown and Popham airfield allocations, along with opportunities for further provision at Basing View and other existing designated strategic employment areas.
- 19.12 In terms of infrastructure, discussions with the Hampshire and IOW Integrated Care Board (ICB) have highlighted capacity issues at most primary care practices across the borough (with the exception of Tadley). Likewise, education provision and

capacity issues have been flagged in certain locations, including Overton, Whitchurch and to the east of Basingstoke/Old Basing and provision will depend on the size of developments and cumulative impact. Some sites received a negative or strongly negative score for provision/access to community facilities. This may reflect the size of the site (if provision cannot be achieved on site) or location, or the potential for new provision in proximity to the site. In particular, for development at Whitchurch and to the north/north-east of Basingstoke, capacity within existing and new facilities would need to be addressed. The cumulative needs of the draft LP housing allocations in this respect will need to be considered further, including through the development of the Infrastructure Delivery Plan.

20 Conclusion

- 20.1 In light of the site assessment work and other factors outlined in this report, the sites shown on the map below (and listed in the following table) are proposed for allocation in the **2025** Regulation 18 draft Local Plan. In some cases, the expected yield from a site has been reduced to reflect site constraints and requirements set out in the allocation policy. Appendix 1 summarises the outcomes of the assessment of all promoted sites.

Map showing sites proposed for allocation in the draft Local Plan



Reference	Site	Proposal
SPS5.1	Northern Manydown	Approx 3700 homes (allocation from adopted Local Plan)
SPS5.2	Land North of Pack Lane	300 homes
SPS5.3	Southern Manydown	Approx. 2750 in the plan period (6,000 total allocation)
SPS5.4	Land at Whitmarsh Lane	Approx. 1500 homes
SPS5.5	Redlands	Approx. 70 homes
SPS5.6	Redlands Lodge	Approx. 15 homes
SPS5.7	Sherfield Hill Farm	Approx. 385 homes
SPS5.8	Popham Garden Village	Approx. 1,800 in the plan period (4,250 total allocation)
SPS5.9	Upper Swallick	Approx 1,200 in the plan period (2,500 total allocation)
SPS5.10	Land west of Marnel Park	Approx. 250 homes
SPS5.11	Weybrook Park Golf Course	Approx 210 homes
SPS5.12	Land West of Upper Cufaude Farm	Approx 220 homes
SPS5.13	65 New Road, Basingstoke	Approx. 6 homes
SPS5.14	Oakley Farm, Wash Water	Approx. 500 homes
SPS5.15	Land at West End Farm, Mortimer	Approx. 350 homes
SPS5.17	Skates Lane, Tadley	Approx. 245 homes
SPS3 and 4	Basingstoke Town Centre	Approx. 500 homes
SPS9	Basing View	Approx. 1,000 homes
SPS2	Renewal	Approx. 1,000 homes

Appendix 1 - Tables summarising outcomes of assessment for promoted sites

Sites promoted for housing in or around Basingstoke or of sufficient scale/location to deliver a new settlement

Site	Site assessment status/reasons
BAS001 - Land at Shooters Way	Filtered out at Stage 1A of the site assessment process as the SHELAA forms the first filter of promoted development sites. The SHELAA concludes this site has fundamental constraints that would make its development unsuitable. It is listed in appendix 2 of the SHELAA 'Sites not subject to further assessment' and it has not been considered further through the site assessment process.
BAS002 - Land at Queen Mary Avenue	Filtered out at Stage 1A of the site assessment process as the SHELAA forms the first filter of promoted development sites. The SHELAA concludes this site has fundamental constraints that would make its development unsuitable. It is listed in appendix 2 of the SHELAA 'Sites not subject to further assessment' and it has not been considered further through the site assessment process.
BAS003 – ESME Ltd, Coronation Road.	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). The site was considered through the site assessment process. However, due to the potential loss of the employment use it is not proposed for allocation at this stage.
BAS004 - Basing View	Basing View is contained within appendix 3 of the SHELAA which includes allocations in the ALP. It is a strategic employment area, where some mixed-use development, including residential, is proposed, subject to policy constraints.
BAS008 - Basingstoke Glebe	Filtered out at Stage 1A of the site assessment process as the SHELAA forms the first filter of promoted development sites. The SHELAA concludes this site has fundamental constraints that would make its development unsuitable. It is listed in appendix 2 of the SHELAA 'Sites not subject to further assessment' and it has not been considered further through the site assessment process.

BAS009 – Festival Place	Site identified as having housing potential and is included within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through the site assessment process and not suggested for specific allocation, primarily due to uncertainty of delivery at this stage. However, the site is within the identified Basingstoke Town Centre - Area of Change and is included within the Basingstoke Town Centre Masterplan which supports new residential development (and other uses) in principle.
BAS015 - Land to the rear of Brinkletts House	Filtered out at Stage 1A of the site assessment process as the SHELAA forms the first filter of promoted development sites. The SHELAA concludes this site has fundamental constraints that would make its development unsuitable. It is listed in appendix 2 of the SHELAA 'Sites not subject to further assessment' and it has not been considered further through the site assessment process.
BAS016 - Top of Town	Site identified as having housing potential through the town centre masterplan and is included within appendix 4a of the SHELAA which contains sites which lie within Settlement Policy Boundaries without policy constraints that can come forward without LP allocation. The site could come forward under the current policy framework but has been considered through the site assessment process due to its scale and more strategic nature. Given the current lack of certainty regarding the release of the site for alternative uses with the council currently favouring the retention of car parking, the site is not proposed for specific allocation at this stage. However, it falls within the identified Basingstoke Town Centre- Areas of Change and is included within the Basingstoke Town Centre Masterplan which supports new residential development (and other uses) in principle.
BAS025 - Basingstoke renewal areas	Filtered out at Stage 1E of the site assessment process as these regeneration areas are covered by an enabling neighbourhood renewal policy which supports housing to come forward across a wider area, subject to policy criteria.
BAS029 - Land west of 2 Kite Hill	Filtered out at stage 1D of the site assessment process. Site identified as having housing potential and included within appendix 4a of the SHELAA which contains sites which lie within Settlement Policy Boundaries without policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site not considered

	in the site assessment process as principle of development already acceptable and this site could be developed within the policy framework.
BAS032 - Land off Ashwood Way	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through the site assessment process but is no longer available for residential development.
BAS033 - Land East of Ringway west	Filtered out at stage 1B of the site assessment process as no longer available for development. The site promoter requested that the site is not assessed through the site assessment process.
BAS034 - Land at Churchill Way West	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through the site assessment process but not proposed for potential allocation.
BAS037 – Northern Manydown	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as the most sustainable settlement. Existing allocation in the current Local Plan which is proposed to be updated to 3700 dwellings. Site considered through site assessment process and proposed for allocation.
BAS049 - Land south of Great Western Cottages	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through the site assessment process and not proposed for allocation as the promoter is considering its development as part of a wider regeneration scheme.
BAS050 - 16 Southern Road	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through the site assessment process but not proposed for allocation due to availability/deliverability issues.

BAS051 - 65 New Road	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through the site assessment process and proposed for allocation.
BAS052 - Southern Field, Queen Mary's College	Filtered out at Stage 1A of the site assessment process as the SHELAA forms the first filter of promoted development sites. The SHELAA concludes the site has fundamental constraints that would make its development unsuitable. It is listed in appendix 2 of the SHELAA 'Sites not subject to further assessment' and so it is not considered through the site assessment process.
BAS054 - Winklebury Regeneration	Filtered out at stage 1D of the site assessment process. Site is identified as having housing potential and included within appendix 4a of the SHELAA which contains sites which lie within Settlement Policy Boundaries without policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site not considered in the site assessment process as principle of development already acceptable and it is assumed these sites can be developed within the policy framework.
BAS058 – Land at Roman Way / Worthing Road	Site identified as having housing potential and included within appendix 4a of the SHELAA which contains sites which lie within Settlement Policy Boundaries without policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site not considered in the site assessment process as principle of development already acceptable and it is assumed these sites can be developed within the policy framework.
BAS059 – Saxon Court	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through the site assessment process and not proposed for allocation at this stage due to potential loss of the employment use.
BAS061 – London Road Sites	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made

	Neighbourhood Plans). Site considered through the site assessment process but not proposed for allocation due to issues of deliverability at this stage.
BAS062 Skippets House	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Planning consent has been granted for conversion of the building and new buildings to provide 30 dwellings.
BAS066 – Plot C	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through the site assessment process and not proposed for specific allocation at this stage. The site falls within the proposed Basingstoke Town Centre- Area of Change and is included within the Basingstoke Town Centre Masterplan which supports new residential development (and other uses) in principle.
BAS068 North Hampshire Hospital, Aldermaston Road	Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through the site assessment process and not proposed for specific allocation at this stage due to deliverability issues. The redevelopment of the site is subject to the delivery of a hospital on an alternative site and, given timescale associated with delivery, this site is unlikely to become available within the plan period.
BAS069 – John Lewis, Basing View	Site identified as having housing potential and is included within appendix 4a of the SHELAA which contains sites which lie within Settlement Policy Boundaries without policy constraints that can come forward without LP allocation. The site is not proposed for specific allocation due to uncertainty regarding deliverability at this stage. However, it falls within Basing View where some mixed-use development, including residential, is proposed, subject to policy constraints.
BAS070 – West Ham Lane, Basingstoke	Site identified as having housing potential and is included within appendix 4a of the SHELAA which contains sites which lie within Settlement Policy Boundaries without

	policy constraints that can come forward without LP allocation. There is an undetermined planning application for 44 dwellings on the site.
BAS071 – YMCA, Basingstoke	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as the most sustainable settlement. The site lies within the Settlement Policy Boundary and could come forward under the current policy framework but considered through the site assessment process. Not proposed for allocation due to uncertainty regarding deliverability at this stage and site constraints.
BAS075 – Kite Acre Nursery	Site promoted for development through Call for Sites 2025 but will not be included in the SHELAA due to site size (less than 5 dwellings) therefore not considered through the site assessment process.
BAS076 – Winterthur Way, Basingstoke	Site promoted for development through Call for Sites 2025 and will be contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (set out in the adopted Local Plan). Considered in the site assessment process in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement but not proposed for allocation as can come forward under the current policy framework with consideration given to potential loss of employment and sport uses.
BAS077 – Pack Lane Playing Field	Site promoted for development through Call for Sites 2025 but will not be included in the SHELAA as a significant proportion of the site is in use as open space therefore not considered further through the site assessment process.
BAS078 – 419 Worting Lane	Site promoted for development through Call for Sites 2025 but not considered further through the site assessment process due to its limited size.
BRAM008 - North of Upper Cufaude Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints.
BRAM011 - Land West of Upper Cufaude Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke

	as most sustainable settlement. Site was considered through site assessment process and proposed for allocation.
CLID011 - Upper Swallick	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement, alongside sites of a scale or location considered suitable to accommodate a new settlement. Site considered through the site assessment process and proposed for allocation.
CLID016 – Land south of Hatch Warren	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints.
NWAL001 - SW of Basingstoke/NE of North Waltham	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through site assessment process and proposed for allocation in combination with site OAK001.
OAK001 - Manydown South	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through site assessment process and proposed for allocation in combination with site NWAL001.
OLD001 - East of Basingstoke	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Existing allocation in the current Local Plan which is proposed to be increased by 450 dwellings, making the total capacity 900 dwellings. Site considered through site assessment process and proposed for allocation in combination with site OLD002.
OLD002 - Lodge Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site was considered through site assessment process and proposed for allocation in combination with site OLD001.
OLD003 - Poors Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke

	as most sustainable settlement, alongside sites of a scale and location considered suitable to accommodate a new settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints.
OLD005 - Land South of Newnham Lane	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints.
OLD006 - Land North of London Road	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints.
OLD007 - Hodds Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement alongside sites of a scale or location considered suitable to accommodate a new settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints (nb this has been listed under sites at Basingstoke due to its strategic scale but it adjoins Old Basing).
OLD015 - Land at Wildwood Cottage, Newnham Lane	Site promoted for development through SHELAA. Site considered through site assessment process but not proposed for allocation due to site constraints.
OLD016 – Doe Farm	Site promoted for development through SHELAA. Site considered through site assessment process but not proposed for allocation due to site constraints.
RO001 - Land adjacent to Weybrook golf course, Rooksdown	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through site assessment process and proposed for allocation in combination with site SSJ011.
SOL007 - Land at Wildmoor Lane	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints.

SOL008 - Sherfield Hill Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through site assessment process and proposed for allocation.
SOL011 - Redlands Lodge	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through site assessment process and proposed for allocation.
SOL012 - Land at Redlands	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through site assessment process and proposed for allocation.
SOL013 - Dixon Road	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through site assessment process but not proposed for allocation due to site constraints.
SOL015 - Sherfield on Loddon Garden Centre	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints.
SOL016 - Land to the north of Sherfield Park	Site promoted for development through SHELAA and considered through the site assessment process but not proposed for allocation due to site constraints.
SOL017 – Land north of Wildmoor Lane	Site promoted for development through SHELAA and considered through the site assessment process but not proposed for allocation due to site constraints.
SOL022 – land north of the A33, Goddards Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints.
SSJ004 - Land west of Marnel Park	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke

	as most sustainable settlement. Site considered through site assessment process and proposed for allocation (with a larger site boundary).
SSJ013 – Land west of Marnel Park (enlarged site)	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints (although a smaller site is proposed for allocation, see SSJ004).
SSJ005 - Land at Carpenters Down	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through the site assessment process but not proposed for allocation due to site constraints.
SSJ011 - Weybrook Golf Club	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through site assessment process and proposed for allocation in combination with site RO001.
SSJ012 – Hilltop Nurseries	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement. Site considered through site assessment process and not proposed for allocation due to site constraints.
STE001 - Popham Airfield	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement alongside sites of a scale or location considered suitable to accommodate a new settlement. Site considered through site assessment process and proposed for allocation.

Sites promoted for housing in or around Bramley

Site	Site assessment status/reasons
BRAM003 – land north of Sherfield Road, Bramley	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Bramley, as the most sustainable

	settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.
BRAM010 – land north of Bramley	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Bramley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.
BRAM012 – Land south of Silchester Road, Bramley	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Bramley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.
BRAM013 – West of Minchens Lane	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Bramley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.
BRAM014 – Beech Farm, Lane End	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Bramley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.
BRAM015 – Land south of Cortland Drive, Cufaude Lane	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Bramley, as the most sustainable settlements. Site considered through site assessment process and not allocated for

	development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Bramley set out in the LP.

Sites promoted for housing in or around Kingsclere

Site	Site assessment status/reasons
KING004 – Land at Yew Tree Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Kingsclere, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere in the LP.
KING005 – Land north of Gaily Mill	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Kingsclere, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere in the LP.
KING007 – Land at Porch Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Kingsclere, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere in the LP.
KING009 – Land at Yew Tree Farm (group option)	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Kingsclere, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere in the LP.

KING011 – Land at Porch Farm, east of the A339	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Kingsclere, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere in the LP.
KING012 – Land at Porch Farm	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Kingsclere, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere in the LP.
KING015 - Land at Yew Tree Farm, Kingsclere	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Kingsclere, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Kingsclere in the LP.

Sites promoted for housing in or around Oakley

Site	Site assessment status/reasons
OAK006 – west of Sainfoin Lane	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Oakley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley in the LP.
OAK007 – Land at Pardown	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Oakley, as the most sustainable

	settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley in the LP.
OAK008 - Fairview Meadow	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Oakley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley in the LP.
OAK009 – Sainfoin Lane (group option)	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Oakley, as the most sustainable settlements. Site considered through site assessment process and no allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley in the LP.
OAK011 – Land adjacent to Sunbeam Cottage and at Rectory Road	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Oakley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley in the LP.
OAK015 – Oakley coaches	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Oakley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley in the LP.
OAK017 – land west of Park Farm, Oakley	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Oakley, as the most sustainable settlements. Site considered through site assessment process and not allocated for

	development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley in the LP.
OAK018 – Land at Pardown	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Oakley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley in the LP.
OAK020 – Land east of Trenchards Lane, Oakley	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Oakley, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Oakley in the LP.

Sites promoted for housing in or around Old Basing (nb that due to the strategic scale of site OLD007, Hodds Farm this has been included in the consideration of sites at Basingstoke, although it does adjoin Old Basing)

Site	Site assessment status/reasons
OLD008 – Riverside View	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement and the other larger settlements, including Old Basing (it is a small site between the two), as the most sustainable settlements. Site considered through the site assessment process and not proposed for allocation but will be considered further through the neighbourhood planning process in light of the housing requirement for Old Basing in the LP.
OLD012 – Paddock Land at Lower Mill	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement and the other larger settlements, including Old Basing as the most sustainable settlements. Site considered through the site

	assessment process and not proposed for allocation but will be considered further through the neighbourhood planning process in light of the housing requirement for Old Basing in the LP.
OLD013 – Land at Newnham Lane	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke as most sustainable settlement and the other larger settlements, including Old Basing as the most sustainable settlements. Site considered through the site assessment process and not proposed for allocation but will be considered further through the neighbourhood planning process in light of the housing requirement for Old Basing in the LP.

Sites promoted for housing in or around Overton

Site	Site assessment status/reasons
OV001 - Land west of Kingsclere Road	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV002 – Court Drove	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV005 – Land to the west of Overton Primary School	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for

	development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV006 – Vinns Lane, Southington	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV007 – 7 Vinns Lane, Southington	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV009 – Land south of Two Gate Lane – Phase II or III	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV011 – Land south of Hazlecombe	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV012 – Land to the west of Sapley Lane and Pond Close	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.

OV015 – Land at Overton Road	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and whilst it is not proposed for allocation on its own, it is within the larger allocation of STE001 Popham village.
OV016 – Land west of Dellands Lane	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV017 – Land east of Station Approach	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV018 – Overton Mill	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV021 – Land to the east of Berrydown Lane	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.
OV022 – Land to the west of Berrydown Lane	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke

	and the other larger settlements, including Overton, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Overton set out in the LP.

Site promoted for housing in Tadley

Site	Site assessment status/reasons
BGH003 - Land at 1 and 2 Inhurst Cottages	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
PAM001 - Land at Sandy Lane	Site promoted for development through SHELAA but not considered further through the site assessment process due to its limited size.
PAM009 - Land north of Pelican Road	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
PAM017 - Land adjacent to Honeymill Farm	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
TAD002 – Smiths Field, Droxford Crescent	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.

TAD004 - Land in Church Road	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
TAD006 - Land to the rear of Franklin Avenue	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
TAD008 - 8a and 10 Silchester Road	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
TAD009 - Land adjacent to the White House	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
TAD010 - Land SE of Hawley Farm House	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
TAD011- Land adjacent to Deanswood Road	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.

TAD014 - Land south of Rectory Close	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
TAD015- Land at Church Brook Farm	Site promoted for development through SHELAA and lies outside of the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site was considered through the site assessment process, but is not proposed for allocation due to site constraints and amount of site within the DEPZ.
TAD016- Skates Lane	Site promoted for development through SHELAA and identified and lies outside of the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site was considered through the site assessment process and is proposed for allocation.
TAD017 - Land at West Street	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
TAD018 - Land rear of Rowan Road	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.
TAD019 – New Road	Site promoted for development through SHELAA and lies outside of the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site was considered through the site assessment process but is not proposed for allocation due to site constraints.

TAD021 - Bishopswood Golf Course - Option 3	Site promoted for development through SHELAA but filtered out at Stage 1F of the site assessment process in line with approach to sites which lie entirely within the Aldermaston Atomic Weapons Institute (AWE) Detailed Emergency Planning Zone (DEPZ) 'inner zone' where development is restricted on safety grounds. Site therefore not considered in site assessment process.

Sites promoted for housing in or around Whitchurch

Site	Site assessment status/reasons
WHIT001 - The Gables, London Road	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Whitchurch in the LP.
WHIT003 – 52 Evingar Road	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site identified as having housing potential and is contained within appendix 4b of the SHELAA which contains sites which lie within Settlement Policy Boundaries but are subject to current policy constraints (as set out in the adopted Local Plan/made Neighbourhood Plans). Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Whitchurch in the LP.
WHIT006 - The Knowlings	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Whitchurch in the LP.

WHIT008 - Land north of cricket ground	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP. Site is proposed to be designated as Local Green Space.
WHIT009 – Cricket ground, Church Street	Filtered out at Stage 1A of the site assessment process as the SHELAA forms the first filter of promoted development sites. The SHELAA concludes this site is designated as open space within the Whitchurch Neighbourhood Plan that would make its development unsuitable. It is listed in appendix 2 of the SHELAA 'Sites not subject to further assessment' and it has not been considered further through the site assessment process.
WHIT010 - Whitchurch Glebe	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Whitchurch in the LP.
WHIT013 – Land at Newbury Road	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Whitchurch in the LP.
WHIT014 - East of Bere Hill and Lynch Hill Park	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Whitchurch set out in the LP.
WHIT015 – The Lawn, Church Street	Filtered out at Stage 1A of the site assessment process as the SHELAA forms the first filter of promoted development sites. The SHELAA concludes this site has

	fundamental constraints that would make its development unsuitable. It is listed in appendix 2 of the SHELAA 'Sites not subject to further assessment' and it has not been considered further through the site assessment process.
WHIT016 – East of Bere Hill	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Whitchurch in the LP.
WHIT018 - South East Whitchurch	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP but will be considered further through the neighbourhood planning process in light of the housing requirement for Whitchurch in the LP.
HP005 – land at Tufton Warren, Winchester Street, Whitchurch	Site promoted for development through SHELAA and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, including Whitchurch, as the most sustainable settlements. Site considered through site assessment process and not allocated for development in the LP due to significant site constraints (and of insufficient size to be considered as a new settlement).

Sites promoted for housing in or around Newbury

Site	Site assessment status/reasons
HI006 – Falkland Farm	Site promoted for development through SHELAA and considered in the site assessment as part of the wider promotion of HI011 and proposed for allocation as part of the wider site

HI007 – Land east of Falkland Farm	Site promoted for development through SHELAA and considered in the site assessment as part of the wider promotion of HI011 and proposed for allocation as part of the wider site.
HI011 – Land at Oakley Farm, Wash water	Site promoted for development through Call for Sites 2025 and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, (including Newbury) as the most sustainable settlements. Site was considered through the site assessment process and is proposed for allocation.

Sites promoted for housing in or around Andover

Site	Site assessment status/reasons
HP008 – Faulkners Down Farm	Site promoted for development through Call for Sites 2025 and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, (including Andover) as the most sustainable settlements. Site considered through the site assessment process but not proposed for potential allocation due to site constraints.
HP009 – Faulkners Down Farm	Site promoted for development through Call for Sites 2025 and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, (including Andover) as the most sustainable settlements. Site considered through the site assessment process but not proposed for potential allocation due to site constraints.
SMB005 – Wyke Down Farm	Site promoted for development through Call for Sites 2025 and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, (including Andover) as the most sustainable settlements. Site was considered through the site assessment process and is not proposed for allocation due to site constraints.

Sites promoted for housing in or around Mortimer

Site	Site assessment status/reasons
MWE003 – Land at Turk's Lane, Mortimer West End	Site promoted for development through Call for Sites 2025 and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, (including Mortimer) as the most sustainable settlements. Site was considered through the site assessment process and is not proposed for allocation.
MWE004 – Land at West End Farm, Mortimer West End	Site promoted for development through Call for Sites 2025 and considered in the site assessment in line with approach to spatial strategy which focuses on Basingstoke and the other larger settlements, (including Mortimer) as the most sustainable settlements. Site was considered through the site assessment process and is proposed for allocation.

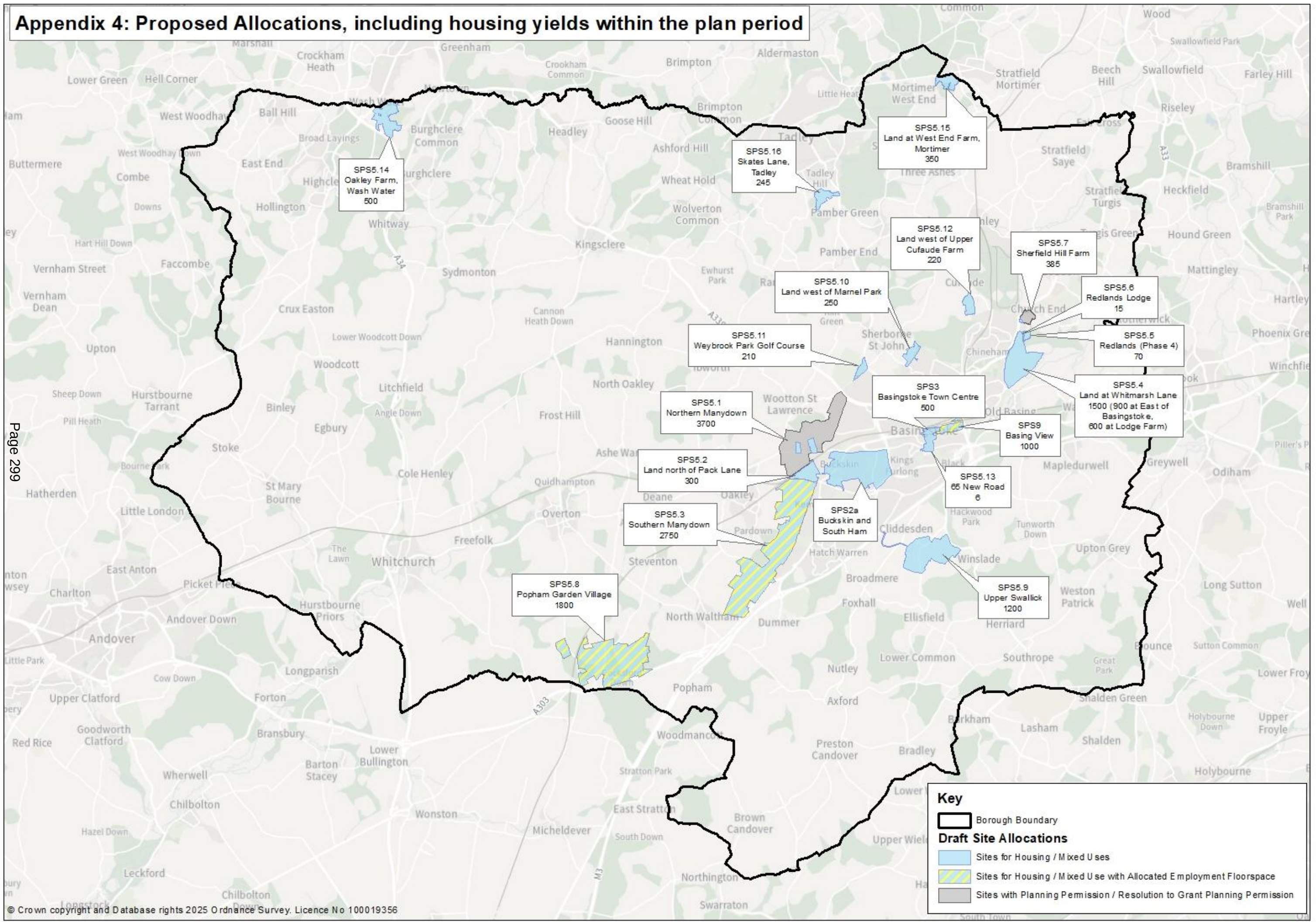
Site promoted for employment

Site	Site assessment status/reasons
BAS004 - Basing View	Basing View is contained within appendix 3 of the SHELAA which includes allocations in the ALP. It is a strategic employment area, where some mixed-use development, including residential, is proposed, subject to policy constraints.
BAS053 – Brighton Hill Retail Park	This site has not been assessed as it is listed within Appendix 4a of the SHELAA, as it's redevelopment for employment land is acceptable in principle due to its location within an existing employment area. Furthermore, planning consent was refused in 2022 for the provision of B2 and B8 floorspace on the site.
BGH002 – Kingsclere Quarry	Owing to the isolated nature of the location and poor relationship with the key parts of the strategic road network (M3, M4 and the A34 as a link between these two road), the site has not been assessed as part of the site assessment process on that basis. The site promoter could pursue an application on the basis of EP4.

BUR007 – Land at Tothill	This site has been assessed but is not proposed for allocation due to site constraints.
CLID010 – Pensdell Farm	This site has not been assessed as it is listed within Appendix 4a of the SHELAA, as it's redevelopment for employment land is acceptable in principle due to it being a site already in employment use.
DUM003 – Land at Peak Copse	This site has been assessed but is not proposed for allocation due to site constraints.
DUM004 – Oakdown Farm	Employment development on this site has been granted planning permission so no need to allocate for development.
DUM008 – Dummer Down Farm	Owing to the isolated nature of the location and poor relationship with the key parts of the strategic road network (M3, M4 and the A34 as a link between these two road), the site has not been assessed as part of the site assessment process on that basis. The site promoter could pursue an application on the basis of EP4.
DUM009 – Land off Glebe Close	This site has been assessed but is not proposed for allocation due to site constraints.
HI001 – Land to the South of Tothill Services, Burghclere.	This site has been assessed but is not proposed for allocation due to site constraints.
HP008 – Faulkners Down Farm	This site has been assessed but is not proposed for allocation due to site constraints.
MAP004 – land at Greywell Road, Mapledurwell	This site has been assessed but is not proposed for allocation due to constraints.
OLD011 - Land on the north side of Tunworth Road, Tunworth, Basingstoke	The land is promoted for use as a motorway service station, for which there is no land-use need identified within the borough. The site does not appear to currently be available for other uses such as employment and has not been assessed through the site assessment process.
POP001 – land north of M3, Popham	This site has been assessed but is not proposed for allocation due to site constraints.
SMB005 – Wyke Down Farm	This site has been assessed but is not proposed for allocation due to site constraints.

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Appendix 4: Proposed Allocations, including housing yields within the plan period



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Appendix 5 - Settlement Study (Draft)

Executive Summary

1. The Local Planning Authority has prepared a Settlement Study to help inform appropriate levels of growth in the settlements outside Basingstoke.
2. The Settlement Study follows a number of distinct stages, as set out below:

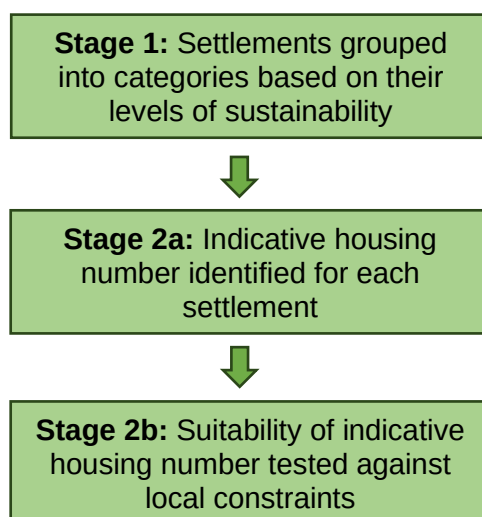


Figure 1: Stages of the settlement study

Stage 1 – Creating a Settlement Hierarchy

3. Stage 1 of the study considers the sustainability of different settlements across the borough and groups them into categories based upon relevant factors such as their size; access to facilities and services; and access to employment opportunities. It also considers the accessibility to public transport and larger facilities that may be in nearby settlements. These categories provide a framework for directing housing growth and other forms of development towards the most sustainable settlements.
4. The outcome of the assessment is summarised below:

1: Principal Service Centre	Basingstoke
2: Rural Towns and Large Villages	Overton, Tadley, Whitchurch
3: Medium Villages	Bramley, Kingsclere, Oakley, Old Basing
4: Small Villages	Ashford Hill, Bishops Green, Burghclere, Cliddesden, Dummer, Ecchinswell, Headley, Highclere, Little London, North Waltham, Preston Candover, Sherborne St John, Sherfield on Loddon, Silchester, St Mary Bourne, Upton Grey, Woolton Hill

Figure 2: Outcome of stage 1 assessment

5. Settlements that are identified within higher tier categories (Categories 1-3 above) are considered to be more sustainable locations for future growth, due to their relative size and provision of a greater range of services and facilities. Many play a role in providing amenities for residents in nearby settlements. Settlements that are identified within higher tier categories (Categories 1-3 above) are considered to be more sustainable locations for future growth, due to their relative size and provision of a greater range of services and facilities. Many play a role in providing amenities for residents in nearby settlements.
6. Some limited growth could potentially be considered as suitable in the Small Villages (Category 4) in order to meet local social, economic and community needs and to maintain the vitality of these rural communities.
7. The remaining settlements in the borough which fall outside of these categories are not currently considered suitable for planned growth due to their relative size and limited access to services and facilities.

Stage 2 – Identifying an Indicative Housing Requirement

8. Stage 2 of the study builds upon the categories identified in Stage 1 to provide further consideration of the degree to which each settlement should accommodate future growth and at what scale. The study therefore has an important role in informing the LPU's spatial strategy. However, it should be noted that the study is focused upon the requirements of individual settlements, rather than meeting the borough's wider needs. Its findings therefore provide a baseline figure for each settlement that will need to be balanced alongside a range of other factors including the outcomes of the sustainability appraisal and the availability of suitable sites to inform the borough's overall growth strategy.
9. The study's approach is underpinned by three key principles:
 - Directing the most development to the most sustainable locations (Stage 2a) - The study seeks to direct different levels of growth to towns and villages based upon their levels of sustainability (as indicated by the sustainability categories identified in Stage 1). As a general principle, it seeks to direct the greatest number of homes to the most sustainable settlements, and to ensure that the most sustainable settlements grow most in proportional terms.
 - Ensuring fairness by recognising past delivery (Stage 2a) - The housing requirements produced by the study were adjusted to reflect where housing completions, consents, and unimplemented allocations ('committed development') are more or less than the settlements' current requirements, as set out in the adopted Local Plan. This means that future housing requirements have been lowered where settlements have experienced more development than had been planned for in the current Local Plan. Conversely, any shortfalls have been added to the new requirement.

- An understanding of local constraints and site availability (Stage 2b) - The identified housing requirements have been tested against known infrastructure and environmental constraints, such as highways, education, health, and water quality, to provide an understanding of whether growth levels can be suitably delivered in and around highlighted settlements. This has been informed by LPU evidence base studies, discussions with statutory bodies, and has taken into account information contained in neighbourhood plans and provided by parish councils through the plan-making process to date. The council has also considered the availability of suitable sites to ensure the identified requirements could be met.
10. A summary of the outcomes of the study are provided in the following table. This shows the indicative housing requirement at the Local Plan start date (1 April 2024), but also what the outstanding requirement would be on 1 April 2025 taking into account development that has been committed in the interim.
11. The identified future growth requirements would be in addition to sites already allocated in existing plans (Adopted Local Plan and made Neighbourhood Plans). It is expected that the housing requirement should be met within or adjacent to the existing settlement.

Category	Settlement	Indicative housing requirement at 1 April 2024	Outstanding requirement at 1 April 2025
2 – Rural Towns and Large Villages	Overton	410	410
	Tadley (inc Baughurst and Pamber Heath)	245	245
	Whitchurch	185	185
3 – Medium Villages	Bramley	110	85
	Kingsclere	165	165
	Oakley	135	135
	Old Basing	305	305
4 - Small Villages	Ashford Hill	0	0
	Bishops Green	0	0
	Burghclere	10	10
	Cliddesden	30	30
	Dummer	20	20
	Ecchinswell	5	5
	Headley	20	20
	Highclere	20	20
	Little London	0	0
	North Waltham	40	40
	Preston Candover	20	20
	Sherborne St John	30	30
	Sherfield on Loddon	60	60
	Silchester	25	25
	St Mary Bourne	25	25
	Upton Grey	10	10

	Woolton Hill	20	20

Figure 3: Indicative housing requirements for settlements at 1 April 2024

12. Figure 3 shows that the majority of development is being directed towards the larger and more sustainable settlements. These settlements have the highest housing requirements and would experience the greatest proportional rate of growth.
13. The study identifies three settlements that would be unable to meet their Stage 2a indicative housing requirement as a consequence of the constraints in those settlements. Development in Tadley is restricted by the Detailed Emergency Planning Zone (DEPZ) around AWE Aldermaston, and the requirements have been reduced in Whitchurch and Kingsclere in light of settlement-specific constraints and the availability of suitable sites.
14. A number of settlements have an indicative housing requirement of zero which reflects the relatively high levels of development over the current Plan period, which count against their need to provide more dwellings in the future. Even where the study does not identify a housing requirement, future development can still come forward through other mechanisms where it is considered appropriate. This can either be through suitable development within the Settlement Policy Boundary (SPB) or appropriate development beyond those boundaries where it complies with the Local Plan's policies on new development in the countryside.
15. The study identifies six settlements where some limited future growth could be suitable, but which do not have a defined SPB in the adopted Local Plan. These are Bishops Green and Ecchinswell (which have both since had SPBs identified through the Ecchinswell, Sydmonton and Bishops Green Neighbourhood Plan), Headley, Highclere, Little London and Silchester. Proposed SPBs for these settlements are set out (and explained) in Appendix G. Settlement Policy Boundaries are a policy tool used to delineate between built up areas and the countryside, where different planning policies apply. In general terms, suitable development is supported within SPBs (where it is acceptable in all other respects, for example demonstrating good design and responding to any local constraints, such as heritage or ecology) whilst outside of them is subject to more restrictive policies.
16. **The Settlement Study provides an evidence base to inform suitable housing requirements in the borough's rural settlements. Its findings therefore provide a baseline figure for each settlement that will need to be balanced alongside a range of other factors to inform the Local Plan's overall spatial strategy and the Plan's policy requirements.**

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1. Introduction

- 1.1.1 The Local Plan Update (LPU) is an opportunity for the Council to update and strengthen the current adopted Local Plan (2011-2029) in a number of key areas, to facilitate local aspirations, and ensure current and future needs are met. The LPU will provide a spatial planning framework for the growth of the borough through to 2042. The update will identify a strategy for delivering the required development to meet the statutory requirements placed on the borough at national level and also meet local needs into the future.
- 1.1.2 The Settlement Study has been undertaken to consider the relative sustainability of settlements in the borough, and to identify potential housing requirements. The study and its outcomes will ensure that any new development planned through the LPU will be directed to more sustainable settlements, at an appropriate scale and that it is adequately supported by infrastructure and services. This is a central aim of national planning policy and is in line with the Council's commitment to tackling climate change as set out in the council's climate emergency declaration¹.

¹ <https://www.basingstoke.gov.uk/climate>

2. Background and Policy Context

2.1 The Borough

- 2.1.1 The borough of Basingstoke and Deane covers a wide area comprising the main settlement of Basingstoke Town with surrounding towns, villages and rural settlements set within an attractive and prominent landscape which is primarily rural in nature.
- 2.1.2 Since its designation as an expanded town in the 1960s, the borough's population has steadily increased, with the majority of the population residing in Basingstoke Town. The remainder of the population lives in the borough's rural area, including the larger towns and villages of Tadley, Whitchurch, Oakley, Overton, Bramley, Kingsclere and Old Basing.

