

BASINGSTOKE **GATEWAY M3|J7**

OUTLINE PLANNING APPLICATION
FOR LAND KNOWN AS
OAKDOWN FARM, BASINGSTOKE

AUGUST 2020

Planning Statement

Basingstoke Gateway: Land at Oakdown Farm, Basingstoke

August 2020

Contents

1.	Introduction.....	1
2.	Site Context and Background	6
3.	The Proposed Development	9
4.	Pre-application Discussions and Stakeholder Engagement	11
5.	Planning Policy Context.....	20
6.	The Principle of Development / Land Use Planning Policy Matters.....	29
7.	The Economic Benefits of the Proposal.....	35
8.	Other Planning Considerations	38
9.	Draft Heads of Terms/ Developer Obligations / Community Infrastructure Levy.....	49
10.	Summary & Conclusions	51

Appendices

Appendix I	Application site area
Appendix II	Questions and answers raised during Youtube live sessions
Appendix III	Pre-Application response (July 2020)
Appendix IV	Scoping Response (July 2020)
Appendix V	SHELAA Ref DUM004
Appendix VI	Suggested draft planning conditions
Appendix VII	Warehouse Occupier Demand DTRE

1. Introduction

- 1.1 This Planning Statement has been prepared by Avison Young ('AY') on behalf of Newlands Property Developments LLP ('Newlands') to support an application for outline planning permission (with some matters reserved for consideration) for the construction of up to 271,000sq m of commercial and industrial floorspace (including mezzanine), specifically B8 uses supported by ancillary B1 uses, at Oakdown Farm, Basingstoke- development proposed as 'Basingstoke Gateway' (hereinafter 'the application site') The proposed description of development is as follows:

"Outline planning application for the demolition of three dwellings, out-buildings and related structures and construction of commercial and industrial units including mezzanine floorspace (use class B8) with ancillary offices (use class B1), with associated infrastructure works (including parking and landscaping), along with full details of access arrangements, site levels, drainage and diversion of underground pipeline"

- 1.2 This application seeks outline planning permission with some matters reserved, matters to be considered in detail as part of this application are the following (see chapter 3 for further detail):

- Access and highways works;
- Pipeline diversion;
- The landscape bund;
- The proposed site plateaus.

- 1.3 This Statement provides an overview of the application site and its surroundings and also considers the development proposals in relation to the development plan and also material considerations such as national planning policy and emerging local planning policies. It highlights the key considerations that have informed the design of the proposed development and sets out the relationship of the proposed development with prevailing planning policies.

- 1.4 Whilst the remainder of this Statement sets out the key issues in detail, a summary of the benefits of the proposed development are as follows:

- The ability to provide a market leading storage and distribution development, which will provide a significant positive impact upon the local Basingstoke and Deane economy.
- Market demand has consistently outstripped market supply for industrial land in the local area, particularly for distribution and logistics activities. The allocated land supply in the development plan is insufficient to respond to the full level of future demand for industrial land, particularly for

larger scale distribution and logistics activities in appropriate locations. This supports the need for the proposed development.

- Whilst the development plan allocates sites for employment uses, and these may be able to service certain needs/requirements, there is a lack of choice and opportunity to accommodate the type and scale of large-scale distribution and logistics uses in commercially attractive locations. The development plan allows for such development to come forward compliant with planning policy.
- The proposed development has the potential to deliver would be 1,027 jobs and £62m in GVA per annum;
- The proposed development will provide for a range of jobs opportunities for residents of Basingstoke and Deane. This will include full-time jobs, from entry level through to skilled technical and managerial roles.
- During the construction phase, the proposed development will also provide the opportunity for a large number of job opportunities (as noted in chapter 15 of the ES, this is anticipated to be 94 construction jobs per annum).
- Finally, but not exclusive, the proposed development will provide a significant flagship employment land investment in Basingstoke and Deane, providing a sub-regional distribution hub, and establishing Basingstoke as an important and vital distribution location.

1.5 The remainder of this statement is structured as follows:

- Section 2 provides a description of the application site and its surroundings, along with the relevant planning history;
- Section 3 provides details of the content of the proposed development.
- Section 4 provides a summary of pre-application discussions with the local authority, key statutory consultees and also the extent of stakeholder engagement.
- Section 5 sets out the planning policy context for the proposal, by identifying the relevant planning policies in the development plan and material considerations at the national and local levels.
- Section 6 discusses the principle of development for the proposed land uses in relation to development plan policy and other material policy considerations.
- Section 7 notes the Economic Benefits of the proposals

- Section 8 outlines the other key considerations for this proposal and provides an assessment of the relevant material considerations for the overall planning balance.
- Section 9 considers developer obligations.
- Section 10 provides a summary of the key issues pertinent to this proposal and draws together the overriding reasons why planning permission should be granted for the proposed development.

1.6 It should be noted that this application is accompanied by an Environmental Statement ('ES') which has been prepared in accordance with the Environmental Impact Regulations 2017 ((as amended by the Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020).

1.7 A request for a formal Scoping Opinion (20/01497/ENS) was submitted to the Council on the 11th of June 2020 and a formal response was received on the 31st of July 2020 (see appendix IV). The response from the Council has informed the scope of the ES although many of the issues associated with the ES topics have also been tackled as part of the wider pre-application process with the Council.

1.8 This planning application is accompanied by a wide range of supporting documents, which include:

- Design and Access Statement
- Environmental Statement
- Transport Assessment¹
- Framework Travel Plan²
- Flood Risk and Drainage Assessment³
- Community Infrastructure Levy ('CIL') Form
- Plans: Site Location, Parameter Plans, Existing and Proposed Levels, Illustrative Masterplan⁴, Highways Plans, Topographical Plan, Proposed Bund/Landscaping Plan (see covering letter for revision numbers)
- Foul Sewage and Utilities Assessment (See chapter 5 of the ES)
- Lighting Strategy (included in the ES)

¹ Appended to the Environmental Statement

² Appended to the Environmental Statement

³ Appended to the Environmental Statement

⁴ Submitted on an indicative basis only

- Statement of Community Involvement
- Arboricultural Assessment, including tree survey, tree retention plan, tree schedule and protective fencing specifications (included in the ES)
- Planning Statement (including developer obligations and draft planning conditions)
- Sustainability Statement
- Archaeological Desk Based Assessment and Heritage Statement⁵
- Ground Conditions and Contamination Assessment- Desk Study/ Ground Investigation Report⁶
- Ecology Assessment and Surveys⁷
- Landscape and Visual Impact Assessment⁸
- Noise Assessment⁹
- Air Quality Assessment¹⁰
- Employment Land and Economic Assessment report
- Construction Environmental Management Planⁱ

1.9 Planning permission is sought for the plans, drawings and development parameters set out in Table 1.1 below. The application is also accompanied by illustrative drawings relating to site layout and general arrangement of buildings (although these are for illustrative purposes only).

Table 1.1: plans, drawings and development parameters for approval

Drawing Number	Description
19155_P0004F_Application Boundary Plan	Site location 'red line' plan
19155_P0002K_Parameters Plan	Parameter plan
9312-L-04A Bund Layout	Proposed bund plans
VD20233-Sc278-100-03A General Arrangement Plans	Highways/access plans
VD20233-Sc278-100-01D General Arrangement Plans	
VD20233-Sc278-100-02A General Arrangement Plans	
VD20233-001 Rev I General Layout Plan	Drainage Plan
VD20233-003 Rev E Drainage Schematic	
Development Parameter	Quantum

⁵ Appended to the Environmental Statement

⁶ Appended to the Environmental Statement

⁷ Appended to the Environmental Statement

⁸ Appended to the Environmental Statement

⁹ WITHIN ES CHAPTER ONLY

¹⁰ WITHIN ES CHAPTER ONLY

Maximum floorspace ¹¹ - overall	271,000sq m
Maximum floorspace – Plot 1	219,070sq m
Maximum floorspace – Plot 2	29,335sq m
Maximum floorspace – Plot 3	22,595sq m
Minimum finished floor level – Plot 1 ¹²	144.95
Minimum finished floor level – Plot 2	149.75
Minimum finished floor level – Plot 3	150.75
Maximum building height – Plot 1 ¹³	170.25
Maximum building height – Plot 2	167.85
Maximum building height – Plot 3	166.25

- 1.10 The suite of documents submitted in support of this planning application has been agreed directly with officers at Basingstoke and Deane Borough Council during the pre-application process in line with BDBC's planning application validation checklist.

¹¹ All references to floorspace are GEA

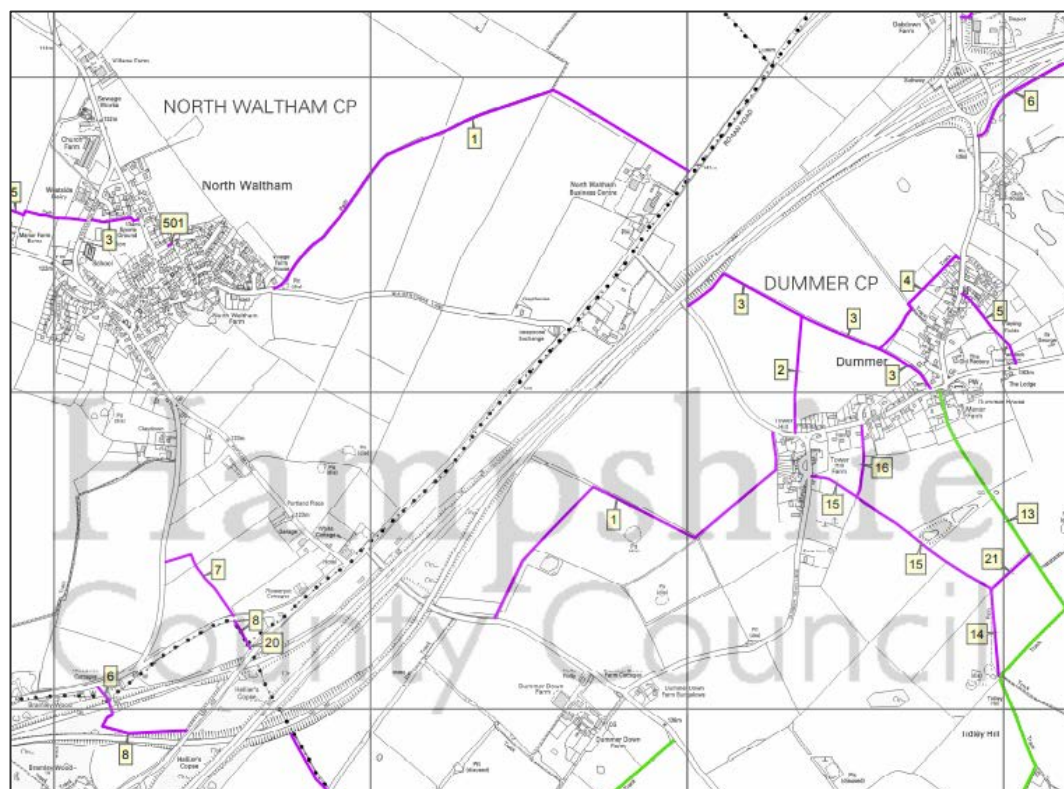
¹² In metres above ordnance datum

¹³ Maximum building height measured to roof ridge / highest point (in metres above ordnance datum)

2. Site Context and Background

- 2.1 The site subject to this outline planning application is located to the south west of Basingstoke and lies adjacent to junction 7 of the M3 motorway and the A30. It is located approximately 500 metres north of the village of Dummer and 1.5 miles south of Kempshott, which is located on the south-western edge of Basingstoke. The application site is approximately 6 miles from the centre of Basingstoke. A plan showing the extent of the application site is contained at Appendix I to this document.
- 2.2 The site comprises two parcels of land either side of the M3 motorway. The largest portion lies to the north of the M3 and comprises circa 40 hectares of Grade 3a and 3b agricultural land, forming an elongated parcel of land. The M3 motorway forms the eastern boundary, whilst the A30 forms the western boundary curving around to the north. The southern boundary of the site is bordered by the M3 and the M3 slip road. Boundary treatments are largely formed of hedges and narrow tree belts defining individual field parcels within the application site area. The southern corner of the site includes a small patch of woodland. The site is gently sloping with the highest points being adjacent to the M3 on the south-east boundary. A detailed description of the landscape character of the site can be found in the landscape and visual section of the ES.
- 2.3 The second portion of the site lies to the south of the M3 and also comprises Grade 3a and 3b agricultural land and areas of vegetation. This part of the site accommodates a public right of way which runs parallel to the boundary of the motorway and then turn south-eastwards towards the village of Dummer (see extract in Figure 2.1 below from Hampshire County Council's Definitive Map).

Figure 2.1: extract from Definitive Map showing existing public rights of way in the vicinity of the application site



- 2.4 Within the main part of the application site there are a collection of building which were formally used by the Southern County Ambulance Service as a parking depot, formerly known as Oakdown Farm. This area is accessed along a track which connects to the A30 and beyond to Trenchards Lane. A single dwelling located to the north east corner of the land is also located within the site boundary, two further dwellings are also located on site in close proximity to the Trehchards Lane.
- 2.5 This part of south-west Basingstoke is an area planned for significant proposed change, as set out in the adopted development plan and planning permissions, including planning permissions at Manydown, Basingstoke Golf Course and Hounsme Fields which include in up to 5,270 homes and associated land use in totals.
- 2.6 Historic England's online records indicate that there are no listed buildings within the site boundary. It should, however, be noted that there are two Grade II Listed Milestones adjacent to the site along the A30. It is understood that a number of listed building are located to the north and south of the site at Kempshott Park and Dummer.
- 2.7 The site is located within Flood Zone 1 as detailed in the Environment Agency's Flood Map. This confirms that the site is at low risk of flooding (<0.1%), although due to the size of the application (over the 1 hectare threshold) the submitted planning application is supported by a Flood Risk Assessment. The submitted ES also includes an assessment of drainage and flood risk.

Planning History

2.8 The Council's online database of planning applications indicates the following history of applications within or adjacent to the application site:

- Southern part of main site (BDB/32137): erection of crematorium of 4.86ha. Application refused on 13/11/1991.
- Northern part of main application site: application (BDB/39350) for the erection of motorway service area (refused in August 1996) and another application for motorway service area (BDB/37720) which was appealed against non-determination and subsequently dismissed.
- Ambulance depot / Oakdown Farm (BDB/66796): change of use to landscape contracting business (retrospective) – planning permission granted in July 2007.
- Change of use of buildings and land from landscape contract business (sui generis) to Class B1/B8 use for storage/office (retrospective). Planning permission granted in March 2013.
- Adjacent to main application site (to north West) (15/01225/OUT): erection of critical treatment hospital, cancer treatment centre additional development including energy centre, service yard, link building and underground link. Planning permission granted but never implemented. This consent has now lapsed.

3. The Proposed Development

3.1 Planning permission is sought for the following development proposal:

“Outline planning application for the demolition of three dwellings, out-buildings and related structures and construction of commercial and industrial units including mezzanine floorspace (use class B8) with ancillary offices (use class B1), with associated infrastructure works (including parking and landscaping), along with full details of access arrangements, site levels, drainage and diversion of underground pipe-line”

3.2 As noted in Section 2 of this statement, the site subject to this application is split into two parts, either side of the M3 motorway. The southern element, to the south of the M3 motorway and to the north of Dummer, is proposed to accommodate a landscaped bund designed to mitigation views towards the development from the south – no other physical development is proposed south of the M3 motorway. This element of the proposal is being submitted in full in order that certainty can be provided over landscape and visual effects of the development proposed to the north of the M3 motorway.

3.3 The other element of the proposal which is being for full approval is the proposed new access and egress from the A30 on the north-western edge of the site. This will comprise a new roundabout on the A30 and provide the main access into the site for HGVs and other vehicles. It will be a four-arm roundabout with one of the arms on the A30 split into two to accommodate the existing dual carriageway layout. Two of the propose arms will provide access into the main application site.

3.4 There is also an existing access point at the northern edge of the main application site which will be maintained and enhanced.

3.5 The proposed development on the element to the north of the M3 motorway and south of the A30 will provide up to 271,000sq m of commercial and logistics floorspace (including mezzanine), specifically B8 uses supported by ancillary B1 uses, providing a new storage and distribution hub on the southern gateway into Basingstoke.

The parameters plan is submitted with this outline application for approval. This parameter plan has also assisted and informed the Environmental Impact Assessment process. The plan indicates that there will be three development plots/plateaus, with the largest occupying the northern element of the site and extending to 15.8 hectares. This area is proposed to accommodate around 218,000sq m of Class B8 floorspace in a configuration to be agreed at the Reserved Matters stage. The other three plots are proposed to accommodate the following approximate amounts of floorspace:

- Plot 1 circa 16.98 hectares
- Plot 2: circa 5.35 hectares
- Plot 3: circa 4.74 hectares

- 3.6 The submitted parameters plan also provide details of the proposed parameter ranges for finished floor levels and maximum building heights for each of the plots within the main part of the application site. It will be noted that the finished floor level for Plot 1 is the lowest with the levels across the rest of the site slightly setting up from east to west.
- 3.7 Whilst the detailed design of the site layout is not being submitted for approval, it is proposed that the larger of the (indicative) units will be located on the lower plateau and in the least visible location in Plot 1, closer to the more urban areas of Basingstoke, with the smaller units located to the south west. The indicative masterplan (not submitted for approval) shows the proposed floorspace being arranged across a number of separate buildings, arranged from north east to south west along the southern boundary of the site. The indicative layout shows the potential to accommodate three parameter plan plots with vehicular access to the three smaller plots taken from the southern arm of the roundabout into the site and access into Plot 1 available from both arms of the roundabout and also the enhanced access at the northern end of the site.
- 3.8 In addition to the above, the proposals will also include:
- Internal access roads, car parking and cycle parking provision, along with service yards and HGV parking associated with each of the proposed buildings. The layout of these areas will be considered in detail at Reserved Matters stage, although it is proposed that parking provision is in line with local standards.
 - There will be attenuation ponds located along the northern boundary of the site, and a framework strategy has been provided as part of this planning application submission. Full details will be considered in detail at Reserved Matters stage.
 - In order to provide a robust development strategy for the main application site, the submitted parameters plan indicates areas of structural landscaping and strategic landscaping screening. This covers the entire boundary of the main site and will set the context for more detailed landscaping proposals at the Reserved Matters stage. As noted above, details regarding the scale of the proposed landscaped bund, to be located to the south of the M3, are provided with this application.
- 3.9 The submitted Design and Access Statement explains in detail how the proposed development has been designed to respond to the application site's surrounding context and nearby planned and current development. The design has developed through a careful and robust assessment of the site context and analysis of key technical information including site surveys, landscape and visual scoping, highways design and contamination.

4. Pre-application Discussions and Stakeholder Engagement

- 4.1 The latest (February 2019) version of the National Planning Policy Framework ('NPPF') emphasises the importance of pre-application engagement, noting that it has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better co-ordination between public and private resources and improves outcomes for the community. Local planning authorities have a key role to play and early discussions between applicants, the local planning authority and the local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and community interests (paragraphs 39, 40 and 128 of the NPPF).
- 4.2 The applicant has been engaged in pre-application negotiations with the local planning authority since September 2019, including a series of pre-application meetings and entering in a 'Planning Process Agreement (PPA)' with the Council to manage the pre-application process. Parallel negotiations have taken place with Hampshire County Council on Highway and Archaeological matters; and with the Environment Agency on flood risk and drainage considerations, in line with their pre-application protocols. Since March 2020 and due to Covid-19 Lockdown measures meetings have been undertaken virtually through zoom/teams formats.
- 4.3 A public consultation programme has been undertaken to assist the preparation of development proposals for the application site. In order to ensure the safety of stakeholders, local Individuals and the project team, and in order to adhere to national government's guidelines on health and safety and best practice in terms of meeting the objective of the planning process during COVID-19 pandemic, all pre-application engagement with the community in regards to the development proposals has taken place online.
- 4.4 This online public consultation programme took place between 26 June 2020 – 25 July 2020. The Online Consultation received significant attention, by the end of the consultation period, The Give My View website achieved 14,465 visits with 3,213 members of the community answering 13,381 questions. The community also left 1096 pieces of written feedback. Further analysis of these comments is provided in the Statement of Community Involvement submitted as part of this planning application.
- 4.5 A Statement of Community Engagement outlining further details in relation to this pre-application process has been submitted in support of this planning application.
- 4.6 A summary of all meetings and pre-application engagement with the local planning authority and key stakeholder is set out in Table 4.1 below.

Table 4.1: schedule of pre-application meetings and actions

Date	Meeting/Event	Attendees
5th November 2019	Pre-Application meeting with project team and Local Planning Authority	-BDBC Officers; -Newlands -Avison Young and members of the consultant team
22nd January 2020	Meeting takes place between Hampshire County Council and the project team	-Vectos (Highways consultant) -HCC
25th February 2020	Pre-Application Meeting takes place between Council Officers and project team in relation to Economic Development, Environmental Impact Assessment and Landscape and Visuals	-Newlands -Avison Young and members of the consultant team
February – April 2020	Regular dialogue one-to-one between Council planning officers and the consultancy team	- BDBC officers Newlands – Avison Young
15th April 2020	Newlands introductory conversation with chair of Dummer Parish Council explaining the proposed engagement process	-Newlands -Dummer Parish Council
20th May 2020	Newlands sends correspondence to all key stakeholders (distribution list informed by input from B&D BC) explaining the intended programme of community engagement activity over the forthcoming months;	-Newlands
29th May 2020	Request for pre-application advice is registered with Basingstoke and Deane Borough Council	-Submission made by AY on behalf of Newlands
9th June 2020	Newlands advises key stakeholders of the submission of the Scoping Report for the Environmental Impact Assessment to B&D BC	-Newlands
15th June 2020	Newlands enters into dialogue on details matter regarding the proposals with Dummer Parish Council	-Newlands -Dummer Parish Council
16th June 2020	Newlands liaise with B&D BC on the scope of the neighbourhood notification exercise which resulted in an increase in the size of the household leaflet drop from 2,000 to 6,000 households in the local area	-Newlands -AY

		-BDBC
19th June 2020	Members Presentation hosted by Newlands project team via Microsoft teams;	-Newlands -Avison Young and members of the consultant team
	Follow up to key stakeholder group providing clarification over the programme of community events, advising that the website and poll would go live on 26th June 2020 and the engagement activity would run until 25th July 2020	-AY
26th June 2020	Website and social media campaign @ https://www.givemyview.com/basingstoke-gateway , goes live	-AY - Built-ID
	Email is issued to key stakeholders group notifying them of the website launch, providing an electronic copy of the leaflet encouraging them to issue electronically and advising of distribution area;	-AY
26th-28th June 2020	Leaflet drop takes place to 8000 local homes surrounding the site to inform them of the website and upcoming engagement activities.	-Instruction made by Newlands via AY
3rd July 2020	Members Presentation (covering Transport and Suitability) is hosted by the Newlands project team via online conference call;	--Newlands -Avison Young and members of the consultant team
	Consultation Boards are uploaded online. This is published in the 'news' element of the website	-Built-ID – AY
	Newlands Developments email Dummer Parish Council directly notifying the Parish Council that the exhibition boards are now live on the website and notifying them of the upcoming Youtube Live session.	-Newlands
	AY email all key stakeholders and advise them the exhibition boards are available to view on the website and notify them of the Youtube Live session	-AY
9th July 2020	Follow up leaflet drop takes place to homes around Dummer	-Newlands instruction via AY
9th July 2020	Youtube Live events (2pm-3:30pm and 7-8pm) hosted by the team – the afternoon event recorded 113 views with 56 views during the evening event. The process included questions being emailed into the team before and during the event and answered directly. Both events were	-Newlands -Avison Young and members of the consultant team

	recorded and uploaded onto the website. 4 unanswered questions from the sessions were taken away for further discussion with the wider technical team and subsequently answered online. Recording place onto website and available for viewing	
10th July 2020	The Youtube live sessions were recorded and uploaded to the website for viewing- the email address for questions remained live, until the consultation programme close .	-Built-ID
13th July 2020	All information from the Q&A sessions (video and written) was uploaded to the 'news' section of the website	-Built-ID
25th July 2020	Digital public consultation closes	-Built-ID (close website poll)
29th July 2020	Meeting takes place with Local Residentials at Ganderdown Cottages	-Newlands -Avison Young and members of the consultant team
4 August 2020	Meeting with Economic Development Officer- BDBC	-BDBC -Newlands -Avison Young and members of the consultant team
TBC August 2020	Meeting with LEP	-Newlands -Avison Young and members of the consultant team
9 September 2020	Meeting on Site- BDBC Landscape Officer	-Newlands -Avison Young and members of the consultant team

- 4.7 To summarise the above, the design team hosted two members briefing online for local Councillors, a second briefing covered specific topics including transport and sustainability.
- 4.8 For public engagement, a digital platform was created (www.givemyview.com/basingstokegateway). This website went live on the 26th of June 2020, running until the 25th of July 2020.
- 4.9 A leaflet drop took place to inform those living in the 8,000 homes closest to the development site. In addition, a website was launched, displaying a poll and consultation boards outlining the proposals, providing news updates, and answers to common FAQs. Following concerns raised by the Dummer Parish Council regarding the leaflet drop a second drop to a number of homes in Dummer took place on 10 July 2020.

