

01 WELCOME

Newlands Property Developments LLP welcomes you to this virtual public exhibition. In line with Government Guidance during the COVID 19 Pandemic, we are hosting a virtual on-line exhibition to set out our proposal at Oakdown Farm adjacent to Junction 7 of the M3 motorway.

Oakdown Farm is circa 33 hectares (82 acres) of largely agricultural land and associated outbuildings. The M3 motorway forms the south-eastern boundary to the site, whilst the A30 forms the western boundary curving around to the north. The small area to the south of the M3 is proposed solely for landscaping and bio-diversity measures.

As we are unable to join you face to face to discuss the proposals we are asking you to ask any questions via the following email:

Basingstokegateway.M3.uk@avisonyoung.com

We will answer your questions through a live YouTube event on **Thursday 9 July 2020 between 2-3.30pm and 7-8pm**. For more information on this event and access to the YouTube please visit <https://www.givemyview.com/basingstokegateway>

LIVE SESSION LINKS

Afternoon (2:00pm - 3:30pm):
<https://youtu.be/CQso6zTGczg>

Evening (7:00pm - 8:00 pm):
<https://youtu.be/vvTjDttjW0g>

Please submit questions via:
Basingstokegateway.M3.uk@avisonyoung.com

Despite the challenges with COVID 19 we welcome your questions and feedback via:

<https://www.givemyview.com/basingstokegateway>
or
Basingstokegateway.M3.uk@avisonyoung.com.



AERIAL LOCATION

02 WHO AND WHY?

WHO ARE NEWLANDS DEVELOPMENTS?

- Newlands Developments is a specialist industrial / logistics developer with unrivalled experience and success in delivering large scale logistics projects;
- The team consist of 12 individuals covering development, constructions and finance based up at our headquarters in Rugby;
- In the past decade we have delivered positive planning determinations for over 27 million sq ft including major projects at East Midlands airport, Rugby, Coventry, Peterborough & Northampton;
- Specialises in investing in upfront infrastructure immediately on securing planning consent;
- Take a long term land interest ensuring stewardship and legacy;
- At present we control over 750 acres of land across the UK and have over 3 million sq ft of deal's in solicitors hands for pre-lets or pre-sales to some of our existing customers.

WHY BUILD IN BASINGSTOKE?

- Logistics is a key growth market with an opportunity to bring forward an industrial hub adjacent to the M3 in a town and region currently significantly under supplied for industrial / logistics accommodation;
- There is an identified need for logistic and distribution space in the Basingstoke & Deane Adopted Local Plan which cannot be accommodated on existing sites or allocations;
- Already in detailed discussions with both local, regional and national occupiers with requirements in the region;
- Newlands Developments will invest on Day 1 with off site highway improvements and create development plateaus. If proposals are approved construction will start in spring 2021.



NEWLANDS KEY CUSTOMERS



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BASINGSTOKE GATEWAY - HOW IT COULD LOOK

03 THE PROPOSALS

The proposals relate to an application for outline planning permission for up to 271,000 sq m (including mezzanine floors) of storage, distribution and employment space with ancillary offices.

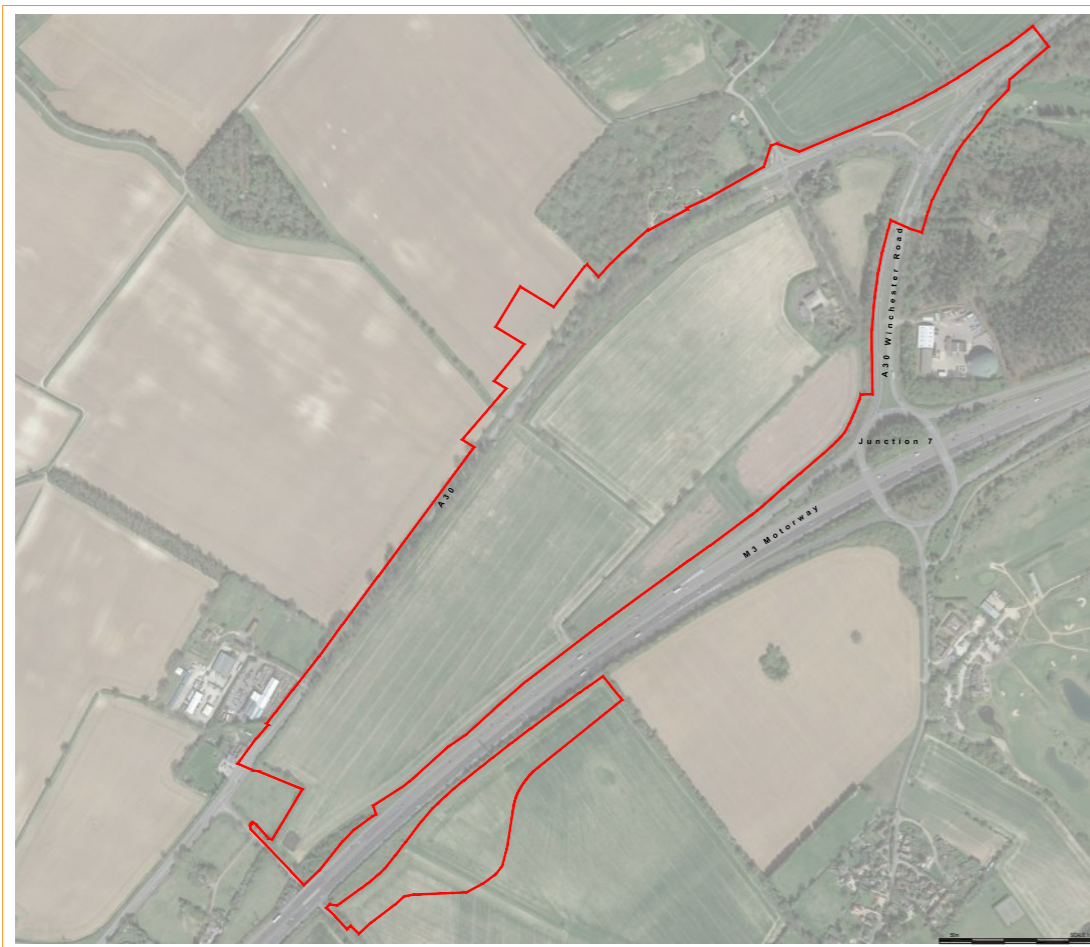
This means that the principle of development is being applied for, along with seeking approval for detailed part of the development:

- The details of access and egress into the site from A30;
- Extent of development plateaus for the buildings to sit on;
- Maximum ridge heights for each development plateau;
- Landscaping and ecological areas;
- Sustainable drainage strategy;
- Diversion of existing oil pipeline.