2.2 National Policy and Guidance

- 2.2.1 The approach taken by the study is informed by the National Planning Policy Framework (NPPF) (December 2024) and the National Planning Practice Guidance (PPG).
- 2.2.2 The purpose of the planning system is to contribute to the achievement of sustainable development which is summarised within the National Planning Policy Framework (NPPF) (2024) as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.2.3 The NPPF is not prescriptive about how to categorise settlements in terms of relative sustainability. However, the NPPF does set out (paragraph 8) three overarching objectives of sustainable development (economic, social and environmental), and says that planning policies should play an active role in guiding development towards sustainable solutions, taking into account local circumstances to reflect the character, needs and opportunities of each area (paragraph 9).
- 2.2.4 At paragraph 20, the NPPF highlights that strategic policies should set out an overall strategy for the pattern, scale and design quality of places to make sufficient provision for homes (including affordable homes), employment, retail, leisure and other commercial development and infrastructure for transport, flood risk, waste management, telecommunications and community facilities, whilst conserving and enhancing the natural, built and historic environment (in line with the presumption in favour of sustainable development – paragraph 11).
- 2.2.5 The NPPF identifies that in rural areas, planning policies should be responsive to local circumstances and support housing developments that reflect local needs. It recognises the importance of locating housing in rural areas where it will enhance or maintain the vitality of rural communities, and the PPG identifies that a wide range of settlements can play a role in

delivering sustainable development in rural areas (Reference ID: 67-009-20190722). National policy recognises that planning policies should identify opportunities for villages to grow and thrive, especially where they will support local services. Where there are groups of smaller settlements, it states that development in one village may be able to support services in a village nearby, highlighting the importance of the relationship between settlements. In addition, the NPPF is clear that local planning authorities should avoid isolated development (paragraphs 82-84).

- 2.2.6 The NPPF emphasises the importance of minimising the length of journeys for work and leisure and increasing the opportunities for sustainable forms of transport, and states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport options (paragraph 110). It is the role of the Local Plan to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling (sustainable methods of transport) and focus significant development in locations which can meet these requirements. This study seeks to achieve these aims.
- 2.2.7 The NPPF also identifies the importance of providing healthy and safe communities, including through the provision of social, recreational and cultural facilities.
- 2.2.8 A number of key paragraphs within the NPPF which relate to indicators of service and facility provision and accessibility have also been taken into consideration and are set out in Appendix A.
- 2.2.9 These aspects of national policy suggest that the LPU should plan for additional development in the rural areas where it would meet needs and enhance or maintain rural communities. Service provision and accessibility are key elements of sustainability and should inform the role of different settlements as part of a future development strategy. This has provided a fundamental basis for Part 1 of the settlement study.
- 2.2.10 The NPPF requires Local Plans to bring forward a sufficient amount and variety of land with an overall strategy to shape the pattern, scale and quality of development over a 15-year period.
- 2.2.11 To determine the minimum number of homes needed (across the borough), the NPPF says that strategic policies should be informed by a local housing needs assessment, conducted using the standard method in national planning guidance (paragraph 62). It is expected that within this overall requirement, the council sets out a housing requirement for all designated neighbourhood areas, 'which reflects the overall strategy for the pattern and scale of development and any relevant allocations' (NPPF paragraph 69).
- 2.2.12 National policy does not prescribe a method for how to identify a housing requirement for neighbourhood areas. However, paragraph 70 of the NPPF provides an indication as it states that where requirements are not set out in a Local Plan (but neighbourhood planning groups request a figure), Local

Planning Authorities (LPAs) should provide an indicative figure that takes into account ‘factors such as the latest evidence on local housing need, the population of the neighbourhood area and the most recently available planning strategy of the local planning authority’.

- 2.2.13 The PPG also provides some guidance about what factors should be taken into account in setting a target. It states that,

‘while there is no set method for doing this, the general policy making process already undertaken by local authorities can continue to be used to direct development requirements and balance needs and protections by taking into consideration relevant policies such as the spatial strategy, evidence such as the Strategic Housing and Economic Land Availability Assessment (SHELAA) and the characteristics of the neighbourhood area, including its population and role in providing services. In setting requirements for housing in designated neighbourhood areas, plan-making authorities should consider the areas or assets of particular importance (as set out in paragraph 11, footnote 6), which may restrict the scale, type or distribution of development in a neighbourhood plan area’. (PPG Reference ID: 41-101-20190509)

- 2.2.14 The PPG also encourages proactive engagement with neighbourhood area bodies (such as neighbourhood plan groups and Town and Parish Councils) (Paragraph: 102 Reference ID 41-102-20190509).
- 2.2.15 Stage 2 of the study takes into account the factors identified above in order to provide an indicative housing requirement for the settlements identified in Part 1 of the study.

2.3 Adopted Local Plan (2011-2029)

- 2.3.1 The adopted Basingstoke and Deane Local Plan (2011-29) provides the main planning policies for growth and development within Basingstoke and Deane and defines 18 settlements with a Settlement Policy Boundary (SPBs)². Within these SPBs development is acceptable in principle (Policy SS1) or subject to requirements as set out within allocation policies (Policy SS3). Elsewhere within the borough, development is restricted and subject to policies for the countryside (Policy SS6).
- 2.3.2 Whilst the adopted Local Plan does not explicitly categorise the settlements within the borough into tiers based upon sustainability principles, Policy SS5 sets out the housing delivery strategy for the settlements outside of the principal centre of Basingstoke. The policy identifies the following levels of expected development for the largest settlements within the borough – Bramley at least 200 homes, Kingsclere at least 50 homes, Oakley at least

² As identified through the adopted Local Plan (2011-2029) Policies Map: Ashford Hill, Baughurst, Bramley, Burghclere, Cliddesden, Dummer, Kingsclere, North Waltham, Oakley, Old Basing, Overton, Pamber Heath, Preston Candover, Sherborne St John, Sherfield on Loddon, St Mary Bourne, Tadley, Upton Grey, Whitchurch and Woolton Hill.

150 homes, Overton at least 150 homes and Whitchurch at least 200 homes³.

- 2.3.3 The adopted Local Plan also identifies a need to provide a further 150 homes outside of the larger settlements listed above, within or immediately adjacent to the remaining 13 settlements⁴ with defined Settlement Policy Boundaries (SPBs)⁵. Policy SS5 sets out a requirement for each of these settlements to delivery at least 10 dwellings either through windfall development⁶ or through the neighbourhood plan process by site allocation.
- 2.3.4 This study therefore provides an evidence base to review and update the council's current approach to categorising settlements, based upon their sustainability, and to reflect latest national policy and best practice.

2.4 Consultation

- 2.4.1 The proposed settlement hierarchy was subject to consultation as part of the Issues and Options consultation in 2020. The comments received were taken into account and informed a draft of the Settlement Study, which was published alongside the Regulation 18 draft Local Plan in 2024. Comments on the 2024 draft Local Plan have informed the proposed approach.
- 2.4.2 As a result of the consultation responses received, and wider policy changes which have occurred, changes have been made to the Settlement Study which:
- Updates the study's methodology to relate to the borough's new standard method housing requirement (December 2024);
 - Reassesses the ability of settlements to meet their proposed housing requirement; and
 - Updates information about the size of settlements and their facilities and services to inform whether they are scoped into the study and their position in the settlement hierarchy.

³ These settlements were identified as 'growth centres'.

⁴ Ashford Hill, Burghclere, Cliddesden, Dummer, North Waltham, Old Basing, Preston Candover, Sherfield on Loddon, St Mary Bourne, Sherborne St John, Tadley (including Baughurst and Pamber Heath), Upton Grey Woolton Hill.

⁵ A boundary surrounding a settlement which separates the main built-up area (where there is a general presumption in favour of sustainable development) from open countryside (where development is more tightly controlled) as shown on the proposals map.

⁶ A development of 10 units or more within the SPB, or a development of 5 units or more outside of the SPB.

3. Overview of methodology

3.1 The Settlement Study follows two stages, as set out below:

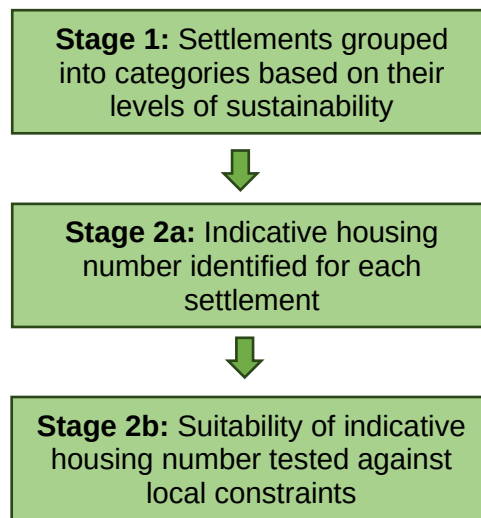


Figure 4: Stages of the settlement study

3.2 As shown in Figure 4 (above), the Settlement Study follows a two-stage process to inform suitable housing requirements in the borough's rural settlements:

- **Stage 1** (Chapter 4), assesses the sustainability of different settlements across the borough and groups them into categories (a 'settlement hierarchy') based upon relevant factors such as their size; access to facilities and services; and access to employment opportunities. These categories provide a framework for directing housing growth and other forms of development towards the most sustainable settlements.
- **Stage 2** (Chapter 5) builds upon the sustainability categories identified in Stage 1 to provide further consideration of the degree to which each settlement should accommodate future growth and at what scale. It does this in two parts:
 - Stage 2a calculates a baseline housing figure for each settlement; and
 - Stage 2b tests that number against local constraints and site availability to provide an understanding of whether that level of growth can be suitably delivered.

3.3 The Settlement Study is an evidence base document that will need to be balanced alongside a range of other factors including the outcomes of the sustainability appraisal and the availability of suitable sites to inform the borough's overall growth strategy.

4. Stage 1: Settlement Hierarchy

4.1 Overview

- 4.1.1 Stage 1 groups settlements into categories based upon their relative sustainability. This has been informed by a wide range of information including the size of settlements within the borough, the location and quality of services and facilities, each settlement's relative accessibility (particularly by sustainable transport methods) and their relationship with, and access to, larger settlements, for accessing a wider range and choice of services and facilities, transport and employment opportunities.
- 4.1.2 The following key stages outline the approach taken to determine the settlement sustainability categories.

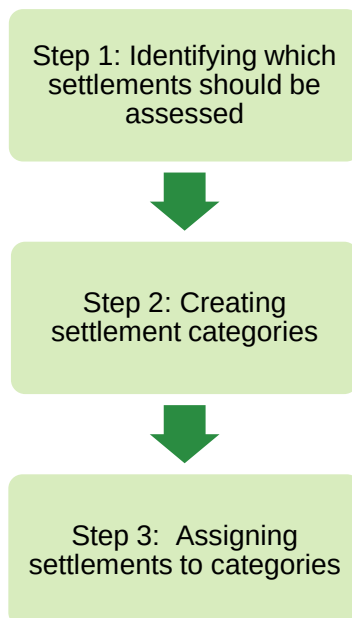


Figure 5: Methodology for Part 1 of the Settlement Study

4.2 Step 1: Identifying settlements to be included in the settlement hierarchy

- 4.2.1 Basingstoke and Deane includes a very large number of towns, villages and hamlets, and so an initial sieve is required to understand which of these should be assessed in more detail and included in the settlement hierarchy.
- 4.2.2 The starting point for this assessment was the adopted Local Plan, which defines a 'settlement' as 'typically consisting of a village, comprised of more than a group of houses, or farmstead, including at least one service or facility, such as a village hall, public house, or school'.
- 4.2.3 The NPPF (2024) sets out that the sustainability of a settlement should be informed by its access to services and facilities relating to retail, education,

health, social, community and recreation, and its access to sustainable transport and employment opportunities. This is expanded upon in Appendix A. The adopted Local Plan supports this through its definition of a 'settlement'.

- 4.2.4 Table 1 below shows the complete list of services and facilities identified for the purposes of the study as indicators of sustainability. From this list, a number of key services and facilities (as shown in bold) have been identified as those which are considered most important for the day-to-day lives of residents and are the building blocks to determine whether a settlement has the ability to be self-sustaining, and by virtue, more sustainable. These provide a **retail** function, an **educational** function, a **social** function, and a **community** facility function.

Function	Services and Facilities
Retail Facilities	• Convenience Shops • Supermarkets • Other Shop(s)/Service(s) • Post Offices
Education Services	• Primary Schools • Secondary Schools • Early Years Education⁷
Social Facilities	• Public Houses
Community Facilities	• Village/Community Hall • Places of Worship • Libraries
Healthcare Services	• GP Surgeries • Dentists • Pharmacies
Recreation/ Sports and Leisure Facilities	• Indoor Sports/Leisure Centres • Recreation Grounds and Sports Pitches
Employment Facilities	• Strategic Employment Areas
Sustainable Transport Services	• Bus Service (daily service Monday-Saturday) • Railway Station
Communications	• Superfast Broadband • Mobile Data

Figure 6: List of services and facilities used as indicators of sustainability (Services and facilities in bold identified as 'Key Services and Facilities').

Part A: Sieving out settlements with no key facilities or services

- 4.2.5 It is considered that the key services and facilities in bold in Figure 6 are likely to be accessed by many people in the community on a daily basis and provide particularly important and valued social and economic opportunities which reduce the need to travel. The presence of these key services or facilities have therefore been used as a means to determine whether a settlement is sufficiently sustainable to be taken forward in the study.

⁷ Pre-schools and nurseries

4.2.6 The study therefore used GIS to identify all of the key services or facilities in the borough. The methodology for identifying key services/facilities is explained in Appendix B.

4.2.7 Where a key service/facility was located within or close to a village or settlement, that settlement was then taken forward for further consideration. These settlements are listed in Figure 7 below. Villages and hamlets with no relation to any key service or facility were discounted at this first step.

Ashford Hill	East End	Little London	Pamber End	Tadley urban area (inc Baughurst and Pamber Heath)
Ashmansworth	Ecchinswell	Mapledurwell	Penwood	Totford
Ball Hill	Ellisfield	Monk Sherborne	Preston Candover	Turgis Green
Bishops Green	Hannington	Mortimer West End	Ramsdell	Upton Grey
Bramley	Headley	Newnham	Sherborne St John	Whitchurch
Brown Candover	Heath End	Newtown	Sherfield on Loddon	Woolton Hill
Burghclere	Highclere	Northington	Silchester	
Charter Alley	Hurstbourne Priors	North Waltham	Steventon	
Cliddesden	Kingsclere	Oakley	St Mary Bourne	
Deane	Laverstoke	Old Basing	Stoke	
Dummer	Litchfield	Overton	Stratfield Saye	

Figure 7: Settlements with relation to at least one key service or facility

Part B: Reviewing the sustainability of settlements with key facilities or services in more detail

4.2.8 The settlements in Figure 7 above were then looked at in more detail to identify what other key facilities and services were located within their built-up area to inform judgements about their overall level of sustainability. Other key facilities and services were identified which were located within an accessible distance of each settlement. The NPPF para 83 recognises that development in one village may support services in a village nearby and this can help to enhance or maintain the viability of rural communities.

4.2.9 As a baseline, consideration was therefore given to whether each settlement:

- Contained or was related to key services and facilities providing at least three of the four identified key functions identified in Table 1 (community, retail, educational, and social functions).

- Alternatively, if a settlement did not contain three distinct key services and facilities, it must still contain within its built form a minimum of two key services and facilities providing at least two of the four identified functions, and it must have a third key function provided within accessible distance from the settlement relating well to the built form.

4.2.10 The starting point for considering whether a key facility was within ‘an accessible distance’ was 5km travel distance, and an assessment was undertaken about the extent to which this could be achieved by sustainable modes. However, NPPF para 110 recognises that the opportunities to maximise sustainable transport solutions will vary between urban and rural areas.

4.2.11 Although access to key facilities and services was used as a starting point to consider whether settlements should be taken forward for inclusion in the settlement hierarchy, further qualitative assessment was undertaken. This considered factors such as the size (population) of the settlement, what other amenities it contained, its current status in the adopted Local Plan, the overall cohesion of its built form, and other factors affecting its suitability for planned new development.

4.2.12 Appendix C provides the detail of how each of the settlement was assessed. As a result of this, the following rural settlements have been considered sufficiently sustainable to be included in the settlement hierarchy (in addition to Basingstoke):

Ashford Hill	Highclere	Sherborne St John
Bishops Green	Kingsclere	Sherfield on Loddon
Bramley	Little London	Silchester
Burghclere	North Waltham	St Mary Bourne
Cliddesden	Oakley	Tadley (inc. Baughurst and Pamber Heath)
Dummer	Old Basing	Upton Grey
Ecchinswell	Overton	Whitchurch
Headley	Preston Candover	Woolton Hill

Figure 8: Table to show the results of the scoping and analysis of settlements suitable for inclusion in the study

4.2.13 All other settlements were filtered out of the study at this stage and will remain ‘countryside’ for the purposes of the spatial strategy.

4.3 Step 2: Creating sustainability categories

4.3.1 Based upon the service and facility audit, settlements with similar levels of sustainability have been grouped into four different categories.

4.3.2 From an overview of the borough, it was recognised that there was a clear difference between settlements that provided services and facilities to serve a wider area (‘service centres’) and ‘small villages’ (which contained more

basic facilities to meet some of their own needs). However, even within these broad categories there were significant differences in terms of the scale of the settlements and the amount and range of facilities.

- 4.3.3 On this basis, the service centres were broken down into three categories. The largest and most sustainable settlements have been defined as 'Principal Service Centres', which provide facilities with a borough-wide catchment such as a hospital, comparison retail and high order leisure facilities.
- 4.3.4 At the level below this were 'Rural Towns and Large Villages', which provide for its own community and surrounding smaller settlement's day-to-day retail, health, leisure, community, employment and transport needs. The third, and lowest tier of service centre ('Medium Villages') are smaller centres which generally only meet more localised needs.
- 4.3.5 The remaining villages were identified as 'Small Villages' on account of their size and their provision of services and facilities. Although this category includes a broad range of settlements, they contain some services or facilities but still rely upon the service centres to meet some of their needs.
- 4.3.6 The NPPF's recognition that settlements may support services in nearby villages was reflected in the sustainability categories. Where a village did not contain all the necessary facilities and services, services and facilities that could be accessed in nearby villages were taken into account.

Sustainability Category	Characteristics
1: Principal Service Centre	The settlement acts as a Principal Service Centre for the borough, supporting an extended catchment area⁸. It has a distinct town centre containing the widest range and choice of services, facilities and employment opportunities in the borough and is well connected to other regional centres. As a minimum, a Principal Service Centre includes a transport hub for bus and rail, hospitals, supermarkets, leisure and sports centres and further education facilities, as well as all the services and facilities identified within Large and Small Local Service Centres.
2: Rural Towns and Large Villages	The settlement acts as a Large Local Service Centre providing a hub for its community and surrounding smaller settlements in respect of day-to-day retail, health, leisure, community, employment and transport needs and 4G/Superfast Broadband communications. The settlement will have a population of over 4,000 residents with a distinct centre containing all the

⁸ Includes all surrounding settlements and those outside of the borough (particularly within districts immediately adjoining the borough boundary)

	identified Key Services and Facilities⁹ in addition to the following amenities: • A supermarket (or choice of convenience shops); • A wide choice of shops and services (more than 20 options); • A GP surgery and a pharmacy • A secondary school (or if there is not, it must be within 8km of a secondary school, and served by a school bus); • Early years education; • A place of worship; • A library; • Outdoor recreation/sports pitches; • A bus service running Monday to Sunday directly connecting to the principal service centre (with at least twenty services during peak commuting times¹⁰), or a railway station. If they are not present within the settlement, there must be a dentist, and indoor sports and leisure facilities within an accessible distance (8 km).
3: Medium Villages	The settlement acts as a Small Local Service Centre and provides Key Services and Facilities which meet the basic day-to-day needs of the community and wider Parish and has 4G/Superfast Broadband communications. The settlement will have a population of over 2,000 residents and will contain Key Services and Facilities¹¹ that meet all four of the identified day-to-day functions, in addition to the following amenities: • Choice of other shops or services (but fewer than 20); • A GP surgery • A place of worship; • Outdoor recreation/sports pitches; and • A bus service running at least once a day Monday to Saturday with a direct connection to the principal service centre, or a train station. If a secondary school is not present within the settlement, it must be accessible within 8km or accessed from the settlement by a school bus. Where they are not present within the settlement, additional healthcare facilities (pharmacies and dentists)

⁹ As set out in Figure 6, this includes a convenience shop, a post office, a primary school, a Public House and a community or village hall

¹⁰ 6:30am – 9:30am and 4:00pm – 7:00pm Monday to Friday

¹¹ As set out in Figure 6, this includes a convenience shop, a post office, a primary school, a Public House and a community or village hall

	and indoor sports and leisure facilities must be within an accessible distance (8km).
4: Small Villages	The settlement acts as a Small Village and contains very limited services and facilities and relies on larger towns and villages for day-to-day needs and principal centres for higher-tier services. The settlement contains Key Services and Facilities providing at least three of the four identified functions (community facility, retail, educational, social) and 4G/Superfast Broadband communications. Alternatively, if the settlement does not contain three distinct Key Services and Facilities, it must still contain a minimum of two key services and facilities providing at least two of the four identified functions, and the third must be accessible within 5km of the settlement.

Figure 9: Settlement Study sustainability category characteristics

- 4.3.7 These categories are based on whether settlements meet minimum requirements rather than using a weighted scoring system where points would be awarded for each facility. It is considered that an approach that takes into account the type and range of facilities is a more accurate indicator of a settlement's sustainability than the absolute number of facilities present.

4.5 Step 3: Assigning settlements to categories

- 4.6.1 Each of the settlements scoped in step 1 was then placed into one of the categories outlined above in step 2, reflecting their individual characteristics and relative sustainability. This is shown in Figure 10.

Category Tier	Proposed Designation	Proposed Settlement(s)
1	Principal Service Centre	Basingstoke
2	Rural Towns and Large Villages	Overton, Tadley, Whitchurch
3	Medium Villages	Bramley, Kingsclere, Oakley, Old Basing
4	Small Villages	Ashford Hill, Bishops Green, Burghclere, Cliddesden, Dummer, Ecchinswell, Headley, Highclere, Little London, North Waltham, Preston Candover, Sherborne St John, Sherfield on Loddon, Silchester, St Mary Bourne, Upton Grey, Woolton Hill

Figure 10: Proposed assigned sustainability categories

- 4.6.2 The following section provides a summary of why each settlement has been placed in a particular sustainability category. Whilst it is recognised that

growth, or new services or facilities opening, may result in settlements moving up a category, the purpose of this study is to provide a snapshot of the role of the settlements at the time the study was prepared in 2025.

Category 1: Principal Service Centre

- 4.6.3 Basingstoke is the only Principal Service Centre in the borough. It is home to more than half of the borough's residents and provides a wide range of retail, educational, healthcare, social, community and leisure services and facilities, as well as employment opportunities and sustainable transport connections to settlements outside the borough.

Category 2: Rural Towns and Large Villages

- 4.6.4 The settlements identified as Rural Towns and Large Villages are Overton, Tadley and Whitchurch.
- 4.6.5 Overton, Tadley and Whitchurch are identified within the current adopted LP retail policy as district centres, having a significant role in maintaining and enhancing prosperity, serving the day-to-day needs of their local populations but also providing access to services for neighbouring areas across and beyond the borough. As demonstrated by the household survey supporting the Retail and Main Town Centre Uses Study (2020), these have a significantly greater trade draw than other retail areas outside of Basingstoke.
- 4.6.6 Due to their wide range and choice of retail, education, healthcare, leisure, employment and sustainable transport services and facilities, these settlements act as 'hubs' for surrounding settlements both within and beyond the Parish boundary. All settlements have access to Superfast Broadband, with some limited access to Ultrafast Broadband, and have access to indoor 4G mobile data.
- 4.6.7 All three settlements have direct public transport connections to Basingstoke Town, either through having a railway station or a frequent bus service. They also have reliable access to some of the other Medium Villages both within the borough (including Bramley, Kingsclere, Oakley and Old Basing) and the wider south east.
- 4.6.8 A summary of relevant characteristics of each settlement is outlined below:

Settlement	Summary
Overton	Overton meets the characteristics of Category 2 in respect of population and service and facility provision, as it has a population size of 4,530 residents and the following amenities: All Key Services and Facilities (community halls, a choice of convenience shops; a post office, a primary school and Public Houses);

	• Wide range of shops or services (more than 20 in total); • Within 8km of Testbourne secondary school which is accessible by school bus; • Early years education facilities; • A GP surgery and a pharmacy; • Places of worship; • A library; • Recreation ground/sports pitches; and • Connection to Basingstoke by bus (running Monday-Sunday), and via rail. Overton is also within 8km (and connected by train) to a dentist, and indoor sports and leisure facilities in Whitchurch. Overton includes some employment opportunities and is located between Basingstoke and Whitchurch which both have Strategic Employment Areas.
Tadley	Tadley meets the characteristics of Category 2 in respect of population and service and facility provision, as it has a population size of 15,210 residents (including the parts of Baughurst and Pamber Heath within the same Settlement Policy Boundary) and the following combined range of amenities: • All Key Services and Facilities (community halls, a choice of convenience shops; a post office, primary education and Public Houses); • A supermarket and choice of convenience shops; • Wide range of shops or services (more than 20 in total); • A secondary school (Hurst). • Early years education facilities; • A GP surgery and a pharmacy; • A dentist; • Places of Worship; • A library; • Indoor sport and leisure facilities; • Recreation ground/sports pitches; • A bus service providing a direct connection to Basingstoke running Monday-Sunday. • The bus service has more than 20 daily services during peak hours Monday-Friday. Whilst Tadley does not contain a defined Strategic Employment Area, it immediately adjoins a large employment site at AWE Aldermaston (in West Berkshire), which is a significant employer within the borough.
Whitchurch	Whitchurch meets the characteristics of Category 2 in respect of population and service and facility provision, as

	it has a population size of 5,540 residents and the following amenities: • All Key Services and Facilities (community halls, a choice of convenience shops; a post office, primary education and Public Houses); • Wide range of shops or services (more than 20 in total); • A secondary school (Testbourne Community School). • Early years education; • A GP surgery and a pharmacy; • A dentist; • Places of worship; • A library; • Indoor sport and leisure facilities; • Recreation ground/sports pitches; • Connection to Basingstoke by bus (running Monday-Sunday), and via rail, and bus connectivity to Andover. The settlement also contains a Strategic Employment Area at Ardglen Road Industrial Estate.

Figure 11: Rural Towns and Large Villages Review (2025)

Category 3: Medium Villages

- 4.6.9 The settlements identified as Medium Villages are Bramley, Kingsclere, Oakley and Old Basing. Each have access to all the identified Key Services and Facilities which are valued by the community and provide support to communities within the wider Parish, however they contain more limited options in relation to some of the other services and facilities such as retail, education, healthcare and leisure. These settlements also provide a level of sustainable transport provision which is considered to provide a realistic alternative to the private vehicle (running Monday to Saturday as a minimum). All settlements have access to Superfast Broadband, with some limited access to Ultrafast Broadband, and have access to indoor 4G mobile data.
- 4.6.10 In respect of employment opportunities, Kingsclere, Old Basing and Bramley all contain or are located in close proximity to Strategic Employment Areas (SEA), which enhance the economy. Oakley is approximately 3.9km from an SEA in western Basingstoke.
- 4.6.11 A summary of relevant characteristics of each settlement is outlined below:

Settlement	Summary
Bramley	Bramley meets the characteristics of Category 3 in respect of population and service and facility provision, as it has a population size of 5,090 residents and contains Key Services and Facilities that meet all four identified day-to-day functions (community hall, a convenience shop; a post office, primary education and a Public House), in addition to the following amenities: • A choice of other shops and services • A GP surgery • A place of worship; • Recreation ground/sports pitches; and • A train station; • A bus service running at least once a day Monday to Saturday connecting to Basingstoke Town; Although it is recognised that Bramley's convenience shop is only small (102sqm), it is still capable of meeting the day-to-day needs of local residents and is supplemented by other retail uses and services. Bramley is also within an accessible distance (8 km) of a secondary school (Everest Community Academy), a pharmacy and a dentist. The settlement also contains a Strategic Employment Area (Campbell Court).
Kingsclere	Kingsclere meets the characteristics of Category 3 in respect of population and service and facility provision, as it has a population size of 2,950 residents and contains Key Services and Facilities that meet all four identified day-to-day functions (community hall, a convenience shop; a post office, primary education and a Public House), in addition to the following amenities: • A choice of other shops or services; • A GP surgery and a pharmacy • A dentist • A place of worship; • Recreation ground/sports pitches; • A community library; • A bus service running at least once a day Monday to Saturday connecting to Basingstoke Town; Whilst the nearest secondary school is over 8 km from the settlement (The Clere, in Burghclere), the village is served by a school bus. Kingsclere is also within an accessible distance (8 km) of indoor sports and leisure facilities (NewburyGreenham).

	In addition to the above, the settlement contains a Strategic Employment Area at Kingsclere Park.
Oakley	Oakley meets the characteristics of Category 3 in respect of population and service and facility provision, as it has a population size of 5,180 residents and contains Key Services and Facilities that meet all four identified day-to-day functions (community/village halls, a convenience shop; a post office, primary education and Public Houses), in addition to the following amenities: • Choice of other shops or services; • A GP surgery and a pharmacy; • A place of worship; • Recreation ground/sports pitches; • A bus service running at least once a day Monday to Sunday connecting to Basingstoke Town; Oakley is also within an accessible distance (8 km) of a secondary school (Cranbourne) and it is noted that there is also planning permission for a new secondary school on North Manydown. A range of employment opportunities, medical and recreational facilities are all easily accessible within Basingstoke.
Old Basing	Old Basing, when looked at as a discrete settlement, meets the characteristics of Category 3 in respect of population and service and facility provision, as it has a population size of 4,050 residents and contains Key Services and Facilities that meet all four identified day-to-day functions (community/village halls, a convenience shop, primary education and Public Houses), in addition to the following amenities: • Choice of other shops or services; • A GP surgery and a pharmacy; • A Places of Worship; • Recreation ground/sports pitches; • A bus service running at least once a day Monday to Saturday connecting to Basingstoke Town; Old Basing is close and well connected to the wide range of services and facilities in Basingstoke, including secondary schools, dentists and indoor sports facilities. The settlement also contains a Strategic Employment Area at Hatch Industrial Park.

Figure 12: Medium Villages Review (2025)

Category 4: Small Villages

- 4.6.12 The remaining settlements scoped into the study in step 1 are categorised as small villages and listed in Figure 13 below.
- 4.6.13 These settlements contain (or are well connected to) the basic facilities to meet residents' day-to-day needs, however they are reliant upon larger towns and villages for higher order services and facilities.
- 4.6.14 Full analysis of these settlements and their provision of facilities and services can be found in Appendices C and D.

Ashford Hill	North Waltham
Bishops Green	Preston Candover
Burghclere	Sherborne St John
Cliddesden	Sherfield on Loddon
Dummer	Silchester
Ecchinswell	St Mary Bourne
Headley	Upton Grey
Highclere	Woolton Hill
Little London	

Figure 13: Small Villages (2025)

4.6 Additional Evidence - Reviewing Settlements outside the Borough

- 4.6.1 It is recognised that there are a number of other settlements in other local authority areas that adjoin the borough, and that can support the sustainability of new development in the borough. The sustainability of these settlements has also been assessed for the purposes of informing the spatial strategy. These settlements are Andover, Hook, Mortimer, and Newbury, and their locations in relation to the borough boundary are shown in Figure 14.

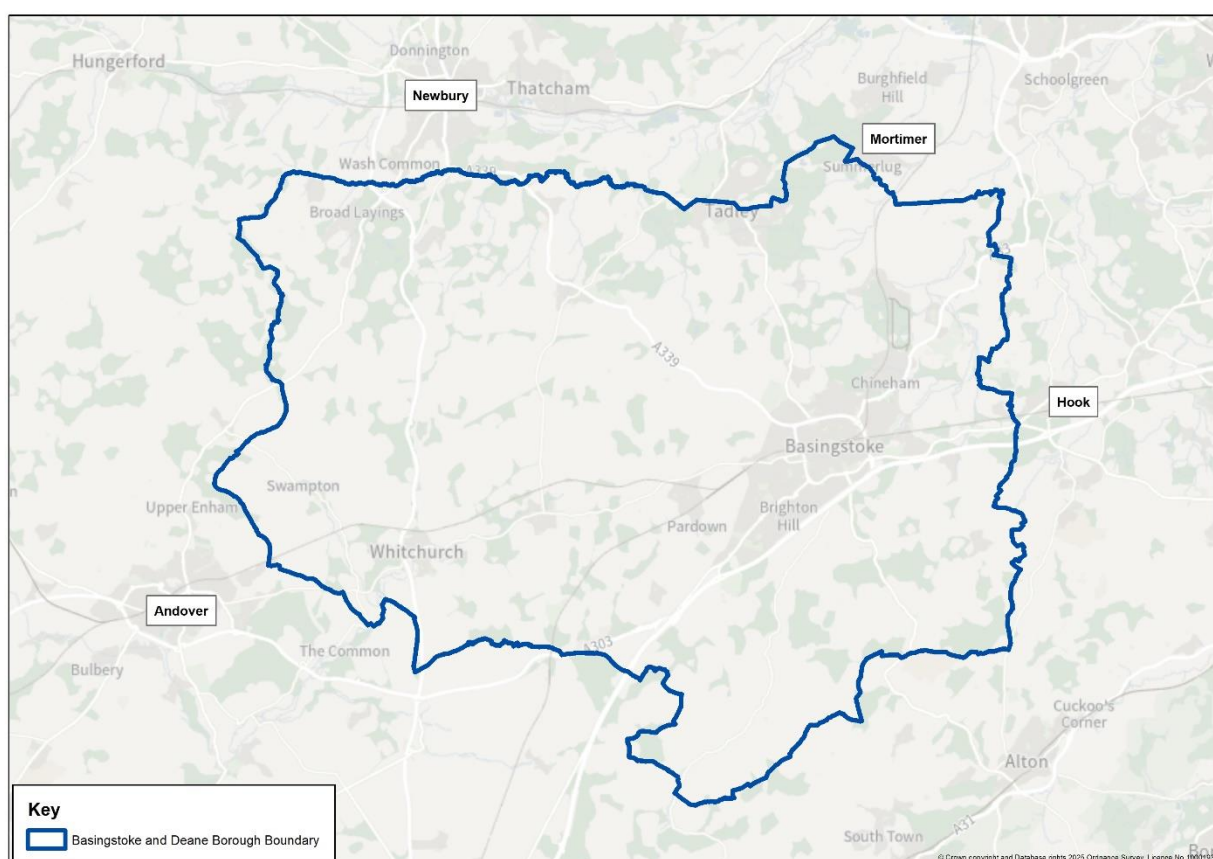


Figure 14: Map of key settlements adjacent to Basingstoke and Deane Borough

- 4.6.2 Facilities and services within and in relation to each of these settlements have been researched and categorised using the same methodology as set out in Appendix C. The full matrix of services and facilities for settlements adjacent to the borough can be found in Appendix D.
- 4.6.3 Each of the four settlements was then placed into one of the categories outlined above in step 2, reflecting their individual characteristics and relative sustainability. The assessment of each settlement's individual characteristics can be found in appendix H, and the results of this are shown below in Figure 15.

Category Tier	Proposed Designation	Proposed Settlement(s)
1	Principal Service Centre	Andover Newbury
2	Rural Towns and Large Villages	Hook
3	Medium Villages	Mortimer
4	Small Villages	N/A

Figure 15: Settlement categories for key settlements adjacent to the borough

4.7 Summary of Stage 1 Key Findings

- 4.7.1 Taking the approach set out within this study, four categories have been identified reflecting the relative sustainability of the borough's settlements. The settlements that fall within each category are summarised below.

Category Tier	Designation	Identified Settlement(s)
1	Principal Service Centre	Basingstoke
2	Rural Towns and Large Villages	Overton, Tadley, Whitchurch
3	Medium Villages	Bramley, Kingsclere, Oakley, Old Basing
4	Small Villages	Ashford Hill, Bishops Green, Burghclere, Cliddesden, Dummer, Ecchinswell, Headley, Highclere, Little London, North Waltham, Preston Candover, Sherborne St John, Sherfield on Loddon, Silchester, St Mary Bourne, Upton Grey, Woolton Hill

Figure 18: Basingstoke and Deane LPU Sustainability Categories

- 4.7.2 It is recognised that the assessment above is based upon rigid categories, however a more qualitative overview of the settlements' characteristics supports the categories identified.
- 4.7.3 The study has identified Overton, Tadley and Whitchurch to be the most sustainable locations for future growth (Category 2: Rural Towns and Large Villages), after Basingstoke Town. This is due to their wide range of services and facilities including extensive retail facilities, public transport connections to principal centres within and outside the borough and employment opportunities. These settlements are identified as District Centres by adopted Local Plan Policy EP3 where it is recognised, they 'have a significant role in maintaining and enhancing prosperity, serving the day-to-day needs of local populations but also providing access to services for neighbouring areas across and beyond the borough'.
- 4.7.4 Bramley, Kingsclere, Oakley and Old Basing have been categorised as Medium Villages (Category 3), containing Key Services and Facilities that meet all four identified day-to-day functions. They therefore meet the most basic day to day needs of residents and provide a limited range of other facilities. These settlements typically have good public transport connections to higher tier settlements.
- 4.7.5 Settlements which are considered as Small Villages (Category 4) have more limited access to services and facilities and are not considered to have an appropriate level of sustainability to be considered suitable for significant levels of growth. These settlements are particularly reliant on other settlements to fulfil their retail, education, healthcare, employment and leisure needs and generally have restricted public transport options.

- 4.7.6 The council recognises that differences exist between the settlements in each category in respect of their size, their overall provision of services and facilities, and their opportunities and constraints for new development. These local differences are reflected through Stages 2 of the Settlement Study and are taken into account when considering the type and scale of future development through the Local Plan Update process.

5. Stage 2: Indicative housing numbers for each settlement

5.1 Methodology

5.1.1 Stage 2 has two distinct elements:

- **Stage 2a** uses data to identify an indicative housing requirement for each settlement to be met within or adjacent to that settlement.
- **Stage 2b** then tests the suitability and deliverability of that indicative housing requirement.

Stage 2a – Identifying an Indicative Housing Requirement

5.1.2 The study seeks to direct different levels of growth to settlements with different levels of sustainability, and so employs a different methodology for each category of settlement. This is underpinned by the principle that the greatest number of homes should be directed to the most sustainable settlements but also that the most sustainable settlements should grow most in proportional terms. A suitable housing number for the rural settlements was therefore identified using the following process:

Step (i) - Calculate pro-rata share of growth.

Step (ii) – Adjust number to account for levels of past and committed development.

Step (i) - Calculate pro-rata share of growth

5.1.3 The methodology is underpinned by an understanding of what each area's pro-rata share of the borough's housing requirement would be. The concept of pro-rata shares means that if an area has 2% of the existing dwellings, it would accommodate 2% of the growth.