- 4.10 Two Youtube Live sessions were hosted allowing local residents to post live comments or provide comments/questions via email before the event to be answered by the team during the live sessions. Recorded versions of these live sessions were uploaded online for viewing.
- 4.11 A copy of all questions and answers raised during the YouTube Live sessions are contained in Appendix II to this document.
- 4.12 A formal, written pre-application response was provided by Basingstoke and Deane Borough Council on the 22nd of July 2020 (see appendix III). The response covered the key planning considerations relating to the proposals including the principal of development/policy, highways, landscape and visual issues, urban design, biodiversity, economic development, heritage/archaeology, trees, environmental health, plus the Council's climate change emergency declaration.
- 4.13 The Newlands project team has carefully considered the content of the Council's pre-application response and the information submitted in support of the application has been updated where required. A summary of the applicant's response to the points raised is contained in Table 4.2 below.

Table 4.2: summary of applicant's response to the Council pre-application response

Pre-Application Feedback Received	Project Team Response
Policy- Further justification is required in regards to the need and floorspace/uses of the development proposals.	following pre-app response: The Planning Statement and Employment Land & Economic Assessment have both been updated significantly to flag policy considerations and need for further justification as set out in the pre-application response.
Policy- Justification is required in regards to the loss of dwellings on site.	Action following pre-app response: Justification in regards to this policy is now provided in Planning Statement Chapter 8.
Policy- Comment is required in regards to the development proposals and the emerging Local Plan	A follow up meeting with the Council's Economic Development Officer and Employment & Skills Officer (4 August 2020) included detailed review of the economic assessment and discussion on the appropriate level input for inclusion on the Skills & Training Plan Following comments received in the pre-application response from the Council, additional information has been included in the supporting economic statement. Please refer to the Planning Considerations chapter of this planning statement. Action following pre-app response: The Planning Statement and Employment Land & Economic Assessment have both been updated significantly to flag policy considerations and need for further justification as set out in the pre-application response.

	Further text has been provided in regards to emerging policies in this Planning Statement.
Highways- The impact of HGV movements on the A33 needs to be considered in greater detail.	<p>Action following pre-app response:</p> <p>HGV movements form part of the Transport Statement and are fed into the Environmental Statement, the extent of the assessment has been scoped out during pre-application discussions with both Highways England and Hampshire County Council; the assessing is therefore based on the level of initial scoping identified.</p>
In landscape terms the construction of the bund south of the M3 within the open landscape context would add further harm by virtue of an engineered structure within the agricultural landscape, where there are currently open and clear views. Depending on its height and form it could appear alien and unsympathetic to the existing landform.	<p>Action following pre-app response:</p> <p>A balance has been created by the reduction in visual impact which outweighs the landscape harm in relation to these proposals. Further assessment is provided in the LVIA, Environmental Statement, and as part of this Planning Statement.</p>
<p>Urban Design- I would suggest that any future application addresses these concerns raised and be accompanied by the following additional information which will allow a better informed assessment of the visual impact of the proposals:</p> <ul style="list-style-type: none"> • Cross sections in a NW to SE direction across the whole site and across all 5 units (including 2 separate cross sections for Unit 1 alone). These cross sections should include the cuttings and embankments of the M3 and the relationship to the A30. • Two detailed cross sections in a SW to NE direction across all the units and including the embankment of the link road between Junction 7 of the M3 and the A30 which forms the north eastern boundary of the site. • Perspectives of views into the development site from various locations (see attached response from the Urban Design officer for specific details of suggested locations). 	<p>Action following pre-app response:</p> <ul style="list-style-type: none"> • View from the M3- This cannot be achieved safely. • View from the A30- This has now been provided; • Views from the 'Triangle' - T This has now been provided; • View from the road link at J7- This has now been provided; <p>There is no guidance on photo montages so a 'common sense' approach was taken for pre-app using most sensible views- these views have then been expanded based on the pre-application response that was provided.</p>
Urban Design- General comments in relation to the scale, height, appearance and massing of the development proposals.	<p>It should be noted at this stage that this application seeks outline planning permission, with detailed design being an element of the proposals for consideration at reserved matters submission.</p> <p>Action following pre-app response:</p> <p>Key views that have been considered as part of the LVIA have now been enforced in the Design and Access Statement.</p> <p>Further detail on the possible design detail, such as colour palette, has been considered as part of the Design and Access Statement.</p>

<p>Urban Design- the Urban Design Officer considers that this should be marked by "pleasing and noteworthy" features. It is accepted that any future application will be in outline only with matters relating to the detailed design of the proposed units forming future reserved matters applications.</p>	<p>At this stage, this application seeks outline planning permission, with detailed design currently being reserved. This will contribute to be considered by the project team for reserved matters submission.</p> <p>Action following pre-app response:</p> <p>The team are working through options for presentation to Basingstoke and Deane Borough Council at a later stage.</p>
<p>Biodiversity-</p> <ul style="list-style-type: none"> Any future application will require a DEFRA Biodiversity Metric to be carried out. The development will be expected to demonstrate a net gain is achieved, through quantitative information within ecological reports, outlining what biodiversity features will be lost and what biodiversity features will be restored, created and/or enhanced. The PEA identifies nesting birds on the site but not the specific species such as skylarks. This needs to be identified. There are records of other important open field species in the area which also need to be addressed in the PEA, as well as any proposed mitigation. The full dormouse survey is welcomed – there are records to the north in Peaks Copse and the M3 corridor of known populations along the length of the site both north and south. 	<p>Net gain aspirations have been met by the application proposals- this is consideration in further detail in the Environmental Statement.</p> <p>As concluded in Chapter 8 of this planning statement, and based on survey work carried out on site, it is concluded that the habitats created and the species which will benefit from such mitigation measures will lead to an overall moderate beneficial, direct effect in the long term at a local level.</p> <p>Survey work is on-going and will be fed into the proposals during the determination period of the application in order to ensure that seasonal surveys are carried out correctly.</p> <p>It should be noted that particular aspects of the proposals, such as demolition, may not need to take place immediately in order to allow development on site to begin, survey work could therefore potentially be on-going.</p> <p>Action following pre-app response:</p> <p>A full suite of survey works have been submitted a part of this application pack, the Environmental Statement also sets out where, and why, key consideration has been given to particular species, habits, and mitigation measures.</p>
<p>It is noted that the submitted Economic Assessment is thorough, however the following points need to be addressed in any future planning application:</p> <ul style="list-style-type: none"> An Employment and Skills plan (ESP) – the Economic Development Officer would welcome early discussions on the ESP. The Economic Assessment needs to address the current context in terms of Covid-19 and the impact this might have on the type of development being proposed. It is unclear where the assumptions made in Section 5.9 of the submitted Economic Assessment come from in terms of conversion from jobs into floorspace requirements – further clarification should 	<p>A follow up meeting with the Council's Economic Development Officer and Employment & Skills Officer (4 August 2020) included detailed review of the economic assessment and discussion on the appropriate level input for inclusion on the Skills & Training Plan</p> <p>Following comments received in the pre-application response from the Council, additional information has been included in the supporting economic statement. Please refer to the Planning Considerations chapter of this planning statement.</p> <p>Action following pre-app response:</p> <p>The Planning Statement and Employment Land & Economic Assessment have both been updated significantly to flag policy</p>

be provided with any future planning application	<p>considerations and need for further justification as set out in the pre-application response.</p> <p>The Sustainability Strategy also now notes Skills Plan considerations.</p>
<p>Heritage-</p> <p>The Conservation Officer endorses the findings of the submitted Heritage Statement Synopsis. It is noted that the development will have an impact on the setting of the Dummer Conservation Area, but that this impact is likely to be low. This may be within the 'less than substantial category', but it will be down to the case officer during the determination of any future planning application to establish whether the public benefits arising from the proposals are sufficient to outweigh this harm as set out in paragraph 196 of the NPPF. Your submission will need to assess this impact and provide views on this balance.</p>	<p>Action following pre-app response:</p> <p>A Heritage Statement has been submitted as part of this planning application. The Heritage Statement concludes that the majority of heritage assets of interest would experience no impact from the proposals, with a minor impact identified for two assets, any impact on the assets analysed reduced over a period once a full scheme of landscaping has been prepared, planted and matured, harm of which is outweighed by public benefits of the proposed development, to which great weight should be attached.</p>
<p>Trees-</p> <p>The Tree Officer has raised particular concerns in relation to the loss of groups G7 and G9, which collectively are a prominent landscape feature. These trees should be integrated into any proposed development.</p>	<p>Although much of the sites tree stock will be affected by the proposals, the vast majority of the boundary material can be retained and help soften the built element of the proposals. It would be beneficial if the landscape proposals include a quantity of new tree planting that will help offset the tree losses on site and provide new tree cover for the future.</p> <p>Action following pre-app response:</p> <p>The Arboricultural Method Statement has been updated, providing further comment on why these trees need to be removed, and how they will be replaced.</p>
<p>Environmental Health- Contamination –</p> <p>There is the potential that due to the existing land use and farm buildings, there may be issues in relation to asbestos and ground contamination. Such matters will need to be addressed prior to demolition and construction, and in relation to ground contamination depending on what may be found, remediation may also be required</p>	<p>The Desk Study noted that:</p> <p>It is considered that it is unlikely that the site would be classified as Contaminated Land under Part 2A of the EPA 1990. The overall risk from land contamination at the site is considered to be very low to moderate for the current development, as a number of contaminants have potential to be present in unmitigated state.</p> <p>The overall risk for a redeveloped site is assessed to be very low to moderate, but this would need to be confirmed by appropriate intrusive investigation, testing and assessment of the results of the investigation.</p> <p>Action following pre-app response:</p> <p>Draft conditions have been suggested as part of this planning application. A Land Contamination Desk Study (submitted as part of the pre-application request) has been provided as part of</p>

	this planning application, along with a Ground Investigation Report-
Climate Change Emergency Declaration- Sustainability and low carbon production – Serious consideration should be given to maximising all opportunities to incorporate low carbon impact and sustainable energy solutions.	Action following pre-app response: A Sustainability Strategy has been provided as part of this planning application, this has also been considered in detail as part of the Environmental Statement.

5. Planning Policy Context

- 5.1 The Planning and Compulsory Purchase Act 2004 (Section 38(6)) provides that planning decisions shall be taken in accordance with the development plan unless other material considerations indicate otherwise. In this case, the Development Plan comprises the Basingstoke and Dean Borough Council Local Plan (2011-2029).

Adopted Local Planning Policy

- 5.2 BDBC adopted its Local Plan 2011-2029 in May 2016. It sets out the council's vision and development strategy for the Borough until 2029 and provides a wide range of policies to assist with development management decisions. It is to be noted that the application site area is not within the boundary of a made or draft Neighbourhood Plan.
- 5.3 The adopted Policies Map shows the site as being located outside of any defined settlement boundary (Policy SS1) and within open countryside. The site is greenfield but not Green Belt and does not form a strategic allocation in the adopted Plan.
- 5.4 There are three housing allocations to the north east of the application site adjoining the western and south-western edge of Basingstoke (allocation references SS3.11, SS3.2 and SS3.12) (Policy SS3). A Development Brief is currently being prepared to support allocation SS3.11 (Basingstoke Golf Course, which is located to the north of the site). Development of housing across these three (development plan allocated) areas will extend the urban area of Basingstoke close to the site subject to this planning application.
- 5.5 There is also an allocation for a Country Park (Policy SS3.10) circa 750m to the north of the site, within an area to the west of Basingstoke in the "Manydown Area" within which wider masterplanning will take place. Whilst relevant to the context of the wider surrounding area, this is not directly relevant to the development proposed as part of this outline planning application.
- 5.6 **Policy SS3** clarifies the number of dwellings expected to be delivered on allocated sites. The policy details that SS3.11 will deliver approximately 1,000 homes, SS3.2 310 homes and SS3.12 750 homes, totalling 2,060 homes across the three allocations close to this outline planning application site. The majority of these homes will be delivered across the length of the plan period. In addition to providing dwellings, and whilst housing is not related directly to these proposals, Policy EP1 states that employment uses will be permitted at site SS3.11 where the employment use of a scale and type appropriate to the site's location and where it will contribute to the creation of a sustainable mixed use community.
- 5.7 **Policy EP1** relates to economic growth and investment. Within the plan period to 2029, the Local Plan states that the Council will aim to support the creation of between 450-700 jobs per annum. The policy explains that specialist/advanced manufacturing (including research and development) proposals, and storage and distribution in suitable locations, will be supported. The policy also indicates that new employment sites supporting storage and distribution uses will be allocated in a subsequent

Development Plan Document ('DPD'). Strategic Employment Areas ('SEA') are identified within the Policies Map, although the site subject to this application is not located within a defined SEA.

- 5.8 However, the EP1 allows for development proposals for storage and distribution uses outside of the existing SEAs to come forward in advance of a subsequent DPD will be supported, subject to meeting the following criteria:

"g) Able to successfully mitigate the landscape impact, which will include the provision of sufficient space for appropriate soft landscaping/green infrastructure, appropriate location of development within the site, and utilise a design, and layout of built form and use of materials in order to ensure that any landscape impacts are minimised

h) Compatible with any neighbouring uses, including residential properties;

(i) For the provision of high quality floorspace;

(j) Well related to the strategic road network and easily accessible for HGV's;

(k) Capable of being provided without having a severe highways impact

l) Able to successfully mitigate the impact of the development on the character of nearby settlements; and

m) Able to demonstrate there is a proven need for the floorspace proposed".

- 5.9 The supporting text to the employment land policies notes that, in relation to storage and distribution uses:

"The proximity of Basingstoke town to the south coast and strategic road network makes it particularly appealing for storage and distribution use. Over the plan period the borough will require up to 122,000 sqm of storage and distribution floorspace to meet future needs. The report identifies that there is a shortfall of land for storage and distribution uses in the borough and suggests that the council explore opportunities for allocating new employment sites.

There is a lack of medium sized sites available for storage and distribution".

- 5.10 We understand that BDBC will not be commencing the preparation of a supporting DPD on employment sites, as detailed above.

- 5.11 Other policies included within the Plan and relevant to the proposed development site include the following:

- 5.12 **Policy SS1: Scale and Distribution of New Housing-** This policy outlines the local strategy for housing delivery, supporting development on appropriate brownfield sites and within Settlement Policy Boundaries as defined on the Policies Map. It sets the framework for the following policies which provide more details on the components to be delivered. Specially the policy states that within the period 2011 – 2029, the Local Plan will make provision to meet 15,300 dwellings and associated infrastructure, part of this is through resisting developments that involve a net loss of housing, unless it can be demonstrated that the benefits outweigh the harm.

- 5.13 **Policy CN6: Infrastructure.** This policy notes that new development will be required to provide and contribute towards the provision of additional services, facilities and infrastructure at a rate, scale and pace to meet the needs and requirements that are expected to arise from that development. Therefore, development proposals will be permitted where it can be clearly demonstrated that infrastructure can be provided and phased to support the requirements of proposed development. Infrastructure provision or improvements should be provided on-site as an integral part of a development. Site specific mitigation measures will be secured by planning obligations.
- 5.14 **Policy CN9: Transport.** CN9 indicates that development proposals will be permitted provided that: a) they integrate into existing movement networks; b) Provide safe, suitable and convenient access for all potential users; c) Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision; and d) Do not result in inappropriate traffic generation or compromise highway safety.
- 5.15 **Policy EM1: Landscape.** This policy notes that development will be permitted only where it can be demonstrated, through an appropriate assessment, that the proposals are sympathetic to the character and visual quality of the area concerned. Development proposals must respect, enhance and not be detrimental to the character or visual amenity of the landscape likely to be affected, paying particular regard to:
- a) The particular qualities identified within the council's landscape character assessment and any subsequent updates or relevant guidance;
 - b) The visual amenity and scenic quality;
 - c) The setting of a settlement, including important views to, across, within and out of settlements;
 - d) The local character of buildings and settlements, including important open areas;
 - e) Trees, ancient woodland, hedgerows, water features such as rivers and other landscape features and their function as ecological networks;
 - f) Intrinsically dark landscapes;
 - g) Historic landscapes, parks and gardens and features; and
 - h) The character of the borough's rivers and tributaries, including the River Loddon and Test, which should be safeguarded
- 5.16 **Policy EM4: Biodiversity, Geodiversity and Nature Conservation.** Development proposals will only be permitted if significant harm to biodiversity and/or geodiversity resulting from a development can be avoided or, if that is not possible, adequately mitigated and where it can be clearly demonstrated that:
- a) There will be no adverse impact on the conservation status of key species; and b) There will be no adverse impact on the integrity of designated and proposed European designated sites; and c) There will be no harm to nationally designated sites; and d) There will be no harm to locally designated sites

including Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs); and e) There will be no loss or deterioration of a key habitat type, including irreplaceable habitats; and f) There will be no harm to the integrity of linkages between designated sites and key habitats. The weight given to the protection of nature conservation interests will depend on the national or local significance and any designation or protection applying to the site, habitat or species concerned.

- 5.17 A number of ecology surveys have been completed in order to support this application proposal and further surveys will be continued to be carried out throughout the application process. This element is considered in further detail in the next chapter of the document and also within the submitted ES.
- 5.18 **Policy EM5: Green Infrastructure.** Development proposals will only be permitted where they do not: a) Prejudice the delivery of the Council's Green Infrastructure Strategy (and subsequent updates); b) Result in the fragmentation of the green infrastructure network by severing important corridors/links; or c) Result in undue pressure on the network which cannot be fully mitigated. The council will support proposals which seek to improve links and remedy identified deficiencies in the green infrastructure network in accordance with the council's Green Infrastructure Strategy.
- 5.19 **Policy EM6: Water Quality.** This policy notes that the Council will work in partnership to protect, manage and improve the water quality of the borough's water environment particularly the quality of water bodies which are currently failing to meet the Water Framework Directive ('WFD') requirements as set out in the associated River Basin Management Plan ('RBMP') documents. In the interests of positively managing the water quality of the borough, new development should incorporate sustainable drainage systems. A Sustainability and Energy Strategy has been submitted as part of this planning application.
- 5.20 **Policy EM7: Managing Flood Risk.** National guidance requires the submission of a Flood Risk Assessment ('FRA') for all sites in Flood Zone 2 and 3 and for all sites greater than 1 hectare within Flood Zone 1. Applicants are advised to refer to the requirements of national guidance and general standing advice for developers/applicants in this regard. A Flood Risk Assessment has therefore been provided as part of this application pack.
- 5.21 **Policy EM9: Sustainable Water Use.** EM9 notes that development will be permitted provided that new non-residential development of 1000sqm gross floor area or more meet the BREEAM 'excellent' standards for water consumption.
- 5.22 **Policy EM10: Delivery High Quality Development.** This policy notes that all development proposals are expected to be of high quality, based upon a robust design-led approach.
- 5.23 **Policy EM11: The Historic Environment.** EM11 asks that all development must conserve or enhance the quality of the borough's heritage assets in a manner appropriate to their significance. A Heritage Statement supports this planning application.
- 5.24 **Policy EM12: Pollution.** Development will be permitted provided that it does not result in pollution which is detrimental to quality of life or poses unacceptable risks to health or the natural environment. Noise,

Lighting, Air Quality and Vibration all form key considerations of the content of the ES submitted with this application.

Material Considerations

Emerging Local Plan

- 5.25 The Council agreed on 16 May 2019 to launch the preparation of an updated Local Plan. The purpose of the Local Plan is to provide a planning policy framework to direct growth and change to appropriate locations and therefore achieve sustainable development to create places people want to live, work and locate their businesses. The plan covers all types of development, from housing to employment, schools, roads, parks, shops and community facilities. The Local Plan also includes a range of planning policies to inform the location, scale and appearance of developments. When adopted it will form part of the Development Plan for the area.
- 5.26 The first stage of the local plan update is anticipated to take place in Autumn 2020- potential Issues and Options consultation, following by consultation on draft Plan (regulation 18 anticipated in April-May 2021. Running parallel to the emerging local plan updated, is the 'call for sites exercise', formal consultation closed on the 3rd of July 2019; the site (at Oakdown Farm) was included in this call for sites exercise (ref DUM004) for potential employment land. The SHEELA (published in December 2019) concludes that *"This site is available, is likely to be achievable and may be suitable, provided it complies with the borough's current planning framework. Therefore, this site is considered potentially developable."*(please refer to **appendix V**).

National Planning Policy Framework (2019)

- 5.27 The latest version of the NPPF was published in February 2019. The NPPF is the overarching national planning policy document and provides direction on plan-making and decision-taking. Key policies contained within the NPPF which are considered relevant to the application proposals are set out below.
- 5.28 Paragraph 8 sets out the overarching objectives of national policy for sustainable development:
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - 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; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using

natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

- 5.29 The NPPF states clearly that these are not criteria against which every decision can or should be judged. Indeed, at the heart of the NPPF remains a presumption in favour of sustainable development; paragraph 11 confirms that development proposals which accord with the development plan should be approved ‘without delay’. Where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless

“the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

- 5.30 Paragraphs 54 to 57 deal with planning conditions and obligations with local planning authorities advised to consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations, with the latter only to be used where it is not possible to address unacceptable impacts through a planning condition. A suggested set of draft planning conditions that are deemed relevant to the development proposals, reflective of the information submitted are provided (without prejudice) and appended to this Planning Statement under **appendix VI**.
- 5.31 Section 6 of the NPPF relates to building a strong, competitive economy. Paragraph 80 states that the planning decisions should help create the conditions in which business can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local businesses needs and wider opportunities for development.
- 5.32 The NPPF is clear that planning decisions should help to create the conditions in which businesses can invest, expand and adapt (paragraph 80). Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80).
- 5.33 Additionally, the NPPF recognises a need for flexibility to deliver such aspirations, paragraph 81 states that

“Planning policies should:

(a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;

(b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;

(c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and

(d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances. “

5.34 Paragraph 82 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations (our emphasis).

5.35 The NPPF promotes the creation of high-quality buildings and places as a key aspect of sustainable development (paragraph 124). The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. To this end planning decisions should ensure that developments:

(a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

(b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

(c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

(d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

(e) create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.(para 127).

Supplementary Planning Documents

5.36 In relation to adopted SPDs, the following have been considered as part of these development of the content of these application proposals:

- **Design and Sustainability (2018)**- This document sets out guidance in order to support the achievement of high quality sustainable development, which responds positively to the context. This guidance is part of the council's goal of raising the quality of new development in the borough and will help to ensure that key priorities set out in national and local level policy are met, along with the objectives of the Council Plan and Sustainability Community Strategy, such as making the borough an even better place to live, enhancing levels of physical and mental wellbeing, improving the local economy, delivering well -planned growth and maintaining and enhancing the built and natural environment.

- **Landscape, Biodiversity and Trees (2018)**- The SPD explains how landscape, biodiversity and tree considerations should be integrated into the development process to ensure that the Local Plan's requirements are met and best practice is achieved. In particular, it supports the implementation of Local Plan policies EM1 (Landscape), EM3 (Thames Basin Heaths Special Protection Area), EM4 (Biodiversity, Geodiversity and Nature Conservation), and EM5 (Green Infrastructure).
- **Parking Standards (2018)**- These standards set out an approach that takes account of expected levels of car ownership in new developments and that sufficient provision is made for the amount of parking that is likely to be needed with the emphasis on promoting good design. It also includes standards for cycle, motorcycle and electric vehicle parking.
- **Planning Obligations for Infrastructure (2018)**- Planning Obligations for Infrastructure Supplementary Planning Document has been produced to expand upon a number of policies in the Basingstoke and Deane Borough Council Local Plan (2011-2029) and also to work alongside the adopted Regulation 123 list in respect of the Community Infrastructure Levy (CIL).
- **Heritage (2019)**- The SPD will support the implementation of relevant policies in the Basingstoke and Deane Local Plan 2011 – 2029, primarily concerning the Historic Environment (EM11), but also Landscape (EM1) and Delivering High Quality Development (EM10), in addition to a number of site specific allocation policies (SS3.1 – SS3.12).

5.37 Each of the above, along with local and national planning policy are considered later on in this Planning Statement; please refer to chapters 6-8.