The appearance of the buildings will be considered in subsequent planning applications submitted to the Local Planning Authority (known as Reserved Matters Applications).

This outline planning application is informed by an illustrative masterplan. This allows an assessment of the general development areas and how the development will respond to the environmental characteristics of the site and surrounding area.

- The proposed buildings within the development are indicatively arranged from north east to south west along the southern boundary of the site.
- The proposals will include car parking and cycle parking provision, including electric cycle and vehicle charging points;
- A detailed drainage strategy including attenuation ponds;
- Landscaping and planting are included throughout the site;
- The creation of a bund south of the site along the northern boundary of the M3 has important visual landscaping and bio-diversity benefits.

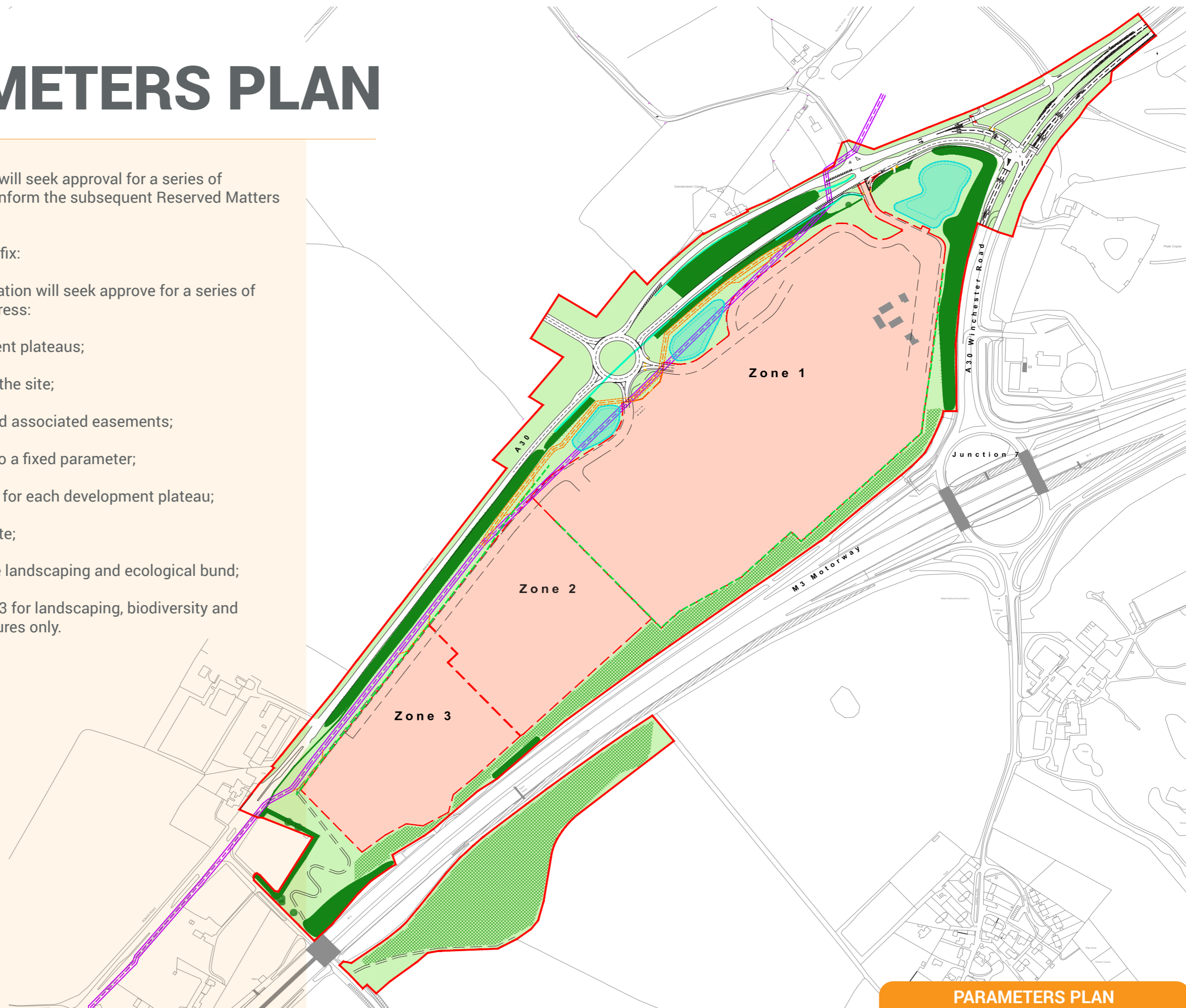


04 PARAMETERS PLAN

The outline planning application will seek approval for a series of development parameters which inform the subsequent Reserved Matters Planning applications.

The parameters plan will seek to fix:

- The outline planning application will seek approve for a series of parameter plans which address:
 - extent of the development plateaus;
 - access and egress into the site;
 - realigned oil pipeline and associated easements;
 - development plateaus to a fixed parameter;
 - maximum ridge heights for each development plateau;
 - pedestrian footpath route;
 - maximum height for the landscaping and ecological bund;
 - land use south of the M3 for landscaping, biodiversity and ecological measures only.