5.1.4 To identify pro-rata shares of the borough's housing requirement, it is first necessary to identify the total number of *additional* homes required over the plan period (2024-2042).

5.1.5 The Standard Method figure of 1,142dpa (at 1 April 2025) has been taken as the general housing need figure for the LPU. It is acknowledged that the Standard Method will continue to change over time as new data is published.

5.1.6 The council's adopted Local Plan (ALP) already plans to deliver 850 dwellings per annum in the years up to 2029. In order to avoid double counting, an allowance was therefore made for the homes already planned for in the adopted Local Plan in the overlapping years.

Years in Local Plan	Calculation of annual requirement	Number of dwellings required per year	Total dwellings
2024–2029	Adopted Local Plan: 850 dpa Standard Method: 1,142 dpa	+292 dpa	1,460
2029-2042	Standard Method: 1,142 dpa	1,142 dpa	14,846
			16,306

Figure 19. Housing requirement taking account of ALP

5.1.7 The pro-rata share of the overall housing requirement was calculated by applying that area's share of the borough's current housing stock (as indicated by the 2023-based Hampshire County Council Small Area Population Forecast (SAPF)) to this overall housing requirement. Where this share was based upon the size of a settlement with an existing Settlement Policy Boundary (SPB), this SPB was updated to incorporate any recently completed housing developments that count towards a settlement's ALP SS5 requirement through its adjacency to an SPB (up to end of March 2023 to align with the SAPF data)¹².

Weighted pro-rata shares

5.1.8 As set out above, an objective of the study is to direct the greatest amount of growth to the most sustainable settlements. Therefore, different approaches were taken to calculating the housing requirement for settlements at different levels of the settlement hierarchy.

Rural Towns and Large Villages (Category 2)

5.1.9 The study recognises that Category 2 settlements are more sustainable than the borough's other villages, and so may act as 'hubs' for the rest of the parish due to their size and the level and range of services and facilities they provide. This reflects the guidance in the PPG that housing targets should be

¹² SPBs have been expanded at the following settlements to include development:

- Ashford Hill - Little Knowl Hill.
- Bramley - Minchens Lane, The Street, German Road, and North of Sherfield Road.
- Burghclere - Ash Cottage.
- Kingsclere – Rear of Longcroft Road.
- Oakley – Beech Tree Close, East Oakley House, and Leamington Court.
- Overton – Sapley Lane.
- Sherfield on Loddon – Field adjoining the White Hart.
- St Mary Bourne – Bells Field.
- Tadley – Pamber Heath Road.
- Upton Grey – Land adjoining Woodman Field, Site adjacent to Meadowside, and Weston Road.

informed by the role of settlements in providing services (PPG Reference ID: 41-101-20190509). NPPF para 83 also notes that ‘housing should be located where it will enhance or maintain the vitality of rural communities...’ and recognises how services in one settlement are supported by other villages nearby. This approach provides an opportunity for residents to live close to where the need arises but in more sustainable locations. Therefore, for Category 2 settlements the whole parish is used to identify the pro-rata share of the borough’s housing requirement.

Medium Villages (Category 3)

- 5.1.10 For Category 3 settlements it is considered that the catchment is more closely focused on the settlement itself due to the lower levels of service and facility provision compared to Category 2 settlements. The baseline figure has therefore been calculated based upon the pro-rata share of the borough’s growth arising from the settlement itself.

Small Villages (Category 4)

- 5.1.11 An aim of the Local Plan Update is to ensure that a suitable framework is put in place to enable villages to remain viable settlements, allowing them to grow to respond to local needs whilst retaining their individual identity and character. When considering sustainable levels of growth for the borough’s small villages, the settlement study therefore recognises their housing needs, but also the importance of reflecting local characteristics. As such it is considered that, in line with the sustainability hierarchy, a lower level of growth should be directed to the villages compared to category 2 and 3 settlements.
- 5.1.12 The baseline housing figure for the Small Villages has therefore been set at half of their pro-rata share (for example, a settlement with 2% of the dwelling stock would only accommodate 1% of the growth). This means that they would be expected to accommodate proportionately less than the larger and more sustainable settlements, in line with the hierarchy approach, but still play an important role in meeting the borough’s housing needs.

Step (ii) – Adjust number to account for levels of past and committed development.

- 5.1.13 As a principle of the approach used in this study, settlements’ pro-rata shares have been adjusted to take into account whether they have over or under-provided in terms of their ‘committed development’ when compared to the amount of planned development in the adopted Local Plan. Current allocations and commitments have therefore been taken into account when calculating the level of new development needed to meet the overall housing requirement.
- 5.1.14 For those settlements without SPBs, consideration was given to whether any development had come forward that would have met the requirements of

Policy SS5 (had they had an SPB). This adjusted baseline then formed an indicative housing requirement for the Category 4 settlements.

5.1.15 For the purposes of the study ‘committed development’ comprises completed or planned growth in and adjacent to the settlements since the start of the current Local Plan period in 2011. This includes:

- Dwellings completed or consented on Local Plan site allocations in accordance with Local Plan Policy SS3 (within or adjacent to settlements); and
- Dwellings completed or consented on sites that would count towards Local Plan Policy SS5¹³. These could either be on sites allocated in neighbourhood plans, or on windfall sites of ten or more dwellings within SPBs or five or more dwellings adjacent to SPBs; and
- Any other neighbourhood plan allocations which had not yet been consented.

5.1.16 The total of this ‘committed development’ was then compared to the Local Plan requirement for that settlement to establish the extent to which each settlement had provided (or had planned) more or fewer homes than required through the current LP. The approach therefore acknowledges where additional sites have been brought forward, or where additional dwellings have been planned or delivered on allocated sites.

5.1.17 It therefore provides a ‘credit’ against the pro-rata target in the areas where more dwellings would be brought forward than had originally been identified in the ALP. It also carries any shortfalls across into the new requirement.

5.1.18 The approach only ‘counts’ committed development on the types of sites listed above and does not count smaller windfall sites (such as single infill dwellings within villages, or sites remote from the settlements). This approach is aligned with the targets set for settlements in ALP Policy SS5. The ALP includes a small-site windfall allowance of dwellings that will be delivered each year on small sites and if small-scale windfall development was credited towards village’s requirements, it would result in double counting.

5.1.19 The resultant number was then rounded to the nearest 5 dwellings. There are some settlements where the pro-rata share of the borough’s dwelling requirement is rounded to 0 dwellings. However, it is considered that the sustainability of these smallest settlements can still be maintained and enhanced by identifying settlement policy boundaries around those settlements which don’t already have one (which would enable appropriate new development to take place within those boundaries) and ensuring the Plan includes sufficient flexibility to allow new dwellings outside those boundaries where suitable.

¹³ As set out in ALP para 4.67

Summary

5.1.20 This approach is summarised below:

Rural Towns and Large Villages (Category 2)

An indicative housing requirement was therefore identified for the Category 2 settlements taking into account:

- The pro-rata share of the borough's growth arising from the settlements and their parishes; and
- The amount of growth that has taken place or been 'committed', relative to those settlements' requirements in the adopted Local Plan.

The resultant number was then rounded to the nearest 5 dwellings.

Medium Villages (Category 3)

An indicative housing requirement was therefore identified for the Category 3 settlements taking into account:

- The pro-rata share of the borough's growth arising from the settlements; and
- The amount of growth that has taken place or been 'committed', relative to those settlements' requirements in the adopted Local Plan.

The resultant number was then rounded to the nearest 5 dwellings.

Small Villages (Category 4)

An indicative housing requirement was therefore identified for the Category 4 settlements taking into account:

- Half of the pro-rata share of the borough's growth arising from the settlements; and
- The amount of growth that has taken place or been 'committed', relative to those settlements' requirements in the adopted Local Plan.

The resultant number was then rounded to the nearest 5 dwellings.

Figure 20: Approach taken to identify indicative housing numbers

Stage 2b - Testing the suitability of indicative housing number against local constraints

- 5.1.21 Stage 2a identified an indicative housing requirement for each settlement. Stage 2b involves testing the indicative housing requirement against the local constraints of each settlement, in recognition of the wider factors which influence suitable levels of future growth across the borough.
- 5.1.22 The LPA therefore undertook a high-level qualitative assessment of each settlement and its surrounding area to consider the constraints and opportunities for additional development over the next plan period. This assessment was based upon the most up to date information available at the time.
- 5.1.23 The assessment was informed by a range of information including Local Plan evidence base studies, questionnaires sent to Town and Parish Councils and also other relevant information received from Town and Parish Councils, and data provided by statutory consultees. The assessment has also considered and reflected the responses received from the LPU Issues and Options Consultation undertaken in Autumn 2020, the Regulation 18 draft Local Plan consultation in 2024, and previous discussions undertaken with parish councils.
- 5.1.24 The study also took into account the information and aspirations set out in neighbourhood plans. The borough has fifteen 'made' (adopted) neighbourhood plans and a number of further designated areas. Neighbourhood plans set out locally produced visions for their areas supported by extensive information about local issues and aspirations, as well as local data and technical studies.
- 5.1.25 It is recognised that at this stage of the LPU, the full evidence base is not complete. For example, work is currently underway to understand key infrastructure requirements over the LPU plan period. This information will increase the understanding of the extent of any constraints and will need to be reviewed alongside the findings of this study.

Settlement character and environmental considerations

- 5.1.26 It is recognised that the borough's settlements have innate characteristics which are valued by their residents. This may be a combination of their environmental characteristics, pattern of development, size and history, and therefore the study reflects upon each settlement and its immediate surrounding in terms of its characteristics and local value.
- 5.1.27 The study takes into account information in Neighbourhood Plans, Village Design Statements and other evidence base documents to consider the key characteristics of each settlement and how vulnerable they may be to change.

- 5.1.28 One element of how a housing requirement may impact upon a settlement's character is its scale. It is important to ensure that new development is not disproportionate in scale to the existing settlement and takes into account how the settlement has grown and changed in the past. The study therefore reviews settlements' historic growth and considers the extent of the proportional increase that would result from the indicative housing requirement.
- 5.1.29 The study also considers the extent to which the settlement's environmental characteristics may affect the achievability of the indicative housing requirement. This includes the following:
- Heritage (including the presence of conservation areas, listed buildings, registered parks and gardens, and scheduled monuments). In some cases, the historic environment may only impact upon the suitability of specific sites. However, in other cases, for example where the entire settlement is within a conservation area, it may influence the amount of development that can be accommodated within or around that settlement.
 - Landscape. The study considers whether there are any areas of particular landscape sensitivity or significance (including designations such as the North Wessex Downs National Landscape), and takes into account the findings of the LPU Landscape Character Assessment and the Landscape Sensitivity Study which assesses the landscape sensitivity of the promoted development sites.
 - Ecology. This takes into account constraints arising from ecological designations such as Sites of Special Scientific Interest (SSSIs) and Sites of Importance for Nature Conservation (SINCs) and the borough's Green Infrastructure Strategy.
 - Flooding. This considers whether there are any areas at risk of flooding, including from surface water flooding that would affect the deliverability of sites.
 - Noise and pollution.
- 5.1.30 For the purposes of the settlement study, these environmental considerations have been considered at a high level to understand whether they are likely to constrain the achievement of the indicative housing requirement (established through Stage 2), taking into account the number and type of sites that have been promoted for development and their suitability. Factors would need to be considered in more detail when considering the suitability of individual sites for development.

Highways and transport infrastructure

- 5.1.31 In order to consider and understand highway issues in the key settlements and the potential for additional development in these locations, account has been taken of the outputs of the Interim Transport Assessment (TA)

produced for the Regulation 18 consultation in 2024. This study is being updated to inform the new spatial strategy.

- 5.1.32 The TA identifies capacity and congestion issues that are likely to arise in the future, taking into consideration growth in background traffic, and to consider what additional impacts may occur as a result of development in that particular settlement. It does this at a relatively high level and does not provide a detailed assessment of specific junctions, which would need to be undertaken either in allocating a site through a Neighbourhood Plan or through a planning application and its supporting Transport Assessment. To supplement this, and where available, consideration has also been given to recent planning applications where local issues may have been explored to provide further insight.
- 5.1.33 The study has therefore identified local highway issues, including matters relating to roundabouts, pinch points and route capacities and has made judgements about the extent to which these are likely to restrict or significantly impact upon the delivery of the Stage 2 housing requirement.

Education

- 5.1.34 As part of the Local Plan process, the LPA is engaging with the Local Education Authority (LEA) to understand whether school capacity would constrain the ability of settlements to accommodate new homes. It is important that a sufficient choice of school places is available to meet the needs of existing and new communities, and that school places are available close to new homes to prevent unsustainable patterns of travel.

Healthcare

- 5.1.35 The LPA is also engaging with the Hampshire and Isle of Wight Integrated Care Board (ICB) to understand whether the availability of GPs and supporting infrastructure would constrain the ability of settlements to accommodate new homes.

Water quality

- 5.1.36 It is necessary to take account of the impact of new development upon water quality. This includes development around Basingstoke which is served by the Basingstoke Sewage Treatment Works (STW) that discharges into the River Loddon, and development in the south that discharges into the River Test or Itchen catchments.
- 5.1.37 The council published a Water Cycle Study alongside the draft Reg 18 Local Plan consultation in 2024 to better understand the level of development that can be accommodated at all wastewater treatment works and its impact on water quality and ecology. The Water Cycle Study concluded that it was not expected that wastewater infrastructure or water quality will be a constraint to development at this time. Further work is being undertaken on this issue, and

a new Water Cycle Study will be published alongside the consultation in 2025.

- 5.1.38 There are also potential restrictions upon development from the wastewater treatment works that discharge to the River Test or Itchen catchments. Natural England has advised that any increase in wastewater from new development (including any new housing) within the catchments of these rivers are likely to have a significant effect on the internationally designated wildlife sites in the Solent.
- 5.1.39 The Solent water environment is internationally important for its wildlife and is protected under the Water Environment Regulations and the Conservation of Habitats and Species Regulations (The Habitats Regulations) with designated Special Protection Areas and Special Areas of Conservation. There are high levels of nitrogen and phosphorus entering this water environment from a variety of sources and there is evidence that these nutrients are causing eutrophication and adversely affecting the conservation status of these protected sites.
- 5.1.40 Overton, Whitchurch, Oakley, North Waltham, Dummer, Preston Candover and St Mary Bourne are served by wastewater treatment works that discharge into either the River Test or Itchen Catchments (which drain into the Solent). New housing in or around these settlements will therefore be required to demonstrate nutrient neutrality to prevent any further increase in nitrogen entering the Solent, and phosphorus entering the River Itchen. This may require mitigation, such as the provision of additional open space or wetlands, or changing the use of additional land to result in reduced nutrient input. There are examples of developers providing this mitigation on-site, and there are local or strategic off-site mitigation schemes where it cannot be achieved on site, which Natural England has accepted.

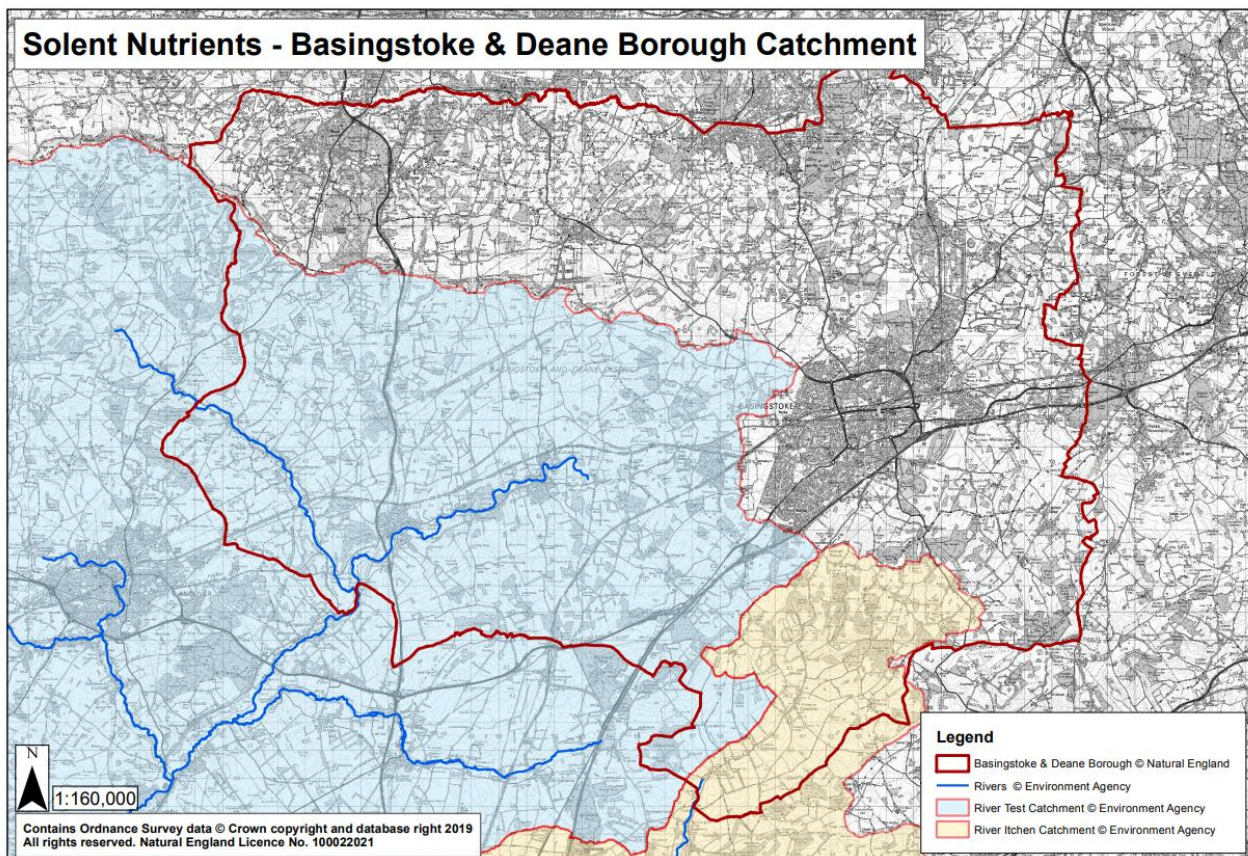


Figure 21: Map of catchments requiring nitrate neutrality

Service and utilities infrastructure

5.1.41 The LPA is working with the statutory undertakers that provide utilities and services to homes across the borough to gain a shared understanding of infrastructure constraints. An Infrastructure Delivery Plan (IDP) will be published alongside the Local Plan that will identify the infrastructure required to deliver the Plan. This will enable early engagement with the providers to ensure that the necessary infrastructure is planned for in a timely manner.

5.1.42 It is recognised, however, that utility provision is a statutory responsibility of the undertakers and unless an over-riding issue is identified then it is likely that sufficient mitigation and / or improvements can be introduced to address the issue.

Employment potential

5.1.43 The NPPF also requires planning policies to take an integrated approach to considering the location of housing and other uses, such as employment (paragraph 98e). The council is undertaking an Economic Needs Assessment that will provide information about the borough's future needs.

5.1.44 The settlement study is just one piece of evidence in informing the spatial strategy. Should potential for additional economic development be identified in any of the settlements, consideration will need to be given as to whether

the housing requirements identified by this study should be uplifted to support those additional jobs.

Availability of suitable sites

- 5.1.45 Delivery of new housing development is reliant upon the availability of suitable and deliverable (or developable) sites. In order to provide an indication of the amount of land available for development, the study sets out the potential yields of sites around each settlement as identified in the 2024 Strategic Housing and Economic Land Availability Assessment (SHELAA) and as supplemented by the 2025 Call for Sites.
- 5.1.46 Although the Settlement Study does not seek to determine which sites should be allocated in or around each settlement (as this would be the role of Neighbourhood Plans), a high-level overview of sites' constraints provides an initial indication of whether the identified housing requirements could be achieved. This also helps to highlight whether the sites would have sufficient capacity to deliver the settlement's housing requirement.
- 5.1.47 It is also recognised that in some of the smaller settlements, few or no potential development sites have been promoted to the council. In such cases the LPA has considered the settlement's characteristics and constraints to take a view on whether there was a reasonable prospect of suitable land being made available. In the LPA's experience, the neighbourhood planning process is more effective at identifying sites than borough-wide call for sites, particularly for smaller sites which might be promoted by local landowners.

Housing Requirements for Rural Towns and Large Villages

5.2 Overton

- 5.2.1 As identified in Stage 1 of the study, Overton is defined as a Large Village. This is based on its relative sustainability, scale and provision of services and facilities. The settlement has a total population of 4,530 (SAPF, 2023) and is the borough's fifth largest settlement with approximately 1,884 dwellings.
- 5.2.2 Overton has a Neighbourhood Plan which was 'made' in July 2016. This highlights the particular importance of retaining the settlement's village character, and the value of its landscape setting, ecology and heritage which contribute to its local distinctiveness.
- 5.2.3 The neighbourhood plan also includes four site allocations for 150 dwellings (total) to meet the requirements of Local Plan Policy SS5. In addition, the LP also allocates a site for 120 dwellings at Overton Hill (Policy SS3.5), which has now been completed.
- 5.2.4 The Parish Council is in the process of updating its Neighbourhood Plan and consulted on a pre-submission (Reg 14) draft Neighbourhood Plan in early 2025. This proposed to allocate the brownfield site at Portals Mill (otherwise known as Overton Mill) for residential development, as well as to deallocate two smaller sites (totalling 25 dwellings). It is expected that the plan will be submitted to the LPA in summer 2025 and made later this year.

Stage 2a (at 1 April 2024)

- 5.2.5 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period up to 2042, Overton would be expected to provide 382 dwellings.
- 5.2.6 As demonstrated in Appendix F the settlement's committed developments (including all qualifying completions, consents and allocations in the Local Plan and Neighbourhood Plan at 1 April 2024) exceed the LP Policy SS5 requirement by 12 dwellings. When these additional 12 dwellings are credited against the town's pro-rata share, the net requirement is reduced to 370 dwellings.
- 5.2.7 Due to its sustainability (see Stage 1), the settlement is considered to be an appropriate location to accommodate growth to meet the housing requirement that may arise elsewhere in the parish. When the wider housing requirement of the parish is taken into account, this indicates an overall requirement of approximately 422 dwellings over the LPU period. When the additional 12 dwellings (above) are credited, the net requirement is reduced to 410 dwellings over the LPU period.
- 5.2.8 A housing requirement of approximately 410 additional homes in and around Overton has therefore been identified at the base date of 1 April 2024.

Stage 2b

Characteristics

5.2.9 The village is located to the west of Basingstoke Town along the B3400 towards Whitchurch. The village lies within a valley surrounded by rolling downland used mainly for arable farming. The River Test is the defining feature of the village and its banks are designated as a Site of Special Scientific Interest. To the north is a physical boundary created by the railway line, and to the north of this is the North Wessex Downs National Landscape. The majority of the settlement's core is included within the Overton Conservation Area. A number of listed buildings are located within the settlement itself, however, there are a number of listed buildings which surround the settlement to the north and east. Areas of Flood Zone 2 and 3 run through the settlement's SPB.

5.2.10 Given these environmental sensitivities and the objectives of the adopted and emerging Neighbourhood Plans, it is important that future growth is managed sensitively to retain the character of the village. Environmental constraints will need to be taken into consideration in the identification of suitable sites for development.

Available land

5.2.11 A wide range of sites have been submitted to the council, as detailed in the SHELAA (2025). These include the site at Overton Mill, which was previously proposed to be allocated in the draft Regulation 18 Local Plan (2024) and is now proposed to be allocated in the emerging Overton Neighbourhood Plan (2025).

Size

5.2.12 It is important that future growth retains Overton's character as a village. The housing requirement identified at Stage 2a (410 dwellings) would increase the size of the settlement's dwellings by approximately 22% up to 2042.

Environmental sensitivity

5.2.13 As set out above, the village is close to the North Wessex Downs National Landscape. The village also has a conservation area and a number of listed buildings including the Grade II* St Mary's Church, as well as a number of designated biodiversity sites.

5.2.14 As demonstrated by the evidence supporting the proposed neighbourhood plan site allocation (and published alongside the LPA's Regulation 18 LPU in 2024), it is considered that the environmental sensitivities on/around Overton Mill can be overcome through the detailed design process. Many of the other promoted sites have a range of environmental sensitivities, which may limit their potential for development.

Highways and transport

5.2.15 The centre of Overton is historic in nature with on-street parking in some locations and relatively narrow streets, focused around the traffic-light controlled junction in London Road.

- 5.2.16 The Transport Assessment that accompanied the Regulation 18 draft Local Plan (2024) did not identify any significant capacity or junction delay issues, albeit the limitations of the model need to be acknowledged. Localised issues at the crossroads in peak hours are recognised and have been referred to in relevant transport assessments for planning applications in the locality as well as being highlighted by the Parish Council.
- 5.2.17 It is recognised that there is limited potential to improve this junction. Sites in different locations may have different impacts on this junction and this would need to be considered through the neighbourhood planning site assessment process. However, given the outputs of the modelling that informed the proposals at Land West of Pond Close¹⁴, the impact is likely to be limited to peak hours and not be 'severe' (in line with the test in NPPF para 115).
- 5.2.18 Taking into account service provision in the village, set out in Stage 1 of the Study, as well as the availability of frequent bus services to Basingstoke and Andover as well as the train station (albeit, located at some distance from the village centre) but close to a number of the sites promoted, there is the scope to make use of alternative modes of transport to the car and for local journeys by active modes (foot and bicycle).

Infrastructure

- 5.2.19 In respect of education, it is recognised that there is limited capacity at Overton Church of England Primary School and at Testbourne Secondary School. Discussion is ongoing with the Local Education Authority to identify how developer contributions could be used to provide the necessary new/improved infrastructure.
- 5.2.20 In terms of health, it is recognised that Watership Down Health's facilities (which include the surgery at Overton) are over capacity and new/improved infrastructure is likely to be required.

Other

- 5.2.21 As the village is also within the catchment of the River Test, future development would need to be nitrate neutral. However as explained in Chapter 5.1, this is not considered likely to restrict future growth in principle.

Conclusion

- 5.2.22 Overton has been identified as a Large Village through Stage 1 of the study and is considered to be one of the borough's most sustainable settlements. Based on the factors identified in Stage 2 (above), and using a 2024 baseline, it is considered that a figure of 410 dwellings would be appropriate to meet local requirements over the LPU period.
- 5.2.23 The study recognises that Overton has a number of environmental sensitivities and physical constraints, and infrastructure improvements will be

¹⁴ Planning application 21/02310/OUT

required. It is noted that the emerging neighbourhood plan is proposing to allocate the site at Overton Mill, which would deliver a significant proportion of this requirement. It is therefore considered that the study's proposed housing requirement is suitable and achievable.

5.3 Tadley (with Baughurst and Pamber Heath)

- 5.3.1 As identified in Stage 1 of the study, the combined urban area of Tadley is the second largest settlement within the borough and has been identified as a Rural Town. As per the approach in the adopted Local Plan, the assessment of Tadley includes the settlements of Baughurst and Pamber Heath as their boundaries coalesce. In total the built-up area has a total population of 15,210 (SAPF, 2023) with approximately 6,539 dwellings.
- 5.3.2 None of the settlements are covered by made neighbourhood plans, however Pamber Heath falls within the designated Pamber Neighbourhood Planning Area. Policy SS5 of the current Local Plan requires the combined settlements to provide 10 dwellings by 2029 (the end of the current LP period). This has been met and exceeded through the development identified in Appendix F. This results in a total of 177 dwellings, which is 167 more than the settlements' current Local Plan requirement.

Stage 2a (at 1 April 2024)

- 5.3.3 If the settlements took their pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, they would be expected to provide 1,324 dwellings.
- 5.3.4 As demonstrated in Appendix F (and described above), the settlements' committed developments (including all qualifying completions and consents at 1 April 2024) exceed the LP Policy SS5 requirement by 167 dwellings. When these additional 167 dwellings are credited against the town's pro-rata share, the net requirement is reduced to 1,157 dwellings.
- 5.3.5 Due to the settlements' sustainability (as set out in Stage 1), it is considered to be an appropriate location to accommodate growth to meet the housing requirement that may arise elsewhere in the relevant parishes (Tadley, Baughurst and Pamber). When the number of dwellings in this wider area is taken into account, this indicates an overall requirement of approximately 1,491 dwellings over the LPU period. When the additional 167 dwellings (above) are credited, the net requirement is reduced to 1,324 dwellings over the LPU period.
- 5.3.6 A requirement has therefore been identified for approximately 1,325 additional homes in and around Tadley at the base date of 1 April 2024.

Stage 2b

AWE Aldermaston

- 5.3.7 Tadley is located to the north of the borough adjacent to the boundary with West Berkshire Council and in close proximity to AWE. NPPF para 102 highlights the importance of planning policies and decisions promoting public safety, and the council is required to consult the Office of Nuclear Radiation (ONR) on planning applications within the Detailed Emergency Planning Zone (DEPZ) (which covers Tadley and its neighbouring settlements). The ONR's advice seeks to limit the radiological consequences to members of the public in the event of a nuclear emergency and they generally advise against new development that would increase population in the area. This is therefore a very significant restriction to the in-principle acceptability of future growth at Tadley, and any housing requirement would therefore need to be agreed with ONR, and the emergency planners at West Berkshire Council and Hampshire County Council. Discussions with these bodies is ongoing and will form part of the evidence base for the LPU, however at this time there is a current presumption against new development.

Characteristics

- 5.3.8 The built-up area is principally focused around Tadley but, as stated, the built-up area and the Settlement Policy Boundary coalesces with Baughurst and Pamber Heath. Despite major growth during the 1950s and 1960s, the town retains some rural character, particularly in Baughurst due to its location within the countryside and presence of the Strategic Gap.

Available land

- 5.3.9 As demonstrated in the SHELAA 2025, land has been submitted to the council for 18 potential development sites within/adjacent or close to the built-up area (SHELAA 2025).
- 5.3.10 However, only one of these sites, at Skates Lane (TAD016, capacity approximately 245 dwellings) is primarily outside but adjacent to the DEPZ and close to the SPB.

Size

- 5.3.11 The housing requirement identified at Stage 2 (1,325 dwellings) would increase the size of the built up area by approximately 20% over the Plan period.

Environmental sensitivity

- 5.3.12 The built-up area is surrounded by pockets of green space, many of which are designated as SSSIs, Ancient Woodlands and SINCs, including a large Ancient Woodland/SSSI (Pamber Forest and Silchester Common) to the south-east, separating the settlement from Silchester, Pamber Green and Little London. Tadley includes two conservation areas (Tadley and Tadley Church Road) with a large number of listed buildings in parts of the settlement. An area of Flood Zone 3 forks across the settlement, cutting through the centre and the southern tip, from the east to the west. There is a large area identified across Baughurst which is considered to be susceptible to poor drainage. A strategic gap currently exists between the south of Baughurst and western boundary of the built-up area of Tadley. Although these environmental constraints may affect the delivery of particular sites,

they are not considered so significant to restrict the principle of some future growth, should the AWE constraint be overcome.

- 5.3.13 The promoted site at Skates Lane (TAD016), which is primarily outside the DEPZ, has a number of hedgerows and mature trees, and is close to an SSSI and some Grade II Listed Buildings. These would need to be taken into account in the masterplanning of the site but would not be likely to affect its deliverability.

Highways and transport

- 5.3.14 In terms of highways, it is considered that the settlement is relatively well connected with no highway constraints that would be a significant impediment to development. New development would need to make provision for travel by modes other than the private car.

Infrastructure

- 5.3.15 The LEA has noted that there is currently some capacity in local schools. Discussion is ongoing with the Local Education Authority to identify how developer contributions could be used to provide the necessary new/improved infrastructure.
- 5.3.16 In terms of health, the ICB has confirmed that the primary care practices that would be impacted would be the Tadley Medical Partnership surgeries and that as of June 2025, these surgeries had capacity for further patients.

Conclusion

- 5.3.17 Due to the policies surrounding public safety and the emergency plan it is not currently possible to plan for large scale developments within Tadley and the surrounding area. Whilst some limited residential development has been delivered within the DEPZ in the past, there is no indication that the emergency plan procedures will be amended in order for the council to update or alter the current planning policy position.
- 5.3.18 There is only one potentially suitable site that is outside the DEPZ (Skates Lane), and this has a potential capacity of around 245 dwellings. Tadley (with Baughurst and Pamber Heath) should therefore have a housing requirement of 245 dwellings.

5.4 Whitchurch

- 5.4.1 As identified in Stage 1 of the study, the settlement is defined as a Rural Town. This is based on its relative sustainability, scale and provision of services and facilities. The settlement has a total population of 5,540 (SAPF, 2023) and is the borough's third largest settlement with approximately 2,350 dwellings.

- 5.4.2 Whitchurch has a Neighbourhood Plan (made March 2017) which includes four site allocations. The Plan is underpinned by a vision of steady growth to 2029, with a requirement for development to respect local character and be well integrated into the town. Amongst other matters, the Neighbourhood Plan highlights particular local issues with traffic, and the importance of protecting the town's natural and built character including its landscape setting.
- 5.4.3 The Local Plan allocates 150 homes on the site South of Boswood Lane (Policy SS3.6), and planning permission has since been granted for a total of 173 dwellings on this site. Combined with the additional dwellings allocated in the neighbourhood plan (over and above the minimum requirement of Policy SS5), the town's committed development (comprising all qualifying completions, consents and allocations in the Local Plan and Neighbourhood Plan) therefore exceeds the Local Plan policy requirement by 40 dwellings. This calculation is explained in Appendix F.

Stage 2a (at 1 April 2024)

- 5.4.4 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Whitchurch would be expected to provide approximately 476 dwellings.
- 5.4.5 As demonstrated in Appendix F (and described above), the settlement's committed developments (including all qualifying completions, consents and allocations in the Local Plan and Neighbourhood Plan at 1 April 2024) exceed the settlement's Local Plan requirement by 40 dwellings. When these 40 extra dwellings of committed development are credited against the town's pro-rata share, the net requirement is reduced to 436 dwellings.
- 5.4.6 Due to the settlement's sustainability (as set out in Stage 1) is considered to be an appropriate location to accommodate growth to meet the housing requirement that may arise elsewhere in the parish. When the number of homes in this wider catchment is taken into account, this indicates an overall requirement of approximately 498 dwellings over the LPU period. When the additional 40 dwellings (above) are credited, the net requirement is reduced to 458 dwellings over the LPU period.
- 5.4.7 A requirement for approximately 460 additional homes in and around Whitchurch has therefore been identified at the base date of 1 April 2024.
- 5.4.8 Since this date, a development for 185 homes at Land South of Micheldever Road has received a resolution to approve (22/03219/FUL). If this planning application is approved, it would reduce the village's outstanding housing requirement.

Stage 2b

Characteristics

- 5.4.9 The settlement is located to the west of the borough and shares a boundary with the A34. The River Test flows through the town, and it is surrounded by countryside and to the north and west the North Wessex Downs National Landscape. A number of designated SINCs adjoin the settlement. The majority of the settlement's core is included within the Whitchurch Conservation Area, and a new conservation area appraisal and management plan were adopted in 2019. A number of listed buildings are located within the settlement itself with a number of other listed buildings surrounding the settlement to the east and west. A second conservation area (Laverstoke and Freefolk) adjoins the western edge of the SPB. Areas of Flood Zone 2 and 3 run across the settlement from west to east, the majority of which affect land along the southern edges of the SPB.

Available land

- 5.4.10 Twelve potential development sites within or close to the settlement have been submitted to the council through the SHELAA (2025). The availability of land therefore does not appear to be a constraint to the delivery of the Stage 2a housing requirement and there is a choice of sites. However, it is necessary to ensure that the housing requirement is achievable in a way that responds to the settlement's sensitivities.

Size

- 5.4.11 It is important that future growth retains the rural character of the town and is not disproportionate in scale. The housing requirement identified at Stage 2 (460 dwellings) would increase the size of the settlement by approximately 20% up to 2042.

Environmental sensitivity

- 5.6.1 As detailed in the site selection report, there are significant constraints to developing in and around Whitchurch.
- 5.6.2 The site to the north of the railway line (Land at Newbury Road, WHIT013) is in the North Wessex Downs National Landscape and the council's Landscape Sensitivity Study identifies that the site has a high level of landscape sensitivity. Development would therefore have a strongly negative impact in terms of landscape character and settlement character, as well a number of more localised impacts.
- 5.6.3 To the north-east of the town, the promoted sites (Land East of Bere Hill WHIT014 and WHIT016) have been assessed as having medium/high landscape sensitivity as they would be within the setting of the National Landscape. Development would also have negative impacts upon the setting of the conservation area and the listed buildings, and upon settlement character. Parts of the sites are also affected by noise and flood risk.
- 5.6.4 To the east, WHIT001 (The Gables) is also assessed as having a medium/high landscape sensitivity, and it was considered that development would have a significant adverse impact upon the significance of the conservation area. The site is adjacent to the River Test SSSI and there

were also significant biodiversity concerns. There are also potential highways and access issues at WHIT006 (The Knowlings).

- 5.4.12 To the south, HP004 and HP005 had negative scores for a range of highways and environmental considerations. However, on site WHIT018 (Land South of Micheldever Road), a proposal for 185 dwellings was assessed in detail through the development management process, and was found to have an acceptable environmental impact subject to a range of planning conditions and obligations. This site currently has a resolution to approve, subject to the legal agreement being signed.
- 5.4.13 The other sites promoted in and around Whitchurch are small and have a range of environmental sensitivities that would limit their scope for development.

Highways and transport

- 5.4.14 Traffic delays are focused on the Square and the roads approaching it, which are a result of parked vehicles in the central area, combined with pedestrian crossing points. In addition, large vehicles such as school buses, HGVs and farm vehicles can cause localised congestion with implications on the roads in the central area for short periods of time. Opportunities to mitigate this for some traffic movements are relatively limited due to the absence of alternative routes, as is the case with through traffic travelling north / south along the A34. There is also a need to recognise the parking needs of the shops and facilities in the centre of the town.
- 5.4.15 Given the need to avoid exacerbating this issue, it may be considered appropriate to locate future development in the town such that it does not need to travel through the central area for the direction of the main traffic movements.

Infrastructure

- 5.4.16 In respect of education, it is recognised that there is limited capacity at Whitchurch Primary School and at Testbourne Secondary School. Discussion is ongoing with the Local Education Authority to identify whether the full housing requirement could be accommodated and how developer contributions could be used to provide the necessary new/improved infrastructure.
- 5.4.17 In terms of health, the ICB has indicated that the current GP surgery is significantly oversubscribed and would not be able to absorb increased patient numbers. However, it is recognised that the planning application at Micheldever Road (with a resolution to approve) is subject to the provision of land for a new doctor's surgery. Subject to the planning application being approved, this would have the potential to meet current and future needs. New development could contribute towards the construction of this facility.