Other Documents

Horizon 2050

5.38 The Council has developed a 'Horizon 2050' project that sets out a vision for Basingstoke and Deane, including long future economic needs (up to 2050). The document acknowledges that:

"Horizon 2050 is not a policy document. It is a snapshot in time of how our residents, businesses and partners would like to see the borough develop into the future. On the journey to 2050, there will be some obvious tensions in some of the aspirations described in the vision. Enabling growth while preserving the character of the borough will raise questions that key partners will need to address when developing their strategies, policies and plans".

5.39 In relation to the economy in the local area, the 2050 document notes that:

".....in order to ensure continued growth, and to provide local residents with employment opportunities, it will be important for the borough to be able to attract and retain new businesses over the medium to long term¹⁰¹. Residents feel that good transport links, good education and training, the borough's reputation, leisure and culture facilities and the availability of office and commercial buildings are key to achieving this".

5.40 This document also sets out the Council's aspirations in response to the declaration of a Climate Emergency. At a Cabinet meeting on 10 September 2019, a Climate Emergency was declared, in line with the aims of the Motion considered at Council on 18 July 2019; this ties with Basingstoke and Deane Borough Councils Climate Change Strategy for 2014-2020 (2017 update)- setting out a series of actions

and aspirations for action against climate change, a number of these actions will be addressed through updates to the emerging local plan.

Economic Needs Assessment (February 2018)

- 5.41 The most recent Council-sponsored assessment of economic activity, need and demand in Basingstoke and Deane is the 2018 Economic Needs Assessment. Amongst other things, the assessment examined the demand for employment floorspace and part of the conclusions note that:

"There is a strong industrial market in Basingstoke with current demand outstripping supply. Supply is currently constrained due to the lack of suitable available sites. Development is occurring in a piecemeal fashion, but these are on existing redundant employment sites that are available on a freehold basis. Where redundant sites are on a long leasehold basis this is potentially hindering their redevelopment."

Given the level of demand it is unlikely that re-development of existing sites will be sufficient to meet all of the demand for industrial space and new sites are required. Releasing new sites will benefit the market in following ways:

- Preserve existing estates – prevent the loss of general industrial from redevelopment for storage and distribution uses.*
- Capture inward investment opportunities.*
- Retain existing business by providing suitable accommodation. This is both by providing higher-quality premises, and by delivering larger units to support their growth. Relocations to new property will free up other existing stock for refurbishment/redevelopment for other occupiers.*

Agents indicated that junctions 6 and 7 of the M3 would be the strongest strategic locations for storage and distribution use. New sites would also need to be of sufficient size to fit larger units with adequate yard space. During consultation with agents, there were varying reports on exactly how much land would be required to meet the demands of the industrial market. The quoted figures were wide ranging – from 25 to 100 acres (10-40 ha)."

6. The Principle of Development / Land Use Planning Policy Matters

Policy context

6.1 As noted earlier in this document the main elements of the planning policy context for the application site are as follows:

- The application site is not allocated in the development plan for any particular land use and is not part of the identified strategic employment sites in the Borough.
- However, adopted development plan policy allows for the provision of storage and distribution uses in other locations (outside of the allocated sites) where they meet the requirements of a series of criteria.

6.2 The Council's July 2020 pre-application response also notes that:

- Suitable storage and distribution floorspace can come forward outside of the existing strategic employment areas;
- It is acknowledged that the assessment of need in Council documents, such as the Economic Needs Assessment, should not be seen as a ceiling; and
- The NPPF is 'strongly supportive' of the planning system facilitating economic growth and it emphasises the importance of addressing storage and distribution needs.

6.3 The existing development plan policy position in the adopted Basingstoke and Deane Local Plan is an aim ".....to maintain and enhance the borough's position as a prosperous economic centre". The Local Plan recognises that there is a market demand for new industrial and storage distribution premises and identifies that over the plan period (2011- 2029), Basingstoke will require up to 122,000sq m of storage and distribution floorspace. The Local Plan also states the aim of supporting the creation of between 450-700 jobs per annum (8,100-12,600 during the plan period – 2011-2029).

6.4 Policy EP1 of the Local Plan states that development proposals for storage and distribution floorspace, outside of the existing Strategic Employment Areas, which come forward in advance of a subsequent DPD¹⁴, will be permitted where they are:

- Able to successfully mitigate the landscape impact, which will include the provision of sufficient space for appropriate soft landscaping/green infrastructure, appropriate location of development within the site, and utilise a design, and layout of built form and use of materials in order to ensure that any landscape impacts are minimised;
- Compatible with any neighbouring uses, including residential properties;

¹⁴ Which is now not being produced

- For the provision of high quality floorspace;
- Well related to the strategic road network and easily accessible for HGV's;
- Capable of being provided without having a severe highways impact;
- Able to successfully mitigate the impact of the development on the character of nearby settlements; and
- Able to demonstrate there is a proven need for the floorspace proposed.

6.5 This section deals with the need for the proposed floorspace, with the other development management issues such as landscape, design and transport addressed in Section 7 of this report.

The need for the proposed development

6.6 Part (m) of Policy EP1 requires proposals to demonstrate that there is a proven need for the proposed floorspace. The policy or the supporting text does not provide any further guidance on how 'need' should be demonstrated although it is clear from the general tone of EP1 and the supporting text that there is a shortfall of land for storage and distribution uses and providing new sites for such uses is very important to allow a rapid response to changes in economic circumstances. As such, it is clear that the Local Plan itself has already acknowledged that a need exists.

6.7 However, in order to further demonstrate that there is a clear need for the amount of proposed, a comprehensive 'Employment Land and Economic Assessment' report has been submitted in support of this application. It should be noted that 'need' should not just be looked at as a quantitative exercise but should also take into account qualitative factors and market signals. A summary of the findings of the Employment Land and Economic Assessment are outlined below.

6.8 The starting point is to consider land supply. The Borough's "Economic Need Assessment" identifies nine sites as "currently available" or "soon to be available land" for B1c and B2 use. These sites could provide an estimated net additional floorspace of 28,952sq m.

Table 4.1: Existing Industrial Land Supply (B1c and B2 Uses)

Location	Address	Permission allocation or	Available site area (ha)	Net floorspace gain (sq m)
Chineham	Larchwood, Crockford Lane	Permission		10,721
Daneshill East	Lutyens Close, Lychpit	Permission		2,550
	Andwell Trout Farm, Hook	Permission		548
	May & Schofield Ltd, Stroudley Rd	Permission		533
	Lane End Farm, East Woodhay	Permission		720
Viables	Jays Close	Allocation	1.2	4,800
Viables	Jays Close/Hatchwarren Lane	Allocation	0.62	2,480
Viables	Land at Jays Close	Allocation	0.65	2,600
Ardglen, Whitchurch	Land north of Ardglen Rd	Emerging allocation		4,000
TOTAL				28,952

Source: Basingstoke and Deane Economic Needs Assessment Feb 2018

- 6.9 Additionally, the Economic Need Assessment identified 3 sites suitable for B8 use, for a total of 13,214sq m of additional net floorspace.

Table 4.2: Existing Storage and Distribution Land Supply (B8 Use)

Location	Address	Permission allocation or	Available site area (ha)	Net floorspace gain (sq m)
Brighton Hill	Marbaix House, Wella Road	Permission		2,744
Houndmills	Macmillan & Co Ltd, Brunel Rd (Logistics City)	Permission		10,050
Non-Allocated Site	Cranes Rd, Sherborne St John	Permission		420
TOTAL				13,214

Source: Basingstoke and Deane Economic Needs Assessment Feb 2018

- 6.10 In total there is the potential of c. 42,000sq m of industrial floorspace within the identified portfolio of sites that support the Local Plan employment land strategy. When compared to the scale of anticipated demand over the plan period it is clear there is a significant deficiency of supply, with demand expected to require 122,000sq m of storage and distribution space alone, almost three times the supply of land identified.
- 6.11 The Employment Land and Economic Assessment notes that the Local Plan scale of growth may underestimate demand and therefore land/floorspace requirements. Updated forecasts in that document suggest that employment led growth could generate a need of 190,000sq m of industrial and distribution space going forward over a 20 year period.
- 6.12 These traditional employment-based projections of need are based on generalised occupier requirements and space utilisation, as set out in the Density Guide (3rd Edition, 2015, Homes England). However, the diversity of businesses that occupy this space mean that development approaches vary significantly so the relationship between employment and floorspace needs is not always straight forward. As such, whilst a good basis for understanding need, traditional general approaches can underestimate floorspace needs that result from specific operational requirements in sub sectors of the distribution sector in particular. The increase in e-commerce is a particular anomaly to this traditional approach.
- 6.13 Responding to this demand, the proposals for Oakdown Farm incorporate c.271,000sq m of floorspace (including mezzanine), of which 108,271sq m would be at ground floor level, with the opportunity for significant 'upper floor' space within Unit 1 to enable a range of e-commerce occupiers to consider the site given the strength in demand in this sub-sector.

Table 4.3: Oakdown Farm Schedule of Accommodation (sq m)

	Warehouse	Office	Ancillary Space	Total
Unit 1	217,870 (58,561 GF)	0	84	217,954
Unit 2	14,730	835	0	15,565
Unit 3	14,525	840	0	15,365
Unit 4	11,205	625	0	11,830
Unit 5	9,250	515	0	9,765
Total	267,580 (108,271 GF)	2,680	3,191	270,479

Source: UMC Architects, 2020. Floorspace split by unit is indicative.

- 6.14 As set out in the Employment Land & Economic Assessment, quantitative shortcomings of the existing land portfolio are matched by qualitative limitations with sites having neither the physical development capacity nor the wider locational attributes to accommodate these scale of buildings nor the nature of occupiers that could be attracted to them. From this analysis it is clear that there are significant limitations on supply that will act as a barrier to the Basingstoke and Deane economy being able to realise the opportunity for growth in the key storage and distribution sector. This situation is exacerbated further when demand is considered in more detail.
- 6.15 The Market Demand and Needs section of the Employment Land and Economic Assessment sets out the take-up dynamics for storage and distribution space in the Borough. It will show that the annual net take-up of distribution and storage space over the past 10 years has been just over 130,000sq ft on average per year (or circa 12,250sq m). This average annual net take-up is a sign of the scale of demand but is likely to have been somewhat constrained by the lack of supply, an issue which the Council's own Local Plan acknowledges. Therefore, the recent rate of take-up acts as a 'minimum' estimate of demand.
- 6.16 In addition to overall take-up rates, there are other factors pointing clearly in favour of a need for the Oakdown Farm proposal. In particular, the analysis in Section 3 of the Employment Land and Economic Assessment indicates that B8 permissions in the Borough are either (A) generally small in size and/or (B) planned for very specific/niche uses. In addition, the supply/permissions are located in the various established industrial/commercial areas, separated from the M3 motorway.
- 6.17 The existing industrial/commercial areas play an important role in the overall supply of premises for storage/distribution uses (and other Class B uses) and the recent permissions will serve an important function for part of the B8 sector. However, they cannot meet demand for large scale modern warehouse units which is a key element of the storage and distribution sector which are being sought by a range of occupiers serving both local and sub-regional catchments. Moreover, a key part of the modern storage and distribution sector is the requirement for excellent access to the strategic road network. Such a factor is also acknowledged by the Council's criteria in Policy EP1. Existing sites in Basingstoke cannot offer such a location and also cannot accommodate large modern warehouse units.

- 6.18 Based on this average annual net take-up, and assuming this space will be delivered as ground floor given the nature of sites and their limitations for e-commerce activity, the total industrial land identified by the Council's own Economic Need Assessment would provide enough supply for only 3.5 years should all the land be developed for B8 use. This would mean that, other than space provided as businesses close or relocate and space becomes vacant there would be no capacity for growth in this sector for much of the plan period, acting as a major restriction on the economic prosperity of the borough.
- 6.19 Past take-up is not the only determinant/indicator of demand, particularly in the storage and distribution sector where growth in the past decade has been significant fuelled by the growth in online retailing, major changes to foodstore distribution/storage networks and shifts in supply chain activity in a range of sectors. Despite the limitations noted above in relation to e-commerce development in particular the use of employment/economic forecasts is a standard approach to understanding future needs, one that is used to support the borough's Local Plan.
- 6.20 The forecast demand for industrial floorspace, as assessed in the Employment Land Review (2018), estimates that 86,226sq m of storage and distribution, as well as 29,298sq m of other industrial floorspace, would be required by 2029. This represents an average need of just under 10,000sq m per annum, of which 7,200sq m would be for distribution and storage space. Whilst this forecast is below the historical annual net take-up of space, it remains that the current land supply would not deliver sufficient space to accommodate this demand.
- 6.21 Based on the ELR figures, the land supplied identified in the Economic Needs Assessment could only accommodate 2 years of demand for distribution and storage space and about 4 years of industrial space (all uses).
- 6.22 The analysis set out in the Employment Land & Economic Assessment updates the employment land needs forecasts and shows that there could be a requirement for at least 169,000sq m of B8 use floorspace over the next 20 years and c.21,000sq m of industrial space – a total requirement of 190,000sq m.
- 6.23 Comparing this to the assessed land supply suggests that if demand is linear across the forecast period and at an annual requirement of 9,500sq m the Borough has just below 4.5 years of land supply, with a more acute shortage for distribution space than wider industrial activity. Again, with such a short supply of land in the borough to accommodate future growth, there is a clear risk that the Borough's economy will be significantly constrained by a lack of development capacity.
- 6.24 As noted in the Employment Land & Economic Assessment employment-based growth projections do not necessarily capture the full growth opportunity or requirement of the logistics sector. Unlike many economic sectors growth in logistics is driven by two 'external' factors – growth in other sectors (and therefore increased servicing needs) and growth in demand from the existing and growing population. The latter factor has been the biggest driver of demand in the sector over the last decade as people switch to online shopping, driving demand from e-commerce and third party logistics operations.

- 6.25 By their nature, employment growth forecasts such as those used to underpin the Local Plan do not fully capture these drivers and therefore can underestimate need. This issue was recognised by the British Property Federation (BPF) who, working with Turley's, sought to understand the link between population and demand for logistics space. The "What Warehousing Where?" report (2019) identifies that for every home there is likely to be a requirement for 69sqft of warehousing space to service it.
- 6.26 Information provided by the applicants agents shows that there is already a shortcoming in the overall supply of space suitable for logistics activity to service current demand (including that from existing households), with a number of business requirements unmet in the sub-region. Looking forward the housing growth planned for the borough would exacerbate this, with more logistics space needed to service more homes, using the BPF estimate the 6,800 homes included in the adopted Local Plan would create demand for an additional c.43,500sqm of logistics space. This would be space in addition to any current unmet demand and also demand arising from business to business servicing activity.
- 6.27 We can therefore conclude that, regardless of the approach taken, the current land supply is insufficient to address the demand for distribution and storage space by the end of the current Local Plan (2029) and that additional land is required to support the full potential economic growth of Basingstoke and Deane.
- 6.28 The ELR supports this conclusion as it suggests that the existing Strategic Employment Areas are unlikely to be able to accommodate all of the borough's requirements for new storage and distribution floorspace over the plan period. The ELR confirms that there is a strong industrial market in Basingstoke with current demand outstripping supply as supply is constrained due to the lack of suitable available sites. The Oakdown Farm development, therefore, represents an excellent opportunity to respond to this demand and supply imbalance.
- 6.29 Overall, the analysis contained in the Employment Land & Economic Assessment and this statement confirms that there is a proven need for the proposed floorspace on the basis that:
- The level of actual quantitative need for net additional storage and distribution floorspace in the Basingstoke area is higher than predicted by the Council's evidence base documents.
 - Take-up of space is being constrained by a lack of appropriate supply.
 - Whilst a range of permissions exist for Class B8 floorspace, they are generally small in size and cannot accommodate large-scale requirements.
 - Existing stock of warehouse floorspace is located more centrally in Basingstoke although demand for modern warehouse requires close proximity to the strategic road network (which is also encouraged by development plan policy).
 - The site is recognised as suitable for employment facilities as identified in the SHELAA published December 2019.

7. The Economic Benefits of the Proposal

7.1 As noted in earlier in this document, there are a series of extensive key economic benefits associated with the proposed development. These are covered extensively in the Oakdown Farm Employment Land & Economic Development document and can be summarised as follows:

- The ability to provide a market leading storage and distribution facility, which will provide a significant positive impact upon the local Basingstoke and Deane economy.
- Creation of full-time jobs for local people – Based upon an analysis of other similar modern storage and distribution developments, it can be demonstrated that the Oakdown Farm proposal will a very positive impact on job creation. This can be understood across two levels. In the first instance, the proposal at Oakdown Farm would create significant benefit to local construction workers given the scale of development proposed. Secondly, the proposed scheme would create a significant number of full-time jobs within the warehouses once fully operational it would provide 734 jobs (FTE).
- A Range of Occupation Types - The nature of employment within the broader logistics and distribution sector has changed significantly over the past 15 years as the sector has evolved and embraced new technology. In all case studies considered, there were a wide range of roles available to a wide range of education and skill-levels, varying from managerial roles to HGV maintenance and admin roles. Moreover, the case studies considered provided a good range of entry level jobs and training schemes.
- Potential for career progression – Building directly on the point made above, the sector presents opportunity for up-skilling and career progression. The breadth of job opportunities and the growing role of technology within the sector ensure that local people not only have the opportunity to gain jobs, but to progress their careers from entry level roles to senior positions. To maximise the opportunities for local employment, training and career progression the applicant will agree an Employment and Skills plan which aligns (in construction phase) with the CITB benchmarks and (in operational phase) creates effective links with the Education Business Partnership and relevant education providers to increase awareness and access to jobs on site.
- Significant economic contribution – The proposal would undoubtedly have a significant impact on the local economy. We anticipate the total benefit of the Oakdown Farm proposal to the regional area would be 1,027 jobs and £62mn in GVA per annum.
- Whilst not a planning consideration the proposed development on completion will deliver in excess of £9.25m of business rates in the local area
- 94 construction jobs (per annum) from Q1 2021 in planning permission is secured for the site;

- Finally, the proposed development will provide a significant flagship employment land investment in Basingstoke and Deane, providing a sub-regional distribution hub, and establishing Basingstoke as an important and vital distribution location (please refer to appendix VII for further information in relation to this demand).

Impacts of COVID-19 on Logistics + Industrial Activity

- 7.2 As the UK entered lockdown in March the economy was broadly split into two categories – those activities deemed ‘essential’ and ‘safe’ to continue to operate, and those that weren’t and as such were forced to close. This had immediate impacts across all sectors and created two different elements within the industrial and logistics sector:
- High performing – those that were able to continue trading and ultimately serviced increasing levels of demand, these included e-commerce, grocery retail, pharmaceuticals, and health care.
 - Low performing – those that were forced to dramatically reduce activity or close altogether either as a direct impact (such as the automotive sector) or because they formed part of a supply chain to a directly affected industry (such as parts suppliers to the aviation industry).
 - – drive from contingency stock, social distancing (more space as productivity rate down)
 - drive from storing stock now entering UK, storing product that not going into stores
- 7.3 Despite this ‘two speed’ dynamic in the sector, overall demand is reportedly 24% up on pre-lockdown figures, primarily driven by demand for logistics space following an acceleration in e-commerce activity but also a result of increased needs in the food, third party logistics, pharmaceutical and healthcare sectors; all of which require additional capacity for storage and distribution of inventory.
- 7.4 More widely, even low performing sectors have seen a need to continue to demand space. All elements of the industrial/logistics market have been challenged by the need to operate within social distancing guidelines (making space less productive) and also increased stock storage requirements; either through mounting backlogs or a desire to hold more contingency stock.
- 7.5 The impacts of the virus have also illustrated the need for more stock holding / contingency capacity to increase resilience in supply chains and for stores. In the medium term this is likely to result in a demand for more space to hold stock within the UK, effectively ‘on-shoring’ storage activity that is currently undertaken overseas.
- 7.6 The nature of how logistics activity is conducted will also change. It is expected that higher levels of automation will become the industry standard, with less reliance on human capital for more basic tasks, protecting businesses from any future pandemic risks. Future jobs will be in more skilled activities.

- 7.7 These dynamics will drive a corresponding increase in requirements to accommodate these evolved operating norms. Automation and increased e-commerce volumes will drive demand for larger spaces, most likely located in close proximity to large urban areas to ensure operational efficiency. The holding of increased stock may require smaller units that are easily accessible to points of entry to the UK. It is likely that other e-commerce businesses will follow a similar trajectory, increasing their overall footprint and mix of spaces across the UK. This will have a knock on impact for demand from a range of supply chain businesses, not least third party logistics, packaging and waste operators.
- 7.8 The above factors therefore reinforce the case for the provision of storage and distribution floorspace at the application site in order that the Basingstoke area can respond to emerging trends in this sector.

8. Other Planning Considerations

8.1 As noted earlier in this section, storage and distribution development proposals can be acceptable on land outside of the defined Strategic Employment Areas where a series of criteria are met. In addition to the assessment of 'need' outlined earlier in this document, these criteria relate to visual, residential amenity, transport and character issues. These are discussed in this section, along with other development management issues which are relevant to the determination of this outline planning application:

- Landscape Impact (including the proposed bund)
- Ecology and Nature Conservation
- Transport and Access
- Heritage and Archaeology
- Sustainability and the Climate Change Crisis
- Noise and Vibration
- Air Quality
- Trees
- Environmental Health- Contamination
- Pipeline Rerouting
- Loss of a three dwellings
- Presumption in Favour of Sustainable Development

Landscape Impact (including the bund proposals)

8.2 A Landscape and Visual Impact Assessment ('LVIA'), prepared by FPCR, has been submitted in support of this planning application (please see the Environmental Statement). The scope of this assessment and location of key viewpoints across the landscape in local and more distant locations was agreed in January 2020 between the FPCR and Basingstoke and Deane Borough Council Landscape Officer was

8.3 During the preparation of the landscape and visual assessment, FPCR has consulted with Basingstoke and Deane Borough Council officers with regards to the key views for the visual assessment. These include views from all areas surrounding the site including from the villages of Dummer and North Waltham, along with the A30, the M3 motorway and the southern edge of the Basingstoke urban area.

8.4 This analysis is summarise in a dedicated chapter in the submitted ES, supported by a baseline studies; description and details of the landscape proposals and mitigation measures to be adopted as part of the scheme; identification and description of likely effects arising from the proposed development; and

an assessment of the significance of these effects. This is a salient development management consideration in its own right and also salient to parts (g) and (l) of Policy EP1 of the Local Plan.

- 8.5 As noted in the ES, the site and the surrounding landscape are not subject to a national or landscape quality designation, which are widely acknowledged as generally being of higher landscape value, quality and of higher sensitivity to change. During the operational phase of the development, it is considered that there will be a high/medium magnitude of landscape change upon the site, as is expected for any large-scale greenfield development. The level of landscape effects upon the site during its operational phase are considered to be major/moderate adverse although these will reduce over time as the GI framework establishes and becomes mature. The proposals would, therefore, have a visual effect upon the landscape, but would simultaneously give rise to slight-moderate beneficial effects with respect to the provision of employment facilities.
- 8.6 The assessment work concludes that there will be limited views of the proposed development from the surrounding area and none from the wider landscape on account of the mature tree planting to the site boundary along the A30 / Winchester Road as well as intervening landform and vegetation in the local area. For all visual receptors it is assessed that effects upon views will reduce in the longer term as a result of the retained mature perimeter trees together with new structure planting within the landscape buffers proposed along the site boundaries. This will create a robust wooded edge for the proposed development such that it will be sensitively and successfully assimilated within the local landscape without any unacceptable long-term landscape or visual effects.
- 8.7 The proposed development includes a framework of Green Infrastructure ('GI') which will ensure that impact upon landscape character and visual amenity are minimised. The GI includes the conservation of the majority of perimeter trees as well as the provision of compensatory features and new habitats and green spaces as part of a multi-functional GI. Additionally, a landscape and ecology bund with associated woodland and scrub planting is proposed on the southern site parcel south of the M3 motorway.
- 8.8 On this basis, it can be concluded that the overall visual and landscape effects of the proposal should be considered as neutral and thus meeting the salient provisions of Policy EP1 of the development plan.

Ecology and Nature Conservation

- 8.9 The NPPF seeks to protect and enhance biodiversity and geodiversity. Policy EM4 states that development proposals will only be permitted if significant harm to biodiversity and/ or geodiversity resulting from a development can be avoided or, if that is not possible, adequately mitigated.
- 8.10 A Phase 1 Ecology Report, chapter of the Environmental Statement, and bespoke species specific surveys including bats, breeding birds, greater crested newts & reptiles and dormice (by FPCR) have been carried out/submitted with this planning application in relation to ecology consideration on the existing and proposed site. The initial survey was undertaken in March 2020, with additional site visits

undertaken during April and June 2020. Surveys were based on the standard Extended Phase I Habitat Survey Methodology as recommended by Natural England, to identify specific habitats and features of ecological interest. This comprised a systematic walkover of the site mapping and broadly describing the principal habitat types and identifying the dominant plant species / communities present within each habitat type.