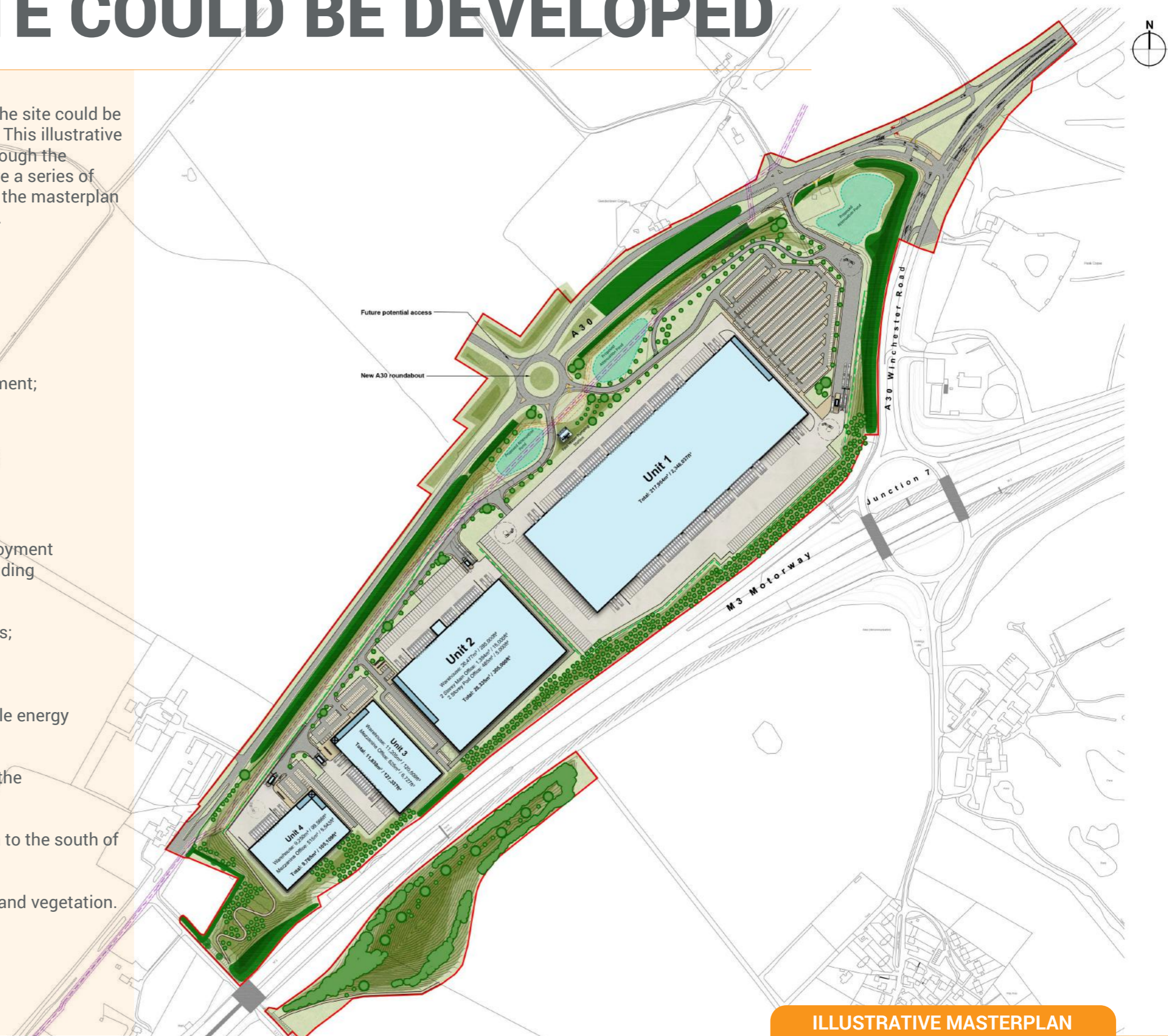
PARAMETERS PLAN

05 HOW THE SITE COULD BE DEVELOPED

An illustrative masterplan has been prepared to show how the site could be developed and the level of buildings it could accommodate. This illustrative masterplan has then been used to assess the proposals through the outline application. The outline application seeks to approve a series of parameter plans and development plateaus. This will allow the masterplan to be changed through future Reserved Matter applications.

It is informed by:

- A series of site constraints including:
 - highway access;
 - diversion of existing oil pipeline and pipeline easement;
 - topography of the land;
 - view form nearby village of Dummer.
- The masterplan incorporates:
 - 271,000 sq m of B8 storage, distribution and employment floorspace with ancillary B1 office floorspace including mezzanines;
 - accommodated across three development plateaus;
 - strategies to work towards zero carbon by 2030;
 - delivery development that makes use of sustainable energy measures;
 - pedestrian footpath connection from the south of the development;
 - strong and robust landscaping and ecological area to the south of M3;
 - good visual containment through use of landform and vegetation.