Other

- 5.4.18 As the town is also within the River Test catchment, future development would need to be nitrate neutral. However as set out in Chapter 5.1, in

principle, this is not considered likely to restrict future growth. Whitchurch Town Council has also raised concerns relating to the position with the chalk aquifer. The Water Cycle Study considers the impact of development levels on the local water environment and this issue will be considered further through this evidence base.

- 5.4.19 It is acknowledged that Whitchurch Town Council has also raised concerns regarding access to broadband across the settlement and the capacity of foul sewers. These matters will require further investigation as part of the LPU but are the responsibility of the statutory undertakers and are unlikely to constrain the overall level of development.
- 5.4.20 The Town Council has also raised concerns that new development will not have access to sports facilities or green space and that there are issues with parking around the train station. However, it is recognised that green spaces, and potentially some sports facilities could be provided as part of new development.

Conclusion

- 5.4.21 Whitchurch has been identified as a rural town through Stage 1 of the study and is considered to be one of the borough's most sustainable settlements.
- 5.4.22 Based on the factors identified in Stage 2a (above), it is considered that a figure of approximately 460 dwellings would be appropriate to meet local requirements over the LPU period.
- 5.4.23 Although a significant amount of land has been promoted around the edge of Whitchurch, as set out above, the town has a number of significant environmental constraints that limits their suitability. The only site that is considered to be suitable for development is WHIT018 (Land South of Micheldever Road) which has capacity for 185 dwellings. It is therefore considered that this should form the basis for setting the town's housing requirement.

Housing Requirements for Medium Villages

5.5 Bramley

- 5.5.1 As identified in Stage 1 of the study, the settlement is defined as a Medium Village. This is based on its relative sustainability, scale and provision of services and facilities. The settlement has a total population of 5,090 (SAPF, 2023), with approximately 1,956 dwellings within the proposed new Settlement Policy Boundary if it is amended to reflect built development, including at Minchens Lane, Centenary Fields, and German Road.
- 5.5.2 Bramley Parish has a neighbourhood development plan that was 'made' in March 2017. The Plan sets out a vision for Bramley to 2029 that places particular emphasis on its rural and historic character. The Plan identifies the importance of the settlement's historic character and rural setting. It identifies

key elements of green infrastructure, important views, and highlights significant traffic issues in the vicinity of the level crossing.

- 5.5.3 No site allocations were made within the Bramley Neighbourhood Plan to meet the requirements as set out within Policy SS5 of the LP, however, this was not necessary because the LP requirement of 200 dwellings was met through a total of 486 commitments, as set out in Appendix F.

Stage 2a (at 1 April 2024)

- 5.5.4 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Bramley would be expected to provide approximately 396 dwellings.
- 5.5.5 As set out above (and demonstrated in Appendix F) the settlement's committed developments (including all qualifying completions, consents and allocations in the Neighbourhood Plan at 1 April 2024) exceed the LP Policy SS5 requirement of 200 dwellings by 286 dwellings. When the 286 dwellings are credited against the village's pro-rata share, the net requirement is reduced to 110 dwellings.
- 5.5.6 A requirement for approximately 110 additional homes in and around Bramley has therefore been identified at the base date of 1 April 2024. Since this date, two further planning applications have been approved 23/03051/FUL (Land North of Sherfield Road) and 24/00679/FUL (Cherry Blossom), which if built out would contribute a further 25 units to the supply, and reduce the outstanding requirement to 85 dwellings on 1 April 2025.

Stage 2b

Characteristics

- 5.5.7 The settlement has a relatively linear pattern of development, and the C32 road runs through the village, linking the settlement to the A340 and A33. The village is one of four settlements within the borough which is served by a railway station. The station has a level crossing which separates the west of the village from the east and provides frequent connection to Reading, Basingstoke and the wider South East. There are two conservation areas (Bramley and Bramley Green) which contain a number of listed buildings. The settlement has a rural character and is surrounded by countryside currently used for a range of agricultural uses. There is a large area of land defined as a Strategic Gap between Chineham and Bramley and between Bramley and Sherfield on Loddon, which contains a number of SINC's. Areas of Flood Risk are located to the south of the settlement, with a small area of Flood Zone 2 running parallel to the north of Sherfield Road. The settlement is within an Upstream Critical Drainage Area within the current LP, where surface runoff and inadequate drainage has been identified. There are also areas of Flood Zone 2 and 3 which flank the settlement from the east and are mainly a constraint to the south of the settlement (within land covered by copses and the defined LP Strategic Gap).

Available land

- 5.5.8 There are six sites promoted adjacent or close to Bramley with a total capacity far exceeding the requirement identified at Stage 2a. It is recognised that the promoted sites are generally larger than would be necessary to meet the housing target and two are smaller.
- 5.5.9 It would be necessary to ensure this housing target was achievable in a way that responded to the settlement's sensitivities (as set out above) and the objectives of the Neighbourhood Plan.

Size

- 5.5.10 The neighbourhood plan also emphasises the importance of retaining the village character of Bramley. As shown in Appendix F, the parish has experienced high levels of growth over the Local Plan period and in the previous years (particularly in comparison to the other Medium Villages) and this is reflected in the lower housing requirement generated by the calculation in Stage 2. The proposed 85 dwellings would increase the size of the settlement by approximately 4% over the Plan period.

Environmental sensitivity

- 5.5.11 Although land to the south and east of the village is identified as a Strategic Gap, the promoted sites are not covered by any specific landscape designations. The Landscape Sensitivity Study has reviewed the impact of the promoted sites and identified three sites with a medium sensitivity (BRAM001, BRAM010 and BRAM012 (part)) and two with a medium/high sensitivity (BRAM003 and parts of BRAM012 (part)). It is also recognised that the promoted sites are all close to or adjoin one of the conservation areas. There is therefore potential for development to affect the setting of the conservation area and the heritage assets. However, it is considered that there is scope for adverse impacts to be mitigated by suitable planning policies. These could, for example, limit development to less sensitive parts of site, control the amount, form and scale of buildings, or require specific mitigation (such as buffers or landscaping).
- 5.5.12 Although there are areas of woodland and SINC's around Bramley, the promoted sites do not have significant biodiversity constraints. Some of the promoted sites contain land within the River Loddon Biodiversity Priority Area where biodiversity interest should be protected and there may be opportunities for enhancement. It will also be a requirement for all new development to deliver a net gain in biodiversity.

Highways and Transport

- 5.5.13 There are a number of highway infrastructure constraints in Bramley including queues at the railway crossing, limited off-street parking pressures (particularly at the station and local primary school causing idling and pollution) and issues with pedestrian safety.
- 5.5.14 The railway line and level crossing divides the village east / west, and the amount of time that the barriers are down creates issues of congestion as well as a physical barrier for pedestrian movements. It is likely that the

barriers also discourage car journeys through the village, due to a degree of uncertainty about journey times and potential delays.

- 5.5.15 A review of the North Hampshire Transport Model outputs for the village indicates that, despite the localised issues of congestion associated with the crossing, roads within the village and the associated junctions are operating at a level considered to be acceptable, albeit wider issues are apparent on the A33 to the east as well as Cufau Lane to the south of Bramley. Site specific transport assessments that have accompanied previous planning applications in the village, whilst identifying a number of relatively minor specific issues, have not resulted in principle-based objections from the highway authority. Wider issues associated with the A33 are currently being considered by the Local Highway Authority.
- 5.5.16 Given these considerations and the scale of development proposed, it is considered that the cumulative impacts on the highways network would not be 'severe' (as set out in NPPF para 116). This is supported by the availability of rail services to Basingstoke and Reading supporting trips to work or school by train as well as for higher order services.

Infrastructure

- 5.5.17 In respect of education, it is recognised that there is limited capacity at Bramley Church of England Primary School, and that, in combination with other planned growth, additional secondary school places will need to be provided in Basingstoke town. Discussion is ongoing with the Local Education Authority to identify how developer contributions could be used to provide the necessary new/improved infrastructure.
- 5.5.18 In terms of health, it is recognised that Clift Surgery is over capacity and new/improved infrastructure is likely to be required. The ICB has indicated that the practice will require considerable reconfiguration, expansion or new premises to increase their list size.

Conclusion

- 5.5.19 Bramley has been identified as a Medium Village through Stage 1 of the study and is considered to be sufficiently sustainable to accommodate some new development.
- 5.5.20 Since 2011, Bramley has experienced considerably more growth than planned in the current Local Plan. Based on the factors identified in Stage 2a (above), it is considered that a figure of approximately 110 dwellings would be appropriate to meet local requirements over the LPU period. Development since the study's baseline of 1 April 2024 has reduced the outstanding requirement to 85 dwellings.
- 5.5.21 The constraints set out above will need to be taken into consideration in the identification of suitable sites. However, given the scale of development proposed, these constraints are not considered so significant as to restrict the principle of delivering this housing number.

5.6 Kingsclere

- 5.6.5 As identified in Stage 1 of the study, the settlement is defined as a Medium Village. This is based on its relative sustainability, scale and provision of services and facilities. The settlement has a total population of 2,950 (SAPF, 2023), with approximately 1,350 dwellings.
- 5.6.6 The settlement is covered by a neighbourhood development plan which was 'made' in October 2018. The plan's vision highlights the importance of maintaining the character of the village and the surrounding area and identifies the particular importance of the village's historic core and the landscape setting provided by the North Wessex Downs National Landscape.
- 5.6.7 The neighbourhood plan also includes three site allocations to deliver 52 dwellings (to meet the requirement set out within Policy SS5 of the LP to achieve 50 dwellings by 2029).

Stage 2a (at 1 April 2024)

- 5.6.8 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Kingsclere would be expected to provide approximately 273 dwellings.
- 5.6.9 As demonstrated in Appendix F, the settlement's committed developments (including all qualifying completions, consents and allocations in the Neighbourhood Plan at 1 April 2024) exceed the LP Policy SS5 requirement of 50 dwellings by 25 dwellings. As the settlement has over-provided in terms of these policy requirements an adjustment to the pro-rata share was made. When the 25 dwellings are credited against the village's pro-rata share, the net requirement is reduced to 248 dwellings (rounded to 250 dwellings) at 1 April 2024.

Stage 2b

Characteristics

- 5.6.10 Kingsclere is located along the A339 between Newbury and Basingstoke. The A339 runs along the northern boundary forming a hard boundary to the settlement. Land to the south forms part of the North Wessex Downs National Landscape. As such the settlement has some physical infrastructure and landscape constraints to the north and south of the built-up area. The village has a historic core and is designated as a conservation area (Kingsclere) and includes a number of listed buildings (the majority of which are along Swan Street in the village centre). The council has recently adopted Conservation Area Appraisal and Management Plan identifying the significance of the conservation area and its heritage assets.
- 5.6.11 An area of Flood Zone 2/3 runs north-east to south-west through the settlement. Land to the south forms a Ground Water Protection Zone with two

Critical Drainage Areas (identifying inefficient or under-capacity drainage) within the eastern side of the SPB, along the southern boundary. A number of Local Green Spaces adjoin the SPB on all sides and a number of SINCs are within the SPB, within the core area of the settlement and along the northern boundary.

Available Land

- 5.6.12 Seven potential development sites adjacent to or close to the current SPB have been submitted to the council and are shown in the SHELAA (2025). There are three overlapping sites on Land at Yew Tree Farm to the east of the settlement (larger/smaller versions of the same site, KING004/009/015), a site on Land North of Gaily Mill (to the south of the settlement, KING005), and three different parcels of land at Porch Farm to the east of the village (KING007/011/012). A planning application for 165 dwellings has been submitted on the land at Porch Farm closest to the village (KING007, 22/01856/FUL).
- 5.6.13 The availability of land therefore does not appear to be a constraint to the delivery of the Stage 2a housing requirement and there is a choice of sites. However, it is necessary to ensure that the indicative housing requirement is achievable in a way that responds to the settlement's sensitivities.

Size

- 5.6.14 The proposed 250 additional dwellings would increase the size of the settlement by approximately 19%. It is recognised that Kingsclere has only experienced modest growth over the current Local Plan period and the preceding 30 years (particularly in comparison to other Medium Villages).

Environmental sensitivity

- 5.6.15 Detailed assessment of the promoted sites is included in the Site Selection Report. The sites to the east of the village at Yew Tree Farm are in (or mainly within) the North Wessex Downs National Landscape where the NPPF is clear that permission should be refused for major development other than in exceptional circumstances. The Landscape Sensitivity Study found the sites to have medium/high sensitivity making them inappropriate for significant development from a landscape perspective. There is also concern how the development of these sites would affect the settlement pattern and the setting of the conservation area.
- 5.6.16 The sites on the east side are also likely to be affected by noise from the A339 as they occupy an elevated position above the road and opportunities for screening will be minimal. The presence of former landfill may also affect the design and layout of any future proposals.
- 5.6.17 The promoted site to the south (KING005) is located adjacent to the National Landscape and is considered to have a medium/high landscape sensitivity. The site is within the conservation area and within the setting of listed buildings, and development in this location would also be considered to have a severe adverse impact on the significance of those heritage assets. There

would also be concerns about how the development of this site would impact upon the settlement character, biodiversity and flood risk.

- 5.6.18 To the west of the village, the promoted site at Porch Farm (which is subject to the current planning application, KING007) also has medium/high sensitivity, and work is underway through the planning process to understand how the site's constraints can be addressed. The other two site promotions at Porch Farm would extend further to the north and west with greater impacts upon settlement pattern, highways access and road noise.

Highways and transport

- 5.6.19 The village is effectively bypassed by the nearby A339 to the east, which ensures that north / south traffic travelling between Basingstoke and Newbury remains outside of the central area. The village core is historic in nature, with some on-street parking, which the North Hampshire Transport Model highlights as creating some particular issues of congestion in the village. Depending upon its location, new development could exacerbate delays in the centre, however development that is easily accessible to/from the A339 would be unlikely to materially increase traffic levels in the village.
- 5.6.20 Outputs from the transport model and an awareness of local issues highlights some delays with the junctions associated with the A339 close to the village. There is also understood to be a safety concern associated with the staggered junction of the A339, which is being considered by the A339 study which is being undertaken with HCC and being led by West Berks Council. This is exploring the need for longer-term improvements in the corridor, taking into account development at Manydown and Sandleford, to the south of Newbury.

Infrastructure

- 5.6.21 In respect of education, it is recognised that there is limited capacity at Kingsclere Church of England Primary School and that The Clere Secondary School is likely to be able to accommodate the additional pupils. Discussion is ongoing with the Local Education Authority to identify how developer contributions could be used to provide the necessary new/improved infrastructure.
- 5.6.22 In terms of health, it is recognised that Watership Down Health's facilities (which include the surgery at Kingsclere) are over capacity and new/improved infrastructure is likely to be required.

Other

- 5.6.23 The Parish Council has raised concerns about the capacity of utilities in the area. As explained in the methodology chapter, engagement will continue to take place with the utility providers as part of the LPU, but this is unlikely to constrain growth.

Conclusion

- 5.6.24 Kingsclere has been identified as a Medium Village through Stage 1 of the study and is considered to be sufficiently sustainable to accommodate some new development.
- 5.6.25 Based on the factors identified in Stage 2a (above), it is considered that a figure of approximately 250 dwellings would be appropriate to meet local requirements over the LPU period.
- 5.6.26 Although a number of sites have been promoted around the edge of Kingsclere, as set out above and through the Site Selection Report, the village has a number of significant environmental constraints that limits their suitability, including heritage considerations and the adjacent National Landscape. The only site that could potentially be considered suitable for development is Porch Farm (SHELAA reference KING007) which has capacity for 165 dwellings. It is therefore considered that this should form the basis for setting the village's housing requirement.

5.7 Oakley

- 5.7.1 As identified in Stage 1 of the study, the settlement is considered to be a Medium Village. This is based on its relative sustainability, scale and provision of services and facilities. Oakley is the largest settlement within Category 3 with a population of 5,180 (SAPF, 2023), with approximately 2,235 dwellings.
- 5.7.2 Oakley and Deane Parish has a neighbourhood plan which was made in May 2016. The plan's vision identifies the importance of maintaining the character of Oakley as a village. It notes the importance of the village's rural setting and maintaining separation from other settlements. The plan includes five site allocations to meet the requirement set out within Policy SS5 of the LP to achieve 150 dwellings by 2029.

Stage 2a (at 1 April 2024)

- 5.7.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Oakley would be expected to provide approximately 450 dwellings.
- 5.7.4 As demonstrated in Appendix F, the settlement's committed developments (including all qualifying completions, consents and allocations in the Neighbourhood Plan at 1 April 2024) exceeded the LP Policy SS5 requirement of 150 dwellings by 319 dwellings. This is because more dwellings than had been allocated in the neighbourhood plan were permitted at Land West of Beech Tree Close and Park Farm, and additional SS5-qualifying windfall development has been permitted on sites at Leamington Court, Brickell's Yard, East Oakley Hill House and Land to East of Station Road.
- 5.7.5 As the settlement has over-provided in terms of these policy requirements an adjustment to the pro-rata share was made. When the 319 dwellings are

credited against the village's pro-rata share, the net requirement is reduced to 134 dwellings.

- 5.7.6 A requirement for approximately 135 additional homes in and around Oakley has therefore been identified at the base date of 1 April 2024.

Stage 2b

Characteristics

- 5.7.7 Oakley lies immediately to the west of Basingstoke Town approximately 1km away from the edge of Manydown (allocated for approximately 3,400 dwellings through the adopted Local Plan). The village is separated from North Manydown by a strategic gap and the prevention of coalescence is a key objective of the neighbourhood plan.
- 5.7.8 The settlement is located to the south of the B3400. The land gently undulates and is mainly arable countryside with a number of woodland blocks providing enclosure to the settlement. The village has a rural character and is compact with clear boundaries between the built-up area and adjoining countryside. The B3400 forms the northern boundary to the village, providing access to Basingstoke to the east and Overton and Whitchurch to the west. The railway line cuts across the settlement to the north and south where the line breaks towards Winchester and Salisbury. There is a conservation area (Church Oakley) to the south-west, which adjoins part of the SPB and contains a number of listed buildings which are focused around Rectory Road. There are a number of Local Green Spaces which adjoin or are within the SPB and numerous Sites of Importance for Nature Conservation (SINCs) surrounding the village. To the south-west is an important landscape feature for its views and vistas (St Leonards Church) and to the north-west is the North Wessex Downs National Landscape.
- 5.7.9 Given the sensitive nature of the settlement in respect of the landscape (with views across the National Landscape, ecology and the historic environment, and the objectives of the Neighbourhood Plan, it is important that future growth retains the character of the village. It is acknowledged that the Parish Council is concerned that future development will erode the conservation area and the settlement's character and this will need to be taken into consideration in the identification of suitable sites.

Available land

- 5.7.10 Ten potential development sites around/close to Oakley have been submitted to the council through the SHELAA (2025) and if all sites were developed at the promoted densities, these would exceed the indicative housing number. The availability of land therefore does not appear to be a constraint to the delivery of the housing requirement and there is a choice of sites.

Size

- 5.7.11 The neighbourhood plan emphasises the village character of Oakley. The proposed 135 additional dwellings would increase the size of the settlement by approximately 6%, over the 18 year Plan period.

Environmental sensitivity

5.7.12 A range of sites along the western edge of Oakley were assessed in the Landscape Sensitivity Study. With the exception of three small sites that were rated low/medium, these were rated a mix of medium and medium/high sensitivity. The Oakley conservation area extends to the west of the village and through the neighbourhood plan site selection process it would be necessary to take into account how any development would affect the farmland setting of the conservation area including long views of the church, and the setting of heritage assets within the conservation area. Some of the sites may also have some limited archaeological potential.

5.7.13 However, there is a range of potential sites, and scope for adverse impacts to be mitigated. These could for example, limit development to less sensitive parts of the site, control the amount, form and scale of buildings, or require specific mitigation (such as buffers or landscaping).

Highways and transport

5.7.14 There are a number of highway constraints which relate to the railway crossings and low level bridges resulting in pinch points to vehicular movement during peak periods. In particular, the Parish Council has identified the constraint of the bridge on Pack Lane, particularly as it often floods after high rainfall. It is recognised that some of the promoted sites to the west of the village would be more likely to use the B3400 to access Basingstoke, and that potential highway impacts would need to be taken into account through the neighbourhood plan's site selection process.

Infrastructure

5.7.15 In respect of education, it is recognised that the village infant and junior schools are currently full, and that in combination with other planned growth, additional secondary school places will need to be provided in Basingstoke town. Discussion is ongoing with the Local Education Authority to identify how developer contributions could be used to provide the necessary new/improved infrastructure.

5.7.16 In terms of health, it is recognised that Watership Down Health's facilities (which include the surgery at Oakley) are over capacity and new/improved infrastructure is likely to be required.

Other

5.7.17 As the village is within the River Test catchment, future development would need to be mitigated appropriately to provide nitrate neutrality. However as set out in Chapter 5.1, in principle, this is not considered likely to restrict future growth.

Conclusion

5.7.18 Oakley has been identified as a Medium Village through Stage 1 of the study and is considered to be sufficiently sustainable to accommodate some new development.

- 5.7.19 Based on the factors identified in Stage 1 (above), it is considered that a figure of approximately 135 dwellings would be appropriate to meet local requirements over the LPU period. The Stage 2 assessment identified that Oakey has a range of sensitive characteristics that may limit the development of particular sites, however these are not considered to be an in-principle constraint to development.

5.8 Old Basing

- 5.8.1 As identified in Stage 1 of the study, Old Basing is defined as a Medium Village. This is based on its relative sustainability, scale and provision of services and facilities within the village. It is recognised that Old Basing is located close to Basingstoke such that residents would also have access to its facilities and services. The settlement of Old Basing has a population of 4,050 (SAPF, 2023), with approximately 1,685 dwellings.
- 5.8.2 Old Basing and Lychpit Parish has a neighbourhood development plan which was made in July 2018. Although this does not include any site allocations, it identifies the importance of protecting its built and natural environment and its distinctiveness from Basingstoke. The parish's Policy SS5 requirement of 10 dwellings was exceeded by windfall developments at Peacock House and Lyde Boarding Kennels which delivered 44 dwellings. In addition, the ALP allocates sites within the wider parish at Swing Swang Lane (Policy SS3.1, 100 dwellings) and East of Basingstoke (Policy SS3.9, 450 dwellings - approximately half of which is within the parish).

Stage 2a (at 1 April 2024)

- 5.8.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Old Basing would be expected to provide approximately 340 dwellings.
- 5.8.4 As demonstrated in Appendix F, the settlement's committed developments (including all qualifying completions and consents at 1 April 2024) exceeded the LP Policy SS5 requirement of 10 dwellings by 34 dwellings. As the settlement has over-provided in terms of these policy requirements an adjustment to the pro-rata share was made. When the 34 dwellings are credited against the village's pro-rata share, the net requirement is reduced to 307 dwellings.
- 5.8.5 A requirement for approximately 305 additional homes in and around Old Basing has therefore been identified at the base date of 1 April 2024.

Stage 2b

Characteristics

- 5.8.6 Old Basing lies immediately to the east of Basingstoke Town and is one of the closest settlements to the town centre and its facilities. The settlement

also lies in close proximity to the M3 junction 6 and the A30 which are highway pressure points towards the town centre and wider south east. The settlement has a rural character and the village reflects its history with narrow, twisting lanes, limited footpaths and narrow railway bridges. To the south of the SPB is the M3 providing a physical boundary to the countryside to the south.

- 5.8.7 A Strategic Gap adjoins the settlement along its western boundary, providing a gap between the settlement and Basingstoke Town. The Loddon Valley contains many important wetland and floodplain habitats which have been designated as Sites of Importance for Nature Conservation (SINCs) including Basing Fen.
- 5.8.8 The village includes Old Basing Conservation Area, for which a Conservation Area Appraisal and Management Plan was adopted as SPD in 2021. This highlights how development dating back to Anglo-Saxon times has influenced the form and character of the village. The conservation area includes three scheduled monuments, including Basing House, a Scheduled Monument and Historic/Listed Park and Garden.
- 5.8.9 The Parish Council has also identified a need for footpath improvements and raised issues about pedestrian safety and surface water flooding.
- 5.8.10 Given these environmental sensitivities and the objectives of the Neighbourhood Plan, it is important that future growth is directed to suitable locations and managed sensitively.

Available land

- 5.8.11 In terms of available land, although there are a number of large sites promoted within the wider parish, only one site directly adjoins the village's SPB and it has been promoted for a significantly greater number of homes than the Stage 2 housing requirement (OLD007: Hodds Farm, 800 dwellings). There is therefore a mismatch between the size of this site and the requirements indicated by the study. If further sites do not become available, consideration would need to be given to whether it would be suitable for only part of the site to be developed.

Size

- 5.8.12 The neighbourhood plan emphasises the village character of Old Basing. The proposed 305 additional dwellings would increase the size of the settlement by approximately 18% over the 18 year Plan period.

Environmental sensitivity

- 5.8.13 The promoted site at Hodds Farm was assessed at medium/high sensitivity through the Landscape Sensitivity Study and would form a large extension to the east of the village. The site includes a small part of the conservation area and encloses a Grade II Listed building and would have the potential to erode their rural setting. The site also includes a number of ancient woodland Sites of Importance for Nature Conservation (SINCs). It is therefore clear that the site includes a number of significant constraints. It is however possible that

these impacts could be reduced by controlling the amount, form and scale of buildings, limiting development to less sensitive parts of the site, or requiring specific mitigation such as buffers or landscaping.

- 5.8.14 Should development be proposed elsewhere in or around the village to meet the proposed housing requirement, it would need to respond positively to the village's characteristics (as set out above) including considerations of heritage significance, ecology and landscape sensitivity.

Highways and transport

- 5.8.15 It is recognised that the centre of the village has a historic character that restricts the flow of traffic. However, to the south of the village, the A30 is a high capacity road providing a direct connection to Black Dam roundabout (and onto the M3) and Hook. Development that uses this road is less likely to be constrained by highway issues. However, consideration will be required of key junctions and access points should development proposals come forward in the vicinity.

Infrastructure

- 5.8.16 In respect of education, it is recognised that there is limited capacity at Old Basing Infant School and St Mary's Church of England Junior School. Discussion is ongoing with the Local Education Authority to identify how developer contributions could be used to provide the necessary new/improved infrastructure.
- 5.8.17 The ICB has confirmed that there is some limited primary care capacity in Old Basing, but that would not be sufficient if sites on the eastern side of Basingstoke are also allocated. The Chineham Medical Practice is currently over capacity and the NHS is currently considering options to address this. Developer contributions may therefore be required for new/improved infrastructure.

Other matters

- 5.8.18 A key consideration that will impact upon the principle of development in and around the village is the impact upon water quality in the Loddon catchment which will need to be considered separately through the LPU evidence base.

Conclusion

- 5.8.19 Old Basing has been identified as a Medium Village through Stage 1 of the study and is considered to be sufficiently sustainable to accommodate some new development.
- 5.8.20 Based on the factors identified in Stage 2 (above), it is considered that a figure of approximately 305 dwellings would be appropriate to meet local requirements over the LPU period. However, it is noted that the only site promoted adjacent to the settlement policy boundary is significantly larger than the suggested housing requirement.

Housing Requirements for Small Villages

5.9 Ashford Hill

- 5.9.1 The settlement has been identified as a Small Village through Stage 1 of the study. Ashford Hill has a population of 260 (SAPF, 2023), with approximately 106 dwellings.
- 5.9.2 Ashford Hill with Headley Parish has a neighbourhood plan which was made in October 2022. The plan sets a vision that the character of the parish is to be safeguarded, and that any development is proportionate and complementary. It includes an objective that the historic and rural character of the parish should be preserved and enhanced.

Stage 2a (at 1 April 2024)

- 5.9.3 If the settlement took its full pro-rata share of the additional homes that are required to be planned for in the LPU, it would be expected to provide approximately 21 dwellings.
- 5.9.4 As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 11 dwellings.

As demonstrated in Appendix F, the settlement's committed developments exceed the LP Policy SS5 requirement of 10 dwellings by 31 dwellings. When the 31 dwellings are credited against the village's half pro-rata share, the net requirement is reduced to 0 dwellings.

Stage 2b

- 5.9.5 A Stage 2b assessment has not been carried out in light of the fact that no housing requirement has been identified.

Conclusion

- 5.9.6 No housing requirement has been identified for the village due to its small size and high levels of past growth. However, the village should retain a settlement policy boundary which will allow small scale development. Should specific local needs arise that could not be accommodated within the SPB, these could be met through an exceptions policy in the Local Plan (similar to the current approach in Adopted Local Plan Policy SS6).

5.10 Bishops Green

- 5.10.1 The settlement has been identified as a Small Village through Stage 1 of the study. Bishops Green has a population of 700 (SAPF, 2023), with

approximately 228 dwellings. The settlement does not currently have a Settlement Policy Boundary within the adopted Local Plan, and as a result was not required to provide any dwellings over the LP period under Policy SS5.

- 5.10.2 The Parish has a neighbourhood plan which was made in May 2023. The vision refers to peaceful settlements with a rural character where residents prosper and enjoy both their communities and the surrounding countryside. The plan sets out several values including rural setting, access to green spaces and heritage assets and that any development should be modest, and in keeping with rural setting. It also designates an SPB around the village.

Stage 2a (at 1 April 2024)

- 5.10.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Bishops Green would be expected to provide approximately 46 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 23 dwellings.
- 5.10.4 As demonstrated in Appendix F, the settlement's committed developments total 57 dwellings, including 15 at the Neighbourhood Plan site at Land south of Rooksfield and west of C155 Ecchinswell Road. When the 57 dwellings are credited against the village's half pro-rata share, the net requirement is reduced to 0 dwellings.

Stage 2b

- 5.10.5 A Stage 2b assessment has not been carried out in light of the fact that no housing requirement has been identified.

Conclusion

- 5.10.6 No housing requirement has been identified for the village due to its small size and high levels of past growth. However, the village should retain a settlement policy boundary which will allow small scale development. Should specific local needs arise that could not be accommodated within the SPB, these could be met through an exceptions policy in the Local Plan (similar to the current approach in Adopted Local Plan Policy SS6).

5.11 Burghclere

- 5.11.1 The settlement has been identified as a Small Village through Stage 1 of the study. Burghclere has a population of 550 (SAPF, 2023), with approximately 213 dwellings.

5.11.2 The Parish has a neighbourhood plan which was updated in May 2023. The plan supports some growth (including a site allocation for at least 15 dwellings on Land off Harts Lane) whilst highlighting the need to preserve the character of the village and the wider parish.

Stage 2a (at 1 April 2024)

5.11.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Burghclere would be expected to provide approximately 43 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 22 dwellings.

5.10.7 As demonstrated in Appendix F, the settlement has exceeded its Policy SS5 requirement of 10 dwellings by 11 dwellings (through the completion of six dwellings at Sandham House and the neighbourhood plan allocation for 15 dwellings at Land off of Harts Lane). When the 11 dwellings are credited against the village's half pro-rata share, the net requirement is reduced to 10 dwellings.

Stage 2b

5.11.4 Burghclere sits within the north-west of the borough, to the east of the A34 and is surrounded by countryside on its other sides. Whilst the settlement does not have a designated conservation area, there are a few listed buildings within and around the settlement. In terms of its landscape, most notably, the west of the settlement sits within the North Wessex Downs National Landscape.

5.11.5 The settlement sits within a Ground Water Protection Zone. The settlement also has a sensitive and historical landscape character and the identification of suitable sites would need to consider the village's historic and rural context.

5.11.6 Given the scale of the proposed requirement, it is considered that it would have minimal impact upon school places and healthcare provision.

5.11.7 The SHELAA (2025) identifies eight promoted sites which are adjacent or close to the SPB, which are of a range of sizes. There is therefore a choice of sites capable of meeting the Stage 2 requirement.

Conclusion

5.11.8 A requirement of 10 dwellings has been identified for the settlement, at a base date of 1 April 2024. The study has found that the settlement does not have any significant infrastructure or environmental limitations that would prevent such levels of development from coming forward in the future.

5.12 Cliddesden

- 5.12.1 The settlement has been identified as a Small Village through Stage 1 of the study. Cliddesden has a population of 430 (SAPF, 2023), with approximately 173 dwellings.
- 5.12.2 The Parish has a neighbourhood plan which was made in 2024. The plan supports growth where it happens proportionally, organically and sustainably, and highlights the importance of the village maintaining its distinct identity from Basingstoke.

Stage 2a (at 1 April 2024)

- 5.12.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Cliddesden would be expected to provide approximately 35 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 18 dwellings.
- 5.12.4 Although it is recognised that the settlement has experienced some small-scale windfall development, as demonstrated in Appendix F, the settlement has not yet met its Policy SS5 requirement of 10 dwellings. As such, the new baseline of 20 dwellings has been uplifted to 30 dwellings to account for the shortfall in the current LP period.

Stage 2b

- 5.12.5 Cliddesden is located immediately to the south of Basingstoke Town, to the south of the M3 and is surrounded by countryside on its other sides. The majority of the settlement is designated as a conservation area and contains a number of listed and historic buildings and a historic park and garden (Cliddesden Down House). In terms of its landscape, most notably, to the east of the settlement is a large, designated estate, which is a historic Park and Garden (Hackwood Park) and an Ancient Woodland/SINC (Audley's Wood).
- 5.12.6 The Parish Council has identified issues with infrastructure and utilities, including concerns that there is no gas or sewerage in parts of the village, and issues with water pressure. In addition, work on the parish's neighbourhood plan identified that residents are most concerned about traffic speed, congestion, preserving the landscape and biodiversity (particularly the open feel of the parish and important views), and ensuring development fits in with the character of the village. Given the level of growth identified in Stage 2, these matters are not considered to be a critical constraint, however they would need to be addressed through specific development proposals.
- 5.12.7 Given the scale of the proposed housing requirement, it is considered that it would have minimal impact upon school places and healthcare provision.

5.12.8 The SHELAA (2025) identifies 13 promoted sites which are adjacent or close to the SPB, which are of a range of sizes. There is therefore a choice of sites capable of meeting the Stage 2 requirement.

Conclusion

5.12.9 A requirement of 30 dwellings has therefore been identified for the settlement. The study has found that the settlement does not have any significant environmental or infrastructure limitations that would prevent such levels of development from coming forward in the future.

5.13 Dummer

5.13.1 The settlement has been identified as a Small Village through Stage 1 of the study. Dummer has a population of 280 (SAPF, 2023), with approximately 113 dwellings.

5.13.2 Whilst the wider Parish has experienced a high level of growth over the plan period due to LP allocation sites, the settlement itself has experienced limited growth and has not met its Policy SS5 requirement of 10 dwellings.

Stage 2a (at 1 April 2024)

5.13.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Dummer would be expected to provide approximately 23 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 11 dwellings (rounded to 10 dwellings).

5.13.4 The settlement has not yet met its Policy SS5 requirement of 10 dwellings. As such, the new baseline of 10 dwellings has been uplifted to 20 dwellings to account for the shortfall in the current LP period.

Stage 2b

5.13.5 Dummer is located immediately to the south-west of Basingstoke Town, on the southern side of the M3 and is surrounded by countryside to the south, west and east. The settlement has a rural character and is designated as a conservation area and contains a number of listed and historic buildings. In terms of its landscape, most notably, to the east of the settlement is Ancient Woodland/SINC (Rowley Copse).

5.13.6 The settlement has some infrastructure and utilities issues which have been highlighted by the Parish Council, including no mains foul drainage or gas supply to the village. In addition, the highways infrastructure has been raised

due to narrow roads with no footpaths for pedestrians. As the village is also within the catchment of the River Test, future development would need to be monitored and mitigated appropriately, however as set out in the methodology this will not necessarily be a constraint to development. Given the level of growth proposed in Stage 2, these matters are not considered to be an absolute constraint to new development but may impact upon the suitability of certain sites.

5.13.7 Given the scale of the proposed housing requirement, it is considered that it would have minimal impact upon school places and healthcare provision.

5.13.8 The SHELAA (2025) identifies six promoted sites which are adjacent or close to the SPB..

Conclusion

5.13.9 A requirement of 20 dwellings has therefore been identified for the settlement. The study has found that the settlement does not have any significant infrastructure or environmental limitations that would prevent such a level of development from coming forward in the future.

5.14 Ecchinswell

5.14.1 The settlement has been identified as a Small Village through Stage 1 of the study. Ecchinswell has a population of 210 (SAPF, 2024), with approximately 96 dwellings. The settlement does not have a SPB in the adopted Local Plan, and as a result was not required to provide any dwellings over the LP period under Policy SS5.

5.14.2 The Parish has a neighbourhood plan which was made in May 2023. The vision refers to peaceful settlements with a rural character where residents prosper and enjoy both their communities and the surrounding countryside. The plan sets out several values including rural setting, access to green spaces and heritage assets and that any development should be modest, and in keeping with rural setting. It also designates an SPB around the village.

Stage 2a (at 1 April 2024)

5.14.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Ecchinswell would be expected to provide approximately 19 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 10 dwellings.

5.14.4 As demonstrated in Appendix F, the settlement's committed developments total 5 dwellings at the Neighbourhood Plan site at South of the C155

Ecchinswell Road. When the 5 dwellings are credited against the village's half pro-rata share, the net requirement is reduced to 5 dwellings.

Stage 2b

5.14.5 Ecchinswell is located immediately to the north of the North Wessex Downs National Landscape. It has a rural character and part of the village is designated as a conservation area, with a number of listed and historic buildings.

5.14.6 The settlement has some highways infrastructure issues which have been highlighted by the Neighbourhood Plan and associated community consultations, such as traffic and speeding issues and a lack of public transport provision. Given the low level of growth proposed in Stage 2a, these matters are not considered to be an absolute constraint to new development but may impact upon the suitability of certain sites.

5.14.7 Given the scale of the proposed housing requirement, it is considered that it would have minimal impact upon school places and healthcare provision.

5.14.8 The SHELAA (2025) has not identified any promoted sites within or adjacent to the SPB. Over the plan period it is possible that suitable development land could be found, however any sites would need to take into account the constraints identified above.

Conclusion

5.14.9 A requirement of 5 dwellings has therefore been identified for the settlement. The study has found that the settlement does not have any significant infrastructure or environmental limitations that would prevent such a level of development from coming forward in the future.

5.15 Headley

5.15.1 The settlement has been identified as a Small Village through Stage 1 of the study. Headley has a population of 420 (SAPF, 2023), with approximately 175 dwellings. The settlement does not currently have a SPB, and as a result was not required to provide any dwellings over the LP period under Policy SS5.

5.15.2 Ashford Hill with Headley Parish has a neighbourhood plan which was made in October 2022. The plan sets a vision that the character of the parish is safeguarded and that any development is proportionate and complementary. It includes an objective that the historic and rural character of the parish should be preserved and enhanced.

Stage 2a (at 1 April 2024)

- 5.15.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Headley would be expected to provide approximately 35 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 18 dwellings.
- 5.15.4 As demonstrated in Appendix F, no 'qualifying' windfall development has been consented within or adjacent to the settlement since 2011 that could be netted off this requirement. Therefore, the requirement is 20 dwellings (rounded to the nearest 5).