- 8.11 The Bat surveys will continue to be carried out during the determination of this application; survey work to date has taken place between May and July 2020, including assessment of existing buildings on site. Between the 22nd June-23rd July- Building re-entry and emergence surveys were carried out, no evidence of bats observed entering the buildings themselves or roosting was found. Common pipistrelles were recorded intermittently throughout the survey on the 23rd of July, and a single serotine contact was recorded at 04:23, however no bats were observed returning to a roost within the target buildings; sensitive and suitable lighting design and bat boxes are therefore two recommendations noted as a result of this survey work in relation to the proposals.
- 8.12 The Breeding Bird Survey Report (FPCR) concludes that the proposed scheme will lead to a negligible effect on the majority of the breeding bird assemblage in the short term, with an overall minor beneficial effect in the medium to long term for generalist species, and a negligible to minor adverse impact on farmland species. As the new habitat provision matures, additional foraging and nesting resources will become available, ensuring continued use of the Site by a range of local bird populations
- 8.13 An Interim Dormouse Survey Report forms a further element of survey work carried out on site; based on the survey results collected to date, a small population of dormice are known to frequent the site and are likely to use the network of hedgerows to commute through suitable habitats. No evidence of breeding was found, although it is acknowledged that dormouse nest tubes are not normally used by breeding dormice, with litters of young only occasionally found. The majority of hedgerows around the boundaries of the site are to be retained and incorporated into the landscaping scheme, but some woodland and scrub is to be lost in order to facilitate the development, and hedgerows dividing field compartments within the site are to be removed as well as sections of hedgerows along the A30 that will be removed to incorporate access routes within the development; a number of recommendation in regards to clearance of vegetation, and protect during construction works is set out in this report.
- 8.14 It is recognised that additional woodland and scrub planting are proposed around the boundaries of the site, and on a bund being created to the south of the M3. Further structural planting is also to be incorporated around site boundaries. Enhancements to existing hedgerows will continue along those running north of the site boundary, and alongside the M3. These enhancements will provide additional nesting and foraging habitat for dormice, along with improving connectivity around the site and into the wider environment, other recommendations such as nest boxes are set out in the ecology report.
- 8.15 A Great Crested Newt and Reptile Report sets out survey work and consultation based on these surveys carried out between May and July 2020. Two ponds were identified within the desk study, one located within the site boundary (pond P1) and one located off-site to the north, approximately 180m from the site boundary. The latter pond was subsequently scoped out of any further survey owing to the presence

of the A30 (a busy dual carriageway considered to provide a barrier to movement of GCN) between the pond and the site; the eDNA survey results indicated that GCN were absent from pond P, the off-site pond was scoped out of further survey as it was considered to be sufficiently distanced from the site and separated from it by a barrier to dispersal for GCN (A30).

- 8.16 No reptiles have been recorded during the strategic reptile presence / likely absence surveys.
- 8.17 The proposals include the creation of green spaces surrounding the main development, which will provide new habitats for reptiles and amphibians should they colonise the site in the future. Suitable habitat to be created includes woodlands, tussocky and wildflower grasslands, and balancing ponds, which will provide an increase in the extent of potential breeding, foraging and shelter habitats within the site.
- 8.18 Collectively, the reports conclude that the habitats created and the species which will benefit from such mitigation measures (this including tree planting, scrub planting, landscaping, all contributing biodiversity and the creation of new habitats), in line with the aspirations set out in the Landscape, Biodiversity and Trees SPD, will lead to an overall moderate beneficial, direct effect in the long term at a local level.

Transport and Access

- 8.19 A Transport Assessment ('TA') and Interim Travel Plan (produced by Vectos) have been submitted in support of this outline planning application, with transport and accessibility matters forming a key general development management consideration, an element of the submitted ES and also parts (j) and (k) of Policy EP1 in the Local Plan.
- 8.20 The scope of the submitted TA has been discussed in detail with both Hampshire County Council ('HCC') and Highways England ('HE') and their respective transport advisors during the pre-application stage. It has considered the accessibility characteristics of the application site, proposed car and cycle parking provision, the trip generation characteristics of the proposal and the impact on the local and strategic road network.
- 8.21 The key transportation and accessibility characteristics of the proposed development are as follows:
- Provision of a new roundabout junction on the A30 to allow access into the various plots in the proposed development, along with an enhanced existing access at the northern end of the application site.
 - The provision of car parking spaces which will be in accordance with the Council's adopted supplementary planning guidance.
 - Provision of safe and secure cycle parking facilities.
 - Accessibility measures, including: new footways and crossings at the Southwood Corner (A30/A30) junction; a new footway/cycleway on the southern side of the A30 linking the site to

the Southwood Corner junction; a new bus stop within the site; the potential provision of a new bus service, to the site, or greater frequency of bus services in the local area; electric bike and car charging spaces; plus, strong travel planning measures. The creation of a significantly enhanced environment for pedestrians and cyclist on the northern boundary of the site adjacent to the A30 where the large new residential settlements (potential future workforce) are being constructed/ committed.

- 8.22 Detailed assessments, using various modelling techniques, have been undertaken of the impact of the development on the surrounding road network. As part of these assessments it has been important to note the distinction in traffic modelling terms in relation to the proposed floorspace. There is the very real potential for the floorspace in Plot 1 to contain three mezzanine floors above the ground floor footprint of the building which will be largely automated (65%) through robotics. This means that the mezzanine floorspace: (A) does not generate pro rata increases in traffic; (B) does not require additional docking stations; and (C) does not need any additional car parking.
- 8.23 Hence, the forecast traffic from this mezzanine floorspace has been factored accordingly assuming 65% robotics on these upper floors with the resultant traffic forecasts based on a gross footprint equivalent to 166,845sq m of B8 use. This approach is considered typical when assessing large, high specification B8 buildings of this nature. This approach does not fetter or alter the planning permission sought for 271,000sq m of Class B8 use (including mezzanine). This approach is consistent with best practice and emerging schemes including on a series of similar distribution scheme across the country including East Midlands Gateway (20/00718/FULM), Northampton Gateway SRFI and Bericote Properties Limited scheme at Littlebrook Power Station (application reference: 19/01515/F).
- 8.24 As a consequence of the above, the applicant's assessments have concluded that there will be no material impact upon the operation of the M3 motorway although some modest improvements to the A30/A30 Southwood Corner junction will be required.
- 8.25 These conclusions mean that the proposed development meets the transport-related provisions of Policy EP1 of the development plan and the aspirations of the NPPF.

Heritage and Archaeology

- 8.26 Historic England's online records indicate that there are no listed buildings within the site boundary. It should, however, be noted that there are two Grade II Listed Milestones adjacent to the site along the A30. It is understood that a number of listed buildings are located to the north and south of the site at Kempshott Park and Dummer, respectively. However, the proposed development will not adversely impact upon the setting of these listed buildings due to their distance from the application site.
- 8.27 The applicant's project team has engaged in pre-application discussions with the County Archaeologist to discuss: (A) the development proposals, (B) the site's sensitivity to change and (C) to develop the scheme design to reflect their advice. An Archaeology and Heritage Statement has been prepared by Border Archaeology and accompanies this planning application (appended to the submitted

Environmental Statement). This identifies and maps heritage assets, both designated and non-designated, in relation to the proposed scheme and its surrounding areas. Identified assets are described and their significance assessed within the context of an appraisal of the historical background to the development of the site and its local environs.

- 8.28 The Heritage Statement concludes that the majority of heritage assets of interest would experience no impact from the proposals, with a minor impact identified for two assets, though with impact reducing over time, such as the 'Sun Inn Public House', with slight impact following planting, any impact on the assets analysed reduced over a period once a full scheme of landscaping has been prepared, planted and matured, harm of which is outweighed by public benefits of the proposed development, to which great weight should be attached.
- 8.29 In relation to archaeology, the Archaeology Desk Based Assessment concludes that the overall potential of the application site in archaeological terms is high with particular reference to prehistoric and Romano British activity. However, the potential for medieval and post-medieval activity has been assessed to be low to moderate. In response to this Desk Based Assessment, a full intrusive site investigations have taken place between May – July 2020 including the completion of over 300 trial pits; none of which have show any significant finds to be recorded from an archaeological perspective.
- 8.30 In light of these investigations, an appropriate programme of site investigation has been completed and a programme of recording is being agreed with the County Archaeologist, Hampshire County Council to determine the extent, depth and significance of archaeological features and deposits within the site.
- 8.31 Therefore, the information submitted with this application demonstrates compliance with Policy EM11 of the development plan in relation to conserving and/or enhancing the quality of the Borough's heritage assets in a manner appropriate to their significance.

Sustainability and the Climate Change Emergency

- 8.32 The NPPF encourages local planning authorities to adopt proactive strategies to mitigate and adapt to climate change. Policy EM9 notes that development will be permitted provided that: New non-residential development of 1,000sqm gross floor area or more meet the BREEAM 'excellent' standards for water consumption.
- 8.33 A Sustainability Strategy has been provided as part of this planning application, this outlines the proposed approach to sustainability measures and this is accompanied by a chapter of the Environmental Statement ('ES'). This strategy considers the Basingstoke and Deane Borough Council Climate Change Strategy was published in 2017 Climate Crisis, not only to address current needs but the ability to reduce carbon emissions in the longer term.
- 8.34 The sustainability measures included in the Sustainability Strategy include:

- To provide a high-quality development that is adaptable and resilient to future climate change, with all buildings built to achieve at least a BREEAM 'Very Good' rating under the New Construction 2018 scheme;
- To meet BREEAM 'Excellent' standards for water efficiency;
- To support the move towards a circular economy, by reducing embodied carbon emissions, designing for flexibility, using recycle materials where possible and eliminating waste to landfill;
- To create a safe and friendly environment that will be flexible to the needs of its occupants, encourages active travel and creates a sense of wellbeing;
- To have a positive impact on the local community by connecting the development with local residents and natural settings through sustainable modes of transport and green spaces, whilst being considerate of local residents during construction;
- To future-proof the development for the transition to zero carbon, including significant provision for EV charging and renewable energy technologies comprising solar PV, solar thermal and air source heat pumps;
- To prioritise biophilic design and nature-based solutions in order to maximise biodiversity net gain, absorb pollutants such as oxides of nitrogen and particulate matter, and provide a sense of wellbeing around the site;
- To create a development that adds significant social value to the area.

Noise and Air Quality

- 8.35 Policy EM12 states that development will be permitted provided that it does not result in pollution, which is detrimental to quality of life, or poses unacceptable risks to health or the natural environment. This relates to noise, air quality, land contamination and light pollution. The submitted ES provides information and analysis on three of these categories and the applicant acknowledges the potential requirement for a control over external lighting across the application site.
- 8.36 Chapter 14 of the ES has been prepared by Vanguardia considers the potential noise and vibration impacts and effects that may arise at relevant sensitive receptors as a result of the construction and operation of the proposed development. Mitigation measures are proposed, such as in the form of a low road noise surface (thin surface course) to the carriageway in proximity along the A30; this will achieve a reduction in road traffic noise of 2.5 dB compared to a normal asphalt road surface, in addition to the relocation of the A30 away from Ganderdown Cottages to the north, as well as the proposed construction of a bund on the southern side of the M3, to provide a visual and noise barrier for the residential receptors at Dummer. Construction noise and vibration will be managed by the use of best practicable means (BPM), i.e. the use of all reasonably practicable measures to minimise

construction noise and vibration. Further mitigation will be proposed and assessed on the submission of each reserved matters application on the site.

- 8.37 Overall, the assessment of noise and vibration associated with the Proposed Development has only identified a potential significant adverse effect at one receptor. Mitigation has been proposed to avoid this significant adverse effect. Where practicable, measures have been identified to mitigate and minimise other adverse impacts and effects.
- 8.1 In regards to Air Quality, please refer to Chapter 13 of the Environmental Statement for full details. The AQS sets out national health-based standards and objectives for nine key air pollutants to protect human health and ecosystems. These pollutants are benzene, 1-3 butadiene, carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, sulphur dioxide and polycyclic aromatic hydrocarbons.
- 8.2 The pollutant standards relate to ambient pollutant concentrations in air, based on medical and scientific evidence regarding how each pollutant affects human health. Pollutant objectives are the future dates by which each standard is to be achieved, considering economic considerations, practical and technical feasibility. The assessment sets out in detail in relation to sensitive human receptors.
- 8.3 The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emissions. With these measures in place, it is expected that any residual effects will be temporary, negligible and not significant.
- 8.4 The cumulative construction and operational impacts of increased traffic emissions from the additional traffic on the local highway has been assessed. The additional traffic generated by the Proposed Development and committed development will impact existing sensitive human and ecological receptors during both the construction and operational phases.
- 8.5 The cumulative modelling exercise for the construction phase has demonstrated that the impacts on NO₂, PM₁₀ and PM_{2.5} concentrations are anticipated to be negligible and not significant and negligible on ecological receptors.
- 8.6 The cumulative modelling exercise for the operational phase has demonstrated that the impacts of the operational phase on NO₂, PM₁₀ and PM_{2.5} concentrations are anticipated to be slight to negligible (adverse) on human receptors, and negligible on ecological receptors.
- 8.7 Noting the above, the assessment and proposals are therefore compliant with policy EM12 of the local plan.

Flood Risk and Drainage

- 8.8 The site lies within flood zone 1 and is therefore at low risk of flooding. As set out in policy EM7, a Flood Risk Assessment ('FRA') is required for all sites in Flood Zone 2 and 3 and for all sites greater than 1 hectare within Flood Zone 1.

- 8.9 A site-specific FRA has been prepared by Vectos and accompanies this planning application. The FRA has considered all potential sources of flooding and also ensures that the development does not have a negative impact on the surrounding area in terms of flood risk.
- 8.10 Based on on-site observations, and the topographical survey, surface water runoff generated on site flows in a north-westerly direction where it then either drains to ground or drains into a partially culverted drainage ditch that is visible at the northern end of the site, within the southeast verge of the A30. It is proposed that all surface water run-off generated on site will be discharged 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.
- 8.11 Sustainable Urban Drainage Systems ('SuDS') shall be incorporated into the on-site drainage infrastructure, therefore incorporating green infrastructure into the scheme where possible. Appropriate measures shall be incorporated into the on-site drainage design in order to mitigate pollution risk into the surrounding catchments, including, for example, petrol interceptors and silt traps.
- 8.12 Foul Drainage- Thames Water have confirmed that they can undertake a modelling exercise to determine the proposals needed to the public sewer system, in order to allow the flows from this development to discharge to the public sewer system: currently the existing public sewer network has insufficient capacity to take foul flows from this development. At present it is proposed that the new rising main will connect into the public sewer system approximately 2km north east of the development at Thames Water manhole reference SU5948851A. It has been confirmed to Thames Water that the cost of this modelling work shall be underwritten by the client (in the event of the development not going ahead); this will avoid delays in commencing the modelling which could impact on the build program. Vectos are currently liaising with Thames Water to complete the modelling work. All foul water produced on site will be discharged into a dedicated on-site pumping station, and then discharged via a rising main into the public sewer network within the A30.
- 8.13 The above therefore complies with the aspirations of the NPPF and policy EM7 of the Local Plan.

Trees

- 8.14 An Arboricultural Assessment has been provided as part of this application, along with a Tree Survey Plan, Tree Retention Plan, Tree Schedule and Protective Tree Fencing Specifications. The Tree Survey was carried out by a suitably qualified and experienced arboriculturist and has recorded information relating to all those trees within the site and those adjacent to the site which may be of influence to any proposals. Trees were assessed for their Arboricultural quality and benefits within the context of the proposed development in a transparent, understandable and systematic way.
- 8.15 Twenty trees and six groups were considered to be of moderate arboricultural value and graded as retention category B. These could not be graded as high value specimens due to either structural defects, physical conditions or holding less of a visual impact on the local landscape.

- 8.16 Seven trees were considered unsuitable for retention in the current context of the site. These trees were either dead, dying or in a dangerous physical condition and in the interests of health and safety it would be recommended that they are either removed or appropriate remedial tree surgery work is carried out to either remove unstable sections or fell to ground level to reduce the risk of potential failures, irrespective of any future development.
- 8.17 The assessment found there only to be two trees, three groups and one woodland regarded as being retention category A specimens, those of high arboricultural and landscape value. The Arboricultural Assessment notes that although much of the sites tree stock will be affected by the proposals, the vast majority of the boundary material can be retained and help soften the built element of the proposals. The inclusion of new planting as part of the landscape proposals will include a quantity of new tree planting that will help offset the tree losses on site and provide new tree cover for the future, and would therefore be hugely beneficial.

Environmental Health- Contamination

- 8.18 A ground conditions report (prepared by Hydrock) has been provided as part of this planning application (appended to the Environmental Statement). The report identifies some areas which could potentially require further investigation, all of which could potentially be considered as a condition should planning permission be granted.
- 8.19 The report concludes, based on historical and current land uses, that it is considered that it is unlikely that the site would be classified as Contaminated Land under Part 2A of the EPA 1990. The overall risk from land contamination at the site is considered to be very low to moderate for the current development, as a number of contaminants have potential to be present in unmitigated state. The overall risk for a redeveloped site is assessed to be very low to moderate, but this would need to be confirmed by appropriate intrusive investigation, testing and assessment of the results of the investigation.

Strategic Oil Pipeline Rerouting

- 8.20 There is a strategic oil pipeline (linked to the Ministry of Defence) running parallel to the A30 across part of the site application site. The pipeline was installed in the 1970s and is a multi-product pipeline to pump fuel between a location on the south coast and a location to the north of Basingstoke. The pipeline is not in current use. In order to facilitate the proposed development, a diversion of the pipeline is required and therefore the applicant expects that planning permission for the proposed development will include a suitable planning condition which requires the feasibility and detailed design to be submitted and approved to take place prior to the commencement of the above ground works.

Loss of dwellings

- 8.21 Policy SS1 outlines the local strategy for housing delivery, supporting development on appropriate brownfield sites and within Settlement Policy Boundaries as defined on the Policies Map. It sets the framework for the following policies which provide more details on the components to be delivered. Specially the policy states that within the period 2011 – 2029, the Local Plan will make provision to meet

15,300 dwellings and associated infrastructure, part of this is through resisting developments that involve a net loss of housing, unless it can be demonstrated that the benefits outweigh the harm. In this case the 'net loss' element would suggest that the loss would not be a significant amount.

- 8.22 The proposals would result in only the loss of three dwellings, of which only two are currently occupied and in the context of the proposals, these dwellings will be removed to provide significant economic and social benefits (including the creation of over 1000 jobs) to meet market demand, and to provide significant financial benefits to Basingstoke and Deane.

Presumption in favour of sustainable development

- 8.23 The NPPF sets out a clear presumption in favour of sustainable development and outlines that there are three objectives to sustainable development: economic, social and environmental.
- 8.24 In the context of the economic objective, the proposed development will make a significant contribution to local economic growth requirements. The provision of employment floorspace within the region which is fully in line with the overarching economic strategies and planning policies for the Basingstoke and Dean Borough Council Authority. Furthermore, the proposals will contribute towards updating of highways infrastructure, and will create in the region of 1,027 jobs. The scheme fully meets the planning system's economic role of contributing to a strong, responsive economy, ensuring that sufficient land of the right type for employment uses is available in the right place and at the right time to support growth and innovation.
- 8.25 In the context of the environmental role, the design of the scheme has sought to protect and minimise the impact of the development upon the natural and historic built environment. The proposals will secure the effective use of a partially developed site in an area which has been identified by the Council for significant change in the medium term. The proposal incorporates important environmental elements including the adoption of low carbon technologies, providing electric charging facilities and initiatives to reduce water consumption. Further information on these initiatives can be found in the Sustainability Strategy.
- 8.26 In summary, the proposal embodies the NPPF principles of sustainable development and therefore complies with the development plan and paragraphs 8 and 10 of the NPPF.

9. Draft Heads of Terms/ Developer Obligations / Community Infrastructure Levy

Draft Heads of Terms

- 9.1 Planning obligations, where necessary, are sought in line with Basingstoke and Deane Borough Council's 'Planning Obligations for Infrastructure SPD' (adopted March 2018). The SPD has been produced to support a number of policies in the Basingstoke and Deane Borough Council Local Plan (2011-2029) and also to work alongside the adopted Regulation 123 list in respect of the Community Infrastructure Levy (CIL). It provides clarity on how planning obligations will be sought for relevant forms of infrastructure, with references to other key documents and strategies.
- 9.2 The applicant acknowledges that obligations may be required where they are necessary to provide mitigation and they accord with the provisions of part 122 of the CIL Regulations. At the time of submitting this planning application, the potential obligations include:
- on and off site transport improvements as set out in Transport Assessment;
 - Travel plan measures as set out in Travel Plan Framework
 - Employment & Skills measures to be based on CBT benchmarks as set out in the Employment & Upskills Framework

Employment and Skills Plan

- 9.3 The applicant has already commenced discussions with the Council's economic development and learning and skills teams to prepare an Employment and Skills Plan that will increase local participation and access to jobs within Basingstoke Gateway in both the construction and operational phases.
- 9.4 The Plan is under development and the applicant has agreed to work with the Council, local partnerships and education/training providers to deliver a range of actions and activities that supports local people into jobs with long term career opportunities.
- 9.5 During the construction phase the Plan will align with the national benchmarks provided by CITB. Areas of opportunity include groundworks, infrastructure delivery, building construction and building sustainability. These opportunities will exist both within the immediate contractor base and also any local supply chain businesses.
- 9.6 Operational phase activity will be agreed at the appropriate stage in the detailed application or reserved matters process – allowing the Plan to be tied to specific end user activity. The initial Plan will establish a framework that future activity will be delivered within.

- 9.7 Details of the Heads of Terms will be discussed as an early stage of the determination process allowing them to be incorporated into a Section 106 Agreement which is intended to be drafted in parallel to any committee resolution; note that draft planning condition, and draft heads of terms are provided in the planning statement without prejudice.

Community Infrastructure Levy

- 9.8 In accordance with the provision of the Community Infrastructure Levy Regulations (2010) (as amended), there is a requirement to consider whether any payments are required for CIL (in accordance with the Basingstoke and Deane Borough Council's CIL Charging Schedule, which came into effect on the 22nd of March 2018).
- 9.9 In this particular instance, the proposed development falls into the 'all other forms of development (residential and non-residential) category, of which there is a nil CIL rate.

10. Summary & Conclusions

10.1 This Planning Statement has been prepared by Avison Young on behalf of Newlands Property Developments Ltd to outline and examine key planning considerations for a proposed development on land at Oakdown Farm, Basingstoke. This statement is submitted alongside a package of plans and documents to support an application for outline planning permission. The development proposals are described as follows:

“Outline planning application for the demolition of three dwellings, out-buildings and related structures and construction of commercial and industrial units including mezzanine floorspace (use class B8) with ancillary offices (use class B1), with associated infrastructure works (including parking and landscaping), along with full details of access arrangements, site levels, drainage and diversion of underground pipe-line”

10.2 A As set out in Section 8, the proposal amounts to appropriate, sustainable development, which meets Policy EP1 of the development plan. The application site comprises mainly greenfield, and a small element of brownfield, land close to Junction 7 of the M3, on the southern edge of Basingstoke. The application site lies adjacent to an area which is planned for a considerable amount of new development and will provide modern high quality storage and distribution floorspace.

10.3 This statement, along with other parts of the submitted planning application package, has demonstrated that the proposed development complies with prevailing planning policies in the development plan and other material policy considerations. It meets an identified need as identified by the Local Plan Inspector, and a range of significant and positive economic benefits for Basingstoke and the wider community.