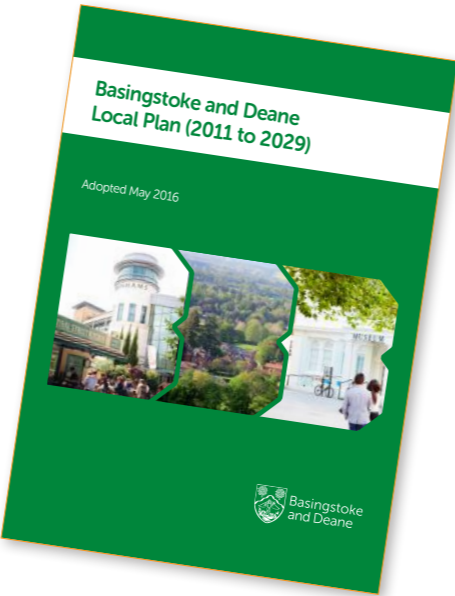
ILLUSTRATIVE MASTERPLAN

06 PLANNING POLICY

PLANNING POLICY FRAMEWORK TO INFORM PROPOSALS

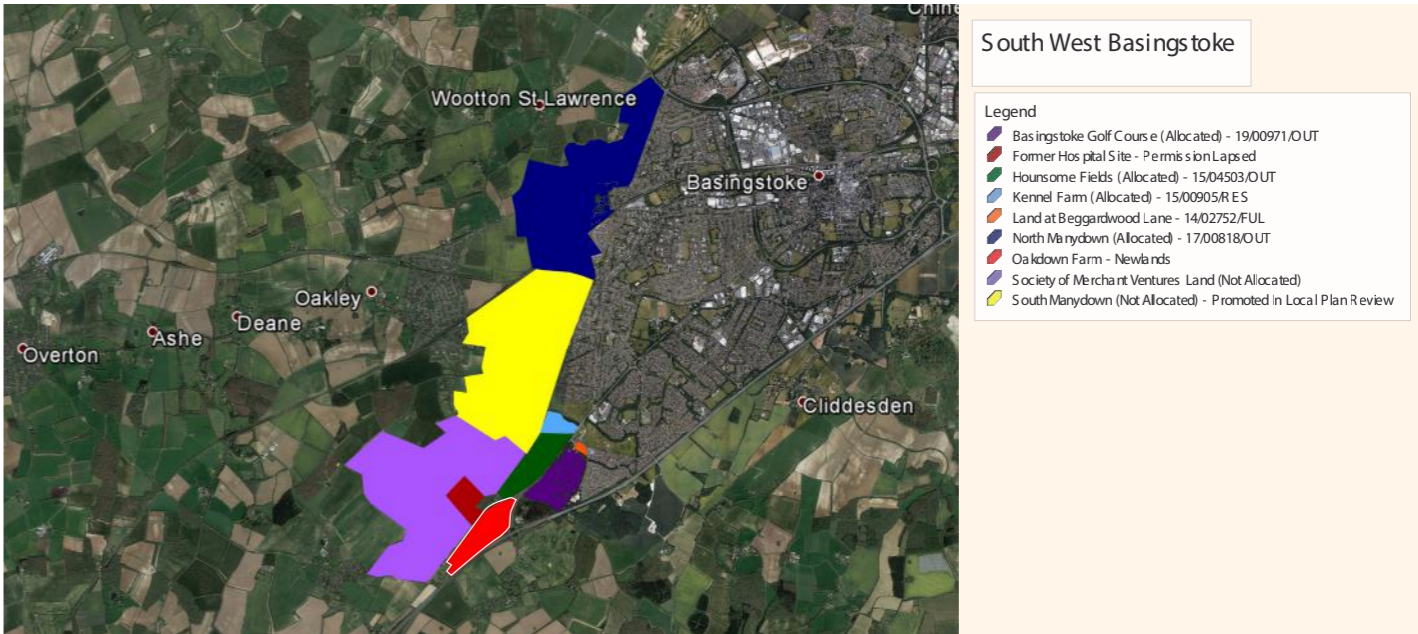
The proposals will be assessed against Policy EP1 of the Basingstoke & Deane Local Plan 2011-2029 (adopted in 2016) states that development proposals for storage and distribution floorspace, outside of the existing Strategic Employment Areas, which come forward in advance of a subsequent DPD, will be permitted subject to 7 tests:

1	Mitigate landscape and visual impact	✓
2	Compatibility with neighbouring uses	✓
3	High quality floorspace	✓
4	Well related to the strategic road network	✓
5	No severe highways impact	✓
6	No impact on character of nearby settlements	✓
7	Demonstration of need	✓



WIDER DEVELOPMENT CONTEXT

- Our site is located within the zone of growth for west Basingstoke earmarked for significant change and growth (as illustrated) including;
 - Manydown North 290ha - allocation and application submitted for 3,400 new homes and associated infrastructure;
 - Basingstoke Golf Course 44.5ha - allocated and application submitted for 1,000 homes and associated infrastructure;
 - Hounsme Fields 43ha - allocated for 750 homes;
 - Kennel Farm 11.7ha - allocated and planning approval for 310 homes;
 - Land at Beggarwood Lane - planning approval for 96 homes;
 - Manydown South - not allocated promoted through the Local Plan Call for Site for mixed use housing led development;
 - Society of Merchant Ventures Land & Former Hospital Site 330ha not allocated promoted through the Local Plan Call for Site for mixed use housing led development. 22ha of which has a lapsed consent for a critical treatment hospital.
- Our site Basingstoke Gateway and the M3 Motorway acts as an important barrier to contain the future growth of Basingstoke north of the M3.
- Basingstoke Gateway will deliver much need employment based development which is at risk of being lost to neighbouring authorities.



07 ECONOMIC BENEFITS

ECONOMIC NEED & BENEFITS OF PROPOSALS

- Potential for world class business activity to be served across the Basingstoke and Deane local economy;
- Market demand is consistently outstripped market supply for industrial land, particularly for distribution and logistics activities;
- The land supply in the current Local Plan is insufficient to respond to future demand for industrial land, particularly for larger scale distribution and logistics activities;
- No alternative sites in the Borough for large scale distribution and logistics purposes - opportunity could therefore be lost to neighbouring boroughs);
- Basingstoke Gateway M3 J7 would deliver:
 - 656 direct jobs;
 - generate an annual direct GVA of circa £39.7m;
 - 918 indirect jobs;
 - generate and annual indirect GVA of circa £55m.
- Range of jobs provided will offer different opportunities:
 - For local residents;
 - Full-time jobs;
 - Entry level through to skilled technical and managerial roles;
 - Entry level jobs for unskilled workforce or people in long-term unemployment;
 - Opportunities for career progression;
 - Range of apprenticeships.
- Construction jobs from spring 2021.