Stage 2b

- 5.15.5 Headley is located to the north-west of Basingstoke Town, off the A339 towards Newbury. Whilst the settlement does not have a designated conservation area, there are a number of listed buildings surrounding and within the settlement's built-up area. In terms of its landscape, most notably, there is a large block of Ancient Woodland/SINCs to the west of the settlement.
- 5.15.6 The settlement has some highway infrastructure issues, most notably concerns regarding traffic, safety and HGV movements along the A339. However, given the level of growth proposed in Stage 2, this is not considered to be a critical constraint.
- 5.15.7 Given the scale of the proposed housing requirement, it is considered that it would have minimal impact upon school places and healthcare provision.
- 5.15.8 The SHELAA (2025) identifies five promoted sites adjacent or close to the settlement's built-up area.

Conclusion

- 5.15.9 A requirement of 20 dwellings has therefore been identified for the settlement. The study has found that the settlement does not have any significant infrastructure or environmental limitations that would prevent such levels of development from coming forward in the future. As the settlement does not currently have a settlement policy boundary, an SPB would need to be designated through the LPU.

5.16 Highclere

- 5.16.1 The settlement has been identified as a Small Village through Stage 1 of the study. The village of Highclere has a population of 470 (SAPF, 2023), with approximately 197 dwellings. The settlement does not currently have a SPB, and as a result was not required to provide any dwellings over the LP period under Policy SS5.

5.16.2 The settlement has experienced some small scale windfall development over the current LP period, however, no windfall development that would have met the requirements of Policy SS5 has been consented within or adjacent to the built-up area since 2011. The parish is a designated neighbourhood planning area, but a draft plan has not yet been brought forward.

Stage 2a (at 1 April 2024)

5.16.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Highclere would be expected to provide approximately 40 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 20 dwellings.

5.16.4 As demonstrated in Appendix F, no 'qualifying' windfall development has been consented within or adjacent to the settlement since 2011 that could be netted off this requirement. Therefore, the requirement is 20 dwellings.

Stage 2b

5.16.5 Highclere is located within the North Wessex Downs National Landscape to the north-west of Basingstoke Town, along the A343 towards Andover. The settlement is linear in nature. Whilst the settlement does not have a designated conservation area, there are a number of locally listed and notable buildings within the settlement's built up area. The settlement is also covered by a Critical Drainage Area. An area of Flood Zone 2/3 runs parallel to the settlement along the east and west. Given the rural location, a number of SINCs surround the settlement.

5.16.6 Given the scale of the proposed housing requirement, it is considered that it would have minimal impact upon school places and healthcare provision.

5.16.7 The SHELAA (2025) identifies four promoted sites which are adjacent or close to the proposed SPB.

Conclusion

5.16.8 A requirement of 20 dwellings has therefore been identified for the settlement. The study has found that the settlement does not have any significant infrastructure or environmental limitations that would prevent such levels of development from coming forward in the future. As the settlement does not currently have a settlement policy boundary, an SPB would need to be designated through the LPU.

5.17 Little London

- 5.17.1 The settlement has been identified as a Small Village through Stage 1 of the study. Little London has a population of 160 (SAPF, 2023), with approximately 65 dwellings.

Stage 2a

- 5.17.2 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Little London would be expected to provide approximately 12 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 6 dwellings.
- 5.17.3 As demonstrated in Appendix F, the settlement's committed developments total 7 dwellings. When the 7 dwellings are credited against the village's half pro-rata share, the net requirement is reduced to 0 dwellings.

Stage 2b

- 5.9.7 A Stage 2b assessment has not been carried out in light of the fact that no housing requirement has been identified.

Conclusion

- 5.17.4 No housing requirement has been identified for the village due to its small size and high levels of past growth. However, the village should retain a settlement policy boundary which will allow small scale development. As the settlement does not currently have a settlement policy boundary, an SPB would need to be designated through the LPU. Should specific local needs arise that could not be accommodated within the SPB, these could be met through an exceptions policy in the Local Plan (similar to the current approach in Adopted Local Plan Policy SS6).

5.18 North Waltham

- 5.18.1 The settlement has been identified as a Small Village through Stage 1 of the study. This is based on its relative sustainability, scale and provision of services and facilities. North Waltham has a population of 770 (SAPF, 2023), with approximately 307 dwellings.
- 5.18.2 The parish is a designated neighbourhood planning area, however the parish council has not yet consulted on a draft plan.
- 5.18.3 The settlement has experienced very limited windfall development over the current LP period. It is noted that new homes have been consented and completed elsewhere in the parish however this growth does not 'count' towards Policy SS5 (as specified in ALP para 4.67). Therefore, North Waltham has not met its Policy SS5 requirement of 10 homes.

Stage 2a

- 5.18.4 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, North Waltham would be expected to provide approximately 62 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 30 dwellings (rounded to the nearest 5).
- 5.18.5 As demonstrated in Appendix F, the settlement has not met its Policy SS5 requirement of 10 dwellings. As such, the baseline of 30 dwellings has been uplifted by a further 10 dwellings to 40 dwellings to account for the shortfall in the current LP period.
- 5.18.6 In light of the above, this results in a requirement for 40 dwellings over the LPU period for North Waltham.

Stage 2b

- 5.18.7 The settlement is compact and surrounded by countryside in a range of agricultural uses. The majority of the SPB is designated as a conservation area and it contains a number of listed buildings. A radius of Ancient Woodlands and SINCs surround the wider countryside adjoining the SPB. A small area of Flood Zone 2 follows the river through the village.
- 5.18.8 It is recognised that future growth must be managed sensitively to retain the character of the village, and these constraints will need to be considered in the identification of suitable sites. Nine potential development sites adjacent or close to the village have been submitted to the council through the SHELAA process. The availability of land therefore does not appear to be a constraint to the delivery of the Stage 2 requirement and there is a choice of sites.
- 5.18.9 Although the village is located close to the A30 and the wider strategic road network, the village can only be accessed by minor, narrow roads with passing points and width restrictions. However, this would not prevent the level of development identified in Stage 2 being brought forward.
- 5.18.10 The Parish Council has raised a concern regarding drainage as the household wastewater is treated locally and is dealt with via soakaway drains which are presently at maximum capacity. As the village is also within the River Test catchment future development would need to be monitored and mitigated appropriately, however as set out in Chapter 5.1, this is not likely to be a constraint to development.
- 5.18.11 Given the scale of the proposed requirement, it is considered that it would have minimal impact upon school places and healthcare provision.

Conclusion

5.18.12 North Waltham has a baseline housing requirement of 30 dwellings. This has been uplifted to 40 dwellings in recognition of the fact that the requirement for 10 dwellings in the adopted Local Plan has not been met. Although the village has a number of constraints that would impact upon the suitability of certain sites, these would not be a constraint to delivering this level of development.

5.19 Preston Candover

5.19.1 The settlement has been identified as a Small Village through Stage 1 of the study. This is based on its relative sustainability, scale and provision of services and facilities. Preston Candover has a population of 180 (SAPF, 2024), with approximately 79 dwellings.

5.19.2 The settlement has low levels of growth since 2011 and has not met its Policy SS5 requirement (10 dwellings).

Stage 2a

5.19.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Preston Candover would be expected to provide approximately 16 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 8 dwellings.

5.19.4 As demonstrated in Appendix F, the settlement has not yet met its Policy SS5 requirement of 10 dwellings. As such, the new baseline of 8 dwellings has been uplifted to 18 dwellings (rounded to 20 dwellings) to account for the shortfall in the current LP period.

Stage 2b

5.19.5 Preston Candover is located to the south of Basingstoke Town on the B3046 corridor. The settlement has a small and compact SPB and the surrounding area has a deeply rural character. The settlement has a large conservation area which extends beyond the settlement, and a number of listed buildings, historic buildings and historic parks and gardens and areas of archaeological significance. Flood zones cross the settlement and fork off towards the south-east. Surrounding the settlement to the north are pockets of Ancient Woodland and SINCs.

5.19.6 The Parish Council has raised flooding as a key issue due to the fact there are no mains drains and all water is pumped through the sewage treatment system and into the water table. The village is also within the River Itchen catchment where future development would need to be monitored and mitigated appropriately.

5.19.7 Given the scale of the proposed housing requirement, it is considered that it would have minimal impact upon school places and healthcare provision.

5.19.8 The SHELAA (2025) identifies two promoted sites which are close to the SPB and a further site which is adjacent to these. It is possible that further sites could be identified over the plan period, however these would need to take account of the constraints identified above.

Conclusion

5.19.9 Preston Candover has a baseline housing requirement of 8 dwellings. This has been uplifted to 20 dwellings in recognition of the fact that the requirement for 10 dwellings in the adopted Local Plan has not been met. Although the village has a number of constraints that would impact upon the suitability of certain sites, these would not be a constraint to delivering this level of development.

5.20 Sherborne St John

5.20.1 The settlement has been identified as a Small Village through Stage 1 of the study. This is based on its relative sustainability, scale and provision of services and facilities. Sherborne St John has a population of 800 (SAPF, 2023), with approximately 372 dwellings.

5.20.2 The Parish has a neighbourhood plan which was updated in May 2024. The plan sets a vision that Sherborne St John will continue to be a small and prosperous village physically and distinctly separate from Basingstoke Town, which is a sustainable and dynamic community with the local environment, fabric of the village and surrounding countryside will be successfully safeguarded. 'It includes an objective that the village should retain its own distinct identity through the conservation and enhancement of its historic and rural setting and character and through the retention of a gap to Basingstoke town, and allows for new housing which reflects the local needs of the village with a particular emphasis on smaller homes. The plan also identifies a number of local issues which includes concerns about congestion and highway safety at pinchpoints in the village and groundwater flooding.

Stage 2a

5.20.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Sherborne St John would be expected to provide approximately 75 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 38 dwellings.

5.20.4 As demonstrated in Appendix F, the settlement has exceeded its Policy SS5 requirement of 10 dwellings by eight dwellings (through consent granted on the neighbourhood plan allocation at Cranes Road). When the eight dwellings are credited against the village's half pro-rata share, the net requirement is reduced to 30 dwellings.

Stage 2b

5.20.5 The settlement is located to the north of Basingstoke Town, Popley and Park Prewett, along the A340 towards Tadley. The settlement is surrounded by countryside in a range of agricultural uses. The entire SPB is covered by an Upstream Critical Drainage Area where under-capacity sewers have been identified, with an area of critical drainage over the eastern and south-western portion of the SPB. A conservation area has been designated across the eastern and western portions of the SPB (and covers two distinct areas) and contains a number of listed buildings. The settlement has key views out across the countryside and Ancient Woodland/ SINCs (including Basing Forest Spier's Copse) due to the settlement's prominent position on top of a valley edge, and these are identified in the neighbourhood plan.

5.20.6 It is recognised that future growth must be managed sensitively to retain the character of the village, and these constraints will need to be considered in the identification of suitable sites. The SHELAA (2025) identifies eight potential sites for housing development adjacent or close to the SPB. These sites are at a variety of scales and offer options for meeting the housing requirement.

5.20.7 The settlement has some identified flooding issues and the Parish Council have also raised a concern regarding drainage due to the village's high water table which has resulted in flooding in the village centre. Given the level of growth proposed in Stage 2, and the choice of potential sites, this is unlikely to be a critical constraint, particularly if suitable sites are identified within areas where drainage can be suitably accommodated, and impacts mitigated.

5.20.8 Given the scale of the proposed requirement, it is considered that it would have minimal impact upon school places and healthcare provision.

Conclusion

5.20.9 Sherborne St John has been identified as a Small Village through Stage 1 of the study, and a housing requirement of 30 dwellings has been identified. Although the village has a number of constraints that would impact upon the suitability of certain sites, these would not be a constraint to delivering this relatively modest level of development, if required to meet it through neighbourhood planning by the Local Plan.

5.21 Sherfield on Loddon

- 5.21.1 The settlement has been identified as a Small Village through Stage 1 of the study. This is based on its relative sustainability, scale and provision of services and facilities. Sherfield on Loddon has a population of 1,340 (SAPF, 2023), with approximately 656 dwellings.
- 5.21.2 The parish has a neighbourhood plan which was made in March 2018 which sets out a vision of maintaining the parish's rural and historic character whilst meeting the needs of local people and maintaining a cohesive rural community.
- 5.21.3 The settlement has experienced some growth over the current LP period and has met its Policy SS5 requirement as a result of the consent for 15 dwellings at The White Hart Field. It is recognised that the ALP includes strategic sites elsewhere within the Parish.

Stage 2a

- 5.21.4 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Sherfield on Loddon would be expected to provide approximately 133 dwellings. As explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 66 dwellings.
- 5.21.5 As demonstrated in Appendix F, the settlement has exceeded its Policy SS5 requirement by five dwellings. When the five dwellings are credited against the village's baseline requirement, the net requirement is reduced from 66 dwellings to 61 dwellings (60, rounded to the nearest 5).

Stage 2b

- 5.21.6 Sherfield on Loddon is located to the north-east of Basingstoke, on the west side of the A33. The settlement is quite spread out with a large village green (designated Local Green Space and SINC) in the middle of the built form. The central area of the settlement is largely defined by its status as a conservation area (Sherfield on Loddon). The conservation area spreads across the A33 and into countryside on both the eastern and western sides of the SPD. The conservation area also contains a number of listed buildings, some of which are outside the built-up area within countryside at the local farm holdings on the eastern side of the A33. To the north-west of the SPB is a Scheduled Monument and a SINC (Bulls Down Camp). Large areas of Flood Zone 2 and 3 wraps round the northern edge of the SPB and across the eastern side of the settlement. A Strategic Gap adjoins the western side of the settlement providing a break in built form between the village and Basingstoke Town, Chineham and Bramley.
- 5.21.7 The settlement has some identified flooding issues, and the Parish Council has also raised a concern regarding transport impacts as a result of the railway crossing in Bramley. Given the level of growth proposed in Stage 2,

both highways and drainage concerns are unlikely to be a critical constraint. The settlement also has a sensitive and historical landscape character and the identification of suitable sites would need to consider the village's historic and rural context.

- 5.21.8 The SHELAA (2025) identifies nine promoted sites adjacent or close to the SPB. However the sites on the east of the A33 would be severed from the village by the busy road, and the sites to the west of the A33 (adjoining the settlement) have environmental issues, that would require further investigation, or are inappropriate in scale.
- 5.21.9 A key consideration that will impact upon the principle of development in and around the village is the impact upon water quality in the Loddon catchment which will need to be considered separately through the LPU evidence base.
- 5.21.10 Given the scale of the proposed requirement, it is considered that it would have minimal impact upon school places and healthcare provision.

Conclusion

- 5.21.11 Sherfield on Loddon has been identified as a Small Village through Stage 1 of the study and a housing requirement of 60 dwellings has been identified. Although Sherfield on Loddon has some environmental sensitivities, these are not so fundamental as to suggest suitable sites could not be found. It would therefore be necessary for the neighbourhood planning group to explore all possible options through the neighbourhood planning process, as required through the Local Plan.

5.22 Silchester

- 5.22.1 The settlement has been identified as a Small Village through Stage 1 of the study. This is based on its relative sustainability, scale and provision of services and facilities. Silchester has a population of 530 (SAPF, 2023), with approximately 244 dwellings. The settlement does not currently have a SPB, and as a result was not required to provide any dwellings over the LP period under Policy SS5.
- 5.22.2 The settlement has experienced some small-scale windfall development over the current LP period, however, no development of a scale that would have met the requirements of Policy SS5 has been consented within or adjacent to the settlement since 2011.
- 5.22.3 It is recognised that the Parish Council submitted a draft neighbourhood plan to the council in summer 2025 which contains a site allocation for up to 26 dwellings on Land at Little London Road. The plan is now subject to independent examination.

Stage 2a

- 5.22.4 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Silchester would be expected to provide approximately 49 dwellings. However, as explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 25 dwellings.
- 6.13 As demonstrated in Appendix F, no 'qualifying' windfall development has been consented within or adjacent to the settlement since 2011 that could be netted off this requirement. Therefore, the requirement is 25 dwellings.

Stage 2b

- 5.22.1 Silchester is located in the north-east of the borough close to the boundary with West Berkshire. The settlement has a large conservation area and contains a number of listed and notable buildings and is close to a Scheduled Monument (Flex Ditch). A SSSI designation wraps around the north and part of the east of the settlement's build-up area (Silchester Common/Pamber Heath) which would restrict development in these areas. Natural England would need to be consulted on certain types of development proposals elsewhere within/around the village. There are also a number of Ancient Woodlands and SINCs located to the east of the settlement. These constraints would need to be taken into account in the identification of a suitable site.
- 5.22.2 Given the scale of the proposed requirement, it is considered that it would have minimal impact upon school places and healthcare provision.
- 5.22.3 The SHELAA (2025) identifies one promoted site which is adjacent to the proposed SPB. This has been taken forward through the neighbourhood planning process.

Conclusion

- 5.22.4 Silchester has been identified as a Small Village through Stage 1 of the study. Whilst the settlement does not have a SPB currently, it has been considered, that due to the settlement's size and sustainability level, that it would be appropriate for Silchester to accommodate a small level of growth in the LPU.
- 5.22.5 The settlement study has identified a requirement for 25 dwellings in/around the village. Although Silchester has some significant environmental sensitivities, this could potentially be met on the site at Little London Road, which has been proposed for allocation in the draft neighbourhood plan.

5.23 St Mary Bourne

- 5.23.1 The settlement has been identified as a Small Village through Stage 1 of the study. This is based on its relative sustainability, scale and provision of

services and facilities. St Mary Bourne has a population of 570 (SAPF, 2023), with approximately 266 dwellings.

- 5.23.2 The village has a neighbourhood plan which was made March 2018. The Plan aims include providing a framework for sensitive development to allow the parish to grow and sustain the community but also retain its character.

Stage 2a

- 5.23.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, St Mary Bourne would be expected to provide approximately 54 dwellings. However, as explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 27 dwellings.
- 5.23.4 As demonstrated in Appendix F, the settlement has exceeded its Policy SS5 requirement of 10 dwellings by one dwelling (11 dwellings at Bells Field). This would reduce the village's baseline requirement by one dwelling (to 26 dwellings), which would be rounded to 25 dwellings.

Stage 2b

- 5.23.5 St Mary Bourne is located to the west of the borough close to the boundary with Test Valley. The settlement is within the North Wessex Downs National Landscape and has a large conservation area (St Mary Bourne) which follows the linear shape of the pattern of development of the settlement and contains a number of listed and notable buildings in recognition of its historic and architectural interest. Pockets of SINCs surround the settlement and wider countryside location. A Scheduled Monument is located to the north-east of the settlement (Egbury Camp). An area of Flood Zone 2/3 runs through the centre of the conservation area and the SPB. Two areas of critical drainage are identified to the north of the SPB and in the centre of the SPB.
- 5.23.6 The settlement has some infrastructure and utilities issues which have been raised by the Parish Council, including concerns that there is no mains gas or mains drainage to private properties. As the village is also within the River Test catchment future development would need to be monitored and mitigated appropriately, however, as set out within the methodology chapter, this is not considered likely to constrain growth.
- 5.23.7 Given the scale of the proposed requirement, it is considered that it would have minimal impact upon school places and healthcare provision.
- 5.23.8 The SHELAA (2025) identified three promoted sites adjacent to or close to the SPB.

Conclusion

5.23.9 St Mary Bourne has been identified as a Small Village through Stage 1 of the study, and a housing requirement of 25 dwellings has been identified. The study has found that although the settlement is constrained, it does not have environmental or infrastructure limitations that would be so significant that they would prevent such levels of development from coming forward in the future.

5.24 Upton Grey

5.24.1 As identified in Stage 1 of the study, the settlement is considered to be a Small Village. This is based on its relative sustainability, scale and provision of services and facilities. Upton Grey has a population of 470 (SAPF, 2023), with approximately 203 dwellings.

5.24.2 The settlement has experienced higher levels of growth, relative to its size, sustainability level and to other small villages across the borough since 2011. This has included 22 qualifying dwellings on Meadowside Bidden Road and land at Weston Road, which has exceeded the settlement's Policy SS5 requirement of 10 dwellings.

Stage 2a

5.24.3 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, Upton Grey would be expected to provide approximately 41 dwellings. However, as explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 21 dwellings.

5.24.4 As stated above, and demonstrated in Appendix F, the settlement has exceeded its current LP Policy SS5 requirement by 12 dwellings. When these dwellings are credited against the village's baseline requirement no housing requirement is identified for the LPU period.

5.24.5 As demonstrated in Appendix F, the settlement has exceeded its Policy SS5 requirement of 10 dwellings by 12 dwellings. When the 12 dwellings are credited against the village's half pro-rata share, the net requirement is reduced to 10 dwellings.

Stage 2b

5.24.6 Upton Grey is located to the south-west of the borough and is surrounded by countryside. The whole of the settlement is designated as a conservation area and contains a number of listed buildings, and a historic park and garden (The Manor House).

- 5.24.7 The settlement also has a sensitive and historical landscape character and the identification of suitable sites would need to consider the village's historic and rural context.
- 5.24.8 Given the scale of the proposed requirement, it is considered that it would have minimal impact upon school places and healthcare provision.
- 5.24.9 The SHELAA (2025) identifies two promoted sites which are adjacent to the proposed SPB.

Conclusion

- 5.24.10 A requirement of 10 dwellings has therefore been identified for the settlement. Although the settlement has a number of notable sensitivities, it does not have any infrastructure or environmental limitations that are so significant that they would prevent such a level of development from coming forward in the future.

5.25 Woolton Hill

- 5.25.1 As identified in Stage 1 of the study, the settlement is considered to be a Small Village. This is based on its relative sustainability, scale and provision of services and facilities. Woolton Hill has a population of 1,930 (SAPF, 2023), with approximately 745 dwellings.
- 5.25.2 The parish has a neighbourhood plan which was made in February 2023. The vision seeks to maintain its rural character including protection of the landscape, views, green environment and built heritage whilst supporting local facilities and businesses.
- 5.25.3 The settlement has exceeded its Policy SS5 requirement of 10 dwellings (in the adopted Local Plan) as a result of 65 windfall dwellings at Harwood Court and Harwood Paddock.

Stage 2a

- 5.25.4 If the settlement took its pro-rata share of the additional homes that are required to be planned for in the borough over the LPU period, up to 2042, the settlement would be expected to provide approximately 151 dwellings. However, as explained in Chapter 3, the housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, in recognition of their lower level of sustainability. This means that the settlement would be expected to provide approximately 75 dwellings.
- 5.25.5 As demonstrated in Appendix F, the settlement has far exceeded its Policy SS5 requirement of 10 dwellings (by 55 dwellings). When the 55 dwellings are credited against the village's half pro-rata share, the net requirement is reduced to 20 dwellings.

Stage 2b

- 5.25.6 Woolton Hill is located to the north-west of the borough, on the western side of the A343 and is surrounded by countryside, including ancient woodland to the east and south. Whilst the settlement does not have a designated conservation area, there are a few listed buildings within the settlement's built up area. In terms of its landscape, most notably, the settlement sits within the North Wessex Downs National Landscape. To the east and west there are numerous SINCs (Milkingbridge Alderwoods, Woolton House Field and Abbey Wells).
- 5.25.7 The settlement sits within a Ground Water Protection Zone. The settlement also has a sensitive and historical landscape character and the identification of suitable sites would need to consider the village's historic and rural context. The settlement has some highways infrastructure issues which have been highlighted by the Neighbourhood Plan and associated community consultations, such as traffic and speeding issues and a lack of public transport provision. Given the level of growth proposed in Stage 2, these matters are not considered to be an absolute constraint to new development but may impact upon the suitability of certain sites.
- 5.25.8 Given the scale of the proposed requirement, it is considered that it would have minimal impact upon school places and healthcare provision.
- 5.25.9 The SHELAA (2025) identifies two promoted sites which are adjacent to the SPB.

Conclusion

- 5.25.10 A requirement of 20 dwellings has therefore been identified for the settlement. The study has found that the settlement does not have any significant infrastructure or environmental limitations that would prevent such a level of development from coming forward in the future.

6. Conclusion

- 6.1 The settlements in Basingstoke and Deane range in size from Basingstoke itself, with its wide range of shops, services and leisure facilities, to small hamlets comprising of only a cluster of dwellings. Given the predominantly rural character of much of the borough and its settlements, the number of sustainable locations for significant growth is considered to be limited. Many rural villages remain largely reliant on private vehicles to meet their everyday needs.
- 6.2 Stage 1 of the Settlement Study grouped the settlements into four categories based upon their level of relative sustainability. This was based upon a range of considerations including the scale and provision of services and facilities.
- 6.3 Stage 2 of the study identified suitable levels of growth for these settlements with a base date of 1 April 2024 and a Standard Method requirement of 1,142dpa for the whole borough. This followed a two-step process building upon Stage 1: Stage 2a quantified a suitable level of growth using a range of different methodologies to reflect different settlements' levels of sustainability; and Stage 2b then tested the resultant housing number against environmental and infrastructure considerations to understand whether that requirement was likely to be achievable.
- 6.4 The tables below also show what the requirements would be at 1 April 2025 taking into account additional committed development since 1 April 2024.

Rural Towns and Large Villages

- 6.5 The housing requirements for the Rural Towns and Large Villages were calculated at Stage 2a using the parish's pro-rata share of the borough's growth, with an adjustment to reflect whether the settlement had committed to more or less development than had been required through the adopted Local Plan.
- 6.6 Through Stage 2b of the process, the specific circumstances of the settlements were assessed to see if the Stage 2a housing number could be accommodated. As a result of this, the requirement for Tadley was reduced as a result of the nuclear safety restrictions around AWE Aldermaston. Tadley's requirement was reduced to 245 dwellings (from a Stage 2a identified need for 1,325 dwellings at 1 April 2024), reflecting the capacity of Skates Lane, which is outside the restricted area (the DEPZ).
- 6.7 Additionally, the requirement for Whitchurch was reduced to 185 (from a Stage 2a identified need for 460 dwellings at 1 April 2024) as although a significant amount of land has been promoted around the edge of Whitchurch, the town has a number of significant environmental constraints that limits the sites' suitability.

Settlement (Category 2)	Indicative housing requirement at 1 April 2024	Outstanding housing requirement at 1 April 2025
Overton	410	410
Tadley (including Baughurst and Pamber Heath)	245	245
Whitchurch	185	185

Figure 22: Housing figures for rural towns and large villages

Medium Villages

- 6.8 The housing requirements for the Medium Villages were calculated using the settlements' pro-rata share of the borough's growth, with an adjustment to reflect whether they had committed to more or less development than had been required through the adopted Local Plan. This resulted in a particularly significant reduction in Bramley, where planning permission had been given for 286 more dwellings than the settlement's requirement in the adopted Local Plan.
- 6.9 The housing requirement for Kingsclere was reduced from a Stage 2a requirement of 250 dwellings to 165 dwellings, reflecting the significant environmental constraints around the village that limited the suitability of the promoted sites.

Settlement (Category 3)	Indicative housing requirement at 1 April 2024	Outstanding housing requirement at 1 April 2025
Bramley	110	85
Kingsclere	165	165
Oakley	135	135
Old Basing	305	305

Figure 23: Housing figures for medium villages

Small Villages

- 6.10 The housing requirements for the Small Villages were calculated using half the village's pro-rata share as their baseline, with an adjustment to reflect whether they had more or less committed development than had been required through the adopted Local Plan. This approach meant that although there is a significant difference in size between the largest and smallest settlements in this category, this size difference is reflected in their housing requirement.
- 6.11 Headley, Highclere, Little London, and Silchester do not have Settlement Policy Boundaries in neighbourhood plans or the adopted Local Plan and consequently do not have a housing requirement under adopted Local Plan Policy SS5. The study recommends that these settlements should have Settlement Policy Boundaries and they should be given housing requirements.

Settlement (Category 4)	Indicative housing requirement at 1 April 2024	Indicative housing requirement at 1 April 2025
Ashford Hill	0	0
Bishops Green	0	0
Burghclere	10	10
Cliddesden	30	30
Dummer	20	20
Ecchinswell	5	5
Headley	20	20
Highclere	20	20
Little London	0	0
North Waltham	40	40
Preston Candover	20	20
Sherborne St John	30	30
Sherfield on Loddon	60	60
Silchester	25	25
St Mary Bourne	25	25
Upton Grey	10	10
Woolton Hill	20	20

Figure 24: Housing numbers for small villages

- 6.12 The outcomes of this study will continue to be reviewed as technical studies associated with the LPU are finalised. Figures will also be adjusted on an annual basis as new committed development (such as windfall sites and new neighbourhood plans) come forward.
- 6.13 It should be noted that the identified future growth requirements would be in addition to sites already allocated in existing plans (Adopted Local Plan and made Neighbourhood Plans). Figures may need to be adjusted if committed development does not come forward as expected, such as planning permissions not being implemented or site allocations not being brought forward.
- 6.14 It should be recognised that the study is focused upon the requirements of individual settlements and is just one consideration in informing the borough's spatial strategy. Its findings will need to be balanced alongside a range of other factors including the outcomes of the sustainability appraisal to inform the development strategy for the borough.

APPENDICES

APPENDIX A: Sustainability indicators identified by national policy (NPPF, December 2024)

Paragraph	Key Indicators
Paragraph 8: Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways [...] b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health social and cultural well-being.	Health facilities Pharmacy Library Post Office Open space Dentist Convenience shop
Paragraph 77: The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes).	Convenience shops Supermarkets Health facilities Open space Play parks Public Houses Places of worship Community meeting space/halls Library Post Office
Paragraph 88: Planning policies and decisions should enable: [...], d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural building, public houses and places of worship.	Convenience shops Supermarkets Health facilities Open space Play parks Public Houses Places of worship Community meeting space/halls Library Post Office
Paragraph 96: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other [...]; c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and wellbeing needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.	Sports/recreation facilities/playing fields/open space General supermarkets Health facilities Community meeting space/halls Places of worship Public Houses

Paragraph 98: To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open spaces, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; [...] d) and, ensure an integrated approach to considering the location of housing, economic uses and community facilities and services;	Play parks Sports/recreation facilities/playing fields/open space Public Houses Places of worship Community meeting space/halls Convenience Shop Supermarket Employment opportunities
Paragraph 100: It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities.	Primary school Secondary school Colleges Early Years
Paragraph 103: Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.	Open space Recreation grounds/field/open Indoor leisure and sports centres
Paragraph 110: Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. [...] However, opportunities to maximize sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.	Public/community transport provision Walking and cycling facilities
Paragraph 111: Planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.	Employment opportunities Public transport access Distances to main employment centres
Paragraph 119: Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.	Superfast broadband services

APPENDIX B: Methodology for identifying services and facilities

The following table explains how services and facilities were identified and ‘counted’ in Appendices C and D.

Sustainability Indicator	Methodology
Retail Facilities	The study identifies the provision of retail facilities, including convenience shops, supermarkets, other shops and services and post offices. The study distinguishes between local convenience shops and supermarkets by using the Government’s Sunday Trading thresholds¹⁵, which defines food retailers as follows: - Local convenience shops (for top-up shopping) < 280sqm floorspace. - Supermarkets (for weekly food shops and a wider range of goods) > 280sqm floorspace. Other retail services and facilities have been defined in the following ways: - Post offices – must be open 5 days a week to be considered to serve a key function within the community. - Other shops and services – which meet other local retail needs including butchers, news agents, hairdressers and cafes. Home offices, where sales take place online, have not been considered within the scope of this study. Sources: Post offices: https://www.postoffice.co.uk/branch-finder GIS and Land charges register
Education Services	The study identifies the provision of education facilities at primary (including infant/junior) and secondary levels. Where a school is not present in the settlement, rather than recording the nearest provision, it records distance to the catchment school (as defined by the Local Education Authority). Early years provision has been recorded based upon the responses in the Town and Parish Council questionnaires.

¹⁵ Government legislation defines a large shop as having over 280sqm of floorspace (<https://www.gov.uk/trading-hours-for-retailers-the-law>). As such this study considers large shops to be supermarkets (supporting larger weekly shopping) and those below 280sqm as being convenience shops (supporting top-up shopping habits).

	Further and Higher Education institutions have not been considered within the scope of the study. These facilities are not based upon catchments and it is accepted that greater distances will need to be travelled to access such facilities given the low level of provision across the borough. Private fee-paying education provision has not been considered within the scope of the study. Sources: LEA and HCC catchment data (https://maps.hants.gov.uk/SchoolCatchmentAreaFinder/)
Healthcare Services	The study identifies the provision of healthcare facilities including GP surgeries, dental practices and pharmacies. In order to be counted the facilities are required to accommodate bookable appointments at least five days a week. Access to a hospital has not been specifically considered as part of the study. Basingstoke and North Hampshire Hospital is the local hospital for the borough. Some settlements are in closer proximity to hospitals outside of the borough boundary however, Basingstoke and North Hampshire Hospital has an A&E department. It is therefore considered to be the nearest hospital offering all necessary facilities for the majority of the borough's residents. The hospital is located to the north-west of Basingstoke Town, and its accessibility is reflected by the level of connectivity each settlement has to the town, including the level of public transport provision. Private healthcare provision has not been considered within the scope of the study. Sources: Information from Local Integrated Care Board (ICB) (previously from CCGs) and NHS (https://www.nhs.uk/service-search/find-a-gp, https://www.nhs.uk/service-search/find-a-dentist and https://www.nhs.uk/service-search/find-a-pharmacy)
Social Facilities	Social facilities provide a distinctive element of community life to support bringing people together and improving the local economy. For the purposes of the study social facilities include Public Houses which have been separated from other community facilities (those listed below) to distinguish between the different functions they provide. Sources: GIS
Multi-Functional Community Facilities	Community facilities are an important part of community life and the vitality of towns and villages, particularly in rural settlements. The study identifies the provision of

	community facilities which provide a multi-functional use, including Places of Worship, community/village halls and libraries. The facilities must be open to the public. Private fee-paying social clubs have not been considered for the purposes of the study. Sources: BDBC data (https://www.basingstoke.gov.uk/communitycentres) Hampshire Libraries data (https://www.hants.gov.uk/librariesandarchives/library/libraryfinder?search=yes)
Recreation/ Sports and Leisure Facilities	Sports, leisure and recreation form an important part of residents' lives within the borough. Therefore, access to these services and facilities has been considered as part of the study. The facilities include both privately owned and council owned premises (which are open to the public). The provision includes the following: • Indoor Sports Centres • Leisure Centres • Recreation Grounds • Sports Pitches Sources: BDBC data (https://www.basingstoke.gov.uk/leisure and https://www.basingstoke.gov.uk/future-planning)
Employment Facilities	The settlement study identifies the Strategic Employment Areas outside of Basingstoke Town and located within the borough (as defined within the current adopted Local Plan). Larger settlements are likely to have a greater number of commercial premises. The majority of the borough's defined employment areas are located in and around Basingstoke Town SPB¹⁶, with provision also in Bramley, Kingsclere and Whitchurch. Those settlements located in close proximity to, or which are able to access these settlements by good sustainable transport connections, are therefore more likely to benefit from access to these employment areas when compared to more remote settlements. Notwithstanding the above, it is considered unreasonable to base or define a settlement's sustainability on the location of a place of employment as the opportunity may not provide a service for the majority of a community (particularly in an area with an ageing population) and it

¹⁶ Including Basing View, Brighton Hill Industrial Estate, Chineham Business Park, Daneshill East, Daneshill West, Hampshire International Business Park, Houndmills, Land North of Daneshill East, Land South of Chineham Business Park, Moniton Trading Estate, Viables Business Park, West Ham Industrial Estate.

	is difficult to accurately estimate the number of opportunities available within a defined settlement area. This is a matter which will become more challenging to measure as lifestyles evolve to more remote working opportunities. Therefore, for the purposes of the study, it has been assumed that access to employment opportunities will be greater in settlements with a larger population and with sites identified for employment¹⁷. However, connectivity to employment opportunities elsewhere in the borough has also been considered. Sources: Local Plan Policies Map / GIS Economic Needs Assessment (2023)
Sustainable Transport Services	National and local planning policy support the use of sustainable transport¹⁸ and ensuring developments have access to these sustainable transport opportunities. This is expressed through national guidance and best practice for sustainable development (including the LPAs own climate emergency declaration and Horizon 2050 Vision). However, it is acknowledged, particularly for those settlements in rural areas, that private vehicles will be relied upon to a greater extent due to these settlements having a less reliable public transport system at present and their greater need to travel to larger settlements for a wider range of services and facilities. Long-distance journeys will more likely be carried out by bus and rail, whereas residents are more likely to walk and cycle shorter distances for recreation and leisure purposes. Therefore, this study primarily focuses on bus and rail for sustainable transport purposes. It considers good accessibility to be a direct transport connection to the main principal centre of the borough, particularly during peak times (with over 20 services during 06:30-09:30am and 04:00-07:30pm Monday to Friday), or access to a railway station. However, walking and cycling are acknowledged through the approach to defining accessibility (paragraph 3.3.6). More sustainable settlements are considered to have more frequent bus or rail services which offer a realistic alternative to private vehicles. Whilst a bus service (Monday-Saturday) is considered an important day-to-day service, the location and presence of a bus stop is not considered a reasonable indicator of sustainability in isolation from other services and facilities, which is supported by the NPPF.

¹⁷ As identified within the current adopted Local Plan 2011-2029

¹⁸ For the purposes of the study, sustainable transport methods includes walking, cycling, bus and rail services

	Other transport services (including community bus services) are not considered to be reliable alternatives to private vehicles given their limited frequency and operational hours (only benefitting a particular sector of the community). However, school run catchment bus services have been considered for secondary schools, given the large catchments that they cover, and greater distances residents are required to travel. Sources: Bus timetables GIS
Communications	Broadband Broadband connectivity, availability and speed of is an important issue for many rural communities and is becoming increasingly important given the prevalence of online shopping and rise in working from home, particularly post-Covid. The growth in data usage is set to continue, as superfast networks are rolled out further, and consumers demand higher speeds to support high-quality internet TV services and multiple devices on their broadband connection. Superfast Broadband is generally accepted to mean broadband services delivered partially, or wholly, using fibre optic cabling instead of the traditional copper wire infrastructure used for telephone communications. Superfast broadband could deliver internet download speeds in excess of 30Mbps (Ofcom definition). The best domestic fibre-based broadband can currently deliver download speeds up to 100Mbps, and Ultrafast broadband is slowly being rolled out which allows connection speeds of at least 300Mbps. There are two main types of fibre optic broadband: Fibre to the Cabinet (FTTC) and Fibre to the Premise (FTTP). Mobile data 4G is the fourth generation of mobile phone technology and follows on from 2G and 3G. There are four main network operators, these are: EE, O2, Vodafone and Three. The study has considered indoor 4G mobile data connection to all settlements overall. Ofcom have previously stated that almost all homes and offices can get a good, indoor 4G signal from at least one operator. However, many rural areas do suffer from patchy or unreliable mobile reception. As with broadband, with the increase in home working and social restrictions it is important that levels of connectivity are considered across the borough. Sources: Ofcom: View broadband availability - Ofcom Checker; View mobile availability - Ofcom Checker

APPENDIX C: Assessment of settlements to be included in the settlement hierarchy

The following table looks in more detail at each of the settlements with a key facility or service to consider whether they should be included in the Local Plan's settlement hierarchy. It considers factors such as the size of the settlement, what facilities, services and other amenities it contains, its current status in the adopted Local Plan, the overall cohesion of its built form, and other factors affecting its suitability for planned new development.