10.4 In relation to policy considerations and the other material benefits of the proposal, these can be summarised as follows:

- The proposed development will provide up to 271,000sq m of modern high quality storage and distribution floorspace (including mezzanine) which can accommodate businesses serving local and sub-regional catchments.
- The creation of over 1,000 jobs, with a range of job opportunities.
- The generation of £62m in GVA per annum;
- Whilst the application site is not allocated for Class B employment uses, development plan policy allows for the provision of Class B storage and distribution uses on non-allocated sites where a series of criteria are met. In particular:
 - There is a clear proven need for the proposed floorspace. Updated research indicates that there is a large unmet quantitative need for net additional storage and distribution

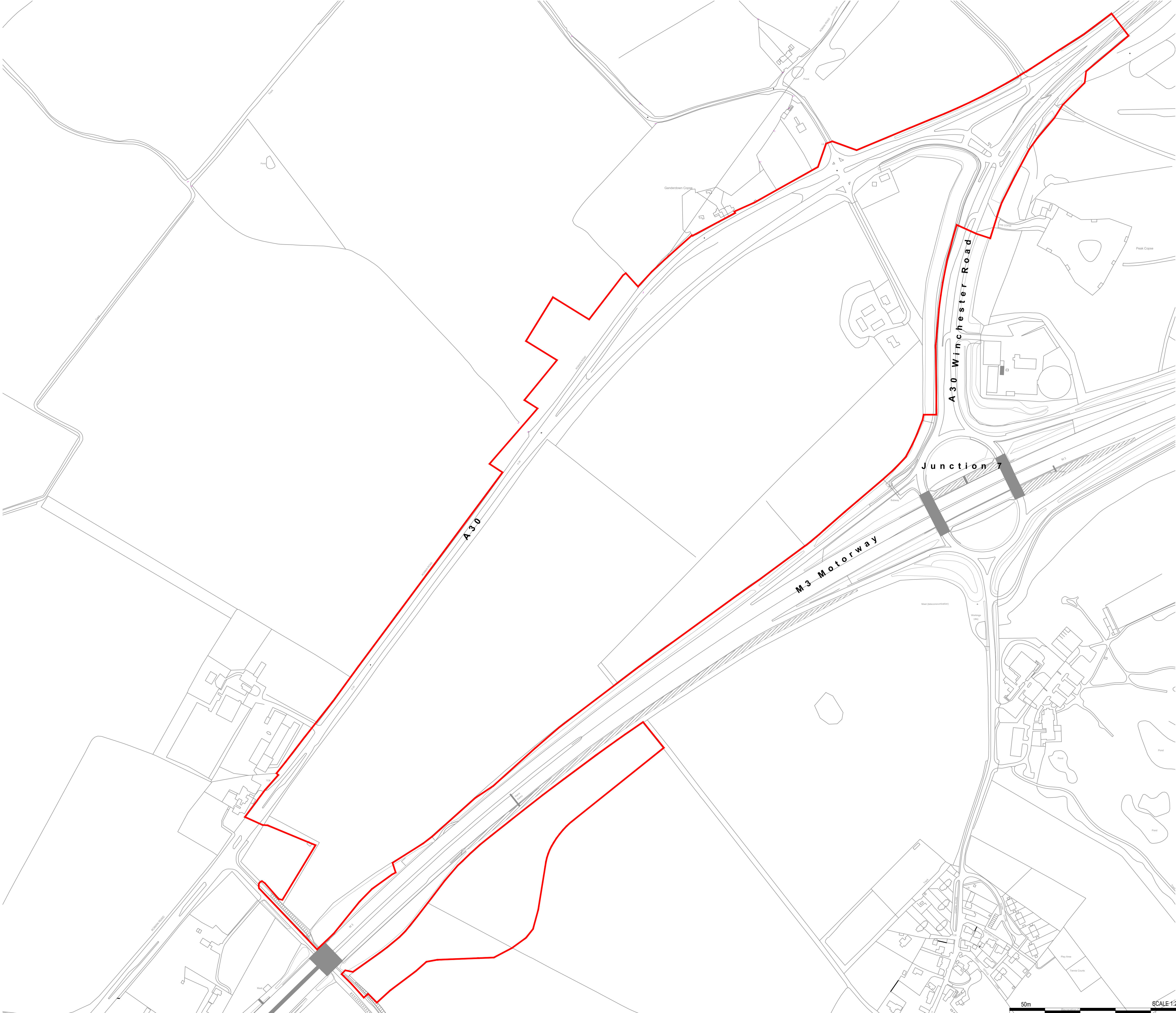
floorspace in the Basingstoke area and there is also a need for a qualitative and locational improvement in provision in order to meet modern high quality storage and distribution commercial market needs.

- o In terms of location, the application site is well related to the strategic road network (i.e. the M3 motorway) which is not a characteristic of other existing storage and distribution sites in and around Basingstoke. The submitted Transport Assessment has proven that there will not be a detrimental impact upon the strategic road network and, with reasonable mitigation, the impact upon the local road network will also be acceptable.
- o Whilst the proposed development will change the appearance of the application site, the package of mitigation measures will provide a development which is acceptable in visual impact terms including from the village of Dummer. It will provide an appropriate high quality gateway into the southern edge of the Basingstoke.
- o There are very few properties surrounding the application site although the applicant's proposal ensures that there will not be any detrimental impact upon residential amenity with measures put in place to control traffic noise levels and lighting.
- o Finally, but not exclusive, the proposed development will provide a significant flagship employment land investment in Basingstoke and Deane, providing a sub-regional distribution hub, and establishing Basingstoke as an important and vital distribution location.

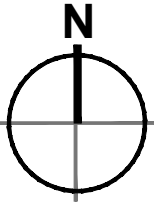
10.5 Taking into account the considerable benefits that the proposed development will deliver, it is considered that this weighs heavily in favour granting planning permission. The proposal is proven to be compliant with prevailing planning policies and will provide a significant economic benefit to the local economy and provide a considerable amount of new jobs. As a consequence, it is entirely reasonable to conclude that the proposal is in line with salient policies in the development plan and, in addition, material considerations also weigh in favour of granting outline planning permission.

Appendix I

Application site area



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.



Key

Application Boundary

PLANNING

rev	amendments	by	ckd	date
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Basingstoke Gateway

Application Boundary Plan



Newark Beacon Innovation Centre, Cafferata Way, Newark, Nottinghamshire NG24 2TN
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Drawing Status:	Planning
Drawn / Checked:	JMS / MDS
Date:	21/04/2020
Scale:	1:2500 A1
Drawing no:	Revision:
19155 P0004	F

Appendix II

Questions and answers raised
during Youtube live sessions

Basingstoke Gateway Q&A

Question	Answer
<ul style="list-style-type: none"> Where will the bund be? How big will it be? What will it look like? 	<ul style="list-style-type: none"> The bund will be located directly south of the M3; The bund is 18m high at the widest point, gradually reducing in height to the east and west. It will be approx. 530m long. The bund has been designed to have a shallower slope on the side facing Dummer. The bund will be planted with native planting – smaller thicket planting on lower slopes, taller woodland planting on the top, and a hedge around the base.
<ul style="list-style-type: none"> How will you dispose of foul water? 	<p>All foul water produced on site will be discharged into a dedicated on site pumping station, and then discharged via a rising main into the public sewer network within the A30</p>
<ul style="list-style-type: none"> What are the expected hours of operation of the facility when completed? 	<p>This is likely to be in 24/7 operation.</p>
<ul style="list-style-type: none"> What changes are proposed for the rural roads through the village of Dummer to avoid them becoming rat-runs for both HGV and other vehicles to avoid congestion at the new roundabout, Southwood Junction and the J7 circulatory? 	<p>Our thorough traffic capacity assessments including individual and microsimulation traffic modelling shows that all junctions currently operate within capacity during peak times.</p> <p>There is no observed congestion at either Junction 7 or Southwood Corner during peak times. The new roundabout from the A30 and the improvements to Southwood Corner have been designed to accommodate:</p> <ul style="list-style-type: none"> traffic from the development background traffic growth to 14% noting that this will not materialise for a number of reasons including post COVID 19 travel patters committed development including Hounsone Fields, Basingstoke golf Course and Many Down North. <p>Whilst we are making capacity improvements to the Southwood Corner junction there is no technical reason to suggest that HGV and other traffic will not stick to the strategic highway network particularly as the constrained nature of roads within Dummer are likely to worsen journey times.</p> <p>There is also clear signage on the entry to the village from the M3 and A30 that the roads are unsuitable for HGV traffic.</p>

<ul style="list-style-type: none"> Are you prepared to reveal who is likely to be the lead occupier of the distribution complex? In other words, on whose behalf are you working? 	<p>The proposals are for an outline planning application only at this stage, this meaning that the application seeks planning permission from the LPA in regards to the principle of various elements of development on site (these being the final design and landscaping for example).</p> <p>Whilst Newlands Property Developments LLP are aware of interest from Local, National and Regional potential occupiers, no specific occupier is yet identified.</p>
<ul style="list-style-type: none"> Why was there not more effort to at least ensure minimum information to all before these meetings? 	<p>Avison Young instructed a leaflet drop company to complete a 8000 household leaflet drop around the area of the site in question, this included instructions to deliver leaflets to the whole of Dummer.</p> <p>We have made them aware of our concerns regarding the extent of the leaflet drop in Dummer, they have noted that the GPS tracker information shows that Dummer was covered by this distribution.</p> <p>We have however re-issued the leaflet which will have arrived today.</p> <p>Over 9000 people have viewed our website to find out more about the proposals.</p>
<ul style="list-style-type: none"> I see in Appendix 5 of the B&D Strategic Housing and Economic Land Availability Assessment (page 222. DUM004) that the potential density and site yield suggested for the proposed site is 144,000sqm of storage, distribution floorspace and ancillary B1 office space. This plan is for near 300,000sqm, near enough 3,000,000sqft, a lot more than the Strategic Assessment suggested. Why should the planned increase in density now be acceptable? 	<ul style="list-style-type: none"> This need is identified by the Local Planning Authority and reported in the form of the Strategic Housing and Economic Land Availability Assessment. By its nature the Strategic Housing and Economic Land Availability Assessment (SHELAA) is a broad assessment of land capacity and applies 'industry standard' metrics consistently across all sites it assesses to get an understanding of capacity within the borough. Whilst some site specific conditions are taken into consideration the approach is not tailored in the same way as a site specific masterplan. The SHELAA also considers 'general' demand trends and space needs, rather than occupier specific needs. As sites are brought forward this more detailed knowledge allows the land to be used in a different way than the SHELAA imagines. The uplift in space largely comes from a relatively new typology that enables greater automation of activity to create more capacity without a parallel impact in terms of vehicle movements etc

	<ul style="list-style-type: none"> The variation allows the borough to therefore respond to and accommodate new forms of demand in the sector that will have wider benefits for the borough's residents and businesses. The sector (following the current pandemic) is evidently a robust one, and this is now recognised, particularly with the level of job security that this sector can offer.
<ul style="list-style-type: none"> Would these sites be pre-let before development? 	Newlands are long term investors in the site and have a successful track record in delivering schemes similar to the proposals nationally.
<ul style="list-style-type: none"> There seems to be no provision for inevitable 'lorry waiting time', parking/queuing facility? 	Please see evening Q&A recording for full response.
<ul style="list-style-type: none"> Has there been a pollution assessment for CO2/Nitrogen Oxide/particulate matter etc: as well as noise and light? 	<ul style="list-style-type: none"> Light- This is an outline planning application, therefore the details for formalised lighting design are yet to be finalised, these details however will be discussed in detail with the LPA on the submission of a Reserved Matters Application. Nitrogen dioxide (NO2) and Particulate Matter (PM 10 & PM2.5) will be modelled - in line with agreed approach with BDBC. This model will indicate what levels are at near by receptors, this will indicate any change from existing standards. A specialist consultant will carry out this analysis which will be assessed by the Environmental Health Department. A noise assessment is being carried out for the proposed development, and a lighting strategy will be included for the project- the scope of both these documents is being discussed with the LPA during the pre-application process. The spatial extent of receptors will be identified through the EIA scoping assessment.
<ul style="list-style-type: none"> Is the 330 lorries/day figure that I think I have seen going to be a maximum allowed, or is it subject to 'stretch' and further development? 	Please see live stream video for full response.
<ul style="list-style-type: none"> Obvious concerns about the suitability of the infrastructure for the increased traffic on the A30, Winchester Road, Junction 7 itself, Stockbridge Rd onto the A303. Not forgetting that Junction 7 and 8 (A303) junctions have always been a traffic black spot. When the sun is low in the south, particularly after rain, drivers can sometimes see literally nothing going up the hill as you go past the A303. 	Any changes proposed as part of the proposals as mitigation will be assessed by the Highways Authority. Please see recorded session for full response.

<ul style="list-style-type: none"> Many more lorries + traffic from the planned 2000+ new houses (4000 cars?) joining from J7 could add serious accident risks to these junctions. 	
<ul style="list-style-type: none"> Has the potential future development that has obviously been planned to use the 5th exit on the new roundabout been taken into account in all matters? 	The roundabout is designed to allow for future proofing.
<ul style="list-style-type: none"> Newlands Developments now own the 2 fields south of the motorway where they will deposit the excavation from the development. What guarantees will be given to the heritage site of Dummer that these fields and others separating Dummer from the motorway, and this and other developments north of the motorway, will not be subsequently developed which would make Dummer just another suburb of Basingstoke, driving a coach and horses through any pretence at ensuring heritage countryside is maintained in Hampshire? 	<p>Dummer is a designated Conservation Area (CA) with all the qualities that are implied as to its status.</p> <p>Newlands Developments do not own the two fields south of the motorway, their ownership being restricted to the approximate areas of the bund at the motorway side of the two fields.</p> <p>The creation of this suitably landscaped & constructed bund does not in any case or by itself imply broader development as its function is solely the deposition of material extracted from the development site on the other side of the M3.</p> <p>The area of land south of the bund lies outside of the control of Newlands Developments.</p> <p>The development proposals will have a very minimal impact on the view of Dummer (slide 7). View from the western edge of Dummer (footpath NW1)- at this stage our visuals do not show Elevational treatment (just massing) as the submission this summer will form an outline planning application.</p>
<ul style="list-style-type: none"> Newlands Developments is a reasonably new company, incorporated in August 2018. What is there record like for compliance to planning and community commitments generally and especially in their other deals at Peterborough and Hoyland? - The last filing of accounts to March 2019 shows a very small balance sheet. 	<p>Newlands was created in August 2018 and were previously Roxhill Developments (of which was about 10 years old by this point)- 27 million sqm of successful planning applications, Seagrave PLC then bought Roxhill, Newlands was created by 3 previous shareholders of Roxhill.</p> <p>Peterborough- 4000 news jobs have been created in the local area as a result of this development.</p>
<ul style="list-style-type: none"> What commitment has Equities Property Fund of South Africa made to the development, Newlands and Basingstoke & Dean council? 	Joint venture partner- They are funding this development, Newlands are committed to progress with infrastructure delivery as soon as possible

What measures are you proposing to mitigate for the following effects on the houses and families resident in these cottages?

- **Pollution and noise** caused by an extreme increase in vehicular traffic on the A30 - largely diesel heavy goods lorries.
- **Vibration from the increased traffic** could damage the structure of these 170-year-old properties.
- **Traffic congestion as warehouse traffic competes with traffic from the 2000+ new homes** to be built on Hounsme Fields and the Golf Course.
- Increase in **flood risk** to the cottages
- Night-time **light pollution**

- Light- This is an outline planning application, therefore the details for formalised lighting design are yet to be finalised, these details however will be discussed in detail with the LPA on the submission of a Reserved Matters Application;
- A noise assessment is being carried out for the proposed development, and a lighting strategy will be included for the project- the scope of both these documents is being discussed with the LPA during the pre-application process. The baseline for the assessment is established through the EIA scoping (such as identifying receptors and existing noise levels), there are potentials for mitigation, such as road surfacing, acoustic fencing that could all potentially be considered.
- The entire development lies outside of any fluvial flood risk areas, holding a Flood Zone 1 (low risk) classification;
- A site specific flood risk assessment has been undertaken to ensure all potential sources of flooding have been considered, and also ensure the development does not have a negative impact on the surrounding area in terms of flood risk.
- HCC are working with the consultant team to carry out a through assessment of existing and proposed development proposals which will impact on the strategic highways network. A
- 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.
- **VIBRATION TO BE ANSWERED OFFLINE (Answer to follow online)**
- **FLOOD TO BE COVERED IN WRITING (Answer to follow online)**
FOUL TO BE COVERED I WRITING (Answer to follow online)

<p>Section 17 of the EIA scoping request excludes review of (a) Lighting and (b) Waste whereas these are major issues for nearby residents. Could you please explain why these topics are considered "insignificant"?</p>	<ul style="list-style-type: none"> • Light- This is an outline planning application, therefore the details for formalised lighting design are yet to be finalised, these details however will be discussed in detail with the LPA on the submission of a Reserved Matters Application. • Waste requirements will be an occupier related element- whilst the outline application could potentially identify where waste facilities may be stored, the specific waste requirements will need to be considered during the Reserved Matters stage, at which point there waste facilities could be provided in line with occupier need. • Lighting is considered in terms of its impact on Environment and Ecology, though there will be strategy on exactly the lighting proposed on site as part of the detailed application.
<p>What is going to be done to prevent distribution traffic from and to the development from going through Kempshott and Buckskin rather than using the existing ring road network and the A30.</p>	<p>Please see recorded session for full response.</p>
<p>How can the site be made sustainable?</p>	<p>A number of initiatives are being explored, such as rainwater harvesting, water saving taps and WCs, electric bike and car charging points, secure cycle parking, safe pedestrian cycle routes around the site, bat and bird boxes, biodiversity zones solar panels for renewable energy, recycled building materials, maximising natural light and using air source heat pumps.</p> <p>Details energy modelling will be submitted for each reserved matters application- in each submission further details and justification for each possible consideration above will be provided, for the outline strategy, and overall strategy will be provided.</p>

<p>Why here? What kind of jobs will be created from this development?</p>	<p>A scheme of this size and scale could potentially provide 1,500 jobs, varied with a wide range of skill sets. A number of these jobs will be associated with the ancillary office spaces which will be provided on site in association with the B8 uses on site</p>
<p>What other sites (particularly brown field sites) were assessed, prior to the decision on Oakdown Farm.</p>	<p>Storage and distribution- the local plan accepts that not enough of these facilities have been delivered previously, therefore this development will be acceptable subject to a number of tests which must be met in line with the Local Plan.</p>
<p>You probably aren't aware but you have already provoked the start of a number of local resistance groups not least from the villages around Basingstoke who feel that their precious countryside is being encroached upon more and more. □□Our only recourse to stop this is to protest every development that comes near our villages. □□How do you propose to counter these resistance groups?"</p>	<p>Our site is a contained site; the bund to the south is required for mitigation purposes, and also provides an ecological benefit.</p>

What will the impact be along the A30 ?	<p>Along the A30 is a line of retained trees and hedgerows, this have both an ecology benefit, but will also be important from screening mitigation point of view.</p> <p>Further planting is also proposed, however constraints such as the existing and proposed pipeline will inform these locations.</p>
What about design ?	<p>The Elevational treatment proposals a graduating colour palette, fairly neutral colours which are used to emphasis different elements of the structure and to reflect the landscape, for example lighter colours on higher elevations.</p>
Receptors to the north of the A30 are being ignored	<p>This is being considered through the scoping exercise and pre-application process.</p>

<p>I am watching the You Tube vide but unable to access Live Chat. I can confirm that neither I nor any of my immediate neighbours in the village of Dummer have received any leaflets – particularly those living on the western side of the village where the visual impact is greatest</p>	<p>Please see recorded session for full response.</p>
<p>The presenter (Matt?) stated that existing trees to the south of the A30 will be retained for screening. These are primarily deciduous and will therefore only provide screening for approx. 7 months of the year. Will there be additional evergreen planting to improve screening during the winter months?</p>	<p>There is an established tree belt along the south side of the A30- these trees are being retained and will provide screening all year round (though it is recognised that this will reduce slightly during the winter months).</p>
<p>Would the bus routes be extended to the crematorium?</p>	<p>Options are currently being explored to extend public transport provision- this is currently on-going with the operators.</p>

<p>Could you please supply a list of your people on this call, their organisations and areas of responsibility as well as a copy of the slides?</p>	<p>This has been provided via email following the event- further details of the project team are provided on our website.</p>
<p>We have not received a leaflet and have had no opportunity to consider this. I only heard about this by chance. There must be many others in this position.</p>	<p>Please see recorded session for full response.</p>
<p>During the presentation, a route from the M4 was shown. The junctions between the A303 and A34 at Bullington Cross are bad. Specifically, the A34 to A303 eastbound is an extremely dangerous junction with a very short slip-road. Has this been considered in the planning and do you have accident statistics for the particular junction?</p>	<p>Assessment assumes that all HGVs will use the M3 (based on efficiency in logistics).</p> <p>A303 was not included in the scope of works identified in conjunction with HCC and HE.</p> <p>Accident data was not included in the scope of works (as noted above).</p>

Can you tell us how much light pollution impact there will be?	Please see recorded session for full response. More details on lighting will follow on the website.
Can you tell us how many vehicles will be operating from the site each day?	Please see the evening Q&A recording for full response- this response is also noted for similar questions below.
Who will be operating from the site. This is critical as it will no doubt affect the amount of activity . I.e. 5 days a week or 24/7	<p>The application will be assessed on the basis of a 24/7 operational facility. Note that this application is an outline planning application, so there are elements that will be considered in further detail at a later stage- at this stage we do not know who the end occupiers will be.</p> <p>To ensure that we deal robustly with any potential impacts on the scheme, an assessment in the Environmental Impact Assessment (EIA) will consider a range of areas to identify and assess any 'worst case view' for the development proposals, to then inform any potential mitigation needs.</p>

What will be done to mitigate the increase in traffic pollution ?	Please see recorded session for full response.
The development will be seen from the entire village . The people who have chosen to live in Dummer find this heart-breaking quite frankly, so can you tell me what is going to be done to screen these monolithic buildings that are completely out of scale for this environment ?	<p>Visual impact assessment have been undertaken, with particular views such as many sensitive views from Dummer considered as part of this assessment.</p> <p>You will note on the viewpoints shown during our Q&A event that the dotted white line shows a 'worst case scenario', which in itself shows only a very minor impact on the views from Dummer.</p> <p>Please refer to the evening recording, and afternoon recording of the Q&A sessions for a full response.</p>
This is utterly devastating for this area of Basingstoke and totally wrong for this site and I am staggered that it is even being considered. Our village and environment will be damaged because of it.	Please see recorded session for full response.

<p>Having listened to the afternoon session of live Q & A, I would like to stress that trying to exit J7 and then cross lanes to access the M3 South whilst southbound traffic is trying to cross to exit at J8 for the A303 is already very dangerous. It is an accident blackspot already. Neither junction could cope with the increase of articulated lorries</p>	<p>A thorough scoping exercise has been carried out with HCC (Hampshire County Council) and HE (Highways England), modelling has been carried out on this area in particular, any proposals will require individuals safety audits.</p>
<p>"What about the view from Ganderdown Cottages"</p> <p>Further to the above "Deciduous trees"</p>	<p>A large area of trees and vegetation along the boundary of the site will be retained- this element is covered in detail in the evening Q&A session recording.</p> <p>There will be further additional tree planting on the site, though yes there will be a minor reduction in screening during the winter months, however this area of trees is quite dense so will provide some screening.</p>
<p>"How many lorries can be handled at any one time?"</p>	<p>Transport Assessment will be required to assess peak hours- AM peak- 185, PM- 140 (number of HGVs within this figure will vary)- HGVs are expected to enter/exit onto the M3 via junction 7.</p>

Comment "can we have a copy of the slides? "	Yes- These will be available online following this session.
How many cars will be operating on the site per day?	Please see recorded session for full response.
"And all HGVs will depart to Jn 7 passing along the A30 in front of Ganderdown...."	All HGVs will exit onto that roundabout junction.