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08 TRANSPORT, CONNECTIVITY & ACCESS

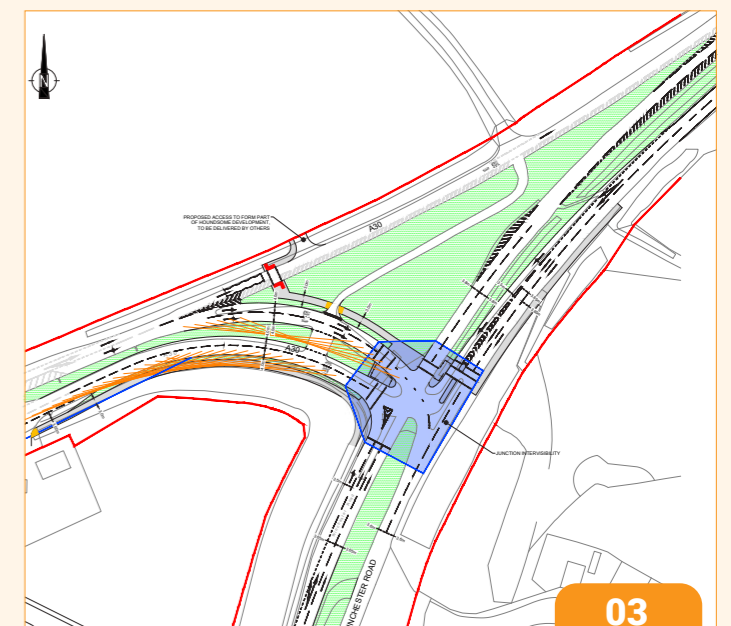
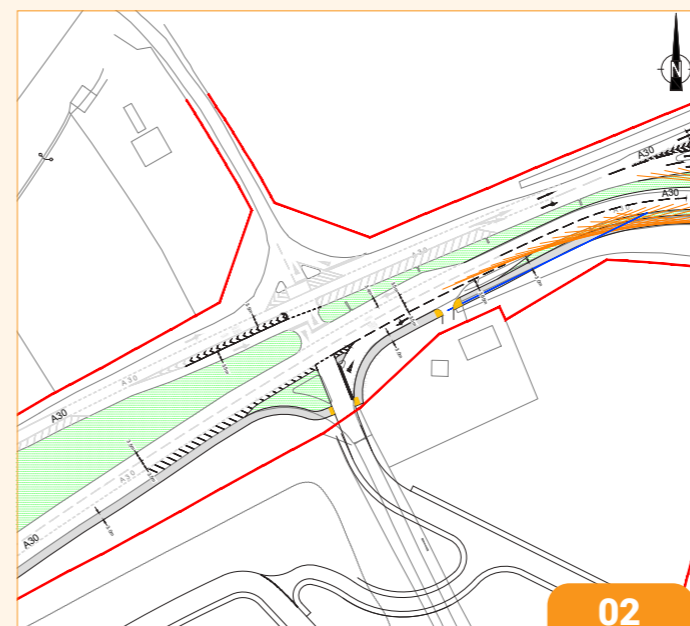
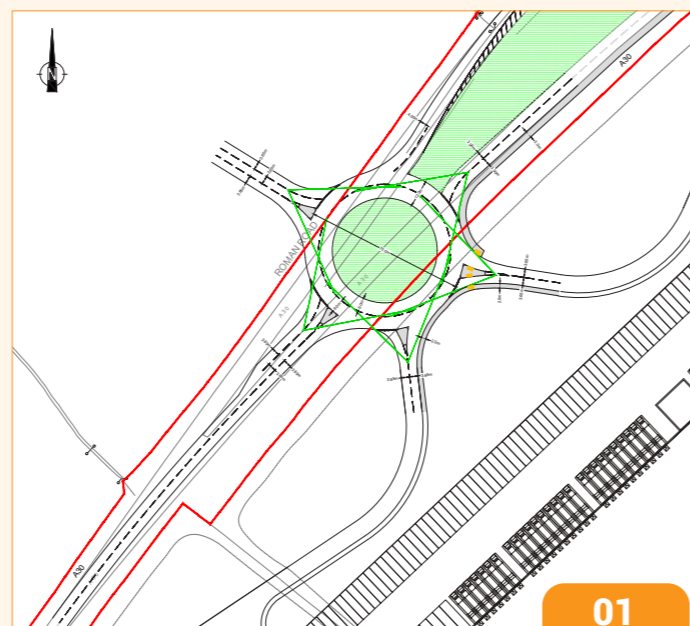
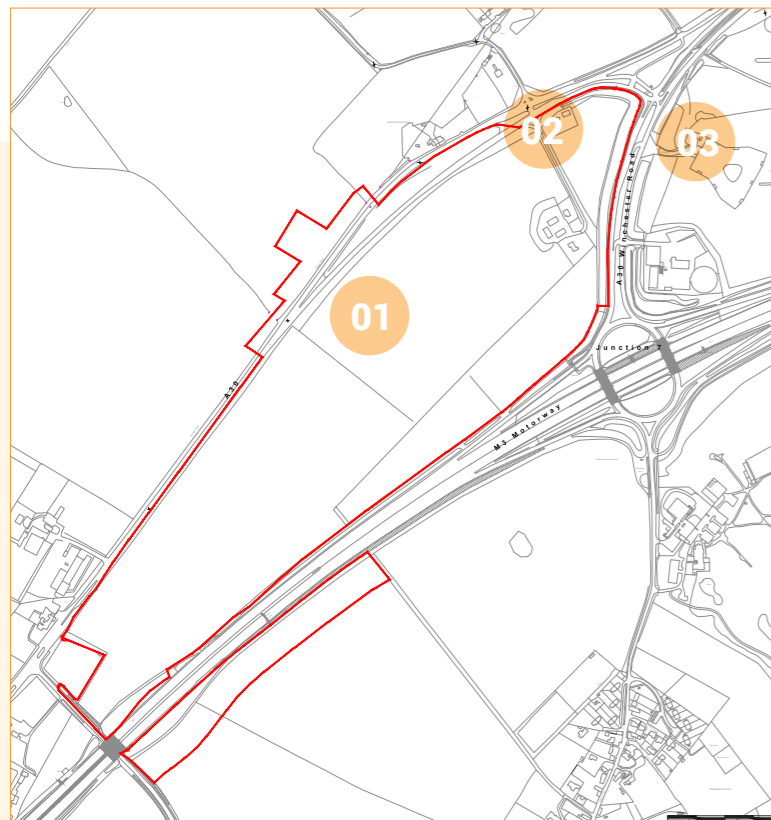
A detailed Transport Assessment, using a paramics microsimulation modelling considering site access, A30, M3 junction 7 to junction 8 has been undertaken liaising closely with Hampshire County Council and Highways England to ensure appropriate mitigations measures are put in place:

This is based on:

- Development traffic forecasts showing circa 380 two way movements for the AM and PM peak hours - of which 25% would be HGVS or vans;
- Two new access points off the A30 - left in HGV only onto plateau 1 plus a new roundabout on the A30 to serve the site;
- Mitigation proposed off site which provides capacity for committed and future development including Manydown, Golf Course, Hounsme Fields plus background traffic growth.