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
Ashford Hill	Primary school x 1 Village/community hall x 1	Public house (3.5km, Tadley) Convenience shop and Post office (4.4km, Headley)	Two key services and facilities are accessible within the built-up area of Ashford Hill. Other key facilities and services are available in Headley and Tadley. These can be accessed along wide country lanes that generally do not have a footway.	Ashford Hill has a Settlement Policy Boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. There are key services and facilities located within Ashford Hill serving two of the four key functions, and a wide range of other facilities and services in Tadley (less than 5km away). It is therefore suitable for inclusion in the settlement hierarchy.
Ashmansworth	Village/community hall x 1	Public house (3.4km, Faccombe)		Ashmansworth does not contain key services or facilities serving at least two functions. It is therefore not suitable for inclusion in the settlement hierarchy.
Ball Hill	Public house x 1	Convenience shop (2.4km, Woolton Hill) Post office (2.5km, Woolton Hill) Primary school (1.9km, Woolton Hill)		Ball Hill does not contain key services or facilities serving at least two functions. It is a dispersed rural settlement broken up by land in agricultural use or undeveloped countryside. The public house is not well related to the principal built up area and there is no footway along the

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
		Village/community hall (1.2km, East Woodhay)		road that connects to it. It is therefore not suitable for inclusion in the settlement hierarchy.
Bishops Green	Village/community hall x 1 Convenience shop x 1	Post office (1.5km, Headley) Public house (3.6km, Newbury)	The nearest post office is located in Headley which could be accessed by walking along pavement (alongside the A339), cycling, or by using bus number 32. Newbury is also accessible by the bus number 32. There is a footway along the A339 connecting to Newbury, however these facilities could also be accessed by walking or cycling across Greenham Common.	Bishops Green has a cohesive form of development, and the convenience shop and the community hall are at its centre. A wide range of other facilities and services can be accessed within 5km of the settlement including by public transport. The village is also within close walking distance of the employment area on Greenham Common (in West Berkshire). Bishops Green is therefore suitable for inclusion in the settlement hierarchy.
Bramley	Convenience shop x 2 Post office x 1 Primary school x 1 Public house x 1 Village/community hall x 1	N/A – all key functions served within the settlement.	The key services and facilities are located within the built form of Bramley.	Bramley has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying all four of the key functions, as well as a number of higher order facilities. It is therefore suitable for inclusion in the settlement hierarchy.
Brown Candover	Village/community hall x 1	Convenience shop (3.7km, Preston Candover)		Brown Candover is a small and dispersed settlement with a highly rural character that does not contain any facilities other than the village hall. It is

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
		Post office (3.7km, Preston Candover) Primary school (3.6km, Preston Candover) Public house (2km, Totford)		therefore not suitable for inclusion in the settlement hierarchy.
Burghclere	Primary school x 1 Public house x 1 Village/community hall x 1	Convenience shop (3.8km, Penwood), Tesco Extra, Newbury (5km)	The key services and facilities within Burghclere are accessible and contained in the built form. Newbury is accessible twice daily using bus route 7A.	Burghclere has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It contains key services and facilities satisfying three of the four key functions, and also includes a secondary school. Burghclere is approximately 5km from Newbury where it can access higher order facilities and employment opportunities. It is therefore considered suitable for inclusion in the settlement hierarchy.
Charter Alley	Convenience Store x 1	Primary school (1.1km, Pamber End) Village/community hall (2.9km, Ramsdell) Public house (2.2km, Pamber End)		Charter Alley only contains one key facility, and the identified facilities and services within Pamber End and Ramsdell can only be reached along narrow country lanes with no pavement. There are also no bus stops within the settlement. It is therefore not suitable for inclusion in the settlement hierarchy.

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
Cliddesden	Primary school x 1 Public house x 1 Village/community hall x 1	Convenience shop (3km, Basingstoke) Post office (2.7km, Basingstoke)	Cliddesden primary school is located outside the built-up area of Cliddesden, but is still easily accessed from the village. The hall is located at the edge of the built up area, and the pub is within the settlement. Facilities and services in Basingstoke are both accessible via walking, cycling, or driving, with an option to partially travel by bus routes 1 or 12 (from Vivaldi Close, Brighton Hill).	Cliddesden currently has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying three of the distinct key functions within the built form or close to it. Higher order services and employment opportunities are available nearby in Basingstoke. It is considered suitable for inclusion in the settlement hierarchy.
Deane	Public house x 1	Convenience shop (2.2km, Oakley) Post office (2.2km, Oakley) Primary school (2.4km, Oakley) Village/community hall (1.7km, Oakley)		Deane is a very small and dispersed settlement with a rural character that only includes a public house. It is therefore not suitable for inclusion in the settlement hierarchy.
Dummer	Public house x 1 Village/community hall x 1	Convenience shop (2.4km, Hounsme Fields) Post office (3.7km, Basingstoke) Primary school (3.4km, North Waltham)	The public house and hall are both located within the main built-up area of Dummer. There is a primary school at North Waltham (accessible via walking, cycling, driving, or bus route 16) and a new primary school is due to open at Hounsme Fields in SW	Dummer has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying all four of the distinct key functions within the built form or in an accessible distance from it. It is suitable for inclusion in the settlement hierarchy.

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
			Basingstoke in September 2025. Convenience retail (and a range of other services) are available at Hounsome Fields and Beggarwood centre.	
East End	Primary school x 1	Convenience shop (2.4km, Woolton Hill) Post office (2.5km, Woolton Hill) Public house (2.6km, Woolton Hill) Village/community hall (1.4km, East Woodhay)		East End does not contain key services or facilities serving at least two functions. It is a very dispersed and small rural settlement. It is therefore not suitable for inclusion in the settlement hierarchy.
Ecchinswell	Village/community hall x 1 Public house x 1 Primary school x 1	Convenience shop (3.9km, Kingsclere) Post office (3.4km, Kingsclere)	The hall, public house, and primary school are all located within the built form of Ecchinswell. The convenience store and post office in Kingsclere are accessible by walking, cycling or driving, though they are only accessible along country lanes with no pavement.	Ecchinswell has key services or facilities serving three distinct key functions within the built form of the settlement. The village is therefore suitable for inclusion within the settlement hierarchy.
Ellisfield	Village/community hall x 1 Public house x 1	Primary school (2.3km, Cliddesden)	The public house is located alongside a cluster of houses on Fox Lane, but otherwise surrounded by open fields. The hall is in the northeast of the	Ellisfield is a very small, dispersed settlement with pockets of development and no clear area or concentration of built form. The public house and village hall within Ellisfield are not well related

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
			settlement on Church Ln, a narrow country lane with no pavements, and is not well related to the public house. Cliddesden primary school is located within 5km of the village, however this is along a narrow single track lane with no bus service.	to each other. Although Cliddesden primary school is less than 5km away, it is inaccessible other than by car. It is therefore not suitable for inclusion within the settlement hierarchy.
Hannington	Village/community hall x 1 Public house x1 (reopened Aug 25)	None within 5km		Hannington has two key services or facilities serving two distinct functions within its built form, however it does not have a third key service or facility within an accessible distance. It is a rural small settlement in the national landscape, with no sustainable transport option to reach further key services or facilities, and there are no bus stops within or close to the built form. It is therefore not suitable for inclusion in the settlement hierarchy.
Headley	Village/community hall x 1 Convenience shop including post office x 1	Primary school (4.2km, Ashford Hill) Public house (2.8km, Kingsclere)	The village hall and shop (including post office) are both included within the built-up area of Headley. The public house near Kingsclere can be accessed by walking, cycling, driving or taking bus route 32. Ashford Hill primary school is accessible along a wide rural	Headley has key services and facilities satisfying all four of the distinct key functions within the built form or in an accessible distance from it. It is a significantly sized settlement with a cohesive pattern of development. It has multiple bus stops throughout the built form which offer sustainable transport options to reach Basingstoke or

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
			road, although only part of the road has a pavement.	Newbury. It is suitable for inclusion in the settlement hierarchy.
Heath End	Village/community hall x 1	Convenience shop (2.8km, Woolton Hill) Post office (2.9km, Woolton Hill) Primary school (1km, East End) Public house (2.9km, Ball Hill)		Heath End does not contain key services or facilities serving at least two functions. It is a very small settlement with dispersed dwellings. It is therefore not suitable for inclusion in the study.
Highclere	Village/community hall x 1 Public house x 2	Convenience shop and post office (2.2km, Woolton Hill), Primary school (1.9km, Woolton Hill)	The village hall and pub are located within the built-up area of Highclere. Other facilities can be easily accessed in Woolton Hill by a range of modes, including the No 7 bus.	Highclere has key services and facilities satisfying all four of the distinct key functions within the built form or in an accessible distance from it. It has a clear concentration of the built form and bus stops in the settlement providing connections to local facilities in Woolton Hill and higher order services and facilities in Andover and Newbury. It is suitable for inclusion in the settlement hierarchy.
Hurstbourne Priors	Village/community hall x 1	Convenience shop (3.3km, Whitchurch) Post office (2.7km, Longparish) Primary school (3.7km, Longparish)		Hurstbourne Priors is a small linear settlement that only includes a village hall. It is therefore not suitable for inclusion in the settlement hierarchy.

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
		Public house (2.7km, Longparish)		
Kingsclere	Convenience shop x 2 Post office x 1 Primary school x 1 Public house x 2 Village/community hall x 2	N/A – all key functions served within the settlement.	The key services and facilities are located within the built form of Kingsclere.	Kingsclere has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying all four of the distinct key functions within the built form, and a range of other services and facilities. It is therefore suitable for inclusion in the settlement hierarchy.
Laverstoke	Village/community hall x 1	Public House (1.4km, Freefolk) Convenience shop (3.2km, Overton) Post office (3.2km, Overton) Primary school (4.7km, Whitchurch)	The village hall is located within the built form, which is a small and mainly linear settlement. The public house, convenience shop, post office and primary school are all outside the settlement but can all be accessed by bus 76 which stops north of the main settlement on the B3400.	Laverstoke is a small and mainly linear settlement with a dispersed pattern of development. It only contains one key services or facility (a village hall). It is not considered suitable for inclusion in the settlement hierarchy.
Litchfield	Village/community hall x 1	None within 5km		Litchfield is a very small and dispersed settlement that only contains a village hall. It is therefore not suitable for inclusion in the study.
Little London	Village/community hall x 1 Public house x 1	Convenience shop (4km, Tadley) Post office (3.9km, Pamber Heath)	The hall and pub are both located within the built form of Little London. A convenience store and post office are both	Little London has key services and facilities satisfying all of the four key functions within the built form or in an accessible distance from it. It is on a

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
		Primary school (2.7km, Pamber End)	accessible along wide roads or by using bus route 14 into Tadley. Similar facilities are also available in Bramley (also accessed by route 14). The catchment primary school (The Priory School in Pamber End) is more remotely located and would be more difficult to access other than by the private car.	bus route between Tadley and Basingstoke and has a cohesive form of development. It is suitable for inclusion in the settlement hierarchy.
Mapledurwell	Village/community hall x 1 Public house x 1	Convenience shop (2.7km, Old Basing)	The hall and pub are not well-related to each other or the built form, with the local pub along a single lane with poor visibility and no pavements to the south (Tunworth Rd), and the hall being to the north. The hall is only accessibly along Greywell Road which has no pavements.	Mapledurwell spreads across a large area, and is largely triangular in shape. The village consists of large residential plots, a number of which cluster to the north and south, with large breaks in the village frontage along Tunworth Road and Frog Lane making the village dispersed in character. The majority of the village is designated as a conservation area. The two Key Services and Facilities are not well-related to each other or the built form, with the local pub being some distance to the south from the main area of housing, and the hall being to the north. The surrounding area is very rural in nature, with limited road infrastructure or footways and narrow single track, country lanes, particularly to the southern part of the village. The built

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
				form is broken up by land in agricultural use or undeveloped countryside. The settlement is not suitable for inclusion within the settlement hierarchy.
Monk Sherborne	Village/community hall x 1	Convenience shop (1.8km, Sherborne St John) Post office (4.8km, Basingstoke) Primary school (4.3km, Basingstoke) Public house (2.4km, Sherborne St John)		Monk Sherborne does not contain key services or facilities serving at least two functions. It is therefore not suitable for inclusion in the settlement hierarchy.
Mortimer West End	Village/community hall x 1	Convenience shop (2.8km, Pamber Heath) Post office (2.8km, Pamber Heath) Primary school (1.4km, Silchester)		Mortimer West End does not contain key services or facilities serving at least two functions. The village has a dispersed form with two parts, to the north and south, which are not well-related or connected. The area is semi-rural in nature with limited transport infrastructure, and no footways. It is not considered suitable for inclusion in the settlement hierarchy.
Newnham	Village/community hall x 1 Public house x 1	Convenience shop (2.3km, Hook) Post office (2.3km, Hook) Primary school (2.8km, Hook)	Newnham Clubroom is located in the south of Newnham. It is not well related to the majority of the built form which is in the north of the settlement, and is only accessible along a road	Newnham comprises scattered dwellings loosely clustered around the village green in the centre of the village. The openness of the village green and the surrounding area is a key characteristic of the village and

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
			with no pavements. The pub is in the north of the settlement and is also only accessible along a road with no pavements. To reach the facilities and services in Hook by public transport ⁰ there is a bus on the A30, however this would require a 20 minute walk along a single country lane with no pavements.	contributes to the heritage significance of its conservation area (and other heritage assets) and results in a dispersed built form. There is no bus route which serves the settlement directly, and it doesn't have a clear central area or concentration of the built form which the key facilities or services may serve. The main road (Newnham Rd) running through the settlement has no pavement. The settlement would not be suitable for an SPB and should not be included in the settlement hierarchy.
Newtown	Village/community hall x 1 Public house x 1	Convenience shop (3.2km, Newbury) Post office (3.2km, Newbury) Primary school (2.6km, Newbury)	Newtown comprises two small and separate groups of housing. The northern area includes a pub and the southern area includes a village hall (accessed via an unsurfaced track). The areas of housing are connected by Well Street, a narrow hedge-lined road with no footpath. Higher order facilities can be accessed in Newbury.	The built form of Newtown is not cohesive and the two built areas are separated by areas of open countryside and woodland. Its rural and scattered character was recognised by recent planning appeal decisions which determined that it was not a 'built-up area' (planning application references: 18/2095/OUT and 18/03068/FUL). The dispersed nature of the settlement and its facilities means that it would not be suitable for an SPB or to be included in the settlement hierarchy.
Northington	Village/community hall x 1	None within 5km		Northington does not contain key services or facilities serving at least two

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
				functions. It is therefore not suitable for inclusion in the study.
North Waltham	Convenience shop x 2 Primary school x 1 Public house x 1 Village/community hall x 1	N/A – all key functions served within the settlement.	The key services and facilities are located within the built-up area of North Waltham. The pub is remote from the main built-up area, though still within an easy walking distance.	North Waltham has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has access to key services and facilities satisfying all four of the key functions and is considered suitable for inclusion in the settlement hierarchy.
Oakley	Convenience shop x 2 Post office x 1 Primary school x 1 Public house x 3 Village/community hall x 2	N/A – all key functions served within the settlement.	The key services and facilities are located within the built form of Oakley.	Oakley has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying all four of the key functions, as well as a number of higher order facilities. It is therefore suitable for inclusion in the settlement hierarchy.
Old Basing	Convenience shop x 2 Primary school x 1 Public house x 4 Village/community hall x 1	N/A – all key functions served within the settlement.	The key services and facilities are located within the built form of Old Basing.	Old Basing has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying all four of the key functions, as well as a number of higher order facilities. It is therefore suitable for inclusion in the settlement hierarchy.
Overton	Convenience shop x 3 Post office x 1	N/A – all key functions served	The key services and facilities are located within the built form of Overton.	Overton has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
	Primary school x 1 Public house x 4 Village/community hall x 3	within the settlement.		adopted Local Plan. It has key services and facilities satisfying all four of the key functions, as well as a number of higher order facilities. It is therefore suitable for inclusion in the settlement hierarchy.
Pamber End	Public house x 1	Primary school, (1.7km, The Priory), Convenience shop (3.2km, Sherborne St John) Post Office (4.4km, Tadley) Village/community hall (1.8km, Little London)	The public house is at the southern end of Pamber End, and is not well related to the principal residential area (walkable along A340). The Priory Primary School is approximately 1.7km from its centre. There are no residential dwellings next to it and large areas of open fields between the school and the rest of the main area of housing. It is only accessible along a lane with no pavements and poor visibility on corners. There is a bus service on the A340 providing access to the facilities in Tadley and Basingstoke.	Pamber End is a small and dispersed linear settlement along the A340 that only contains one key facility and service. Although it is noted the garden centre includes a coffee shop, this does not change this assessment. The residential area is broken into two parts by a gap occupied by a garden centre and open countryside and is not sufficiently large or cohesive to have an SPB and be included in the settlement hierarchy.
Penwood	Convenience shop x 1	Post Office (1.6km, Woolton Hill) Primary School (1.4km, Woolton Hill)		Penwood does not contain key services or facilities serving at least two functions. It is a small settlement served mainly by facilities in Woolton Hill. It is therefore not suitable for inclusion in the settlement hierarchy.

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
		Public house (1.7km, Woolton Hill) Village/Community Hall (1.8km, Woolton Hill)		
Preston Candover	Convenience shop x 1 Post office x 1 Primary school x 1 Village/community hall x 1	Public house (3km, Lower Wield)	A range of rural pubs, including the Yew Tree at Lower Wield can be reached from the settlement via rural roads.	Preston Candover has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. The village pub closed in 2024 but there are still services/facilities satisfying three functions within the settlement. It is therefore suitable for inclusion in the settlement hierarchy.
Ramsdell	Village/community hall x 1	Convenience shop (0.8km, Charter Alley) Public House (3.5km, Wolverton Townsend)	The convenience shop in Charter Alley can only be accessed along a narrow hedge-lined country lane without a footway.	Ramsdell does not contain key services or facilities serving at least two functions. The settlement is therefore not suitable for inclusion in the settlement hierarchy.
Sherborne St John	Convenience shop x 1 Primary school x 1 Public house x 1 Village/community hall x 2	Post office (3.6km, Basingstoke)	Higher order facilities in Basingstoke are accessible along by walking, cycling or driving along wide country roads or by using bus routes 2, 4 and 5.	Sherborne St John has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying all four of the key functions within its built-up area. It is suitable for inclusion in the settlement hierarchy.
Sherfield on Loddon	Convenience shop x 2	Primary school (3.7km, Bramley)	Bramley Primary School could be accessed by bus route 14,	Sherfield on Loddon has a settlement policy boundary and is assigned a

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
	Post office x 1 Public house x 2 Village/community hall x 1		but it is noted that this service does not currently run until after 9am. There is also no footway along Sherfield Road to Bramley.	housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying three of the distinct key functions within the built-up area, including a choice of local shops and pubs, and is considered suitable for inclusion in the settlement hierarchy.
Silchester	Village/community hall x 1 Public house x 1 Primary school x 1	Convenience shop/post office (1.8km, Pamber Heath)	The primary school is outside but well-related to the main built-up area. The no 14 bus connects the village to the facilities in Pamber Heath and Tadley.	Silchester is one of the larger rural settlements without a current SPB, and has services and facilities satisfying three of the four identified key functions. It is considered suitable for inclusion in the settlement hierarchy.
Steventon	Village/community hall x 1	Convenience shop (3.2km, North Waltham) Post office (4.9km, Overton) Primary school (2.9km, North Waltham) Public house (3.7km, North Waltham)		Steventon does not contain key services or facilities serving at least two functions. It is a dispersed linear settlement relying on North Waltham and Overton for most of its day-to-day facilities and services, which is only accessible via narrow country lanes with no pavements. It is therefore not suitable for inclusion in the study.
St Mary Bourne	Post office x 1 Primary school x 1 Public house x 2 Village/community hall x 1	N/A – all key functions served within the settlement.	The key services and facilities are located within the built form of St Mary Bourne.	St Mary Bourne has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying all four of the distinct key functions within its

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
				built-up area. It is suitable for inclusion in the settlement hierarchy.
Stoke	Public house x 1	Convenience shop (3.6km, Hurstbourne Tarrant) Post office (2.5km, St Mary Bourne) Primary School (1.9km, St Mary Bourne) Village/community hall (2.5km, St Mary Bourne)		Stoke does not contain key services or facilities serving at least two functions. It is a small, rural settlement and is not suitable for inclusion in the settlement hierarchy.
Stratfield Saye	Public house x 1	Convenience shop (3.1km, Turgis Green) Post Office (4km, Bramley) Primary School (3.6km, Bramley)		Stratfield Saye is a dispersed rural settlement with a small number of dwellings and a public house, and is not suitable for inclusion in the settlement hierarchy.
Tadley urban area (including Baughurst and Pamber Heath)	Convenience shop x 8 Post office x 1 Primary school x 3 Public house x 6 Community/village hall x 3	N/A – all key functions served within the combined settlements.	The key services and facilities are located within the built form of Tadley urban area.	Tadley has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying all four of the distinct key functions within its built-up area. It is suitable for inclusion in the settlement hierarchy.

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
Turgis Green	Convenience shop x 1	Post Office (2.1km, Sherfield on Loddon) Public House (2.1km, Sherfield on Loddon) Village/community hall (2.2km, Sherfield on Loddon)		Turgis Green is a very small rural settlement that has only been scoped into this assessment due to the proximity of a petrol station (with a small convenience store) on the A33. It is therefore not suitable for inclusion in the study.
Upton Grey	Convenience shop/post office x 1 Public house x 1 Village/community hall x 1	No primary school within 5km.	The three key services and facilities are located within the built form of Upton Grey. The catchment primary school is at Long Sutton, 6km away via rural roads.	Upton Grey has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying three of the four distinct key functions within the built form. It is therefore suitable for inclusion in the settlement hierarchy.
Whitchurch	Convenience shop x 3 Post office x 1 Primary school x 1 Public house x 5 Village/community x 2	N/A – all key functions served within the settlement.	The key services and facilities are located within the built form of Whitchurch.	Whitchurch has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key services and facilities satisfying all four of the distinct key functions within its built-up area, as well as a range of higher order facilities. It is suitable for inclusion in the settlement hierarchy.
Woolton Hill	Convenience shop x 1 Post office x 1 Primary school x 1	N/A – all key functions served within the settlement.	The key services and facilities are located within the built-up area of Woolton Hill.	Woolton Hill has a settlement policy boundary and is assigned a housing figure through Policy SS5 of the adopted Local Plan. It has key

Settlement	Key Services or Facilities (within or close to village) (Jan 2025)	Facilities within accessible distance	Accessibility of facilities	Suitability for inclusion in settlement hierarchy
	Public house x 1 Village/community hall x 1			services and facilities satisfying all four of the distinct key functions within its built-up area, as well as a doctor's surgery. It is suitable for inclusion in the study.

Conclusion

The following settlements are therefore suitable for inclusion in the settlement hierarchy and are taken forward for more detailed consideration in Stage 1 of the study.

Ashford Hill	Highclere	Sherborne St John
Bishops Green	Kingsclere	Sherfield on Loddon
Bramley	Little London	Silchester
Burghclere	North Waltham	St Mary Bourne
Cliddesden	Oakley	Tadley (inc. Baughurst and Pamber Heath)
Dummer	Old Basing	Upton Grey
Ecchinswell	Overton	Whitchurch
Headley	Preston Candover	Woolton Hill

APPENDIX D: Matrix of services and facilities in settlements

Explanatory note

- The table below and its information is correct at the time data was gathered in January 2025.
- Rows with Key Services and Facilities are shaded in yellow.
- Settlements highlighted in grey are settlements outside the borough boundary.
- The schools identified for each settlement are the catchment schools.
- Where a service or facility is limited to certain days of the week, initials have been used to identify when the service or facility is operational. This is identified by the day of the week initial as follows: **M** (Monday), **T** (Tuesday), **W** (Wednesday), **T** (Thursday), **F** (Friday), **Sa** (Saturday) and **S** (Sunday).
- Google Maps has been used to calculate distances. Distance measurements to each of the nearest services and facilities were taken from the shortest calculated routes from Google's chosen central point of each settlement by road. These measurements are recorded in kilometres (km). It was assumed that the Google Maps calculated routes were physically appropriate for the detail required for this study and the likely methods of travel.
- Data sources are set out within Appendix B.

*Tadley also includes those parts of Baughurst and Pamber Heath within the same Settlement Policy Boundary.

Facility/ Service		Ashford Hill (AH)	Bishops Green (BG)	Bramley (BR)	Burghclere (BU)	Cliddesden (CL)	Dummer (DU)	Ecchinswell (EC)	Headley (HE)	Highclere (HI)	Kingsclere (KI)	Little London (LL)	North Waltham (NW)	Oakley (OA)	Old Basing (OB)	Overton (OV)	Preston Candover (PC)	Sherborne St John (SSJ)	Sherfield on Loddon (SOL)	Silchester (SI)	St Mary Bourne (SMB)	Tadley (TAD)*	Upton Grey (UG)	Whitchurch (WHI)	Woolton Hill (WO)	Andover (AN)	Hook (HO)	Mortimer (MO)	Newbury (NE)
Population (settlements within the borough HCC SAPF,2023, settlements outside the borough ONS, 2022)		260	700	5,090	550	430	280	210	420	470	2,950	160	770	5,180	4,050	4,530	180	800	1,340	530	570	15,210	470	5,540	1,930	49,360	9,320	2,900	42,580
Convenience shop	Number in settlement	-	1 (Ashland Store)	2 (The Barn Farm Shop and Bistro, One Stop)	-	-	-	-	1 (Headley Village Community Shop)	-	2 (Budgens, Swan Street Stores)	-	2 (Old Barn Stores, Budgens)	2 (Co-Op Food, One Stop)	2 (Co-Op Food, Old Basing Village Shop)	3 (The Co-Op, SPAR, Wilson & Sons Greengrocer)	2 (Candover Valley Store, Cost cutter)	1 (Sherborne Village Store)	2 (The Shop, Londis)	-	8 (Multiple)	1 (Upton Grey Village Shop & Café)	4 (Premier x2, Tesco Express, Co-Op Food)	1 (Sainsbury's Newsagents)	>10 (Multiple)	5 (Multiple)	2 (Co-Op, Morrisons Daily)	>10 (Multiple)	
	Nearest alternative	Headley Village Community Shop (4.4km)	-	-	Woodlands Stores Penwood (3.8km)	One Stop (3km)	Tesco, Hounsdown Fields (2.4km)	Budgens, Kingsclere (3.9km)	-	The Stores, Woolton Hill (2.2km)	-	Select & Save Koala Stores Tadley (4km)	-	-	-	-	-	-	-	Londis, Pamber Heath (1.8km)	Co-Op Food Whitchurch (5.9km)	-	-	-	-	-	-	-	-
Supermarket	Number in settlement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2 (Sainsbury's, Lidl)	-	-	-	7 (Multiple)	2 (Tesco Superstore, Sainsbury's)	-	>10 (Multiple)	
	Nearest alternative	Lidl, Tadley (5km)	Tesco Extra, Newbury (5.5km)	Sainsbury's, Tadley (8.4km)	Tesco Extra, Newbury (5km)	Asda Superstore, Basingstoke (2.7km)	Lidl, Basingstoke (3.8km)	Tesco Extra, Newbury (9.2km)	Tesco Extra, Newbury (6.9km)	Tesco Extra, Newbury (7.7km)	Tesco Extra, Newbury (11.2km)	Sainsbury's, Tadley (4.5km)	Lidl, Basingstoke (5.6km)	Sainsbury's, Basingstoke (6.7km)	Waitrose and Partners, Basingstoke (3.2km)	Lidl, Basingstoke (11.1km)	Lidl, Basingstoke (9.1km)	Aldi, Basingstoke (4.6km)	Tesco Superstore, Chineham (5.3km)	Sainsbury's, Tadley (3.2km)	Lidl, Andover (7.9km)	-	Tesco Superstore, Hook (8.1km)	Lidl, Andover (10km)	Tesco Extra, Newbury (7.4km)	-	Sainsbury's, Tadley (7.4km)	-	
Other Shop/Service	Number in settlement	-	-	1 (Bramley Village Bakery)	-	-	1 (Honesty at Dummer Down)	-	-	-	2 (Honesty Kingsclere, The Village Butcher)	2 (Little London Brides, Little London Therapies)	-	1 (V&B Butchers)	4 (Odiham Cottage Hospital Shop, Conkers, The Street Bakeshop, Trilbys Hairdressers)	>20 (Multiple)	-	-	2 (Mole Country Stores, SOL Garden Centre & Café)	-	1 (The Boundary Community Shop and Café)	>20 (Multiple)	-	>20 (Multiple)	-	>20 (Multiple)	>20 (Multiple)	6 (Multiple)	>20 (Multiple)
	Nearest alternative	N/A	N/A	-	N/A	N/A	-	N/A	N/A	N/A	-	N/A	-	-	-	-	N/A	N/A	-	N/A	-	-	N/A	-	N/A	-	-	-	-
Post Office	Number in settlement	-	-	1 (Bramley Post Office)	-	-	-	-	1 (Post Office Headley)	-	1 (Kingsclere Post Office)	-	-	1 (Oakley Post Office)	-	1 (Overton Post Office)	1 (Preston Candover Post Office)	-	1 (Sherfield on Loddon Post Office)	-	1 (St Mary Bourne Post Office)	1 (Tadley Post Office)	1 (Upton Grey Post Office)	1 (Whitchurch Post Office)	1 (Woolton Hill Post Office)	4 (King Arthurs Way, Charlton, Andover, Salisbury Road)	1 (Hook Delivery Office)	-	3 (Newbury Post Office, Avon Way Post Office, St Johns Stores and Post Office)

Facility/ Service		Ashford Hill (AH)	Bishops Green (BG)	Bramley (BR)	Burghclere (BU)	Cliddesden (CL)	Dummer (DU)	Ecchinswell (EC)	Headley (HE)	Highclere (HI)	Kingsclere (KI)	Little London (LL)	North Waltham (NW)	Oakley (OA)	Old Basing (OB)	Overton (OV)	Preston Candover (PC)	Sherborne St John (SSJ)	Sherfield on Loddon (SOL)	Silchester (SI)	St Mary Bourne (SMB)	Tadley (TAD)*	Upton Grey (UG)	Whitchurch (WHI)	Woolton Hill (WO)	Andover (AN)	Hook (HO)	Mortimer (MO)	Newbury (NE)	
	Nearest alternative	Headley Post Office (4.4km)	Headley Post Office (1.5km)		Woolton Hill Post Office (5.1km)	Brighton Hill Post Office (2.7km)	Broadmer e Post Office (3.7km)	Kingscler e Post Office (3.4km)		Woolton Hill Post Office (2.2km)		Pamber Heath Post Office (3.9km)	Broadmer e Post Office (6.2km)		Basingsto ke Delivery Office (6.4km)			Shakespe are Road Post Office (3.6km)		Pamber Heath Post Office (1.8km)								Burghfi eld Comm on Post Office (2.9km)		
Primary School	Number in settlement	1 (Ashford-Hill Primary School)		1 (Bramley C of E Primary School)	1 (Burghclere Primary School)	1 (Cliddesden Primary School)		1 (Ecchinswell and Sydmonton Church of England Primary School)			1 (Kingsclere C of E Primary School)		1 (North Waltham Primary School)	1 (Oakley Church of England School)	1 (Old Basing Infant School and St Mary's CofE Junior School)	1 (Overton Church of England Primary School)	1 (Preston Candover Primary School)	1 (Sherborn e St John CofE Primary School)		1 (Silchester r Church of England Primary School)	1 (St Mary Bourne Primary School)	3 (Tadley Community Primary School, Burnham Copse Primary School, Bishopswood Infant and Junior School)		1 (Whitchurch CofE Primary School)	1 (St Thomas Infant School / Woolton Hill Junior School)	>10 (Multiple)	1 (Hook Infant and Junior School)	1 (Mortimer St John's CofE Primary School)	>10 (Multiple)	
	Catchment school (if not in settlement)		Ashford Hill Primary School (5.2km)				North Waltham Primary School (3.4km)		Ashford Hill Primary School (4.2km)	St Thomas' Cof E Infant School (1.9km)		The Priory School, Pamber End (2.7km)							Bramley CE Primary School (3.7km)				Long Sutton C of E Primary School (6.2km)							
Secondary School	Page 415	Number in settlement				1 (The Clere School and Technology College)																1 (The Hurst Community School)		1 (Testbourne Community School)		3 (Winton Community Academy, John Hansons Community School , Harrow Way Community School)		-	-	2 (Trinity School I, St Bartholomews School I)
		Catchment school (if not in settlement)	The Clere School and Technology College (10.7km)	The Clere School and Technology College (5.2km)	Everest Community Academy (7.3km)		Brighton Hill Community School (3km)	Brighton Hill Community School (6.7km)	The Clere School and Technology College (4.9km)	The Clere School and Technology College (6.5km)	The Clere School and Technology College (6km)	The Clere School and Technology College (8.1km)	The Hurst Community College (7.3km)	Brighton Hill Community School (9.2km)	Cranbourne School (7.9km)	The Costello School (4.3km)	Testbourne Community School (6.7km)	Perins Academy (10.3km)	Everest Community Academy (1.8km)	Everest Community College (7.6km)	The Hurst Community College (6.3km)	Testbourne Community School (6.6km)		Robert May's School, Odiham (5.3km)		The Clere School and Technology College, Burghclere (5.8km)		Robert May's School , Odiham (4.2km)	The Willink School (3.3km)	
	Catchment school bus service?	Y	Y	N	N	N	N	Y	Y	Y	Y	Y	N	N	N	Y	Y	N	N	N	Y	N	N	N	Y	Y	Y	Y	Y	
Early Years	Number in settlement			2 (Butter Daisy Nursery, Little Apples of Bramley)		1 (Otters Nursery School)					2 (Kingsclere Village Bunnies, Kingscler			2 (St Leonard's Pre-school, Acorns Nursery)	1 (Old Basing Village Nursery School)	3 (Little Steps Montessori, The Children's House,	1 (Candover Valley Pre School)				1 (Ninny's House)	3 (St Paul's Pre School, Bo Peeps Day Nursery,		3 (Rising Fives, Whitchurch Montessori Nursery		>10 (Multiple)	3 (Hook Village Nursery, St Johns	-	9 (Multiple)	

	Facility/ Service		Ashford Hill (AH)	Bishops Green (BG)	Bramley (BR)	Burghclere (BU)	Cliddesden (CL)	Dummer (DU)	Ecchinswell (EC)	Headley (HE)	Highclere (HI)	Kingsclere (KI)	Little London (LL)	North Waltham (NW)	Oakley (OA)	Old Basing (OB)	Overton (OV)	Preston Candover (PC)	Sherborne St John (SSJ)	Sherfield on Loddon (SOL)	Silchester (SI)	St Mary Bourne (SMB)	Tadley (TAD)*	Upton Grey (UG)	Whitchurch (WHI)	Woolton Hill (WO)	Andover (AN)	Hook (HO)	Mortimer (MO)	Newbury (NE)
					Pre-School)							e Pre-school)					Overton Playgroup)						Miss Polly's The Hurst Nursery)		and Forest School, The Oak Tree Nursery School)			Pre-School , Oaklea House Day Nurser y)		
		Nearest alternative	Miss Polly's The Hurst Nursery (2.8km)	Woodlands Day Nursery, Greenham (1.1km)		Wings and Wellies Nursery, Newbury (6.1km)		Kiddi Caru Nursery and Preschool (3.8km)	Woodlands Day Nursery (5.6km)	Woodlands Day Nursery (2.4km)	Wings and Wellies Nursery (5km)		Little Apples of Bramley Pre-School (3.9km)	Kiddi Caru Nursery and Preschool (6.2km)					Blossom Day Nursery (2.8km)	Willowden e at Sherfield Park (3.5km)	Bo Peeps Day Nursery (4.4km)			Little Meadows Nursery, Herriard (4.6km)		Wings and Wellies Newbury (4.7km)	Multiple		The rainbow nursery (2.5km)	
Healthcare Services	GP Surgery	Number in settlement	-	-	1 (Clift Surgery)	-	-	-	-	-	-	1 (Watership Down Health)	-	Watership Down Health	1 (Watership Down Health)	1 (Old Basing Health Centre)	1 (Watership Down Health)	-	-	-	-	1 (Two Rivers Medical Partnership - Derrydown Clinic)	2 (The Tadley Medical Partnership, Morland Surgery)	-	1 (Whitchurch Surgery)	1 (Woolton Hill Surgery)	6 (Multiple)	1 (Hook Surgery)	1 (Mortimer Surgery)	7 (Multiple)
		Nearest alternative	Holmwood Health Centre, Tadley (5.2km)	Watership Down Health, Kingsclere (5.7km)		Falkland Surgery, Newbury (5.4km)	CGH Partnership - Gillies Health Centre, Basingstoke (2.8km)	Beggarwood Surgery (3.7km)	Watership Down Health, Kingsclere (3.3km)	Watership Down Health, Kingsclere (4.4km)	Woolton Hill Surgery (2.5km)		Morland Surgery, Tadley (3.9km)	Watership Down Health, Oakley (7.4km)				The Watercress Medical Group, Alton (9.9km)	Rooksdown Practice, Basingstoke (2.8km)	Clift Surgery, Bramley (4km)	The Tadley Medical Partnership (3.4km)			Odiham Health Centre (6.5km)						
	Dentist	Number in settlement	-	-	-	-	-	-	-	-	-	1 (Imogen-Dental)	-	-	-	1 (BUPA Dental Care Basingstoke)	-	-	-	-	-	-	2 (Harrison Dental Tadley, Tadley Dental Care)	-	2 (Dental Concepts Whitchurch, Orthodontics by Eva)	-	6 (Multiple)	2 (Dental care, Hook Dental)	1 (Oaktree Dental Practice)	12 (Multiple)
		Nearest alternative	Tadley Dental Care (4.7km)	Cedar Dental Care, Thatcham(6.9km)	Chineham Dental Surgery (6.1km)	Mistry Vishnu, Newbury (5.9km)	Gillies Dental Centre, Basingstoke (2.8km)	Beggarwood Dental Surgery (3.7km)	Imogen Dental, Kingsclere (3.3km)	Imogen Dental, Kingsclere (4.4km)	Mistry Vishnu, Newbury (7.4km)		Harrison Dental, Tadley (4.9km)	Beggarwood Dental Surgery (6.1km)	Basingstoke Orthodontics (4.9km)		Dental Concepts Whitchurch (6.4km)	Beggarwood Dental Surgery (9.7km)	Stratfield Road Dental Practice (3.9km)	Chineham Dental Surgery (4.5km)	Harrison Dental, Tadley (3.1km)	Dental Concepts Whitchurch (6.3km)		BUPA Dental Care Basingstoke (6.2km)		Mistry Vishnu, Newbury (7.1km)				
	Pharmacy	Number in settlement	-	-	-	-	-	-	-	-	-	1 (Kingsclere Pharmacy)	-	-	1 (Oakley Pharmacy)	1 (Day Lewis Pharmacy)	1 (Overton Pharmacy)	-	-	-	-	-	2 (Morland Pharmacy , Holmwood Pharmacy)	-	1 (Wellbeing Pharmacy)	-	8 (Multiple)	2 (Boots, Whitewater Pharmacy)	2 (Mortimer Pharmacy, The Little Village Pharmacy)	9 (Multiple)
		Nearest alternative	Holmwood Pharmacy , Tadley (5.2km)	Thatcham Pharmacy (5.6km)	Chineham Pharmacy (5.3km)	Wash Common Pharmacy (5.4km)	Brighton Hill Pharmacy (2.8km)	Boots, Basingstoke (3.7km)	Kingsclere Pharmacy (3.4km)	Kingsclere Pharmacy (4.5km)	Wash Common Pharmacy (5.8km)		Morland Pharmacy (3.9km)	Oakley Pharmacy (5.2km)				Boots, Beggarwood Surgery (9.7km)	Rooksdown Pharmacy (2.7km)	Chineham Pharmacy (4.8km)	Morland Pharmacy (3.8km)	Wellbeing Pharmacy (5.9km)		Touchwood Pharmacy , Odiham (6.3km)		Wash Common Pharmacy (5.6km)	Multiple			
Social	Public House	Number in settlement	-	-	1 (Bramley Inn)	1 (The Carpenter's Arms)	1 (The Jolly Farmer)	1 (The Queen Inn)	1 (Royal Oak)	-	2 (The Pheasant, The Highclere Red House)	2 (George & Horn, Bell and the Dragon)	1 (Plough Inn)	1 (The Fox)	3 (The Barley Mow, The Fox Inn, The Beach Arms)	4 (Bartons Mill, The Crown, The Bolton Arms, Hatch)	4 (The Greyhound, The Old House at Home, White Hart,		1 (The Swan)	2 (Longbridge Mill, White Hart)	1 (The Calleva)	2 (The George Inn, Bourne Valley Pub)	6 (Multiple)	1 (The Hoddington Arms)	5 (Multiple)	1 (The Rampant Cat)	>10 (Multiple)	2 (Old White Hart, Hogget Hook)	3 (The Turners Arms, Victoria Arms, The Horse and	>10 (Multiple)