<p>Where is the research you've undertaken to confirm there are no alternative sites in the borough. will you publish your research to confirm the need for this distribution centre in the borough"</p>	<p>The Local Plan recognises that allocations identified in the SHELAA may not meet required need for logistics and distribution.</p> <p>As part of the planning application, and economic assessment, and assessment of need in line with this policy will be provided.</p> <p>Commercially- there are no other appropriate sites that could accommodate the needs of the market at present. This site is in a highly sustainable location, another factor that increasingly becomes in demand in this sector given the trends with online shopping- becoming even more population during this time of lockdown.</p>
<p>"What does the pipeline carry?"</p>	<p>There is a strategic oil pipeline running parallel to the A30 north of our site, it's a historic oil pipeline, the pipeline is currently not in operation, however given i's strategic status this will need to be retained, but slightly relocated; this is only being relocated inside our site.</p> <p>A plan showing the existing and proposed route is displayed on our exhibition boards online.</p>
<p>"Will there be suitable pedestrian footpaths installed for increase in traffic? Already a blackspot for pedestrians around a30."</p>	<p>We recognise that pedestrian and cycle accessibility needs to be considered and upgraded as part of the development proposals.</p> <p>A full response in regards to the highways works associated with the development proposals are covered during our evening Q&A session, this includes upgrades such as toucan crossings.</p> <p>One important connection point is that in the south west of the corner. This will be a DDA compliant cycle and pedestrian access.</p>

<p>"Will the slip roads joining the M3 both north and south need to be amended/upgraded?"</p>	<p>This is subject to assessment which will be reviewed by HE, though our assessment shows that no upgrade is required. This has been assessed based on existing traffic, as well as potential future development. When assessed, the modelling does not show any queuing back from the slip road.</p>
<p>"For the benefit of others could you answer again my question relating to foul water"</p> <p>"Which main sewer? There is no sewer on the A30, I think"</p>	<p>SuDS will be provided on site to address surface water. This creates water saving measures on site, such as low flow taps and dual flush toilets.</p> <p>Foul water will be discharged into a dedicated online pumping station then discharged via main sewer.</p> <p>A full drainage and FRA (Flood Risk Assessment) will be submitted as part of the planning application.</p> <p>RESPONSE TO LOCATION OF SEWER TO BE POSTED ONLINE</p>
<p>Re traffic & Queuing ... Crematorium uses this road daily, sometimes frequently with Horse drawn hearse resulting in large back-up of traffic into Bstoke, has this been taken into account?"</p>	<p>Please see recorded session for full response.</p>

<p>How can you possibly state the development has no impact on the character of nearby settlements, that have conservation areas and many Listed buildings."</p>	<p>Heritage and impact will form part of the EIA and the planning submission, Heritage Specialists, Border Archaeology are pulling together a Heritage Impact assessment to assess any potential impact, this will consider elements of mitigation that are proposed on site.</p>
<p>Your wish to build a bund on the south of the M3 contradicts your wish to contain the development to the north or the M3 - why is it not built on the north side?"</p>	<p>The proposals provide a form of screening as mitigation to address any potential impact on views, this also has a huge benefit for biodiversity, creating habitats.</p>
<p>The bund would block the northbound exit off the new roundabout! Simple" □ "there is plenty of land on the n side to build a bund adjacent to the m3"</p>	<p>General comment- Please see recording for information on the bund</p>

Appendix III

Pre-Application response (July 2020)



Ms J Davis
Avison Young

Our Ref: 20/01307/EN28
Your Ref: 01B903114

22 July 2020

Dear Jo

Location: Oakdown Farm Winchester Road Dummer Basingstoke Hampshire
**Proposal: Erection of commercial and industrial units including mezzanine
floorspace and ancillary office accommodation**

With reference to the above pre-application submission in relation to the proposed distribution hub at Oakdown Farm, I am now in receipt of the consultee responses. As you are aware HCC Highways, HCC Lead Local Flood Authority and the Environment Agency carry out their own pre-application consultation process, which I understand you have already undertaken or are currently undertaking. As set out later in this response, it is considered that the overall planning balance of key considerations will be an important factor in determining any application. In addition, matters such as the impact on the strategic highway network are an integral part of the assessment of compliance with Policy EP1 of the Local Plan. This pre-application response is therefore made within this context and without being able to provide an overall balanced view of the proposals until such time as those other pre-application responses are shared with the Local Planning Authority.

As part of the pre-application process two meetings with Members were arranged. Following the first meeting where the Member's main areas of concern related to highway and sustainability matters, a second meeting was arranged to specifically deal with these concerns in more detail. A copy of the minutes for each meeting are therefore attached. As already explained at the initial meeting with Members, the minutes represent the Member's views in relation to the proposals and are separate to this letter which form the officer's response following a consultation exercise with internal consultees. I have attached the consultee's comments in full to this letter, but I have also summarised the main areas of concern/comment below.

Policy

- Need and floorspace/uses

As a background to the proposals, the Employment Land Review (ELR) 2013 identified a significant need for storage and distribution floorspace (122,000sqm). This is reflected in Policy EP1 of adopted Local Plan, which sets out the intention to meet this need through a specific Development Plan Document. However, in response to concerns raised by the Inspector during the course of the Local Plan Examination in Public regarding this issue Policy EP1 allows for suitable floorspace to come forward in advance of such a DPD subject to specific criteria being met. This includes that this could be outside of the existing Strategic Employment

Areas. There is no explicit requirement in EP1 for such development to be provided within the Settlement Policy Boundary, and it is acknowledged that the size of site and proximity to the M3 is more likely to relate to sites such as that proposed. Nevertheless, the site is considered to be within a countryside location.

The council did also commission a further Economic Needs Assessment, and this identified a somewhat lower need than the 2013 ELR, largely for methodological reasons, as it focused on a shorter period of time than the 2013 report. Overall it is noted that this report reinforced the need for additional storage and distribution floorspace.

The Local Planning Authority are not intending to produce a DPD but instead the Local Plan Update (LPU) is now the most appropriate way of meeting the identified need via a plan led approach. This will allow for the matter to be considered holistically alongside a range of other land-use needs and planning considerations, and a challenge for any application submitted will be to demonstrate that such a holistic approach could also be achieved through the application process. This site has been promoted for storage and distribution as part of the LPU process. Only a limited number of sites have been identified through the LPU process to date which may be able to accommodate the identified storage and distribution requirements.

Furthermore, the NPPF is strongly supportive of the planning system facilitating economic growth, taking into account local business needs and wider opportunities for development (paragraph 80). It should also be noted that the NPPF emphasises the importance of addressing storage and distribution needs, with paragraph 82 making specific reference to providing for storage and distribution at a variety of scales and in suitably accessible locations.

Notwithstanding the above, there are concerns in relation to proving the need for the floorspace proposed (criterion (m) of Policy EP1), particularly when the amount of floor area proposed (271,000sqm) is substantially greater than identified in the ELR.

The information currently submitted does address the need to some extent and refers to a more detailed assessment being included with any future planning application. This additional information in terms of the need for the amount of floor area proposed, will be key to assessing the overall impact of the proposals particularly when the comments below are considered, such as the strong landscape objection to the proposed scheme. This additional information will also need to reflect the current economic situation caused by the impact of Covid-19 including any anticipated longer term trends.

However, it remains the case that the amount of floorspace proposed is considerably in excess of even the higher need level put forward in the submitted information, namely 190,000 sqm over the next 20 years. The future application will need to justify the time period being used for assessing the need level, as clearly this has a big impact upon the floorspace figure which will be generated by the employment projections (as the submitted information shows increases in job numbers over a particular period of time which is then translated in a floorspace requirement).

The Policy Officer has noted that the applicant questions whether employment projections, which are the conventional methodology for establishing floorspace needs, are really a suitable means of assessing the logistics sector, particularly as by definition it is arguably hard to establish to what extent storage and distribution needs are captured by this methodology, especially given that there is a need for regional and sub-regional facilities which are never going to be reflective solely of a specific need pertaining to one LPA area. However, this does not solve the problem of how needs are then to be established or how the need for such a large facility is to be justified in this instance, and this will need to be addressed with any future planning application.

It is acknowledged that the ENA emphasises that the need for storage and distribution floorspace should not be seen as a ceiling. More specifically, the ENA states in paragraph 8.23:

‘This 22ha [this is the amount of land the ENA assumes would be required to meet the council’s logistics and industrial floorspace needs] should not be viewed as a ceiling of what could be provided. This is because demand for logistics is footloose, and additional demand for sub-regional facilities could be attracted to Basingstoke should land be allocated in acceptable locations (i.e. very close to the M3 junctions). However, the decision on whether to provide additional land is a policy choice for the Council to make.’

It will be important for the employment and economic benefits of the proposal to be clearly set out in the future planning application. This should also set out how the specific staffing needs would be met i.e. in terms of whether employees with the requisite skills in the area are likely to be available and what training opportunities would be available in this regard in order to meet the site’s staffing needs (see Economic Development section below).

It is recommended that the more detailed report which has been indicated will support subsequent application(s) will need to consider the local need in more detail, not just the borough need figure as a total figure, i.e. it should address the type of floorspace which is needed in this borough. More specifically, the scheme proposed seems to be focused on providing a regional distribution hub, whereas it also needs to meet the local need, which is likely to more focused on ‘last mile’ solutions (generally vans from smaller premises) and hence requires some much smaller units. The proposal at present does not address that need very effectively, and it is recommended that this is given more consideration. More specifically, the ENA makes reference to sub-regional premises being 14,000 sqm plus, meaning that only around 20,000 sqm is being provided for more locally orientated premises.

Based on the information submitted to date the proposal would conflict with the requirements of criterion (m) of Policy EP1 in relation to the amount of floorspace proposed and the evidenced level of need in this pre-application submission.

The Pre-Application Statement makes reference to industrial floorspace, but it is unclear to what extent this proposal is intended to actually provide some floorspace which would be suitable for industrial use (as opposed to logistics). This needs to be clarified in the future planning application.

- Other Policy Issues

It is also noted that the proposal involves the loss of one dwelling, which is technically a potential breach of Policy SS1, unless the benefits outweigh the loss of the dwelling. This will need to be addressed in the future planning application.

Highways

Criteria (j) and (k) of Policy EP1 set out specific matters related to this issue within the policy itself. Criteria (j) requires that such development is well related to the strategic road network and easily accessible for HGV’s. Separate to the matter of impact of the movement of HGVs and other vehicles from the proposed development on the strategic highways network it is considered that simply with regards to being easily accessible the proximity of the site to the M3 meets this requirement.

Criterion (k) requires that the development is capable of being provided without having a severe highways impact. This is also relevant to Policy CN9 of the Local Plan and paragraph 109 of

the NPPF. Beyond this it is also necessary to demonstrate safe and suitable access for all users as set out in Policy CN9 and paragraph 108 of the NPPF, that significant impacts can be appropriately mitigated and that sustainable transport modes are key to the proposed development.

As stated above, it is understood that your client has undertaken a separate pre-application enquiry with the Highway Authority (HCC). Without having sight of the information submitted to HCC or an awareness of their response at this time it is not possible for the LPA to comment on this element at this time. This will be a key element in both considering compliance with Policy EP1 and the overall balance of any impacts of the development.

As was made clear at the two meetings with Members, issues in relation to the impact of this proposal upon the highway network are of great concern to councillors. The attached minutes from these meetings reference these concerns in more detail. As expressed at the second meeting with councillors, the impact of HGV traffic on the A33, which travels through residential areas, is of particular concern and in their mind has not been adequately assessed. I strongly advise that this matter is given greater consideration before the application is submitted, and that this area of concern is addressed in any supporting documentation.

The highways requirement in Policy EP1 is less detailed, but clearly, the impact of a significant number of HGV movements, and trips by employees will need to be considered in detail. Clearly the requirements of Policy CN9 will also need to be satisfied.

Cumulative Impact

Given that the LPU is currently in the process of being prepared and this development effectively seeks to address land-use needs which the LPU will tackle, then arguably the issue of prematurity is potentially pertinent. The stage of the LPU at the time of determining any application will clearly be a relevant factor in making this assessment. However, the second part of paragraph 50 of the NPPF could be highly relevant depending on the outcome of the responses from HCC and Highways England as to whether the proposals in themselves “would prejudice the outcome of the plan-making process” by removing opportunities for decisions to be made for further development in the south-west of Basingstoke.

Landscape

In terms of landscape impacts, the specific policy requirement within criterion (g) EP1 in this regard is quite detailed, namely that the proposal must be:

‘Able to successfully mitigate the landscape impact, which will include the provision of sufficient space for appropriate soft landscaping/green infrastructure, appropriate location of development within the site, and utilise a design, and layout of built form and use of materials in order to ensure that any landscape impacts are minimised’

It is acknowledged that this criterion anticipates some landscape impact, but that these need to be successfully mitigated and minimised. The Landscape Officer’s response sets out that the replacement of this rural and agricultural site with a series of large industrial units, along with parking areas, service yards and an access road network extending across the site, in addition to a new highway junction would result in adverse impacts on both the landscape character and visual amenity. There is little within the submission to demonstrate either the successful mitigation or minimising of impact. In relation to the latter it would be anticipated that any application submitted would need to demonstrate the design evolution of the development and how those opportunities to minimise the impact have been identified and pursued, both in relation to the scale of development proposed but also options around alternative workable

proposals.

In relation to the proposed height of the buildings, it is likely that they will be significant and highly visible within views from the adjacent road network (a point raised by the Urban Design officer's comments below). It is considered that the development would be imposing within these views, including those of the rural approach into Basingstoke from the south, which are currently open and predominantly agricultural in nature. The Landscape Officer considers this would cause harm to local visual amenity, and the extent of visual harm is likely to be quite expansive due to the scale of built form proposed.

In landscape terms the construction of the bund south of the M3 within the open landscape context would add further harm by virtue of an engineered structure within the agricultural landscape, where there are currently open and clear views. Depending on its height and form it could appear alien and unsympathetic to the existing landform.

Taking the above into account it is not considered that criterion (g) of Policy EP1 has been met with the proposals and information presented within this pre-application submission at this time.

Urban Design

It is noted that this would be an outline application however it is important that at this stage any future outline application can demonstrate that the visual impact of the buildings does not harm the character of the area. The site is in a prominent location and would become an important 'gateway' into Basingstoke from the southwest, with views from the M3 and the A30.

Concerns are raised over the visual impact of the proposed units, particularly Unit 1 which is 25m high and over 400m long. It is suggested further pre-application discussions are undertaken with more details being submitted in this regard. However, I am aware of your clients wish to submit an application by the end of July and if that position is maintained then I would suggest that any future application addresses these concerns raised and be accompanied by the following additional information which will allow a better informed assessment of the visual impact of the proposals:

- Cross sections in a NW to SE direction across the whole site and across all 5 units (including 2 separate cross sections for Unit 1 alone). These cross sections should include the cuttings and embankments of the M3 and the relationship to the A30.
- Two detailed cross sections in a SW to NE direction across all the units and including the embankment of the link road between Junction 7 of the M3 and the A30 which forms the north eastern boundary of the site.
- Perspectives of views into the development site from various locations (see attached response from the Urban Design officer for specific details of suggested locations).

It is acknowledged that the site would be seen as an extension of Basingstoke, with only Peak Copse separating the site from the housing sites at Hounsme Fields and Basingstoke Golf Course. It is considered that this would cause limited harm in relation to the settlement pattern of the town.

Development of the site would substantially reduce the distance between Basingstoke and North Waltham, however this would not lead to any physical or visual coalescence due to the intervening topography. This equally applies to Dummer, with no coalescence occurring due to the distance and the M3, and the proposed bund south of the M3 which will help mitigate the impact of the development on Dummer.

Bearing in mind the site will become a gateway feature to Basingstoke, the Urban Design

Officer considers that this should be marked by “pleasing and noteworthy” features. It is accepted that any future application will be in outline only with matters relating to the detailed design of the proposed units forming future reserved matters applications. Notwithstanding this, it is important that the outline application addresses the importance of creating a noteworthy feature befitting the gateway to Basingstoke. The Design and Access Statement will need to be persuasive in how the quality of the building, materials and design can assist in mitigating visual impact.

The provision of a large warehouse development might be considered doubtful as an attractive gateway feature, and it is therefore important that the outline application identifies key design objectives. This should include not prejudicing the established character of a ‘green’ and tree lined environment at this south western edge of the town. It is noted that the scheme proposes to introduce and reinforce some tree screens around the edges of the site and this is welcomed. However, due to the scale of the proposed units it is recognised that trees will not be able to obscure them and the presence of the buildings will be unavoidable. It is however important that there is an appreciation for the traveller approaching Basingstoke along the M3 or A30 of tree lined routes, rather than large warehouse sheds. The request above for cross sections and perspectives will help aid the assessment of the developments impact in this regard.

The Urban Design Officer welcomes a number of aspects of the proposed scheme, such as:

- The excavation of much of the site will help to lower the bulk of the units and particularly along the south eastern side of the site and any options to further explore this should be reviewed.
- Allowing the north eastern corner of the site to be laid out as car parking keeps the bulk of the buildings away from this particularly visually sensitive part of the site.
- Views of some of the service yards are limited by these yards being placed behind some of the buildings (as with Unit 1) or between buildings (as with Units 2 to 5).

Concerns are expressed in relation to the height and length of the proposed units, particularly in relation to Unit 1. The height of this unit should be lowered to reduce its impact, but this may be being driven with a bespoke occupier in mind. If this is the case then consideration should be given to the impact of the footprint being increased to compensate for a reduction in height, for example – this would also pick up the point made above regarding the need to minimise landscape impact and showing the design evolution. The attached copy of the Urban Design officer’s comments in full, provide further suggestions on how the proposed buildings could be amended to address concerns in relation to scale and massing and harm on the character of the area.

It is acknowledged that the future application will be in outline only with details for each unit being considered at the reserved matters stage, however it is important that the outline application is accompanied by illustrative details on the potential appearance of the buildings. In particular, the elevational treatment of the buildings in relation to differing materials to indicate different uses within the building (such as the ancillary office areas), and also the use of different materials in terms of colour and pattern to reduce the visual bulk of the buildings. You will recall that this was also a matter raised at the meeting with councillors.

Biodiversity

The Biodiversity’s Officers comments are attached in full, but some of the key points raised are:

- Any future application will require a DEFRA Biodiversity Metric to be carried out.
- The development will be expected to demonstrate a net gain is achieved, through

quantitative information within ecological reports, outlining what biodiversity features will be lost and what biodiversity features will be restored, created and/or enhanced.

- The PEA identifies nesting birds on the site but not the specific species such as skylarks. This needs to be identified. There are records of other important open field species in the area which also need to be addressed in the PEA, as well as any proposed mitigation.
- The full dormouse survey is welcomed – there are records to the north in Peaks Copse and the M3 corridor of known populations along the length of the site both north and south.

With regards to the illustrative masterplans it is noted that there is minimal retention of connective habitat across the site, however there is a good continuity of natural links running around the boundaries of the site. These areas will have to add up to a net gain for biodiversity otherwise there will be objections to the scheme on biodiversity grounds. The introduction of connective corridors through the centre of the site would be welcomed.

Economic Development

It is noted that the submitted Economic Assessment is thorough, however the following points need to be addressed in any future planning application:

- An Employment and Skills plan (ESP) – the Economic Development Officer would welcome early discussions on the ESP.
- The Economic Assessment needs to address the current context in terms of Covid-19 and the impact this might have on the type of development being proposed.
- It is unclear where the assumptions made in Section 5.9 of the submitted Economic Assessment come from in terms of conversion from jobs into floorspace requirements – further clarification should be provided with any future planning application

Further detailed comments are provided in the Economic Officers attached response.

Heritage

The Conservation Officer endorses the findings of the submitted Heritage Statement Synopsis. It is noted that the development will have an impact on the setting of the Dummer Conservation Area, but that this impact is likely to be low. This may be within the 'less than substantial category', but it will be down to the case officer during the determination of any future planning application to establish whether the public benefits arising from the proposals are sufficient to outweigh this harm as set out in paragraph 196 of the NPPF. Your submission will need to assess this impact and provide views on this balance.

Trees

The development would require the removal of a substantial number of trees (including some grade A and B (BS Standard 5837) trees/groups). The relevant policy is Policy EM1 of the adopted Local Plan and the Landscape, Biodiversity and Trees SPD. Under the policy there is a requirement to respect, enhance and not be detrimental to the character and visual amenity of the area. The SPD also requires trees to be retained, unless the need for the development in a specific location outweighs the loss of the trees and that adequate mitigation can be provided.

The Tree Officer has raised particular concerns in relation to the loss of groups G7 and G9, which collectively are a prominent landscape feature. These trees should be integrated into any proposed development. It has also been noted that the proposed roundabout on the A30

would impact upon the trees on the northern side but an assessment of the impact of these proposals on the trees has not been covered.

Given the scale of the development a canopy cover assessment (see SPD) would be required and would provide an understanding of the impact of the development on tree cover. This will help to understand whether the mitigation test outlined in the SPD can be met.

The provision of a bund south of the M3 would provide screening to the development from the south and indicative tree planting is proposed. Any future planning application will need to provide further details on how these areas will be managed, allowing access for inspections and associated tree works as the tree belts mature.

The substantial loss of trees will need to be considered against the need for the proposed development in this location, as well as the level of mitigation proposed. Such considerations will feed into the overall planning balance and decision to be made of any future planning application.

Environmental Health

In general, no objections are raised to the proposed development subject to conditions to be imposed at the planning application stage. It is noted that there are residential properties nearby and consideration therefore needs to be had during the construction phase in relation to noise, vibration windblown dust and contractor activity. Lighting both during construction and post construction would also need to be considered in relation to these nearby residential properties.

There is the potential that due to the existing land use and farm buildings, there may be issues in relation to asbestos and ground contamination. Such matters will need to be addressed prior to demolition and construction, and in relation to ground contamination depending on what may be found, remediation may also be required.

HCC Archaeology

The County Archaeologist is in agreement with the conclusion of the Archaeological DBA submitted with this pre-app, namely that the site has a high archaeological potential. The officer recommends that archaeological mitigation should be addressed in two stages:

- Preliminary archaeological evaluation (survey)
- Subsequent archaeological mitigation programme to record archaeological remains revealed by the evaluation.

The officer recommends that the Archaeological DBA should be submitted with any future planning application together with impact assessments and a broad mitigation strategy.

Climate Emergency Declaration

As you are aware this was one of the topics discussed in detail at the second meeting with councillors, and is of particular importance and sensitivity amongst councillors. It is acknowledged that whilst this may be a council objective, the planning policy framework and Local Plan in place at the time of determination will be the key matters to address, which themselves contain a number of points related to sustainability such as water efficiency, electrical charging points and promotion of non-car based travel. Nevertheless, given the potential impacts of the scheme and the need to weigh matters, both in relation to the specific test in paragraph 196 of the NPPF mentioned above, but also more generally, serious

consideration should be given to maximising all opportunities to incorporate low carbon impact and sustainable energy solutions.

Conclusion

The amount of floorspace proposed is significant and far in excess of the need level which has currently been identified. However, this does not necessarily render the principle of development unacceptable, but does mean that a very robust justification will need to be provided in order to ensure that the requirements of Policy EP1 are satisfied. At present the level of information submitted with this pre-application enquiry does not meet that requirement. In addition a number of other criteria of Policy EP1 would not be met based on the submission at this time.

It is acknowledged that it will be important to recognise the wider economic opportunities presented by the development and respond to the potential that the development of this site could offer from a strategic perspective in terms of meeting the borough's future employment floorspace needs.

Furthermore, the future application will need to robustly demonstrate the benefits of the proposal, and address the potential harm flowing from the proposal so that the decision on the planning application can be based on a balanced and effective consideration of all the issues. This is likely to be particularly important in relation to landscape (and the need to mitigate and minimise the landscape impact), design/character of the area, highways implications and impacts on nearby residential areas. At present based on the information presented in this pre-application it is considered that the proposal would not currently accord with the requirements of Policy EP1.

Please note the above comments are made at Officer level without prejudice to any future decision made by the Planning Development Manager or the Development Control Committee.

If you have any queries or require further information, please do not hesitate to contact Sue Tarvit on 01256 845241 or email sue.tarvit@basingstoke.gov.uk

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sue Tarvit', with a stylized flourish at the end.

Planning and Development Manager

LANDSCAPE TEAM RESPONSE

PLANNING APPLICATION REFERENCE: 20/01307/EN28

SITE: Oakdown Farm, Winchester Road, Dummer

26 June 2020

Sue,

I refer to your memo dated 5 June 2020, regarding the above.

Comments of: Landscape Team

Comments relate to the following/document no(s):

- Illustrative Masterplan
- Landscape and Visual Draft Technical Note
- Application Boundary Plan
- General Layout Plans 1, 2 and 3

Recommendation:

Adverse impacts on landscape character and visual amenity.

Application:

Erection of commercial and industrial units including mezzanine floorspace and ancillary office accommodation.

Comments:

Having assessed the proposals submitted, it is considered that the development would result in adverse impacts on both landscape character and visual amenity.

The site currently comprises a series of agricultural fields, as well as the farmstead of Oakdown Farm, which form part of a network of agricultural land extending to the north, east and south of the site. This rural landscape is severed by the M3 and A30 road network, and interspersed with villages including Dummer and North Waltham. The proposal submitted would replace this rural and agricultural site with a series of large industrial units, along with parking areas, service yards and an access road network extending through the site, in addition to a proposed new highway junction. The full scale of the proposals is unclear from the drawings but from the information shown on the illustrative masterplan, the development would fill the majority of the site, with proportionally narrow margins left over, proposed to be planted.

I would advise that the loss of rural and agricultural characteristics including existing field patterns as well as boundary hedgerows and mature trees, and their replacement with this number of very large scale industrial buildings and extensive associated hard surfaced roads and yards, would be at odds with the sites current character, and unsympathetic to the grain of built form within the immediate context which is limited, and of a finer and smaller scale nature. This would result in significant and adverse impacts on local landscape character.

In visual terms, whilst the full heights of the proposed buildings aren't apparent from the proposals, it is likely that their scale will be such that they will be significant and highly visible within views from the adjacent road network, and local public rights of way. It is considered that the development would be imposing within these views, including those of the rural approach into Basingstoke from the south, which are currently open and predominantly agricultural in nature. This would cause harm to local visual amenity, and the extent of visual harm is likely to be quite expansive due to the scale of built form proposed.

The full extent of visual impacts, as well as impacts on landscape character should be explored further by the applicants within a landscape and visual impact assessment, following guidelines published by the Landscape Institute.