Sustainable Travel forms a key consideration of the proposals, encouraging real alternatives to the private car including:

- **A 3m footway/ cycleway** along the A30 frontage of the site;
- **Toucan crossings** between Hounsme Fields and from Basingstoke Golf course (these are two examples of nearby developments that are currently pending consideration with the Local Planning Authority);
- **Pedestrian access** via Up Street and a new 3m footway/cycleway into the site in the south western corner of the site;
- **Cycle provision** will be made on site to include secure and sheltered cycle parking as per Hampshire County Council standards;
- **Bus and public transport options** the project team are currently undertaking exploring a number of options to improve access to the site Electric Vehicle charging points will be provided on site, and passive provision will be made to allow for further electric charging points to come live in the longer term;
- **Travel Planning** each occupier will need to show the Local Planning Authority how sustainable travel is being encouraged and carried out, this may include initiatives such as car sharing schemes with sustainable travel vouchers and prominent parking spaces for car sharers.



09 SUSTAINABILITY & CLIMATE CHANGE

Basingstoke and Deane Borough Council have pledged to work toward making Basingstoke and Deane net zero carbon by 2030. Our Sustainability and Energy Strategy for the development proposal will therefore include carbon reductions from both a construction and operational energy perspective.

SUSTAINABILITY, WELLBEING & BRINGING THE NATURAL WORLD INTO THE BUILT ENVIRONMENT

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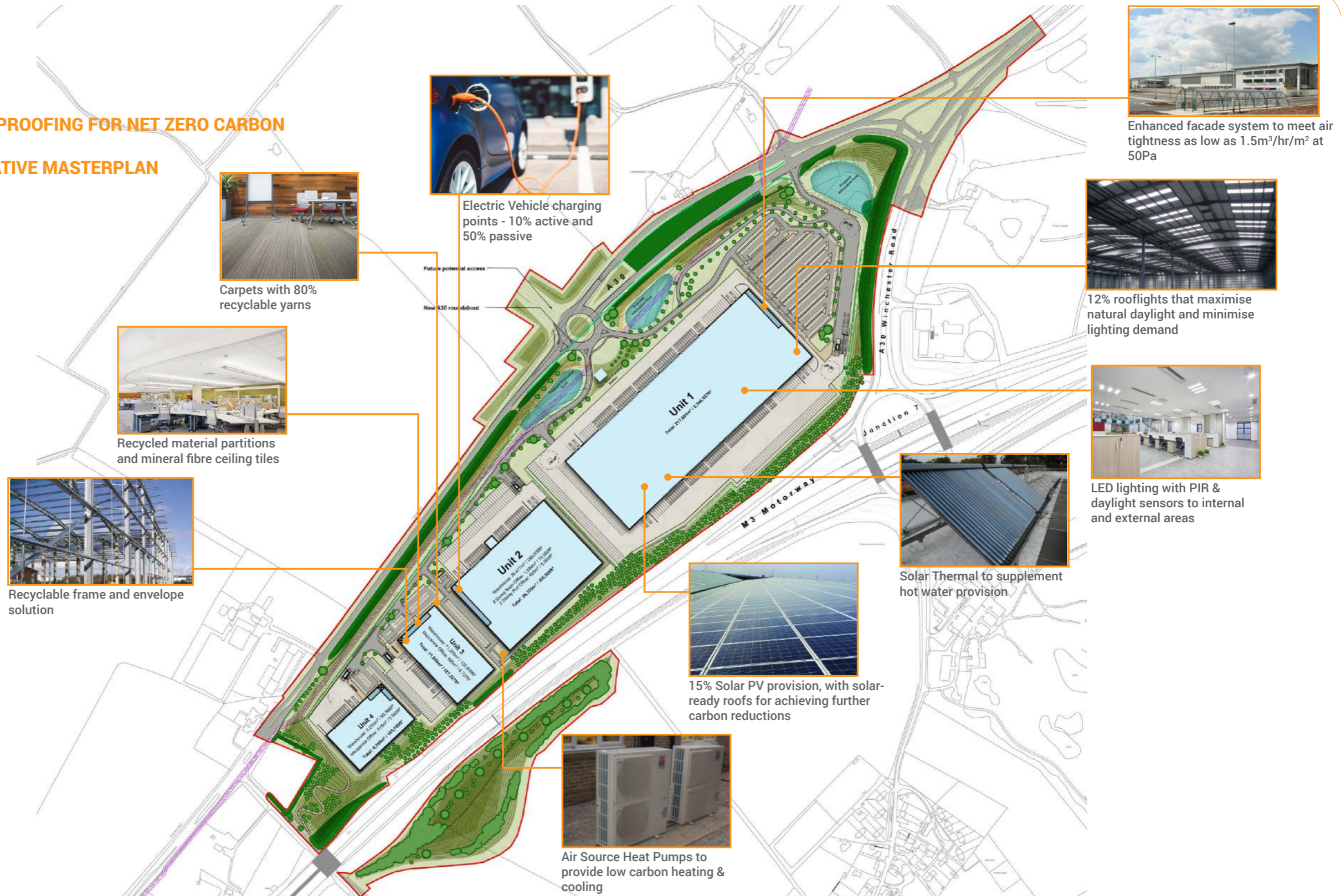
SUSTAINABILITY, WELLBEING & BRINGING THE NATURAL WORLD INTO THE BUILT ENVIRONMENT

10 SUSTAINABILITY & CLIMATE CHANGE

Our design has been informed by the Council's ambition and targets and we are developing a strategy which will seek to meet the Council's Net Zero Carbon target by 2030. Measures being considered include:

FUTURE-PROOFING FOR NET ZERO CARBON

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FUTURE-PROOFING FOR NET ZERO CARBON

11 ENVIRONMENTAL CONSIDERATIONS

The proposals have been assessed against the environment and landscape surrounding the application site. These issues include landscape, ecology, nature conservation, archaeology and heritage, ground conditions, drainage and flood, transport, air quality, dust, noise and vibration. These assessments will be brought together through an Environment Impact Assessment which will accompany the outline planning application.