Facility/ Service			Ashford Hill (AH)	Bishops Green (BG)	Bramley (BR)	Burghclere (BU)	Cliddesden (CL)	Dummer (DU)	Ecchinswell (EC)	Headley (HE)	Highclere (HI)	Kingsclere (KI)	Little London (LL)	North Waltham (NW)	Oakley (OA)	Old Basing (OB)	Overton (OV)	Preston Candover (PC)	Sherborne St John (SSJ)	Sherfield on Loddon (SOL)	Silchester (SI)	St Mary Bourne (SMB)	Tadley (TAD)*	Upton Grey (UG)	Whitchurch (WHI)	Woolton Hill (WO)	Andover (AN)	Hook (HO)	Mortimer (MO)	Newbury (NE)
																	the Red Lion)												Groom)	
		Nearest alternative	The Badgers Wood, Tadley (3.5km)	The Swan Inn, Newbury (3.6km)						The Star Inn, Kingsclere (2.8km)								The Yew Tree, Lower Wield (3km)												
Community Facilities	Village Hall	Number in settlement	1 (Ashford Hill Village Hall)	1 (Village Hall and Community Centre)	1 (Bramley Village Hall)	1 (Portal Hall)	1 (Cliddesden Millenium Village Hall)	1 (Dummer Village Hall)	1 (Ecchinswell Village Hall)	1 (Headley Village Hall)	1 (Highclere Village Hall)	2 (The Fieldgate Centre, Kingsclere Village Club)	1 (St Stephen's Hall)	1 (Rathbone Pavilion)	1 (East Oakley Village Hall)	1 (Old Basing Village Hall)	3 (Overton Community Centre, St Mary's Hall, St Luke's Hall)	1 (Preston Candover Village Hall)	2 (Sherborne St John Social Club, Chute Pavilion)	1 (Sherfield on Loddon Village Hall)	1 (Silchester Village Hall)	1 (St Mary Bourne Village Centre)	3 (Tadley Memorial Hall, Heath End Village Hall, The Link)	1 (Upton Grey Village Hall)	2 (Whitchurch Parish Hall, Gill Nethercott Centre)	1 (Woolton Hill Church Hall)	>10 (Multiple)	4 (Hook Village Hall, Hook Community Centre, Elizabeth Hall, Hart Neighbourhood Centre)	2 (Mortimer Community Centre, St John's Village Hall)	>10 (Multiple)
		Nearest alternative																												
	Place of Worship	Number in settlement	1 (St Paul's Church)	-	1 (St James's Church)	1 (Church of the Ascension)	1 (St Leonard's Church)	1 (All Saints Church)	1 (St Lawrence Church)	1 (St Peter's Church)	1 (St Michael & All Angels Church)	1 (St Mary's Church)	-	1 (St Michael's Church)	2 (St Leonard's Church, Oakley Methodist Church)	1 (St Marys Church)	2 (Overton Methodist Church, St Mary's Church)	1 (St Mary the Virgin Church)	1 (St Andrew's)	1 (St Leonard's Church, Sherfield on Loddon)	2 (St Mary the Virgin Mission, Silchester Methodist Church)	1 (St Peter's Church)	4 (St Michael's RC Church, St Peter's Church, Tadley URC Church, St Paul's Church)	1 (St Mary's Church)	5	1 (St Thomas the Apostle Church)	>10 (Multiple)	3 (Life Church , St John the Evangelist, Sacred Heart Catholic Church)	3 (Methodist Church , St John's C of E Church , St Mary the virgin church)	9 (Multiple)
		Nearest alternative		St Peter's Church, Headley (1km)									Pamber Priory Church (3.5km)					St Bede's Church, Basingstoke (2.5km)												
	Library	Number in settlement	-	-	-	-	-	-	-	-	1 (Kingsclere Community Library)	-	-	-	-	-	1 (Overton Library)	-	-	-	-	-	1 (Tadley Library)	-	1 (Whitchurch Library)	-	1 (Andover Library)	-	1 (Mortimer Library)	1 (Newbury Library)
		Nearest alternative	Tadley Library (5.2km)	Kingsclere Community Library (5.9km)	Tadley Library (8.6km)	Wash Common Library (6.9km)	South Ham Community Library (4.8km)	South Ham Community Library (8.1km)	Kingsclere Community Library (3.5km)	Kingsclere Community Library (4.6km)	Wash Common Library (5.2km)	Kingsclere Community Library	Tadley Library (4.4km)	Overton Library (7.3km)	South Ham Community Library (5.4km)	Chineham Library (2.6km)		Basingstoke Discovery Centre (12.9km)	Basingstoke Discovery Centre (7.5km)	Chineham Library (5.5km)	Tadley Library (3.3km)	Whitchurch Library (6.1km)		Basingstoke Discovery Centre (8.5km)		Wash Common Library (4.7km)	Andover Library	Chineham Library (8.4km)		

	Facility/ Service		Ashford Hill (AH)	Bishops Green (BG)	Bramley (BR)	Burghclere (BU)	Cliddesden (CL)	Dummer (DU)	Ecchinswell (EC)	Headley (HE)	Highclere (HI)	Kingsclere (KI)	Little London (LL)	North Waltham (NW)	Oakley (OA)	Old Basing (OB)	Overton (OV)	Preston Candover (PC)	Sherborne St John (SSJ)	Sherfield on Loddon (SOL)	Silchester (SI)	St Mary Bourne (SMB)	Tadley (TAD)*	Upton Grey (UG)	Whitchurch (WHI)	Woolton Hill (WO)	Andover (AN)	Hook (HO)	Mortimer (MO)	Newbury (NE)
Recreation / Sports and Leisure	Indoor Sports/Leisure Centres	Number in settlement	-	David Lloyd	-	1 (Burghclere Sports Club & Miniature Railway)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2 (Tadley Health & Fitness, The Hurst Leisure Centre)	-	4 (Longmeadow Sports Centre, Whitchurch United Football Club, Mill Springs Sports Pavillion, Hampshire Fitness Centre)	1 (Woolton Hill Tennis Club)	6 (Multiple)	3 (Hook Bowling Club, Diverse Fitness Gym, Park Health Club)	-	>10 (Multiple)	
		Nearest alternative	The Hurst Leisure Centre, Basingstoke (3.3km)	David Lloyd, Newbury (6km)	Inner Athlete Gym, Ash Business Park (3.6km)	-	Fitness Flex Personal Training Gym, Basingstoke (2.7km)	Fitness Flex Personal Training Gym, Basingstoke (7km)	David Lloyd, Newbury (9.6km)	David Lloyd, Newbury (7.3km)	David Lloyd, Newbury (6km)	Spin City, Greenham (6.6km)	Tadley Health and Fitness (3.6km)	Fitness Flex Personal Training Gym, Basingstoke (9.5km)	Beechdown Health and Fitness Club, Basingstoke (6.6km)	Strength Base Gym, Basingstoke (1.3km)	Complete Performance Gym, Laverstoke (2.9km)	Station Mill Health and Fitness, Alresford (9.9km)	Lifestyle Fitness Basingstoke (2.3km)	Village Gym Basingstoke (7.9km)	Tadley Health and Fitness (3.5km)	Snap Fitness, Andover (8.4km)	-	Basingstoke Sports Centre (9.6km)	-	-	Willink leisure centre (3km)	-	-	
	Recreation Grounds	Number in settlement	-	-	1 (Clift Meadow Park)	1 (Burghclere Recreation Ground)	-	1 (Dummer Recreation Ground)	1 (Ecchinswell Football Pitch)	1 (Headley Recreation Ground)	1 (Hollington Park)	3 (Kingsclere Recreation Ground, Strokins Road Playground, Kingsclere Rugby Football Club)	-	1 (North Waltham Recreation Ground)	4 (Newfound Sports Ground, Newfound Football Pitches, Oakley Cricket Grounds, Peter Houseman Recreation Ground)	4 (Old Basing and Lychpit Recreation Ground, Old Basing Archers, Old Basing Bowling Club, Mill Field)	5 (Multiple)	1 (Berg Youth Football Pitch)	2 (Chute Recreation Ground, Sherborne St John FC)	1 (Sherfield Green)	1 (Silchester Playground)	-	5 (Multiple)	1 (Upton Grey Park)	2 (Alliston Way Recreation Ground, Park View Playground)	-	5 (Multiple)	1 (Hartlets Park)	2 (Stratfield Mortimer Recreation Ground, Alfred Palmer memorial field)	>10 (Multiple)
		Nearest alternative	Headley Recreation Ground (4.3km)	Headley Recreation Ground (1.5km)	-	-	Hatch Warren Park (1.8km)	-	-	-	-	-	Clift Meadow Park, Bramley (4.2km)	-	-	-	-	-	-	-	-	Hurstbourne Priors Recreation Ground (7.1km)	-	-	-	Hollington Park, Highclere (1.2km)	-	-	-	-
Employment	Strategic Employment Areas	Number in settlement	-	-	1 (Campbell Court)	-	-	-	-	-	-	1 (Kingsclere Business Park)	-	-	-	1 (Hatch Industrial Park)	-	-	-	-	-	-	-	-	1 (Ardglen Road Industrial Estate)	-	2 (Andover Business Park, Walworth Business Park)	3 (Bartley Wood, Bartley Point, Osborn Way)	-	-
		Nearest alternative	Kingsclere Business Park (5km)	Kingsclere Business Park (4.9km)	-	Kingsclere Business Park (8.1km)	Viables Business Park (3.6km)	Viables Business Park (7.9km)	Kingsclere Business Park (3.5km)	Kingsclere Business Park (3.6km)	Kingsclere Business Park (14.2km)	-	Campbell Court, Bramley (6km)	Viables Business Park (10.4km)	Moniton Trading Estate (3.9km)	-	Ardglen Road Industrial Estate, Whitchurch (6.8km)	Viables Business Park (12.1km)	Houndmills (3.3km)	Campbell Court (2.2km)	Campbell Court (6.8km)	Ardglen Road Industrial Estate, Whitchurch (6.4km)	Kingsclere Business Park (10.9km)	Hatch Industrial Park, Old Basing (7.3km)	-	Kingsclere Business Park (13.9km)	-	-	Green Park Business Park, Reading (10.8km)	Greenham Business Park, Newbury (6.2km)

Sustainable Transport Services	Facility/ Service		Ashford Hill (AH)	Bishops Green (BG)	Bramley (BR)	Burghclere (BU)	Cliddesden (CL)	Dummer (DU)	Ecchinswell (EC)	Headley (HE)	Highclere (HI)	Kingsclere (KI)	Little London (LL)	North Waltham (NW)	Oakley (OA)	Old Basing (OB)	Overton (OV)	Preston Candover (PC)	Sherborne St John (SSJ)	Sherfield on Loddon (SOL)	Silchester (SI)	St Mary Bourne (SMB)	Tadley (TAD)*	Upton Grey (UG)	Whitchurch (WHI)	Woolton Hill (WO)	Andover (AN)	Hook (HO)	Mortimer (MO)	Newbury (NE)
	Bus Service	Yes / No	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y	Y	Y	Multiple	Y	Y	Multiple
		Route	-	32	14	7A / 23	41	16	23	32	7	32	14	16	11, 76, 86, 676	10, 13, 55	59, 76, 86, 676, 74	41	-	14	14	-	2, 622	210	59, 76, 86, 676		>10 routes	13	2, 2a Lime	>10 routes
	Main Bus Service Route and day of service		-	32 - Basingstoke to Newbury. Mon-Sun.	14 - Basingstoke to Tadley. Mon-Sat.	7A - Andover to Newbury. Mon-Sat.	41 - New Alresford to Basingstoke. Wed and Fri.	16 - Basingstoke to Steventon. Mon, Wed, Fri.	23 is only a community bus.	32 - Basingstoke to Newbury. Mon-Sun.	7 - Andover to Newbury. Mon-Sat.	32 - Basingstoke to Newbury. Mon-Sun.	14 - Basingstoke to Tadley. Mon-Sat.	16 - Basingstoke to Steventon. Mon, Wed, Fri.	11 - Oakley to Basingstoke, Mon-Sun. 76 - Basingstoke to Andover, Mon-Sun.	10 - Chineham to Basingstoke, Mon-Sat. 13 - Basingstoke to Alton, Mon-Sat.	76 - Basingstoke to Andover, Mon-Sun.	41 - New Alresford to Basingstoke. Wed and Fri.	-	14 - Basingstoke to Tadley. Mon-Sat.	14 - Basingstoke to Tadley. Mon-Sat.	-	2 - Baughurst to Basingstoke. Mon-Sun.	210 - Long Sutton to Basingstoke, Fridays.	76 - Basingstoke to Andover, Mon-Sun.	7 - Andover to Newbury. Mon-Sat.	Multiple, M-S	13, M-S	2, M-F	Multiple, M-S
	Proximity to nearest station	Number in settlement	-	-	1 (Bramley Station)	-	-	-	-	-	-	-	-	-	-	-	1 (Overton Station)	-	-	-	-	-	-	-	1 (Whitchurch Station)	-	1 (Andover Station)	1 (Hook Station)	1 (Mortimer Station)	2 (Newbury, Newbury Racecourse)
		Nearest alternative	Thatcham Station (9.6km)	Thatcham Station (5.9km)		Newbury Station (6km)	Basingstoke Station (5.4km)	Basingstoke Station (9.8km)	Thatcham Station (9.4km)	Thatcham Station (7.2km)	Newbury Station (8.1km)	Overton Station (8.8km)	Bramley Station (4.5km)	Micheldevoner Station (7.5km)	Overton Station (6.2km)	Basingstoke Station (4.5km)		Micheldevoner Station (13.4km)	Basingstoke Station (4.3km)	Bramley Station (3.5km)	Bramley Station (5.2km)	Whitchurch Station (6.4km)	Bramley Station (7.7km)	Basingstoke Station (9.4km)		Newbury Station (7.8km)				
Communications	Superfast Broadband		N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	Ultrafast Broadband		Y	N	N	N	N	N	N	Y	N	Y	Y	N	Y	Y	N	N	Y	N	Y	N	N	Y	Y	N	N	Y	Y	Y
	Indoor Mobile 4G Data Access (best providers)		O2 and Vodafone	EE and Three	EE, O2, Vodafone	EE and Three	EE, Three, O2 and Vodafone	EE	O2	EE and Three	O2 and Vodafone	O2	EE	O2	O2	O2	O2	EE	EE	EE, Three, O2, and Vodafone	EE and Vodafone	O2	EE, O2, Vodafone	EE	EE, Three	EE	EE	O2, Vodafone	EE,O2, Vodafone	Vodafone

APPENDIX E: Housing Requirement Figures (at 1 April 2024) (see detailed explanation of columns below table)

Settlement	Sustainability Category	No. of dwellings in settlement (2023 SAPF)	Pro-rata share of additional dwellings (required by LPU 2024-2042) (A)	Adopted Local Plan Requirement (B)	Committed Development (C)	Difference between Local Plan Requirement (B) and Committed Development (C) (D)	Pro-rata share of additional dwellings (2024-2042) - Adjusted for commitments (A-D) (E)	No. of dwellings within Parish (F)	Parish catchment proportional share of additional dwellings (required by LPU 2024-2042) for Category 2 Settlements (G)	Parish catchment proportional share of additional dwellings (required by LPU 2024-2042) for Category 2 Settlements (adjusted for committed growth) (G-D) (H)	50% of pro-rata growth for settlements in Category 4 (half of Column A) (A/2) (I)	Baseline requirement for Category 4 and 5 Settlements (2024-2042) (adjusted for committed growth) (returns 0 if negative) (I-D) (J)	Final Requirement (K)
Overton	2	1,884	382	270	282	12	370	2,082	422	410			410
Tadley etc	2	6,539	1,324	10	177	167	1,157	7,362	1,491	1,324			1,325
Whitchurch	2	2,350	476	350	390	40	436	2,459	498	458			460
Bramley	3	1,956	396	200	486	286	110						110
Kingsclere	3	1,350	273	50	75	25	248						250
Oakley	3	2,235	453	150	469	319	134						135
Old Basing	3	1,685	341	110	144	34	307						305
Ashford Hill	4	106	21	10	62	52	-31				11	0	0
Bishops Green	4	228	46	0	57	42	4				23	0	0
Burghclere	4	213	43	10	21	11	32				22	11	10
Cliddesden	4	173	35	10	0	-10	45				18	28	30
Dummer	4	113	23	10	0	-10	33				11	21	20
Ecchinswell	4	96	19	0	5	5	14				10	5	5
Headley	4	175	35	0	0	0	35				18	18	20

Highclere	4	197	40	0	0	0	40				20	20	20
Little London	4	65	12	0	7	7	5				6	0	0
North Waltham	4	307	62	10	0	-10	72				31	41	40
Preston Candover	4	79	16	10	0	-10	26				8	18	20
Sherborne St John	4	372	75	10	18	8	67				38	30	30
Sherfield on Loddon	4	656	133	10	15	5	128				66	61	60
Silchester	4	244	49	0	0	0	49				25	25	25
St Mary Bourne	4	266	54	10	11	1	53				27	26	25
Upton Grey	4	203	41	10	22	12	29				21	9	10
Woolton Hill	4	745	151	10	65	55	96				75	20	20

Explanation of columns

(A) Settlements' full pro-rata share of LPU housing requirement.

(B) Minimum Local Plan (2011-2029) housing requirement (Local Plan site allocations within/adjacent to settlements as set out in Policy SS3, and neighbourhood planning requirements set out in Policy SS5).

(C) Committed development (completions, consents and allocations) on Local Plan and Neighbourhood Plan sites and any SS5-qualifying windfall development (see definition in Section 2.3 and individual sites listed in Appendix F).

(D) Surplus or shortfall in committed development compared to Local Plan requirements. [Local Plan requirement (column B) – committed development (column C)].

(E) Adjusted pro-rata share of the LPU housing requirement. [Column A adjusted to account for surplus or shortfall of committed development shown by column D].

(F) For settlements in Category 2 only, the number of dwellings within the parish containing the settlement.

(G) For settlements in Category 2 only, the parish's pro-rata share of LPU housing requirement.

(H) For settlements in Category 2, parish share of LPU housing requirement (F) adjusted to account for surplus or deficit of committed development shown by column D.

(I) For settlements in Category 4, this is their baseline housing requirement (half of pro-rata share, shown in column A).

(J) For settlements in Category 4, baseline housing requirement (J) adjusted for surplus or deficit of committed development shown by column D.

(K) All settlements final housing requirement

APPENDIX F: Committed development in settlements

This assessment informs Column C and D in Appendix E

The table sets out the committed development at 1 April 2024 and draft committed development at 1 April 2025

	April 2024		
Settlement	Committed development	Adopted Local Plan (ALP) housing requirement (including allocations)	Committed development in addition to ALP requirement
Overton	282	270	12
Tadley etc	177	10	167
Whitchurch	390	350	40
Bramley	486	200	286
Kingsclere	75	50	25
Oakley	469	150	319
Old Basing	144	110	34
Ashford Hill	62	10	52
Bishops Green	57	0	57
Burghclere	21	10	11
Cliddesden	0	10	-10
Dummer	0	10	-10
Ecchinswell	5	0	5
Headley	0	0	0
Highclere	0	0	0
Little London	7	0	7
North Waltham	0	10	-10
Preston Candover	0	10	-10
Sherborne St John	18	10	8
Sherfield on Loddon	15	10	5
Silchester	0	0	0
St Mary Bourne	11	10	1
Upton Grey	22	10	12
Woolton Hill	65	10	55

April 2025 (draft and not yet included in Appendix E)		
Committed development	Adopted Local Plan (ALP) housing requirement (including allocations)	Committed development in addition to ALP requirement
282	270	12
177	10	167
390	350	40
511	200	311
75	50	25
469	150	319
144	110	34
62	10	52
57	0	57
21	10	11
0	10	-10
0	10	-10
5	0	5
0	0	0
0	0	0
7	0	7
0	10	-10
0	10	-10
18	10	8
15	10	5
0	0	0
11	10	1
22	10	12
65	10	55

Category 2: Rural Towns and Large Villages**Overton**

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Overton	Overton Hill	Local Plan 2011-2029	SS3.5	Adjacent	120	13/00197/OUT	16/00626/RES	20/02/2015	2019-2020	120	0	0	-
Overton	West of Sapley Playing Field	Overton NP allocation	SS5	Adjacent	55	16/03057/OUT	18/00348/RES	20/10/2017	2020-2021	55	0	0	-
Overton	South of Two Gate Lane	Overton NP allocation	SS5	Adjacent	70	20/00789/FUL	20/00789/FUL	04/01/2022	-	33	37	0	
Overton	South of Two Gate Lane	Windfall	SS5	Adjacent	12	20/00789/FUL	20/00789/FUL	04/01/2022	-	0	12	0	12 additional units on NP allocation
Overton	NW of Overton Primary School	Overton NP allocation	SS5	N/A	11	-	-	-	-	0	0	11	
Overton	East of Court Drove	Overton NP allocation	SS5	Adjacent	13	-	-	-	-	0	0	13	
Overton	East of Court Drove	Overton NP allocation	SS5	Adjacent	1	20/03397/FUL	-	13/01/2023	-	0	1	0	One dwelling being pursued as a small site
Overton	Total				282					208	50	24	

Tadley (and wider SPB)

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Tadley etc	Burnham Copse	Windfall	SS5	Within	36	14/02200/OUT	18/00524/RES	08/10/2018	2019-2020	36	0	0	-
Tadley etc	East of Pamber Heath Road	Windfall	SS5	Adjacent	12	17/02723/FUL	-	22/06/2018	2020-2021	12	0	0	-
Tadley etc	Boundary Hill	Local Plan 1996-2011	SS5	Within	17	19/00579/FUL	-	15/10/2019	2022-2023	17	0	0	-
Tadley etc	Care home at Bishopswood Golf Course	Windfall	SS5	Adjacent	65	15/03090/FUL	-	08/05/2018	-	0	65	0	120 C2 units reduced to 54% in line with PPG
Tadley etc	42-46 New Road	Windfall	SS5	Within	47	18/03146/FUL	-	06/10/2022	2023-2024	47	0	0	-

Tadley etc	Total				177					112	65	0	

Whitchurch

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Whitchurch	South of Boswood Lane	Local Plan 2011-2029	SS3.6	Within	83	BDB/77828	-	01/10/2014	2019-2020	83	0	0	-
Whitchurch	South of Boswood Lane	Local Plan 2011-2030	SS3.6	Within	67	17/00148/OUT	18/03728/RES	22/06/2018	2019-2020	67	0	0	-
Whitchurch	South of Boswood Lane	Windfall	SS5	Within	23	17/00148/OUT	18/03728/RES	22/06/2018	2019-2020	23	0	0	23 additional units on SS3.6
Whitchurch	East of Winchester Road	Whitchurch NP allocation	SS5	Within	99	15/03693/OUT	16/02508/RES	26/05/2016	2019-2020	99	0	0	100 gross, 99 net
Whitchurch	Land West of Evingar Road	Whitchurch NP allocation	SS5	Within	60	16/03220/OUT	-	22/06/2018	-	0	60	0	-
Whitchurch	Land adj Caesars Way	Whitchurch NP allocation	SS5	Within	33	13/01522/OUT	18/00672/RES	23/03/2015	-	0	33	0	-
Whitchurch	Dances Lane	Whitchurch NP allocation	SS5	Within	15	-	-	-	-	0	0	15	-
Whitchurch	Whitchurch Car Centre	Whitchurch NP allocation	SS5	Within	10	-	-	-	-	0	0	10	-
Whitchurch	Total				390					272	93	25	

Category 3: Medium Villages**Bramley**

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Bramley	Minchens Lane	Windfall	SS5	Adjacent	57	14/01075/OUT	15/02304/RES	27/03/2015	2021-2022	57	0	0	-
Bramley	Minchens Lane	Windfall	SS5	Adjacent	54	14/01075/OUT	16/03524/RES	27/03/2015	2018-2019	54	0	0	-
Bramley	Minchens Lane	Windfall	SS5	Adjacent	6	14/01075/OUT	16/04505/RES	27/03/2015	2018-2019	6	0	0	-
Bramley	Minchens Lane	Windfall	SS5	Adjacent	83	14/01075/OUT	17/04282/RES	27/03/2015	2021-2022	83	0	0	-
Bramley	Land North of Sherfield Road	Windfall	SS5	Adjacent	50	15/02708/OUT	18/00099/RES	25/04/2016	2020-2021	50	0	0	-

Bramley	Land adjacent The Street	Windfall	SS5	Adjacent	65	15/02682/OUT	18/00366/RES	25/05/2016	2020-2021	65	0	0	-
Bramley	Barns at Minchens Court	Windfall	SS5	Within	14	18/01517/GPDOFF	-	12/10/2018	2020-2021	14	0	0	-
Bramley	Clift Surgery	Windfall	SS5	Adjacent	6	22/03067/FUL	-	19/05/2023	-	0	6	0	-
Bramley	Land at Silchester Road	Windfall	SS5	Adjacent	12	20/00319/FUL	-	04/12/2020	-	0	12	0	-
Bramley	Land at Stocks Farm	Windfall	SS5	Adjacent	139	21/03758/OUT	23/02868/RES	29/03/2023	-	0	139	0	-
Bramley	Total April 2024				486					329	157	0	
Bramley	Land North of Sherfield Road	Windfall	SS5	Adjacent	20	23/03051/FUL		28/01/2025	-	0	20	0	-
Bramley	Cherry Blossom	Windfall	SS5	Adjacent	5	24/00679/FUL		02/07/2024	-	0	5	0	10 C2 units reduced to 54% in line with PPG
Bramley	Total April 2025				511					329	182	0	

Kingsclere

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Kingsclere	Longcroft Road	Windfall	SS5	Adjacent	8	BDB/75019	-	29/10/2013	2014-2015	8	0	0	-
Kingsclere	Fawconer Road	Kingsclere NP allocation	SS5	Within	27	21/02814/FUL	-	02/11/2023	-	0	27	0	-
Kingsclere	Coppice Road	Kingsclere NP allocation	SS5	Within	26	-	-	-	-	0	0	26	-
Kingsclere	Strokings Road	Kingsclere NP allocation	SS5	Within	14	-	-	-	-	0	0	14	-
Kingsclere	Total				75					8	27	40	

Oakley

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Oakley	Brickells Yard	Windfall	SS5	Within	10	15/04534/FUL	-	09/09/2016	2020-2021	10	0	0	-
Oakley	Leamington Court	Windfall	SS5	Adjacent	13	15/00975/FUL	-	13/05/2016	2020-2021	13	0	0	-

Oakley	East Oakley Hill House	Windfall	SS5	Adjacent	5	17/04240/FUL	-	14/06/2018	2019-2020	5	0	0	-
Oakley	Park Farm	Oakley and Deane NP allocation	SS5	Within	45	17/02874/OUT		12/07/2019	2021-2022	45	0	0	-
Oakley	Park Farm	Windfall	SS5	Within	3	17/02874/OUT		12/07/2019	2021-2022	3	0	0	-
Oakley	Land west of Beech Tree Close	Oakley and Deane NP allocation	SS5	Adjacent	25	14/00963/OUT	17/00798/RES	09/03/2016	2021-2022	25	0	0	-
Oakley	Land west of Beech Tree Close	Windfall	SS5	Adjacent	59	14/00963/OUT	17/00798/RES	09/03/2016	2021-2022	59	0	0	59 additional units on NP allocation
Oakley	Land to East of Station Road	Windfall	SS5	Adjacent	110	20/00004/OUT	22/01021/RES	11/08/2021	2023-2024	16	94	0	-
Oakley	Andover Road	Windfall	SS5	Within	14	18/02521/OUT	-	23/10/2019	-	0	14	0	-
Oakley	Sainfoin Lane	Windfall	SS5	Within	35	-	-	-	-	0	0	35	-
Oakley	Oakley Hall	Windfall	SS5	N/A	150	20/01586/OUT	-	28/02/2023	-	0	150	0	-
Oakley	Total				469					176	258	35	

Old Basing

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Old Basing	Swing Swang Lane	Local Plan 2011-2029	SS3.1	N/A	100	17/02846/OUT	20/03587/RES	14/03/2019	-	62	38	0	-
Old Basing	Peacock House	Windfall	SS5	Within	24	14/02153/GPDOFF	-	16/09/2014	2015-2016	24	0	0	-
Old Basing	Lyde Boarding Kennels	Windfall	SS5	Within	19	19/01693/FUL	-	18/02/2020	2022-2023	19	0	0	-
Old Basing	Lyde Boarding Kennels	Windfall	SS5	Within	1	21/03571/FUL	-	04/03/2022	2022-2023	1	0	0	-
Old Basing	Total				144					106	38	0	

Category 4: Small Villages

Ashford Hill

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Ashford Hill	Little Knowl Hill	Windfall	SS5	Adjacent	35	15/01224/FUL	-	01/03/2016	2019-2020	35	0	0	-
Ashford Hill	Land at Ashford Hill Road	Windfall	SS5	Adjacent	27	19/02726/OUT	21/03808/RES	20/08/2021	-	0	27	0	-

Ashford Hill	Total				62					35	27	0	

Bishops Green

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Bishops Green	Land west of Ecchinswell Road	Windfall	N/A	Adjacent	42	22/00174/OUT	-	15/03/2023	-	0	42	0	-
Bishops Green	Land south of Rooksfield and west of C155 Ecchinswell Road	Ecchinswell, Sydmonton and Bishops Green NP allocation	N/A	Within	15	-	-	-	-	0	0	15	-
Bishops Green	Total				57					0	42	15	

Burghclere

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Burghclere	Sandham House	Windfall	SS5	Adjacent	6	15/02236/FUL	-	18/11/2016	2018-2019	6	0	0	-
Burghclere	Land off Harts Lane	Burghclere NP allocation	SS5	Within	15	-	-	-	-	0	0	15	-
Burghclere	Total				21					6	0	15	

Cliddesden

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Cliddesden	-	-	-	-	-	-	-	-	-	-	-	-	-
Cliddesden	Total				0					0	0	0	

Dummer

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Dummer	-	-	-	-	-	-	-	-	-	-	-	-	-
Dummer	Total				0					0	0	0	

Ecchinswell

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note

Ecchinswell	South of the C155 Ecchinswell Road	Ecchinswell, Sydmonton and Bishops Green NP allocation	N/A	N/A	5	-	-	-	-	0	0	5	-
Ecchinswell	Total				5					0	0	5	

Headley

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Headley	-	-	-	-	-	-	-	-	-	-	-	-	-
Headley	Total				0					0	0	0	

Highclere

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Highclere	-	-	-	-	-	-	-	-	-	-	-	-	-
Highclere	Total				0					0	0	0	

Little London

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Little London	Fair Oak Poultry Farm Silchester Road	Windfall	N/A	Adjacent	7	22/02611/FUL	-	27/01/2023	2022-2023	7	0	0	-
Little London	Total				7					7	0	0	

North Waltham

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
North Waltham	-	-	-	-	-	-	-	-	-	-	-	-	-
North Waltham	Total				0					0	0	0	

Preston Candover

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Preston Candover	-	-	-	-	-	-	-	-	-	-	-	-	-
Preston Candover	Total				0					0	0	0	

Sherborne St John

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Sherborne St John	South of Cranes Road	Sherborne St John NP allocation	SS5	Within	18	16/04110/OUT	19/01828/RES	09/06/2018	2020-2021	18	0	0	-
Sherborne St John	Total				18					18	0	0	

Sherfield on Loddon

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Sherfield on Loddon	White Hart	Windfall	SS5	Adjacent	15	17/03849/FUL	-	20/11/2019	2022-2023	15	0	0	
Sherfield on Loddon	Total				15					15	0	0	

Silchester

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Silchester	-	-	-	-	-	-	-	-	-	-	-	-	-
Silchester	Total				0					0	0	0	

St Mary Bourne

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
St Mary Bourne	Bells Field	Windfall	SS5	Adjacent	11	14/02936/FUL	-	14/07/2015	2017-2018	11	0	0	-
St Mary Bourne	Total				11					11	0	0	

Upton Grey

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Upton Grey	Land at Weston Road	Windfall	SS5	Adjacent	17	16/03058/FUL	-	09/02/2017	2021-2022	17	0	0	-
Upton Grey	Site Adjacent to Meadowside Bidden Road	Windfall	SS5	Adjacent	5	17/00847/FUL	-	23/08/2017	2018-2019	5	0	0	-
Upton Grey	Total				22					22	0	0	

Woolton Hill

Settlement	Site name	Site type	ALP policy	Within or adjacent to settlement	Net dwelling number	Approved planning reference	Subsequent approved planning references	Decision date	Completed by	Net completed	Net outstanding	Without planning permission	Note
Woolton Hill	Harwood Paddock	Windfall	SS5	Within	49	13/00898/OUT	14/00861/RES	15/11/2013	2017-2018	49	0	0	-
Woolton Hill	Harwood Court	Windfall	SS5	Within	16	BDB/76064		06/01/2012	2013-2014	16	0	0	-
Woolton Hill	Total				65					65	0	0	

APPENDIX G: New Proposed Settlement Policy Boundaries

This document sets out the methodology for determining the alignment of the new Settlement Policy Boundaries (SPBs) proposed as part of the Local Plan Update (LPU).

What is a Settlement Policy Boundary (SPB)?

The purpose of a SPB is to delineate areas within which the general principle of new development would be acceptable. However, development would still need to comply with all other local or national planning policies, for example in relation to issues such as design, heritage or ecology.

Outside SPBs, more restrictive countryside policies would apply.

Methodology to identify SPBs

SPBs have been determined through the following process:

- Stage 1: Desktop review – collection of data on the current land and built-form, land uses, landscape character, woodland cover and field patterns and settlement patterns using mapping systems (including aerial photographs) and the following documents (where relevant):
- Village Design Statements and Neighbourhood Plans
 - BDBC Landscape Character Assessments
 - Conservation Area Appraisals
 - Historic Environment Records
 - North Wessex Downs AONB Landscape Character Assessments or guidance
- Stage 2: Site visits – collection of visual data relating to land, built-form, land uses, vegetation, field boundaries, scale, enclosure and visual unit across the settlement and its edges to determine whether a boundary is urban or rural in form and the existing condition of landscape features

Principles for defining SPBs

SPBs have been defined by a range of principles which set out what will be considered for inclusion and exclusion within each boundary.

SPBs have been drawn around the main built-up areas of settlements and have been informed by its character, including landscape and heritage sensitivities. All SPBs have been drawn with the boundary on the side of the road closest to development and will follow defined physical features, enclosing uses that have a strong functional, visual and physical relationship with the settlement.

SPBs will generally be continuous. However, in exceptional circumstances, appropriate consideration has been given as to whether it may be appropriate (given the nature or form of the settlement) to define a number of separated boundaries to define a settlement (such reasons may include safeguarding important gaps).