Key Issues:

Impact on landscape character and visual amenity in accordance with Policy EM1 of the adopted Basingstoke and Deane Borough Local Plan 2011-2029.

I trust that the above is clear, however, if you have any queries please contact me.

Regards,

The Landscape Team

260620/cd

ADDITIONAL LANDSCAPE OFFICER COMMENTS

Hi Sue,

Further to the comments I sent you on this proposal last week, John Dawson has been in touch with me to make me aware of an additional presentation document which he had seen on Anite, which includes further information on the heights of the proposed industrial units, as well as a bund to the opposite side of the M3.

I am afraid I wasn't aware of this document, and for some reason I can't seem to locate it on Anite. As such, I don't appear to have assessed the full proposal. I apologise for this, as I thought I had looked through everything which had been submitted for assessment.

In landscape terms, the construction of any bund within the open landscape context opposite the site would add further harm by virtue of an engine engineered structure within the agricultural landscape here, where there are currently open and clear views. Depending on its height and form, it could appear alien and unsympathetic to the existing landform.

With regards to the heights of the buildings, these will need to have been included clearly within the submitted application documents in order that the full proposal can be considered properly, should there be any further discussion. I'd be grateful if you could incorporate these additional with my formal comments when you respond to the applicant.

Kind regards,
Catherine

Catherine Daly
Principal Landscape Architect
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CONSULTATION RESPONSE ON PLANNING APPLICATION

To:	Development Control
From:	Environmental Protection – Rob Gladwin
Date:	25 June 2020

Proposal:	Conversion of Oakdown Farm into business park; Erection of various commercial, industrial and office units with associated parking and landscaping
Ref:	20/01307/EN28
Location:	Oakdown Farm, Winchester Road, Dummer, Basingstoke, RG23 7LR
Drawing/Doc Ref:	Review of Illustrative Masterplan against contaminated land records and GIS data.
Policy: Guidance:	NPPF (2019) Development on Potentially Contaminated Land – BDBC Guidance document for developers and consultants Contamination Land Guidance at: https://www.gov.uk/contaminated-land BS 10175:2011 – Investigation of potentially contaminated sites. Code of practice. R&D Publication 66: 2008 – Guidance for the Safe Development of Housing on Land Affected by Contamination

COMMENTS

Environmental Protection has assessed this enquiry against the developments impact on human health and if any nuisance impacts would be created in its construction. Whilst we have no objections to the proposed development, should a full application be made the following conditions (in *italic* typeface) would be applied:

Potential for Statutory Nuisance

There are a small number of residential properties nearby, we would need to have reasonable assurances that construction noise, vibration, wind-blown dust, lighting emissions and contractor activity would be suitably mitigated. As such we would request a CEMP:

Construction & Environmental Management Plan

No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the LPA. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison;*
- Arrangements for liaison with the Council's Environmental Protection Team;*

- *All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:*
 - *0730 Hours and 18 00 Hours on Mondays to Fridays and;*
 - *08 00 and 13 00 Hours on Saturdays and;*
 - *at no time on Sundays and Bank Holidays;*
- *Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.*
- *Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.*
- *Procedures for emergency deviation of the agreed working hours;*
- *BDBC encourages all contractors to be 'Considerate Contractors' when working in the Borough by being aware of the needs of neighbours and the environment;*
- *Control measures for dust and other air-borne pollutants;*
- *Measures for controlling the use of site lighting whether required for safe working or for security purposes;*

REASON: To protect the amenities of the occupiers of nearby properties during the construction period and in accordance with Policies EM10 and EM12 of the Basingstoke and Deane Local Plan 2011-2029.

Asbestos Observed During Site Walkover

An Environmental Health Officer has conducted a virtual site visit¹ using GIS and online map tools. At the application site it was apparent that roofs of the buildings subject to the application at Oakdown Farm were comprised of corrugated cement sheeting which in our experience is likely to be an asbestos containing material. This material will need to be dealt with in accordance with current regulations. We are however required to request this information via conditions and we therefore recommend the below:

The development hereby permitted shall not be occupied/brought into use until there has been submitted to the Local Planning Authority verification that any identified asbestos has been removed from the application site and disposed of by a licensed asbestos contractor in accordance with the Control of Asbestos Regulations 2012.

REASON: To ensure that all asbestos on the site is removed to protect any future occupants of the site and current occupants of adjacent land in accordance with Policy EM12 of the Basingstoke and Deane Local Plan 2011-2029.

Full Contaminated Land Condition (Post Demolition)

Part of the site was a former working farm, vehicle repair workshops/garages and the site has several instances of infilled 'chalk pits' these are all potentially contaminative land uses (this list is not exhaustive and a desk study should be carried out as per (a) below). Chalk pits were often extracted by local farmers to use the shallow bedrock

¹ During the COVID-19 Lockdown Period from 19 March 2020, Environmental Health Officers do not routinely visit a site or conduct face-to-face enquiries unless absolutely necessary.

as a soil conditioner, as well as mining the chalk for various uses. These pits are often found infilled with unknown backfill materials which may give rise to contamination. These need to be investigated before construction to determine the level of risk and if any remediation is required.

With the exception of the demolition of existing buildings and removal of existing hardstanding and any underground infrastructure no works pursuant to this permission shall commence until there has been submitted to and approved in writing by the Local Planning Authority:-

(a) a desk top study carried out by a competent person documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 and BS10175:2011;

and, unless otherwise agreed in writing by the Local Planning Authority,

(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as being appropriate by the desk study in accordance with BS10175:2011- Investigation of Potentially Contaminated Sites - Code of Practice;

and, unless otherwise agreed in writing by the Local Planning Authority,

(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants/or gases when the site is developed. The scheme must include a timetable of works and site management procedures and the nomination of a competent person to oversee the implementation of the works. The scheme must ensure that the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 and if necessary proposals for future maintenance and monitoring.

Important note: *Unless part (a) identifies significant contamination, it may transpire that part (a) is sufficient to satisfy this condition, meaning parts (b) and (c) need not be subsequently carried out. This would need to be agreed in writing by the Local Planning Authority.*

If during any works contamination is encountered which has not been previously identified it should be reported immediately to the Local Planning Authority. The additional contamination shall be fully assessed and an appropriate remediation scheme, agreed in writing with the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR11'.

REASON: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with Policy EM12 of the Basingstoke and Deane Local Plan 2011-2029].*

Verification of Remediation Works

The development hereby permitted shall not be occupied/brought into use until there has been submitted to the Local Planning Authority a verification report by the competent person approved under the provisions of condition X(c) that any remediation scheme required and approved under the provisions of condition X(c) has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise; [Where X is the number of the contaminated land condition – delete before final version]

- a) as built drawings of the implemented scheme;*
- b) photographs of the remediation works in progress;*
- c) Certificates demonstrating that imported and/or material left in situ is free of contamination.*

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition X(c), unless otherwise agreed in writing by the Local Planning Authority. [Where X is the number of the contaminated land condition – delete before final version]

REASON: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance Policy EM12 of the Basingstoke and Deane Local Plan 2011-2029*

Imported Topsoil (e.g. for landscaping)

The development hereby permitted shall not be occupied/brought into use until there has been submitted to the Local Planning Authority certificates demonstrating that a) sufficient sampling of imported material has taken place and b) the imported material is free from unacceptable levels of contamination. Sampling should take place in situ at a frequency of 1 per 100m³.

REASON: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EM12 of the Basingstoke and Deane Local Plan 2011-2029.*

Our Ref: 20/01307/EN28

**Oakdown Farm Winchester Road Dummer Basingstoke Hampshire
Erection of commercial and industrial units including mezzanine
floorspace and ancillary office accommodation**

This development will meet the thresholds outlined in Planning Obligations for Infrastructure, Supplementary Planning Document sections (5.46 and 5.47). The Borough Council will therefore seek the provision of an Employment and Skills Plan (ESP) for which planning obligations will be sought.

No development shall take place on site, with the exception of above ground demolition works, before an Employment and Skills Plan (ESP) and Method Statement has been submitted to and approved in writing by the Local Planning Authority (LPA).

The ESP shall as far as is reasonably possible:

(i) follow the National Skills Academy for Construction benchmarks and principles of the Construction Industry Training Board's 'Client Based Approach' as endorsed by Basingstoke and Deane Borough Council. The objectives of the Plan will be:

- a) to secure quality employment, training and apprenticeship opportunities for local residents;
- b) to create training and development opportunities for those already employed;
- c) to stimulate awareness of careers in construction, green technologies and other sectors related to the development;
- d) to provide employment and training opportunities for local people when a non-residential development is complete.

(ii) include arrangements setting out how, in order to meet the above objectives, the developer and any future owner or occupier and their contractors as far as reasonably possible will work directly with local employment/training agencies such as but not limited to:

Voluntary and private sector providers, schools, sixth form colleges, colleges of further education and universities, Job Centre Plus, Hampshire County Council's 'Hampshire Futures' Team.

(iii) set out a timetable and format for the submission to the LPA of monitoring reports indicating how the objectives of the Plan have been delivered.

The Method Statement shall as far as is reasonably possible include the following:

- who in the organisation will be responsible for managing and monitoring the delivery of the ESP;
- which partner organisations will be involved in the delivery of the ESP;
- what types of accredited and non-accredited training are expected to be offered and who are expected to be the main beneficiaries of this training;
- which trades or occupational areas it envisages will be offering apprenticeship opportunities;
- what types of apprenticeships are likely to be offered;
- how will the Target Outputs as set out in the ESP be delivered;
- how will health and safety issues be managed;
- what actions will be taken to ensure the support of trade contractors and sub-contractors working on the project
- how will compliance be managed and monitored with respect to the organising trade contractors and subcontractors.

Following written approval of the Plan by the LPA, the developer, owner or occupier (as appropriate) shall implement and where necessary procure implementation and promote the objectives of the approved Plan and ensure that so far as reasonable the objectives of the Plan are met.

Any and all costs relating to compliance with and implementation of the ESP and Method Statement by the Owner/Developer are the responsibility of the Developer.

In formulating the ESP the applicant is advised to engage at an early stage with the council's Economy and Culture Officer (Skills and Employment); partnerships@basingstoke.gov.uk

Additional officer comments:

- Don't know if this is the right stage for it to be mentioned but there is no mention of an Employment and Skills plan that I could see. We expect one to be obligatory for a development of this scale and so would expect the attached to be part of our response. We would welcome early engagement on an ESP and are always open to discussions with the developers, even at a provisional stage
- In the Economic Assessment there is little recognition of the current context in terms of Covid-19 and the impact that might have on demand for this type of development
- I don't know if it is in other documents submitted, but there is no mention of how the development will align with the Council's declaration of a climate emergency and potential mitigations against that. Again, don't know if that would be expected at this stage but I think it is important to recognise
- In section 5.9 of the assessment, it was not clear where the assumptions had come from in terms of conversion from jobs into floorspace requirements

HCC ARCHAEOLOGIST COMMENTS

Dear Ms Tarvit,

Pre-application enquiry - Oakdown Farm - 20/01307/EN28

Thank you for your consultation. I would draw your attention to the archaeological desk based assessment that has been submitted, which I would endorse to you. In the Executive Summary at the beginning and in the Conclusion at the end, the report indicates that the site has a high archaeological potential (that is the potential that archaeological remains which are as yet unrecorded may be encountered), particularly for the prehistoric and Roman periods. I would agree.

The recommendation in para 7.2 is that a programme of site investigation and recording is carried out. I would expand on this. I recommend that the archaeological mitigation should be addressed in two stages. A preliminary archaeological evaluation (survey) and a subsequent archaeological mitigation programme to record the archaeological remains revealed by the evaluation.

I am aware that the applicant's archaeological advisors are currently working on the first of those two steps.

I recommend that the archaeological desk based assessment should be submitted with any future planning application with an impact assessments and a broad mitigation strategy set out to satisfy the planning authority that archaeological matters will be addressed.

At this stage I do not anticipate that archaeological issues will prove to be overriding and so would anticipate the implementation of archaeological matters in the field might be left to a post determination stage secured by archaeological conditions (although if the archaeological evaluation results are available and submitted with the planning application should the applicant have already committed to that survey, that would of course be very welcome and allow greater clarity as to the precise parameters of any archaeological mitigation)

Yours sincerely

David Hopkins
(County Archaeologist)

Specialist Environmental Services
Economy, Transport and Environment Department
Elizabeth II Court West, The Castle, Winchester SO23 8UD

Email david.hopkins@hants.gov.uk
01962 832339 www3.hants.gov.uk/landscape-and-heritage/historic-environment.htm

HISTORIC ENVIRONMENT RESPONSE

Hi Sue,

I am minded to endorse the conclusions of the Heritage Statement Synopsis. The proposed development will have an impact on the setting of the Dummer CA, but this impact is likely to be low. There may be a very low degree of harm, within the 'less than substantial' category of the NPPF. During the determination of the application, the case officer will need to establish if the public benefits arising from the proposals are sufficient to outweigh this harm.

This advice is based on the information presently available to me. Should further information be submitted, this will inform future assessments of the proposals.

Kind regards,

Daniel Ayre
Senior Conservation Officer
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To: Sue Tarvit - Development
Management

From: Planning Policy

Date: 19 June 2020

Our Ref: 20/01307/EN28

Town & Country Planning Act 1990

Town & Country Planning (Development Management Procedure) (England) Order 2010

Location: Oakdown Farm Winchester Road Dummer Basingstoke
Hampshire

Proposal: Erection of commercial and industrial units including mezzanine
floorspace and ancillary office accommodation

These comments provide guidance on the relevant planning policy issues, principally in relation the development plan, including the adopted Basingstoke and Deane Local Plan (2011-2029) (ALP) and also in respect of the relevant aspects of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG).

Principle of development

A key driver underpinning the assessment of the principle of development is the significant need for storage and distribution floorspace (122,000 sqm) that was identified in the council's Employment Land Review 2013, which formed an important part of the evidence base which informed the current ALP. This is reflected in policy EP1 which sets out an intention to meet this need through a specific Development Plan Document DPD. However, in response to concerns raised by the Inspector during the course of the Examination regarding this issue criteria were incorporated into policy EP1 in order to allow for suitable floorspace to come forward in advance of such a DPD, including that this could be outside of the existing Strategic Employment Areas. Furthermore, there is no requirement in EP1 for such development to be provided within the Settlement Policy Boundary, nor is that likely to be a realistic proposition in any case owing to the amount of land which would be required to meet such a need.

Subsequent to the adoption of the ALP the council did commission an [Economic Needs Assessment](#) (ENA) from Peter Brett Associates (now Stantec), largely with a view to establishing an evidence base for the DPD referred to above which would make provision for the required logistics

floorspace. This identified a somewhat lower need than the 2013 report, largely for methodological reasons, as it focused on a shorter period of time than the 2013 report, which hence reduced the need level. However, overall the report reinforced a need for additional storage and distribution floorspace in the borough.

The council will not be producing a separate DPD on this issue, and addressing this issue through the Local Plan Update (LPU) is likely to be most appropriate way of meeting the identified need via a plan-led approach. This will allow for the matter to be considered holistically alongside a range of other land-use needs and planning considerations. This sites has been promoted for storage and distribution as part of the LPU process. Only a limited number of sites have been identified through the LPU process to date which may be able to accommodate the council's storage and distribution requirements.

Furthermore, the NPPF is strongly supportive of the planning system facilitating economic growth, taking into account local business needs and wider opportunities for development (para 80). It should also be noted that the NPPF emphasises the importance of addressing storage and distribution needs, with paragraph 82 making specific reference to providing for storage and distribution at a variety of scales and in suitably accessible locations.

Therefore, given that there is a clearly defined need for additional floorspace in the borough, underpinned by policy EP1 of the ALP, and also supported in general terms by the NPPF, the principle of development is potentially acceptable, subject to the proposal meeting the requirements set out in policy EP1, the other relevant policies within the ALP generally and the pertinent provisions of the NPPF.

Nevertheless, there are some more nuanced issues associated with this application which will need to be considered in detail and may well have a bearing on how any future planning application is considered. From a policy perspective this primarily relates to the need issues associated with the proposed development, which is significant in relation to EP1 stipulation concerning this issue (criteria m).

Need for storage and distribution floorspace

The Pre-application Statement does address need to a certain extent, and makes reference to a more detailed assessment of this issue being included with any future planning application. Such an assessment will be important and hence its promised production is welcomed and will need to be considered in detail as part of any future application.

The amount of floorspace proposed is significantly higher than the amount specified within the ALP (271,000 sqm is proposed so well over double the ALP figure and almost 4 times the amount specified in the ENA). The Pre-application statement makes reference to a higher need figure for the borough being considered more appropriate than that which is set out in the ALP and

ENA. This issue will need to be re-visited once the full suite of evidence to support this assertion is provided. The most recent Experian employment projections continue to show a strong need for storage and distribution floorspace. Furthermore, the impact of COVID-19 could have a bearing on this by increasing the trend towards online shopping, which is essentially at the root of the increase in storage and distribution activities in recent years. Conversely there is an argument that COVID-19 may disrupt international trade and hence suppress the logistics sector, though perhaps only in the short-term. It is recommended that the applicant consider the implications of COVID-19 in as much detail as is practicable in any future application.

However, it remains the case that the amount of floorspace proposed is considerably in excess of even the higher need level put forward by the applicant's agent, namely 190,000 sqm over the next 20 years. While on this point it should also be mentioned that the applicant's agent should also justify whatever time period they use for assessing the need level, as clearly this has a big impact upon the floorspace figure which will be generated by the employment projections (as they show increases in job numbers over a particular period of time which is then translated in a floorspace requirement).

Ultimately, the amount of floorspace proposed, relative to the need level which has been established, does create a concern as clause m) in policy EP1 requires that the need for the level of floorspace proposed can be demonstrably justified. Currently it hasn't been, at least with respect to a significant proportion of the floorspace.

It is noted that the applicant questions whether employment projections, which are the conventional methodology for establishing floorspace needs, are really a suitable means of assessing the logistics sector, particularly as by definition it is arguably hard to establish to what extent storage and distribution needs are captured by this methodology, especially given that there is a need for regional and sub-regional facilities which are never going to be reflective solely of a specific need pertaining to one LPA area. However, this doesn't solve the problem of how needs are then to be established or how the need for such a large facility is to be justified in this instance, and the applicant will need to address that in their submission.

It is worthy of note that the ENA emphasises that the need for storage and distribution floorspace should not be seen as a ceiling. More specifically, the ENA states in paragraph 8.23:

'This 22ha [this is the amount of land the ENA assumes would be required to meet the council's logistics and industrial floorspace needs] should not be viewed as a ceiling of what could be provided. This is because demand for logistics is footloose, and additional demand for sub-regional facilities could be attracted to Basingstoke should land be allocated in acceptable locations (i.e. very close to the M3 junctions). However, the decision on whether to provide additional land is a policy choice for the Council to make.'

Consequently, the applicant may be able to demonstrate that the proposed level of floorspace is justifiable. This also seems pertinent in light of the reference in paragraph 80 of the NPPF to addressing wider economic opportunities, which seems to imply that supporting economic growth is not just about meeting locally identified needs, but should be more ambitious. It will be important for the employment and economic benefits of the proposal to be clearly set out in the submission. This should also set out how the specific staffing needs would be met i.e. in terms of whether employees with the requisite skills in the area are likely to be available and what training opportunities would be available in this regard in order to meet the site's staffing needs.

It may also be overly artificial to consider the development of this site purely in relation to an amount of floorspace identified as being necessary, as if this site is deemed to be suitable for storage and distribution then it would appear that it will inevitably need to be developed in an efficient and commercially responsive manner, rather than just sticking to a specific floorspace quantum. The site's size and capacity also has potential benefits in terms of providing a pipeline for meeting storage and distribution, and also potentially industrial, floorspace needs over the longer term.

Turning more towards the type of floorspace proposed. It is recommended that the more detailed report referred to above considers the local need in more detail, not just the borough need figure as a total figure, i.e. it should address the type of floorspace which is needed in this borough. More specifically, the scheme proposed seems to be focused on providing a regional distribution hub, whereas it also needs to meet the local need, which is likely to be more focused on 'last mile' solutions (generally vans from smaller premises) and hence requires some much smaller units. The proposal at present doesn't seem to address that need very effectively, and it is recommended that this is given more consideration. More specifically, the ENA makes reference to sub-regional premises being 14,000 sqm plus, meaning that only around 20,000 sqm is being provided for more locally orientated premises.

Need for industrial floorspace

It is noted that the proposal makes reference to industrial floorspace, though it is not entirely clear to what extent this proposal is intended to actually provide some floorspace which would be suitable for industrial use (as opposed to logistics). This should be clarified in the submission.

The need for industrial floorspace is touched upon in the need section of the pre-application planning statement. Assessing the implications in relation to industrial land issues can often become complicated as the needs of industrial and logistics operators/businesses often overlap and in many instances they can operate from similar premises. Consequently, it is recommended that the submission is clear in terms of what the current need for industrial floorspace is considered to be, and how this proposal will help to address that need (or not). This should obviously be informed by the latest economic projections

and the implications COVID-19 may entail. In addition, making provision for suitable logistics floorspace often has indirect implications for industrial floorspace, as it can prevent the need for logistics operators to occupy premises originally intended for industrial uses and hence take pressure off existing employment areas.

Other matters

Assessing the level of harm relative to the amount of need which can be demonstrated is important. More specifically, even if the need isn't considered to be fully justified in any future application, if the level of harm is considered low, then it may be that the lack of a totally demonstrable justification for all the proposed floorspace doesn't necessarily mean that the application should be refused. However, if high levels of harm are identified then the need argument would presumably be much more significant. However, ultimately, how to address this balancing process will be for the decision maker with respect to any future application.

It is noted that the proposal involves the loss of one dwelling, which is technically a potential breach of policy SS1, unless the benefits outweigh the loss of the dwelling. The decision maker will need to establish whether this loss would be outweighed by the benefits of the proposal. The economic benefits of the scheme may satisfy this requirement.

The other issues considered most pertinent to storage and distribution uses are set out in policy EP1, and these will need to be considered in detail as part of any future application in light of the relevant information provided by the applicant. For an application of this scale highways and landscape impacts are important considerations and will need to be assessed in considerable detail. This could include the impact of the proposal on the ability to deliver relevant aspects of the adopted Local Plan and the wider spatial planning of the area. The relationship with neighbouring residential areas is also something which should be assessed rigorously.

In terms of landscape impacts, the specific policy requirement within EP1 in this regard is quite detailed, namely that the proposal must be:

'Able to successfully mitigate the landscape impact, which will include the provision of sufficient space for appropriate soft landscaping/green infrastructure, appropriate location of development within the site, and utilise a design, and layout of built form and use of materials in order to ensure that any landscape impacts are minimised'

This requirement is brought into sharper focus by the quantum of development and by implication the likely scale of the built form. Consequently, the design of the buildings will also be particularly significant, particularly given the type of development involved (which inevitably means a large, expansive building form) and in light of the site being in a key location at the southern gateway to Basingstoke. The council's Principal Urban

Designer will be able to provide more detailed guidance in this regard, but in essence it is considered that a high standard of design will be required. In addition to policy EP1, it will clearly also be necessary to satisfy the requirements of policies EM1 and EM10.

While it is recognised that this is a pre-application submission, and that the application is currently intended to be an outline, it is likely to be very difficult to confidently assess an application for such a large development without some idea of the physical scale of proposal. This is especially pertinent given that the main building would comprise 4 levels, which implies it's scale will be significant. Consequently, it is recommended that more information is provided in this regard, though clearly this will be an issue which is more relevant for the case officer to consider.

The highways requirement in policy EP1 is less detailed, but clearly, the impact of a significant number of HGV movements, and trips by employees will need to be considered in detail. Clearly the requirements of policy CN9 will also need to be satisfied. It is assumed that consultation with both Hampshire County Council Highways and Highways England will be required.

Given that the LPU is currently in the process of being prepared and this development effectively seeks to address land-use needs which the LPU will tackle, then arguably the issue of prematurity is potentially pertinent. However, as per paragraph 50 in the NPPF, currently it is clearly still far too early in the process for prematurity to be a valid material consideration. However, this may need to be revisited at the time of any future planning application depending on the situation at the time such an application is submitted. The LPU timetable is on the council's website, as per of the [Local Development Scheme](#).

Conclusion

Given the need for storage and distribution floorspace in the borough, as set out in the ALP and its associated evidence base (ELR 2013), along with the more recent ENA, the principle of the proposed development is likely to be supported to a certain extent, subject to concerns about the amount of floorspace proposed and meeting the requirements set out in policy EP1.