LANDSCAPING & ECOLOGICAL STRATEGY

Working with officers at Basingstoke and Deane Borough Council, the landscape design forms a key part of the proposals. In order to understand how the proposals will sit within the landscape, 24 locations have been agreed to be assessed.

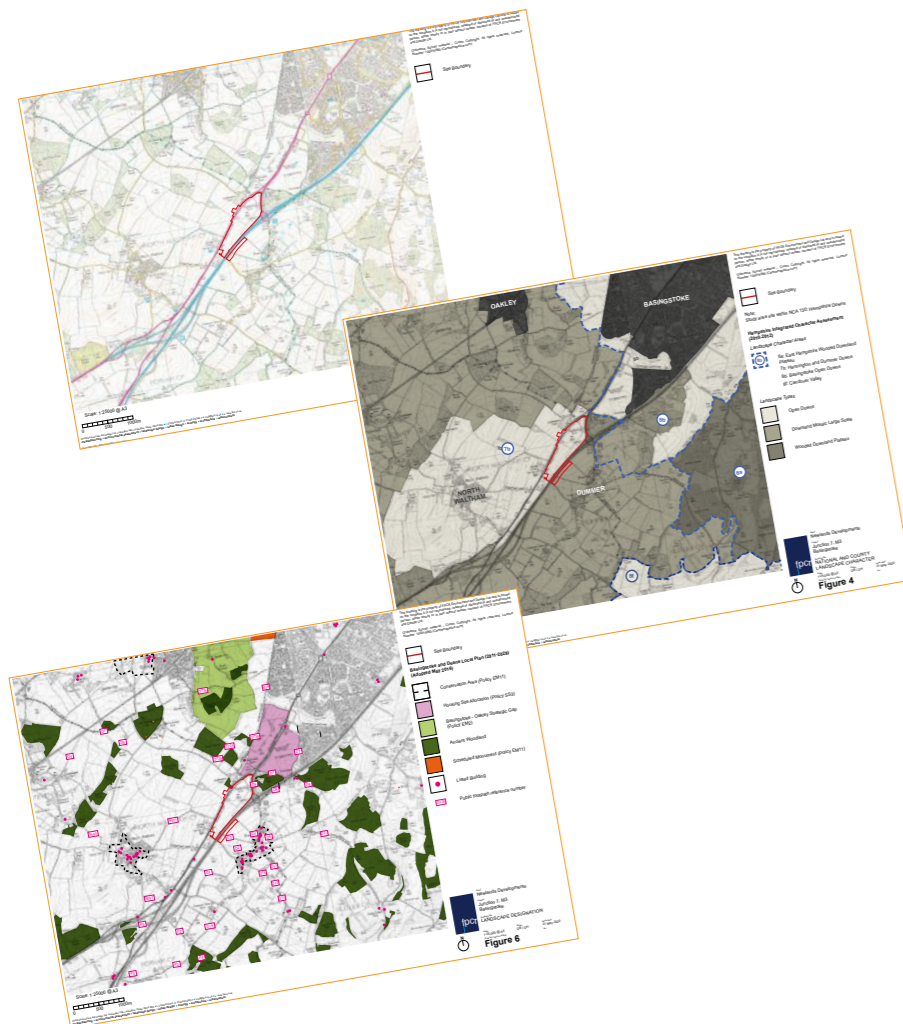
As Dummer is the closest village to the site, careful consideration has been given to how impact upon views experienced from the northern edge of this settlement can be mitigated. As part of an iterative design process, and in response to early visual analysis, a planted bund has been proposed to the south of the M3, which will deliver the following benefits:

- Mitigation to help reduce impact of development on views experienced from northern edge of Dummer and footpath between Dummer & M3
- Improved visual amenity by lowering the development plateaus within the site
- Enhanced biodiversity, with native woodland planting and hedgerows providing habitat for native species such as Dormice.

CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN

We are keen to ensure that the construction of the development does not affect the day to day activities of surrounding residents and our neighbours or where this is unavoidable the impact is kept to a minimum.

Therefore, we will therefore be submitting a construction and environmental management plan as part of our outline planning application allow us to agree a detailed construction management plan with the Council. This will include a range of measures including: establishing a community liaison group, working hours, construction vehicle routes, noise and dust mitigation strategies, wheel washing, waste management etc.