When developing SPBs, it has been determined that they will include/follow:

- The main settlement area (of closely related built-form and character)
- Site allocations through the ALP, LPU and Neighbourhood Plan process (where relevant)
- Defined physical features, such as walls, hedgerows, water courses, woodland belts, railway lines and roads (with preference given to features with a degree of permanence)
- The curtilage of dwellings where they are contained, visually part of and closely related to the built-up area and have enclosing features which separate them from open countryside; unless the site is considered specifically unsuitable (for example due to having a large garden)
- Small-scale or single plots which provide opportunities to “round-off” development which relate physically, functionally and visually to the built-up area (subject to any environmental, landscape or relevant development constraints)
- Recreational areas, amenity or open spaces which are physically surrounded by the settlement or physically adjoin the settlement on at least three sides, unless the land is primarily related to the countryside and rural context, in terms of its built-form, nature and use
- Existing facilities (such as healthcare facilities, shops and community buildings) which are physically and visually related to the settlement

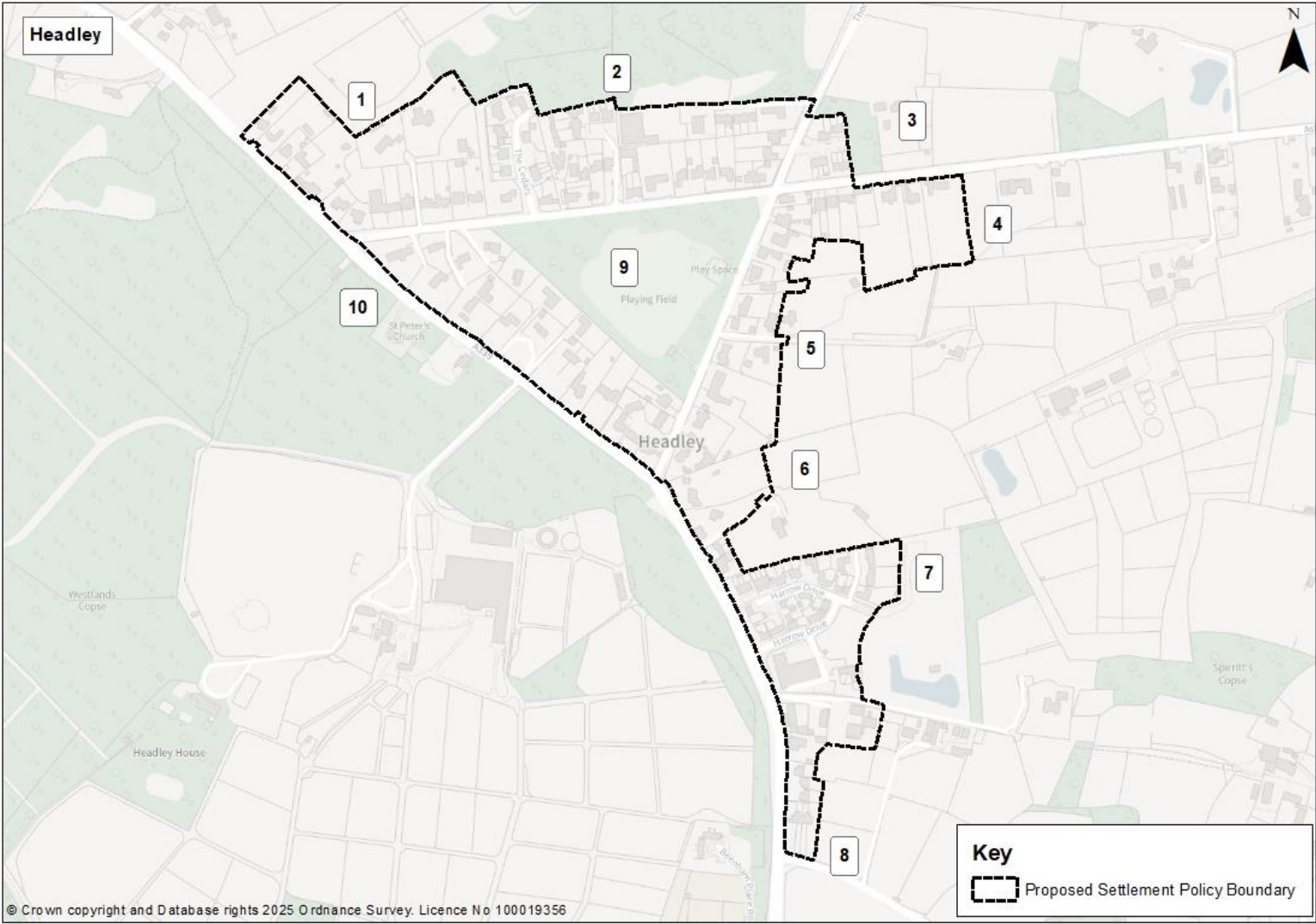
SPBs will exclude:

- Important development gaps
- Loosely related or largely dispersed buildings and / or development on the edge of settlements which do not have a clear relationship with the built-up area (for example, due to topography, land form or landscaping)
- Open and / or undeveloped parcels of land on the edge of the settlement which are not physically, functionally or visually related to the built-up area of the settlement (including visually prominent or out of character with the shape of the settlement) and relate more to the rural context
- Listed Buildings and school buildings/sites on the edges of settlements, unless they are considered to be an integral part of the built-up character of the village
- Land which forms part of a large garden or where a residential curtilage has been extended, which is visually related to the countryside and rural context and where future development has the capacity to harm the form and character of the settlement
- Land such as, farmsteads, agricultural buildings, converted agricultural buildings, paddocks, cemeteries and churchyards on the edge of a settlement, which visually relate to open countryside and rural context, rather than the settlement
- Existing or proposed recreational areas, amenity or open spaces (including playing fields, community gardens, allotments, environmental spaces or Local

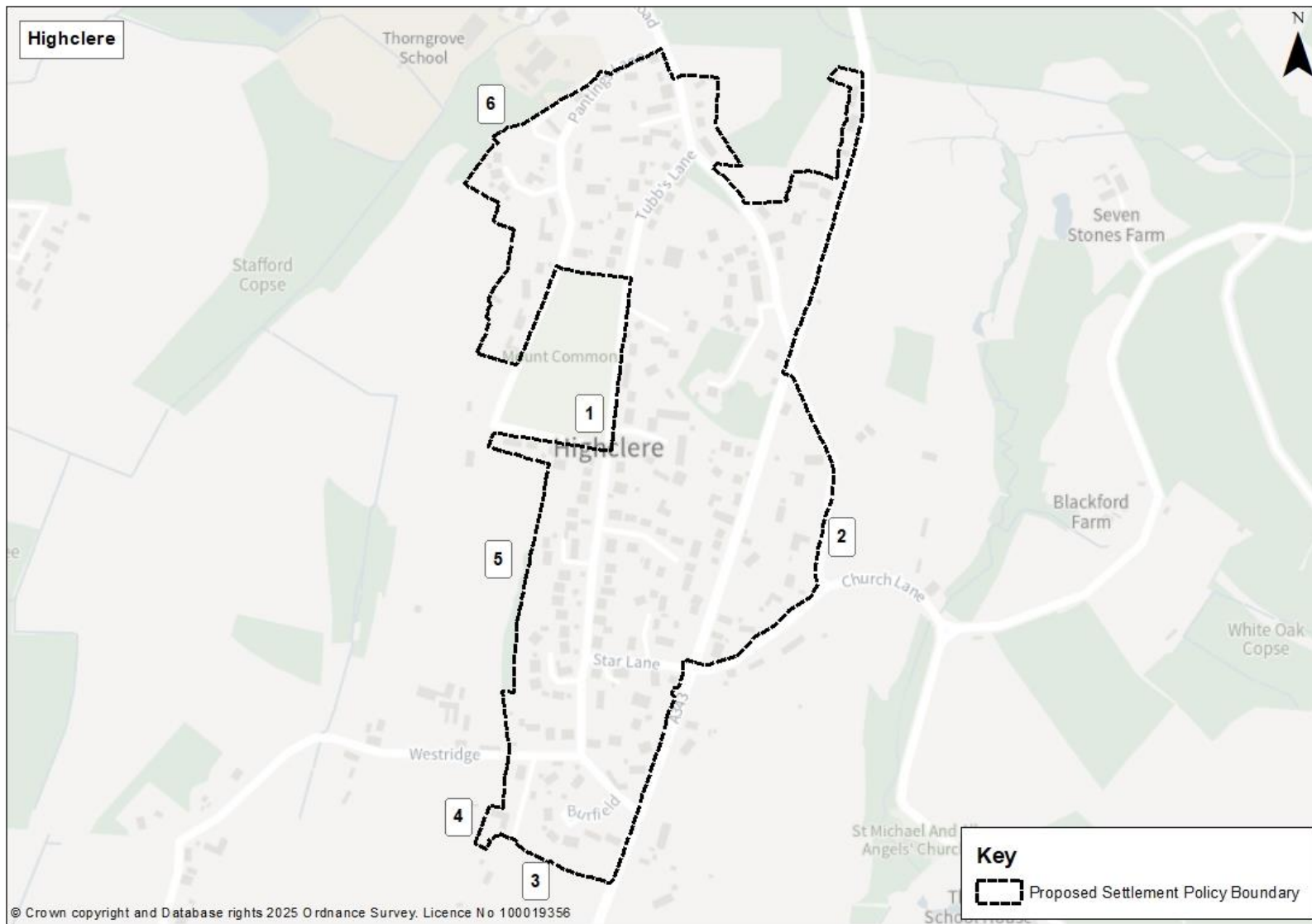
Green Spaces (LGS)) which extend into the countryside and are primarily related to the countryside and rural context, in form, nature and use

- Any tree belts, woodland areas, watercourses and other physical landscape features which soften or screen development
- Roads, public rights of way or other unclassified roads/tracks on the edge of settlements
- Equestrian related development or land used for the purposes of minerals extraction, landfill, water features and public infrastructure and utilities (including sewage treatment works or substations) where these are located on the edge of settlements

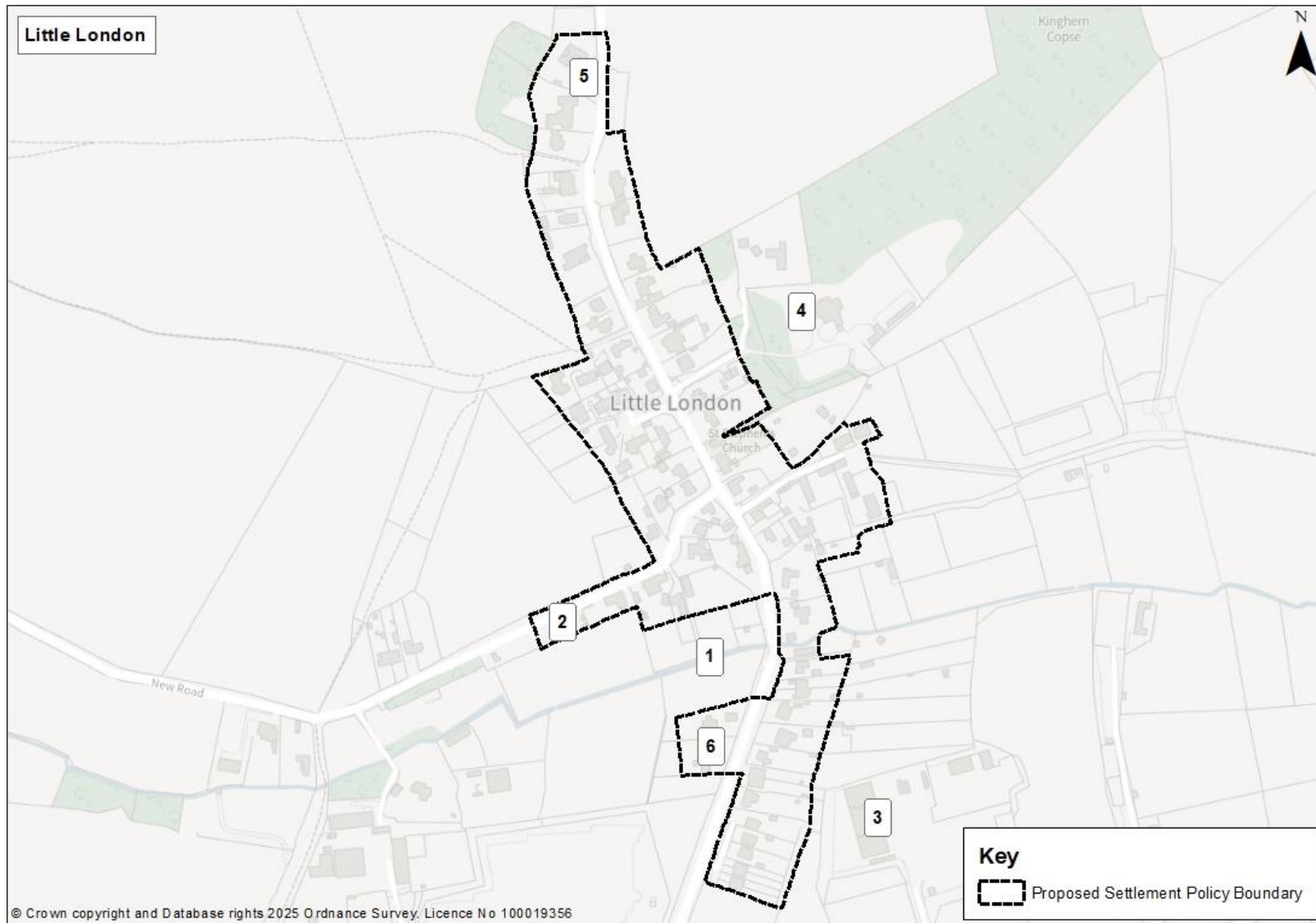
New Proposed Settlement Policy Boundaries (SPBs):



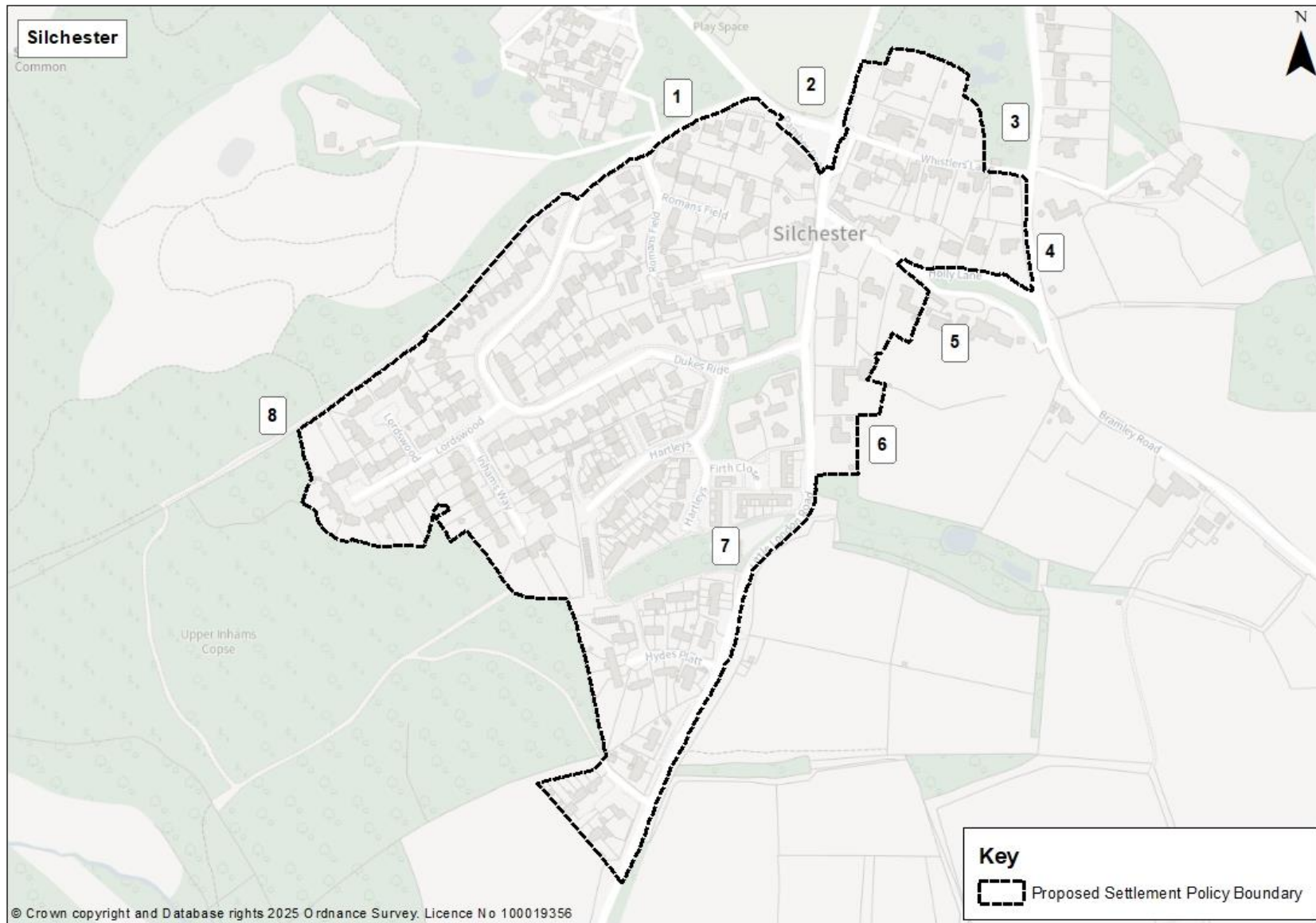
Map Ref:	Location	Consideration/Reason
1	Land northwest of Headley	Clear undeveloped gap between development at the edge of the settlement in agricultural use.
2	Land north of Headley	Undeveloped woodland providing natural and physical boundary with land and dispersed residential plots to the north.
3	Land adjacent to The Grange	Undeveloped gap between Holly Bush and The Grange creating a natural edge to the built-up area of the settlement.
4	Land adjacent to The Willows	Undeveloped gap between Hillside House and The Willows creating a natural edge to the built-up area of the settlement.
5	Spring Cottage	Located off the main road along a track, Spring Cottage does not have a clearly defined curtilage and blends into the rural context of the countryside to the east of the settlement. The land therefore does not have a clear relationship with the built-up area due to the landscaping surrounding the property.
6	Longcross Farm	The land use is agricultural and is visually and functionally related to the countryside and rural location rather than the settlement.
7	Harrow Drive	Distinctive residential curtilage boundary treatment creating a defined boundary with the surrounding countryside.
8	Galley Lane	Provides a clear distinction at the southern-most point of built-up area.
9	Headley Playing Field	Included within the boundary as the recreation field is surrounded by development on all sides and functionally and physically relates to the built form of the settlement, providing a focal point for residents.
10	St Peter's Church	Not included within the boundary due to the thick boundary along the A339 creating a break in physical and visual relationship between the church and the built-up area of the settlement.



Map Ref:	Location	Consideration/Reason
1	Mount Common	The recreational fields whilst surrounded by development on all sides is separated from this development by roads (Tubb's Lane and Paintings Lane), creating an island within which the common is bound on all sides by hedgerow. Therefore, this layout cannot be described as a continuation of the built form of the settlement and should be excluded from the boundary.
2	A343	The dwellings on the eastern side of the A343 have a strong relationship with the road and the built form of the village.
3	Burghfield	The housing at Burghfield has dwellings with contained curtilages and are closely related to the built-up area. The dwellings have enclosing features which separate them from the open countryside.
4	Westridge	The area becomes more verdant and loosely related or largely dispersed on the edge of settlement. This area does not have a clear relationship with the built-up area due to the landform and landscaping.
5	Western boundary of the settlement	The settlement follows the defining physical features along the western edge of the settlement, including trees and hedgerows, which run north to south between Paintings Lane and Westridge.
6	Paintings Lane	Paintings Lane and the cul-de-sacs off it provide a northern edge to the settlement as Thorngrove School and its more dispersed buildings and open spaces have a stronger relationship with the countryside.



Map Ref:	Location	Consideration/Reason
1	West of Silchester Road	This area consists of hedgerows and fields between development to the north and south. It extends into the countryside to the west and is primarily related to the countryside and rural context, in form, nature and use. Therefore, it cannot be described as a continuation of the built form of the settlement and should be excluded from the boundary.
2	South of New Road	The dwellings have a strong relationship with and are visible from New Road and the built form of the village. This area should be included.
3	Industrial Area	This is an industrial area accessed from Boars Bridge Road to the south rather than from Little London and should be excluded from the boundary.
4	Residential dwellings on the northeastern side.	The area becomes loosely related and dispersed on the edge of settlement. This area does not have a clear relationship with the built-up area due to the hedgerows and planting separating the residential dwellings, and should therefore be excluded from the boundary.
5	Northern tip of settlement	Though there are not dwellings on both sides of the road, the dwellings on the western side of Silchester Road have little to no screening and thus have a strong visible relationship with the road, and a strong relationship with the built form of the village to the south. This area should be included.
6	Dwellings west of Silchester road	The dwellings have a strong relationship with Silchester road with little to no screening separating them, and a strong relationship with the built form of the village. This area should be included.



Map Ref:	Location	Consideration/Reason
1	Tinkers Square	Loosely related development on the edge of the settlement which does not have a clear relationship with the built-up area due to landform and landscaping.
2	Silchester Playing Field and Playground	Existing recreational area including playing fields and playground which extend into the countryside and are primarily related to the countryside and rural context, in form, nature and use.
3	Village Hall and surrounding development	Existing village hall and community facility on the edge of the settlement. Closely related both physically and visually to the settlement's built-form. The dwellings around the village hall have been included as they are small-scale and provide suitable opportunities to round-off the settlement along the woodland to the north.
4	Bramley Road	Bramley Road provides a clear distinction and boundary between the dispersed dwellings to the east and the built-up area of the settlement to the west.
5	Silchester House	Listed Building on the edge of the settlement which is not considered to be integral to the built-up character of the settlement. The building and its curtilage is not clearly defined or contained, aside from natural features such as trees and hedgerows. The property does not physically or functionally relate to the built-up area and relates more to the rural context. This is further reinforced by the green space at Holly Lane providing a break in the built-up area.
6	Residential dwellings along Little London Road	The settlement boundary includes dwellings with clearly defined curtilages which are contained and visually part of the built-up area of the settlement.
7	Woodland within the south of Silchester	Woodland with pond that is physically surrounded by built development on three sides and is a Scheduled Monument. Given the character of the residential character to the south, this has been included within the boundary, but it would be expected that this area would be protected from development by its environmental/historic significance
8	Silchester Common	This is a Site of Special Scientific Interest and provides a clear boundary to the settlement.

APPENDIX H: Sustainability category assessments for key settlements outside the borough

The following appendix provides a summary of why each of the settlements adjacent to the borough boundary (Andover, Newbury, Hook and Mortimer) has been placed in a particular sustainability category.

Category 1: Principal Service Centre

Andover has a population of 49,360 with a distinct town centre containing the widest possible range and choice of services, facilities and employment opportunities. It is well connected by roads and public transport to other regional centres such as Basingstoke, Southampton, Salisbury and Winchester. Andover includes a transport hub for bus and rail, a hospital, supermarkets, leisure and sport centres, further education facilities, and all the services and facilities identified in the matrix in Appendix D. All of these factors indicate that Andover should be considered a Principal Service Centre within Test Valley Borough, and it is an important centre for a catchment area extending into Basingstoke and Deane Borough.

Newbury has a population of 42,580 in 2022 with a distinct town centre containing the widest possible range and choice of services, facilities and employment opportunities. It is well connected by roads and public transport to other regional centres such as Basingstoke, Southampton, Salisbury and Winchester. Newbury includes a transport hub for bus and rail, a hospital, supermarkets, leisure and sport centres, further education facilities, and all the services and facilities identified in the matrix in Appendix D. All of these factors indicate that Newbury should be considered a Principal Service Centre within West Berkshire, and it is an important centre for a catchment area extending into Basingstoke and Deane Borough.

Category 2: Rural Towns and Large Villages

Hook has been identified as a Rural Town or Large Village within its local authority area of Hart District Council.

Due to its wide range and choice of retail, education, healthcare, leisure, employment and sustainable transport services and facilities, Hook acts as a 'hub' for surrounding settlements both within and beyond the Parish boundary. It has access to Superfast Broadband, with some limited access to Ultrafast Broadband, and has access to indoor 4G mobile data.

Hook has direct public transport connections to Basingstoke Town, through having a railway station and a frequent bus service.

A summary of relevant characteristics of Hook is outlined below:

Settlement	Summary
Hook	Hook meets the characteristics of Category 2 in respect of population and service and facility provision, as it has a population size of 9,320 residents and the following amenities:

	• All Key Services and Facilities (community halls, a choice of convenience shops; a post office, a primary school and Public Houses); • Wide range of shops or services (more than 20 in total); • Within 5km of Robert May's secondary school which is accessible by school bus; • Early years education facilities; • A GP surgery, dentists and a pharmacy; • Places of worship; • Recreation ground/sports pitches; • Indoor sports and leisure facilities; and • Connection to Basingstoke by bus (running Monday-Sunday), and via rail. Hook includes three strategic and locally important employment areas designated by the Hart Local Plan (2032).

Figure 16: Review of Hook as a rural town / large village

Category 3: Medium Villages

Mortimer has been identified as a Medium Village within its Local Authority Area of West Berkshire. It has access to all the identified Key Services and Facilities which are valued by the community and provide support to communities within the wider Parish, however it contains more limited options in relation to some of the other services and facilities such as retail, education, healthcare and leisure.

Mortimer also provides a level of sustainable transport provision characteristic of Medium Villages which is considered to provide a realistic alternative to the private vehicle (running Monday to Saturday as a minimum). It has access to Superfast Broadband, with some limited access to Ultrafast Broadband, and has access to indoor 4G mobile data.

A summary of the relevant characteristics of Mortimer is outlined below:

Settlement	Summary
Mortimer	Mortimer meets the characteristics of Category 3 in respect of population and service and facility provision, as it has a population size of 2,900 residents and contains Key Services and Facilities that meet all four identified day-to-day functions (community hall, convenience shops, primary education and Public Houses), in addition to the following amenities: • Choice of other shops or services; • A GP surgery, dentist and pharmacy; • Places of worship; • A library; • Recreation ground/sports pitches; and • A bus service running at least once a day Monday to Saturday connecting to Basingstoke Town;

	Mortimer is also within an accessible distance (8 km) of a secondary school (The Willink School) and indoor sports and leisure centres (Stratfield Mortimer). The settlement also contains a railway station.

Figure 17: Review of Mortimer as a Medium Village

Appendix 6: Infrastructure Note (September 2025)

1. The purpose of this note is to identify the key infrastructure required to support the new Local Plan (LP) and consider how it will be delivered. This will inform a full update of the Infrastructure Delivery Plan (IDP) that will be published alongside the Regulation 18 draft Local Plan. The IDP is a schedule of the infrastructure required to support growth.
2. The note has been informed by engagement with infrastructure providers and service delivery organisations to understand the quality and capacity of existing infrastructure and consider how future needs generated by new development should be met. It reflects the LPA's understanding of needs at this time and will continue to evolve as more information becomes available from both infrastructure providers/operators and site promoters, including through the Regulation 18 consultation.

Policy background

3. The draft LP includes specific policies for each of the proposed allocated sites. These include a high-level overview of the infrastructure requirements on each site and signpost to the IDP, which will, in due course, provide further detail on such matters as the timing of delivery.
4. The council's previous version of the draft LP (Regulation 18, 2024) included Policy INF1 (Infrastructure) which highlights the importance of new development providing the right services, facilities and infrastructure to serve future occupiers and users at a rate, scale and pace that meets the needs and requirements that are expected to arise from development.
5. Policy INF1 also notes the importance of a coordinated approach to delivery on major sites (and between nearby sites), particularly where there are multiple landowners or other stakeholders. The site allocation policies for the major strategic sites include a requirement for planning applications to be accompanied by an Infrastructure Delivery Strategy that demonstrates that the site/cumulative sites' total infrastructure requirements have been comprehensively planned and phased.
6. Policy INF1 will be retained in the Plan and the LPA is currently considering the representations that were submitted in response to this policy in the 2024 consultation. The policy will be revised, as suitable and will be published for consultation again in summer 2026 when the whole draft LP will be published again. As a reminder, the next consultation (a second Regulation 18 consultation) planned for later this year will focus on the spatial strategy and not include other draft planning policies.

How does development deliver or fund new infrastructure?

7. The delivery and funding of infrastructure projects is complex, and funding streams will differ between infrastructure types. However, within the planning system there are two mechanisms to secure and fund the new and improved infrastructure required to facilitate new development: Section 106 agreements (S106) and the Community Infrastructure Levy (CIL).
8. Section 106 agreements are legal agreements between developers and the council, that require the developer to provide or fund certain improvements. S106 agreements must meet the requirements of legislation (as set out in the CIL Regulation 122(2)) and must be:
 - a. Necessary to make the development acceptable in planning terms;
 - b. Directly related to the development; and
 - c. Fairly and reasonably related in scale and kind to the development.
9. The council also collects CIL from new developments, which is a per m2 tariff on new floorspace. A proportion of the CIL is spent in the local area where it is collected (usually by the parish or town council), and the rest is retained by the council to be spent on the provision of infrastructure to support the development of the area. The council has recently adopted a CIL Spending Protocol setting out how decisions on CIL spending will be made.
10. The council's current approach to funding infrastructure (as set out in current Local Plan Policy CN6) is to use S106 to deliver on-site infrastructure (for example, the delivery of schools on strategic sites) but to principally use CIL to meet off-site needs.
11. As part of the Local Plan process, the council will be reviewing the balance between how S106 and CIL can best be used to fund and deliver infrastructure. The approach will inform a review of the CIL Charging Schedule, which will be published in draft alongside the Regulation 19 Local Plan in 2026.

Infrastructure requirements

12. The following table provides a high-level overview of the infrastructure required to mitigate the impacts of development in the proposed main growth areas. As required by draft Local Plan Policy INF1, this includes consideration of the cumulative impact of neighbouring sites on the western and eastern sides of Basingstoke. To the west, consideration has been given to the combined needs of Southern Manydown (Policy SPS5.3) and Land North of Pack Lane (Policy SPS5.2) (also with regard to the infrastructure already secured on Northern Manydown). On the east, the requirements for Land at Whitmarsh Lane (Policy SPS5.4), Redlands (Policy SPS5.5), Redlands Lodge (Policy SPS5.6) and Sherfield Hill Farm (Policy SPS5.7), have been considered together.

13. The identified needs take into account relevant council strategies and also evidence base documents including the Leisure and Recreational Needs Assessment (LRNA). Additional needs will also be identified by on-going evidence base work such as the Transport Assessment. The needs have been informed by discussions with internal and external stakeholders responsible for commissioning and delivering infrastructure, including the Integrated Care Board (ICB), the Local Education Authority (LEA) and the Local Highway Authority (HCC). These discussions are on-going.
14. The impacts of development also need to be understood alongside other changes to the demand for infrastructure that are likely to take place over the plan period and beyond. For example, the needs for health and education will be informed by changing demographics and models of service delivery, and it is important that this is considered in drawing up infrastructure plans.
15. The delivery of infrastructure will be phased to meet needs as they arise. Suitable triggers will be identified in the IDP, alongside further details of the infrastructure's costs, sources of funding, and delivery responsibilities.
16. The table below indicates the infrastructure required to serve the proposed strategic sites, as currently understood. Mitigation will also be required to address the impact (individually and cumulatively) of other proposed development sites. Some of this infrastructure will be expected on-site (for example, affordable housing and green infrastructure), but new development will also be likely to require the payment of other financial contributions to mitigate impacts off site (for example, through the expansion of existing schools or community buildings). Further detail of where improvements or expansions are likely to be necessary will be included in the IDP.

Site	Western Basingstoke (SPS5.2 and SPS5.3)	Eastern Basingstoke (SPS5.4-5.7)	Popham Garden Village (SPS5.8)	Upper Swallick (SPS5.9)
Housing				
Affordable housing	40% affordable housing in line with policy requirements.	40% affordable housing in line with policy requirements.	40% affordable housing in line with policy requirements.	40% affordable housing in line with policy requirements.
Older persons accommodation	To meet needs.	To meet needs.	To meet needs.	To meet needs.
Self-build	Self-build in line with policy requirements.	Self-build in line with policy requirements.	Self-build in line with policy requirements.	Self-build in line with policy requirements.
Gypsy and traveller accommodation	A share of the overall need, in proportion to the number of homes on the site.	A share of the overall need, in proportion to the number of homes on the site.	A share of the overall need, in proportion to the number of homes on the site.	A share of the overall need, in proportion to the number of homes on the site.
Transport				
Site Wide Travel Plan	All Sites - Measures to reduce the need to travel, actively promote Active Travel (AT) and Public Transport (PT) use, to minimise the impacts on the transport networks.			
Active modes (walking and cycling)	High-quality Active Travel (AT) network, with convenient access to the onsite amenities & Public Transport (PT) services. Improved AT connectivity to Basingstoke town centre, the surrounding communities (inc. Northern Manydown), offsite amenities and employment opportunities (inc. Oakdown Farm). Potential safety improvements at the existing pedestrian/railway level crossings and/or diversions to alternative suitable routes. Enhancements to Public Rights of Way, as appropriate.	High-quality AT network, with convenient access to the onsite amenities & PT services. Improved AT connectivity to Basingstoke town centre (inc. via National Cycle Route No. 23), the surrounding communities, offsite amenities (inc. Chineham District Centre) and employment opportunities. Enhancements to Public Rights of Way, as appropriate.	High-quality AT network, with convenient access to the onsite amenities and PT services. Improved AT connectivity to Micheldever Station (inc. the railway station) as well as towards Basingstoke, the offsite amenities and employment opportunities. Enhancements to Public Rights of Way, as appropriate.	High-quality AT network, with convenient access to the onsite amenities and PT services. Improved AT connectivity to Basingstoke town centre (inc. via National Cycle Route No. 23), the surrounding communities (inc. Brighton Hill), offsite amenities (inc. Brighton Hill District Centre) and employment opportunities. Enhancements to Public Rights of Way, as appropriate.
Public transport	High quality Public Transport (PT) services to Basingstoke town centre, linking with the surrounding communities, offsite amenities and employment opportunities. Northern route via the B3400 corridor (linking with Basingstoke Leisure Park). Southern route via the A30 corridor (linking with the Brighton Hill Retail Facilities). High-quality boarding and waiting facilities, with suitable AT connections.	High quality PT services to Basingstoke town centre, extending through this site (also serving the adjoining community to the north). High-quality boarding and waiting facilities, with suitable AT connections. Mobility Hub (potentially located near the new Local Centre).	High quality PT services to Micheldever Station, coordinated to provide connectivity with the rail services. High quality PT services to Basingstoke town centre, via the A30 linking with Southern Manydown, Oakdown Farm, and the surrounding emerging/existing communities and amenities. High-quality boarding and waiting facilities including Mobility Hubs, with suitable AT connections.	High quality PT services extending through this site, providing connectivity to/from Basingstoke town centre and Brighton Hill (inc. Brighton Hill District Centre). High-quality boarding and waiting facilities including Mobility Hubs, with suitable AT connections.

Site	Western Basingstoke (SPS5.2 and SPS5.3)	Eastern Basingstoke (SPS5.4-5.7)	Popham Garden Village (SPS5.8)	Upper Swallick (SPS5.9)
	Potential Park & Ride facility via the A30 (if appropriate).			
Principal Access Improvements	New Pack Lane roundabout serving both Southern Manydown and the land north of Pack Lane. Potential additional access via Hounsme Drive (if required). To the south, a new A30 western roundabout (inc. new hospital access). Eastern access from the A30 Oakdown Farm roundabout.	New A33 signal-controlled junction, also serving the Sewage Treatment Works & the Energy Recovery Facility, following the closure of the A33/Whitmarsh Lane junction.	Existing eastern access improvement & new on-slip to the A303 dual carriageway (towards Basingstoke). New western access from Overton Road, together with new access road through the site.	New eastern A339 access and spine road extending to the B3046 and then northwards to the Woods Ln. underpass (below the M3) providing connectivity towards Brighton Hill, (inc. Brighton Hill District Centre), etc.
Improvements to local and strategic road networks	Improvements on the routes to Basingstoke town centre, via the B3400 corridor (inc. at the Fiveways intersection, etc.) & via the A30 corridor (inc. at the Southwood Corner intersection, etc.). Traffic management measures to prevent unacceptable impacts upon the surrounding communities and the rural road network. Potential improvements at M3 Junctions 7/8. Informed by a Monitor and Manage approach, by Travel Plan monitoring & potential future changes in travel behaviours.	Potential improvements to the A33 corridor and at M3 Junction 6. Informed by a Monitor and Manage approach, by Travel Plan monitoring & potential future changes in travel behaviours.	Provision of traffic signals at the A303/Overton Road junction, to maintain the safe operation of the A303 off-slips. Potential improvements at M3 Junctions 7/8. Informed by a Monitor and Manage approach, by Travel Plan monitoring & potential future changes in travel behaviours.	Potential improvements on the routes to Basingstoke town centre and to Brighton Hill. Suitable traffic management measures to prevent unacceptable impacts upon the surrounding communities (inc. Cliddesden), and the rural road network. Potential improvements to M3 Junction 6. Informed by a Monitor and Manage approach, by Travel Plan monitoring & potential future changes in travel behaviours.
Education				
Secondary	Contribution towards delivery of additional secondary school places on the proposed school at Northern Manydown during the plan period. Land and contributions towards the delivery of a new 10FE secondary school (beyond the plan period)	Contribution towards delivery of additional secondary school places	Up to 6FE new secondary school (with potential for further expansion).	Contribution towards delivery of additional secondary school places
Primary	3 x primary schools (3 x up to 3FE). 2 schools within the plan period - 1 at either end of the site	1 x up to 3FE primary school	2 x 3FE primary schools	1 x 2FE primary school and 1.5FE expansion to Cliddesden primary school
Early years	Early years places to meet needs	Early years places to meet needs	Early years places to meet needs	Early years places to meet needs

Site	Western Basingstoke (SPS5.2 and SPS5.3)	Eastern Basingstoke (SPS5.4-5.7)	Popham Garden Village (SPS5.8)	Upper Swallick (SPS5.9)
Special Educational Needs	Land and contributions towards a SEN school to meet needs arising from site and wider borough.	Provision in schools and developer contributions	Provision in schools and developer contributions	Provision in schools and developer contributions
Health	New surgery or expansion of existing facilities. The allocation also includes a site for a new critical care hospital to meet wider needs. Provision will reflect models of care at the time of delivery.	New surgery or expansion of existing facilities.	New surgery	Expansion of existing facilities.
Community Buildings	3 community buildings in total, subject to phasing.	New community building to serve all sites.	2 community buildings in total, subject to phasing.	1 new community building.
Sports	In plan period, requirement for 4no. full-size FA compliant adult pitches with associated facilities, and a financial contribution towards an artificial grass pitch (AGP) and a sports hall. The full allocation requires 8no. full-size FA compliant adult pitches, 1no. full size AGP including floodlighting, 1no. 4 court sports hall on site including associated facilities (parking/changing etc). AGP and sports hall could be located on school site but would need community use agreement secured.	1no. artificial grass pitch (AGP) located on site, floodlighting and associated facilities (changing/parking).	In plan period, requirement for 3no. full-size FA compliant adult pitches with associated facilities and a financial contribution towards an artificial grass pitch (AGP) and a sports hall. The full allocation requires 6no. full-size FA compliant adult pitches, 1no. full size AGP including floodlighting, 1no. 4 court sports hall on site including associated facilities (parking/changing etc). AGP and sports hall could be located on school site but would need community use agreement secured.	4no. full size FA compliant adult pitches with associated facilities (changing/parking). Off-site contribution towards artificial grass pitches and indoor sports.
Green and blue infrastructure and biodiversity	To meet the council's adopted green space standards and deliver biodiversity net gain. To include a heritage park on the site of the Scheduled Monument.	To meet the council's adopted green space standards and deliver biodiversity net gain.	To meet the council's adopted green space standards and deliver biodiversity net gain.	To meet the council's adopted green space standards and deliver biodiversity net gain.

Environment and Infrastructure Overview and Scrutiny Committee

Date	Topic	Contact Officer
4th September 2025	Local Plan Update	Jeni Jackson
2nd October 2025	No items currently scheduled	
4th December 2025	Progress on implementing the Climate Change and Air Quality Strategy	Mark Lambert
5th February 2026	No items currently scheduled	
5th March 2026	No items currently scheduled	
TBC	CIL and S106 Review	Jeni Jackson
BDBC Forward Plan	https://democracy.basingstoke.gov.uk/mgListPlans.aspx?RPId=142&RD=0&bcr=1	

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