12 ON SITE CONSIDERATIONS

OIL PIPE DIVERSION

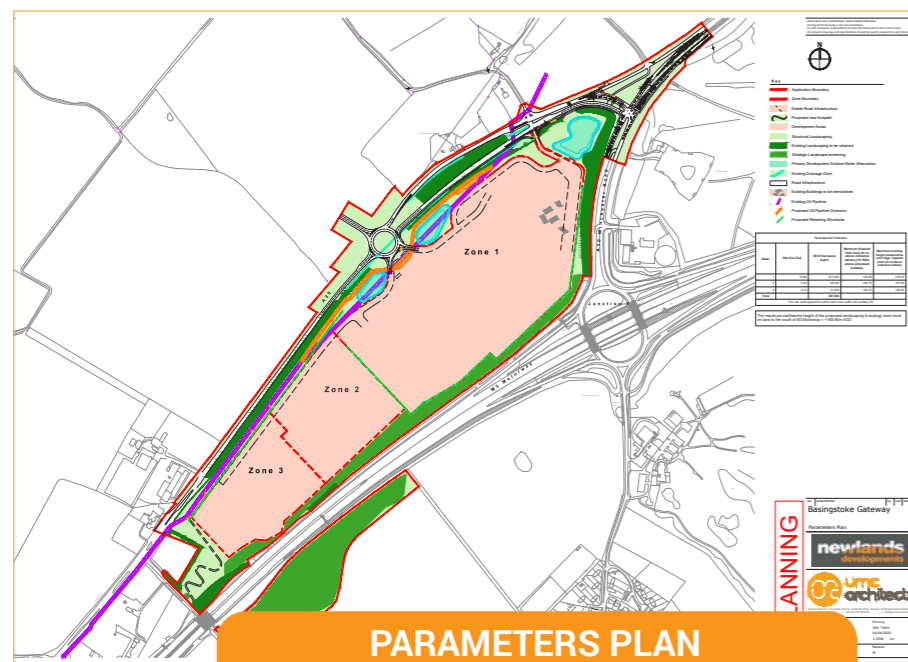
- An underground oil pipe currently runs along the edge of the site, running parallel to the A30.
- This pipeline is currently not operational, but as part of the proposals it will be diverted in order to allow for the proposed development and provide an appropriate maintenance corridor.

SUSTAINABLE DRAINAGE

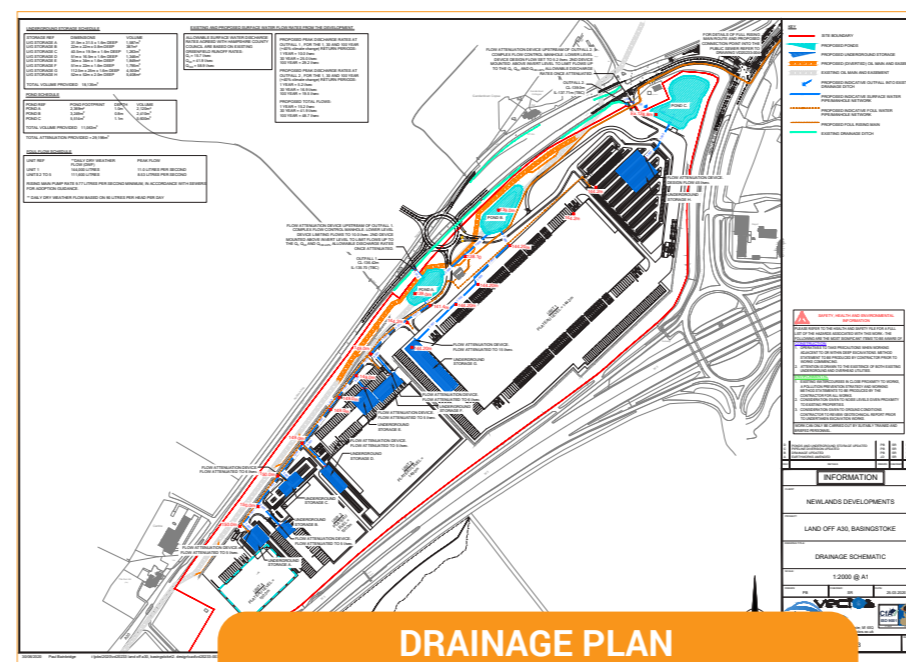
- The design of drainage infrastructure across the site has considered flooding issues from a variety of sources. The entire development lies outside of any fluvial flood risk areas, holding a low risk Flood Zone 1 classification.
- A site specific flood risk assessment has been undertaken to ensure all potential sources of flooding and drainage have been considered, and also ensure the development does not have a negative impact on the surrounding area in terms of flood risk.
- All surface water runoff generated on site will be discharged from the site at a controlled rate, not exceeding the existing greenfield runoff rates for the site. These rates have been agreed in principle with Hampshire County Council, in their role as Lead Local Flood Authority.
- Sustainable Urban Drainage Systems (SuDS) shall be incorporated into the onsite drainage infrastructure ('SuDS' store or re-use surface water at source, by decreasing flow rates to watercourses and by improving water quality).

DEVELOPMENT PLATEAUS

- The topography of the site requires a series of development plateaus for the proposed buildings.
- This required the existing topography to be re-profilled through a cut and fill exercise. The earthworks have been specifically designed to ensure all material can be reused on site, meaning construction traffic to and from the site is kept to a minimum.
- The outline planning permission will seek to fix the extent of these plateaus and set their ground floor level informing a maximum height of the proposed buildings.
- The scheme proposes three development plateaus allowing for a range of building sizes to come forward based on commercial and occupier demand.



PARAMETERS PLAN



DRAINAGE PLAN



ILLUSTRATIVE MASTERPLAN

13 NEXT STEPS...WHAT WILL HAPPEN NEXT

Thank you for attending our virtual exhibition. Please provide your feedback through our online poll at:

www.givemyview.com/basingstokegateway

Submit questions and join the project team for our Live Q&A session via **YOUTUBE on 9 July 2020 at 2-3.30pm and 7-8pm.**

LIVE SESSION LINKS

Afternoon (2:00pm - 3:30pm):
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E: Basingstokegateway.M3@avisonyoung.com

FEBRUARY - JUNE 2020	JUNE 2020	JUNE - JULY 2020	SUMMER 2020	WINTER 2020	EARLY 2021	LATE SPRING 2021	2022
Pre-application consultation with Basingstoke and Deane Council, Hampshire County Council (Highways) and Highways England (Highways, M3)	Environment Impact Assessment Scoping Opinion requested (in line with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017)	Community Engagement - to be completed on a virtual platform	Outline planning application submitted	Determination of Outline Planning Application end of 2020	Submission of Reversed Matters for Development Plateau 1 & Discharge of Pre-Commencement conditions Early 2021	Construction start on site late spring 2021	Occupation and 1st FTE jobs on site 2022



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