The amount of floorspace proposed is significant and far in exceedance of the need level which has currently been identified. However, this does not necessarily render the principle of development unacceptable, but does mean that a very robust justification will need to be provided in order to ensure that the requirements of policy EP1 are satisfied. It will be important to recognise the wider economic opportunities presented by the development and respond to the potential that the development of this site could offer from a strategic perspective in terms of meeting the borough's future employment floorspace needs.

Furthermore, the applicant will need to robustly demonstrate the benefits of the proposal, and address the potential harm flowing from the proposal so that the decision maker can effectively consider how to determine the merits of the proposal. This is likely to be particularly important in relation to landscape, design/character of the area, highways implications and impacts on nearby residential areas. It will also be necessary to have due regard to how the proposal relates to the wider climate change implications in light of the council's declared climate change emergency.

I hope that these comments are helpful. Please do not hesitate to contact me if you have any queries.

Kind regards

Planning Policy Team

TREE TEAM RESPONSE			
PLANNING REFERENCE	20/01307/EN28	DATE	24/06/2020
COMMENTS REFER TO THE FOLLOWING DOCUMENTS:	<ul style="list-style-type: none"> Draft Tree Survey Job no. 1392 Illustrative Masterplan 		
POLICY	Policy EM1 of the adopted Basingstoke and Deane Borough Local Plan 2011- 2029 requires that development proposals must respect, enhance and not be detrimental to the character or visual amenity of the landscape likely to be affected, paying particular regard to b) the visual amenity and scenic quality and e) trees, ancient woodland and hedgerows.		
COMMENTS	<p>The development would require the removal of a substantial number of trees including trees and groups classified as grade A and B under British Standard 5837 recommendations. These include trees adjacent to and on the central reservation of the A30, the linear groups of trees which connect to Oakdown Farm and scattered individual trees elsewhere within the site.</p> <p>The council's Landscape, Biodiversity and Trees SPD requires that such trees shall be retained, unless the need for development in that location clearly outweighs their loss and adequate mitigation can be provided.</p> <p>There is particular concern around the removal of groups G7 and G9. These groups include some large trees and collectively they form a prominent landscape feature. I would expect to see these linear groups integrated into any development, along with the category A tree T19.</p> <p>There also appears to be trees on the north side of the A30 that may be affected by the roundabout. These have not been included in the tree survey and will need to be assessed.</p> <p>Given the scale of development, the applicant will be required to carry out a canopy cover assessment to understand the overall change in tree cover. Setting aside discussion of the need for development, and with the above comments in mind, this will help to understand whether the mitigation test outlined in the SPD can be met.</p> <p>The illustrative layout does show areas of new tree planting, particularly adjacent to the M3. This will provide a natural screen to the development from the south; however, further information will be required to understand how these areas can be managed, allowing access for inspections and associated tree work as these belts mature.</p>		

	<p>Tree planting has also been proposed within the development on small areas of soft landscaping adjacent to the service road and car parking areas. I would draw the applicant's attention to section 6.40 of the SPD: Non-residential development provides unique opportunities to plant large growing trees that can grow to maturity without causing the associated disbenefits often seen when planting trees too close to homes. A good example is areas of hard standing, such as car parks, where trees can significantly reduce the urban heat island effect.</p> <p>Any full application will need to be supported by an Arboricultural Impact Assessment completed in accordance with box T4 of the SPD.</p>
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URBAN DESIGN COMMENTS ON DM CONSULTATION

To:	Sue Tarvit.
Cc:	Catherine Daly.
From:	John Dawson, Urban Design Team.
Date:	30 June 2020

Proposal:	Erection of commercial and industrial units.
Ref:	20/01307/EN28.
Location:	Oakdown Farm, Winchester Road, Basingstoke.
Doc Nos:	Plans submitted June 2020. Illustrative Masterplan (dwg. no. 19155-P0003 Rev C).
Policy:	NPPF (2019). Policies EP1 and EM10 of the Local Plan 2011-29. Design and Sustainability SPD (2018).
Recommend'n on Consultat'n	No objection subject to it being demonstrated that the visual impact of the buildings does not harm the character and streetscene of the area.

COMMENTS

1. General Comments

- 1.1 The development of these warehouses would comprise an extension to the built-up area of Basingstoke. This site would become an important 'gateway' into the town from the south west from the direction of the M3 and A30. It is therefore particularly important that the visual impact of these very large buildings on the streetscene and character of the surrounding area is properly assessed. Unfortunately, the limited information presented with this enquiry has not allowed as full an assessment of this visual impact as would be wished for. There remain distinct concerns over the potentially overdominant presence of the units, and particularly that of the 25m high and over 400m long Unit 1, to the detriment of the streetscene and character of the area. If the pre-application process is to give helpful advice to guide a potential planning application, then it is recommended that supplementary information is provided as part of this enquiry. This should include:
- a) Detailed cross sections in a north-west to south-east direction across the whole site and across all 5 units (including 2 separate cross sections for Unit 1 alone) and including the cuttings and embankments of the M3 and the relationship with the A30. It is understood that potentially just 4 units may be being entertained by the developer since the submission of the original material and with a different siting. Needless to say, these additional drawings which are being requested should reflect the most up-to-date position.
 - b) Two detailed cross sections in a south-west to north-east direction across all the units and including the embankment of the link road between Junction 7 of the M3 and the A30 which forms the north eastern boundary of the site.

- c) Perspectives of views into the development site from the locations below. These perspectives should show the view of the development both with the proposed tree screens and also without the trees so that their impact on the surrounding area and in winter can be more accurately assessed.
- From 2 points along the M3 (one of which to include Unit 1).
 - From 2 points along that part of the A30 which borders to the site to the north west (one of which to show Unit 1 and another to show Units 3 to 5).
 - From that stretch of the A30 to the north east of the site at a point between the Hounsome Fields site and where the Basingstoke Golf Course site meets Peak Copse.
 - From the link road to the A30 from Junction 7 of the M3.
 - From the direction of Dummer.
- 1.2 This information will help officers assess the visual impact of the scheme more effectively. This should be done before the submission of a planning application to avoid unnecessary potential difficulties at that stage. It is possible that officers may then consider, as part of this pre-application enquiry, that harm to the streetscene and character remains. This would then allow a more constructive discussion to be had regarding potential mitigation of visual impact.

2. The relationship of the development to existing settlements

- 2.1 This site at Oakdown Farm lies very close to the existing settlement of Basingstoke. It is only separated from the Local Plan housing allocation sites of Basingstoke Golf Course and Hounsome Fields to the east by the A30 and a short stretch of woodland at Peak Copse. The development of the Oakdown Farm site would be seen as an extension of Basingstoke. There would be some limited harm to the settlement pattern of the town insofar that the site projects strongly to the south west of the town in a prong-like fashion as opposed to, for example, comprising a rounding-off of the settlement. This harm would be partly mitigated by any new boundary to the town being confined by the M3 to its south.
- 2.2 The development of the Oakdown Farm site would substantially reduce the distance between the settlements of Basingstoke and North Waltham. However, it is considered that this would not lead to any physical or visual coalescence between the two settlements due to the intervening topography and potential for on-site mitigation through the siting of the development and landscape design. Similarly, the proposal would not lead to the coalescence of the settlements of Basingstoke and Dummer due to the intervening distance, the barrier of the M3 motorway and other measures such as the proposed bund to the south of the M3.

3. A Gateway into Basingstoke

- 3.1 The Oakdown Farm site marks an important gateway into the town of Basingstoke greeting travellers arriving via Junction 7 of the M3 and those coming along the A30. It also acts as an exit point for travellers. A gateway into a town should be marked by pleasing and noteworthy features. These could typically be, for example, an array of attractive buildings or natural features such as a tree lined avenue.

- 3.2 It is doubtful that the proposed large warehouses would constitute what most people would term 'attractive buildings' fit to mark the gateway into a town. But it is part of the established and valued character of Basingstoke that many of the arterial routes into the town are marked by tree lined avenues and this is particularly the case with the A30. Having discussed this matter with the Landscape Team who are in agreement on this point, it is therefore proposed that one of the key design objectives of this development should be to not prejudice the established character of a 'green' and tree lined environment at this south western edge of the town.
- 3.3 It is noted that the scheme proposes to introduce and reinforce some tree screens around the edges of the site which is welcomed. It is recognised that views of the warehouse units will often not be obscured by these tree belts. The constraints of the oil pipeline and its diversion and the need for attenuation ponds are also noted. The buildings' presence will be unavoidable. However, the siting and massing of the proposal should still allow the experience of the traveller along the M3, along the link road down from Junction 7 and along the A30 to be dominated by an appreciation of tree lined routes rather than large sheds. The information requested in section 1 above is required to enable a judgement to be made on this visual impact and the resulting streetscene post development.

4. Siting, scale and massing

- 4.1 A number of aspects of the proposed scheme are welcomed:
- a) The excavation of much of the site will help to lower the bulk of the units and particularly along the south eastern side of the site. The requested cross sections will help an assessment of just how much this will reduce the height of the buildings.
 - b) Allowing the north eastern corner of the site to be laid out as car parking keeps the bulk of the buildings away from this particularly visually sensitive part of the site.
 - c) Views of some of the service yards are limited by these yards being placed behind some of the buildings (as with Unit 1) or between buildings (as with Units 2 to 5).
- 4.2 Unit 1 is likely to have the largest visual impact of all the units being approximately 25m high, 410m long and 150m wide. It is useful to compare the size of this unit with the Sainsburys warehouse at Houndmills Business Park in Basingstoke which may well be the largest warehouse constructed in the borough in the last 10 years. Unit 1 would be 1.4 times taller, 20m longer and 17m wider than the Sainsburys warehouse which is around 18m tall to the ridge.
- 4.3 Unit 2, at 18m high, would be very similar in height to the Sainsburys warehouse. Units 3 to 5 at around 16m high would be not much lower. These units would have a distinct presence along the M3 by virtue of being closer to the south eastern boundary of the site than Unit 1.

- 4.4 It is likely that these buildings, and Unit 1 in particular, will have a significant presence and will dominate views around this gateway into the town even with the tree screens and excavation of part of the site. One potential scenario, subject to scrutiny of the requested cross sections and perspectives, is that the scale and massing of these buildings will be considered to harm the streetscene and character of the area. In the event that such harm is identified, then it may be necessary to discuss how this impact may be mitigated. A few thoughts are offered below which may inform a discussion in the future:
- a) Could Unit 1 be lowered from 4 to 3 storeys? Does this unit have a bespoke occupier in mind who needs this amount of floorspace? If so, then could any loss of floorspace be reprovided through increasing the footprint, even at the potential expense of losing a unit further south west into the site? It may be necessary in due course to consider reducing the height of some of the other units.
 - b) If harm is identified to views along the M3, then could any of the units be moved further north west towards the centre of the site even if this may require reducing some of the footprints of the units? I am aware of the constraints of the oil pipeline and the vehicular access which affect how the site can be developed.
- 4.5 The potential height of these units requires this proposal to be considered against guidance on tall buildings in the Design and Sustainability SPD (2018). Paragraph 8.60 of the SPD defines tall buildings as higher than 18m. Paragraph 8.65 explains that tall buildings should generally be clustered in Basingstoke town centre and that any exceptions to this (as with this site) should be justified. Key Design Principles TB1 to TB4 of the SPD give guidance on the appearance, siting and massing of tall buildings. Any planning application in due course should explain how a proposal on this site will address this guidance. Such material may need to be illustrative given that an outline application is expected.

5. Elevational treatment

- 5.1 Notwithstanding that an application in outline is expected, it would be useful for illustrative material to be prepared which shows the potential appearance of the warehouses. This could address how the use of colour and pattern could help reduce the visual bulk of the buildings. Treating ancillary offices in a different manner to the rest of the building will help introduce visual interest into the facades and enhance the legibility of the units.
- 5.2 A number of retaining walls will be installed. The requested cross sections will assist an evaluation of their visual impact. What would these walls be constructed of and faced with?

6. Other matters

- 6.1 It is understood that Hampshire County Council highway authority is advising on transportation matters. I would merely ask that pedestrian and cycle connections along the A30, towards the Hounsme Fields and Basingstoke Golf Course housing sites and towards Dummer are considered. Regard should be had to the borough council's Cycling Strategy (2016) which shows a Proposed Strategic Cycle Network along the A30 on the north western boundary of the site.

- 6.2 Many business parks have amenity areas with benches and tables where people can sit out to enjoy the sunshine and maybe have lunch. Would such a facility be appropriate in a warehousing park such as this? The site is proposed to be tightly developed. Where would there be space for such an amenity area? By the attenuation ponds?

Key Issues

- Character and streetscene.

Appendix IV

Scoping Response (July 2020)



Basingstoke
and Deane

Basingstoke and Deane Borough Council
Civic Offices, London Road,
Basingstoke, Hampshire RG21 4AH
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Follow us on [@BasingstokeGov](https://twitter.com/BasingstokeGov)

Ms J Davis
Avison Young

Our Ref: 20/01497/ENS

31 July 2020

Dear Jo

Location: Oakdown Farm Winchester Road Dummer Basingstoke Hampshire
Proposal: Request for EIA Scoping opinion for the erection of commercial and industrial units including mezzanine floorspace and ancillary office accommodation

Please find attached a copy of the Local Planning Authority's Officer's Report in response to your Scoping Opinion Request.

The report outlines the comments received from consultees in relation to additional information/advice that will need to form part of the Environmental Statement beyond those documented within your Scoping Report.

The Scoping Opinion submitted in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the site known as Oakdown Farm, Winchester Road, Dummer, Basingstoke, has therefore been ADOPTED subject to the additional comments/requirements within the attached officers' report.

If you have any queries or require further information, please do not hesitate to contact Sue Tarvit on 01256 845241 or email sue.tarvit@basingstoke.gov.uk

Yours sincerely

Planning and Development Manager

Application 20/01497/ENS

Details of Application:	Enquiry Scoping Opinion Request for EIA Scoping opinion for the erection of commercial and industrial units including mezzanine floorspace and ancillary office accommodation Date Registered 11 June 2020 (Subject to three year condition)
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Location:	Address: Oakdown Farm Winchester Road Dummer Basingstoke Hampshire Ward: Oakley And North Waltham Parish: DUMMER CP OS: 458772 147179
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Applicant:	Avison Young
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Case Officer:	Sue Tarvit 01256 845241
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RECOMMENDATION:

It is RECOMMENDED that **the supporting document entitled 'EIA Scoping Report – Land at Oakdown Farm, Basingstoke. Newlands Development – June 2020' submitted to accompany the Scoping Opinion Request dated 9 June 2020 from Avison Young be ADOPTED subject to the additional information/advice contained with the responses received from the consultees.**

This report considers the level of information to be submitted as part of the Environmental Statement in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the site known as Oakdown Farm, Winchester Road, Dummer, Basingstoke.

Planning Policy

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 establish the procedure for undertaking a scoping opinion, with Section 15 (Part 4) identifying that regards should be given to the specific characteristics of the proposals and the environmental features likely to be affected by the development. The Regulations are also supported by the National Planning Practice Guidance which provides advice on EIAs, the scoping process and what they should contain.

In forming this scoping response the council has taken account of the details contained within the scoping request and the comments received from consultees. In particular these have been considered in accordance with Regulation 15 (6) of the Regulations which requires consideration of the scoping request against:

- a) Any information provided by the applicant about the proposed development;
- b) The specific characteristics of the particular development;
- c) The specific characteristics of development of the type concerned; and
- d) The environmental features likely to be significantly affected by the development

Description of Site

Site straddles the M3 and comprises approximately 45ha of agricultural land located adjacent

to Junction 7 of the M3. The majority of the site is located on the northern side of the motorway, with a smaller area to the south to accommodate a proposed bund.

The northern part of the site is bounded by the A30, to the east the site is bounded by the Winchester Road section of the A30 that connects to Junction 7. Much of the northern boundary adjacent to the A30 is screened by trees/hedgerows.

An oil pipeline is located to the north of the site.

Proposal

Proposed development of up to 271,000sqm of commercial and industrial floorspace, specifically B8 uses (storage and distribution) with ancillary B1 uses. The site area is approximately 45ha (split over two areas).

The application will be in outline with access for consideration and all other matters reserved.

The EIA parameters included in the assessment are:

- Planning application boundary – defining extent of the site and proposed development
- Parameter Plan – defines type of development and type of infrastructure within identified zones. Defines the finished ground and floor levels and maximum height of development within identified land use zones
- Detailed plans for access – provides information on access arrangements

The outline application will also be accompanied by further plans:

- Indicative Masterplan
- Indicative Landscape Framework
- Platform Plan
- Site Location Plan
- Indicative sections
- Site Surface Water Drainage

The following environmental issues have been 'scoped in' to the EIA:

- Landscape and visual
- Ecology and Nature Conservation
- Archaeology and Heritage
- Ground Conditions and Soils
- Drainage and Flood Risk
- Transport and Access
- Air Quality and Dust
- Noise and Vibration
- Socio economics
- Climate Change

Planning History

BDB/76495	Change of use of buildings from landscape contract business (sui generis) to Class B1/B8 use for storage / office (retrospective)	GTD	07.03.2013
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Consultations

In accordance with Regulation 2(1), the Local Planning Authority has undertaken consultation with the required consultation bodies, which include Natural England and the Environment Agency which have specific environmental responsibilities and are likely to have an interest in the application. A summary of the responses is provided below from the respective consultees with the responses provided in full to the applicant.

No responses have been received from the Local Ward Councillors.

Highways England

"The Strategic Road Network (SRN) is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the M3 and the A303.

We do not offer a view of if an EIA is required or not as this is for the Local Planning Authority to determine. We would expect that any subsequent Transport Assessment would assess any potential impacts to the M3 and the A303 and we look forward to continued engagement with the applicant during the development of this proposal."

HCC Highways

The applicant will need to provide a full Transport Assessment. This will need to fully assess the transport and highway impact of the proposed development, and identify suitable mitigation measures. A Travel Plan will also need to be submitted, which should set out clear aims and objectives, and an action plan of measures to encourage sustainable transport choices to and from the site. The Travel Plan will need to meet the criteria set out in the HCC Guidance on Development-related Travel Plan (2009).

Environment Agency

Water Quality – the scoping report mentions that the drainage design will cover surface and foul flows from the development. It is unclear from the submission where the foul waste will be discharged to; ground or connected to the main Thames Water foul sewer network. If to ground, the environmental impact must be assessed. It is noted that cumulative impacts are to be considered in light of other developments in close proximity. EA recommend inclusion of chapter on drainage/water quality. The document also mentions storage of sewage waste in the corner of a field – a section on how the construction will deal with waste should be added.

Groundwater Quality and Contaminated Land – to ensure the development does not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilise contaminants in line with paragraph 170 of the National Planning Policy Framework.

Chapter 10 – Ground conditions - the site is in in a very sensitive area to contamination and this is identified in the report (clay with flints overly the Seaford Chalk principal aquifer). The chalk is a significant groundwater resource and as noted in the report

can rapidly transmit contaminants and therefore needs to be protected. The report identifies the site is within a source protection zone 3 for an abstraction at Bere Mill and an abstraction used for spray irrigation at Dummer Golf Club.

The report correctly identifies potential sources of both historic and current contamination (such as areas of chalk infill, vehicle repair yard, sewage treatment works, farming uses and a fuel pipeline). The EA supports the need for a Phase 1 Desk Study and consider an intrusive site investigation will also be required to establish the baseline conditions and identify areas of contaminated land.

It is not clear from the submitted document if piling would be required for this development. Piling and using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways.

Chapter 11 – Drainage and Flood Risk – the proposals to assess the use of SuDS in the drainage strategy is supported. The EA would not object to the use of SuDS on the site but would expect the applicant to incorporate suitable level of pollution prevention measures into the drainage design to ensure that groundwater and drinking water supplies are protected.

With regard to clear roof water, there is no objection to this being discharged to the ground. However, surface water drainage from car parking areas and roads has the potential to contain pollutants and hazardous substances. The EA would expect a risk assessment to be carried out to determine the level of treatment required prior to the water from these areas being discharged to ground.

Flood Risk – the site is within flood zone 1 and fluvial flood risk should be scoped out of the EIA.

Biodiversity – there are no main rivers within or adjacent to the site, therefore biodiversity associated with the river environment can be scoped out.

Environmental Permit – any discharge associated with the development will require a permit unless exemption applies.

Thames Water

Thames Water are satisfied that the report has considered the Water needs of the development as set out in The EIA Regulations 2017 Schedule 4.

Natural England

General principles- schedule 4 sets out the necessary information to assess impacts on the natural environment to be in an ES. The assessment needs to consider the cumulative effects of the proposals, including all supporting infrastructure, with other similar proposals and a thorough assessment of the 'in combination' effects of the proposed development with any existing developments and current applications.

Biodiversity and Geology – the potential impact of the proposals upon features of nature conservation interest and opportunities for habitat creation/enhancement should be included within this assessment in accordance with appropriate guidance on such matters.

Regionally and Locally Important Sites – the EIA will need to consider any impacts upon local wildlife and geological sites.

Protected Species – the ES needs to assess impact of proposed development on protected species. This will need to be supported by surveys carried out in optimal survey time periods and to current guidance.

Habitats and Species of Principal Importance – a habitat survey (equivalent to a Phase 2) should be carried out on site in order to identify any important habitats present. The development should seek if possible to avoid adverse impact on sensitive areas for wildlife within the site, and if possible provide opportunities for overall wildlife gain.

Designate Landscapes and Landscape Character – details of local landscape character areas should be mapped at a scale appropriate to the development site as well as any relevant management plans or strategies pertaining to the area. The EIA should include assessments of visual effects on the surrounding area and landscape together with any physical effects of the development, such as changes in topography. Need to consider the cumulative effect of the development with other relevant existing or proposed developments in the area. In this context NE advises that the cumulative impact assessment should include other proposals currently at Scoping stage.

Heritage Landscapes – need to be considered

Access and Recreation – proposals should incorporate measures to encourage people to access the countryside.

Rights of Way, Access land and National Trails – the EIA should consider potential impacts on access land, public open land and rights of way in the vicinity of the development.

Soil and Agricultural Land Quality – the development would appear to result in the loss of Grade 3a Best and Most Versatile (BMV) agricultural land. Impacts from the development need to be considered in light of the policy for the protection of BMV as set out in paragraph 170 of the NPPF. ES also needs to consider the degree to which soils are going to be disturbed/harmed and whether BMV agricultural land is involved. This may need to be supported by a survey if one is not readily available.

Air Quality – the assessment should take account of the risks of air pollution and how these can be managed and reduced.

Climate Change Adaptation – the ES should reflect the Defra principles established in the England Biodiversity Strategy.

Cumulative and in-combination effects – a full consideration of the implications of the whole scheme should be assessed in the ES, including all supporting infrastructure. Need to consider:

- Existing completed projects
- Approved but uncompleted projects
- Ongoing activities
- Plans or projects for which an application has been made and are under consideration
- Plans and projects which are reasonably foreseeable (projects for which an application hasn't been submitted but are likely to progress before completion of the development and for which sufficient information is available)

Ancient Woodland – site lies in close proximity to an ancient woodland. The ES should have regard to paragraph 175 of the NPPF.

HCC Archaeologist – noted that the ES will cover Archaeology and Heritage. Paragraph

9.2 of the Scoping Report states that an archaeological desk based assessment has been commissioned. Paragraph 9.17 indicates that this desk based assessment will be carried out. Paragraph 9.25 indicates that the significance of archaeological remains will be assessed and paragraph 9.26 that the impact on these remains will be set out. Paragraph 9.27 concludes that these two provisions (archaeological assessment and impact) will be reviewed to establish the environmental impact for archaeological matters.

Landscape – due to the scale and potential impacts of the proposed development, a full LVIA should be included within the ES.

Biodiversity – the proposed ecological and nature content of the ES is acceptable but omits:

- Due consideration should be given to the impact of the proposed development on the Solent as European designated sites with relation to nitrates and phosphate deposition in comparison to its present agricultural use. The outflow into the surrounding Test and Itchen catchment areas and how impacts may be mitigated. The sections under drainage and flooding and waste do not specifically address this issue.
- The proposed topics to be covered for protected and notable species are adequate, with the exception that due to the surrounding area being noted for its rare arable floral communities we would expect any botanical survey to pay species attention for the presence/absence of this community and the nature of possible impacts.
- A habitat survey (equivalent to a Phase 2) should be carried out. This will also be required in order for a Biodiversity Metric to be undertaken in any further phases of the development, in order to determine that Measurable Net Gains to biodiversity are going to be delivered.
- Ancient woodland should be covered in the ES.

Urban Design – the ES needs to address:

- Development at Hounsme Fields and the Basingstoke Golf Course
- Proximity of site to the Basingstoke SPB and how the development has the potential to be viewed as an extension to the built-up area of Basingstoke
- Effect of development on views from the existing settlement area towards the site
- Effect of development on townscape character and quality

Environmental Health – (noise, air quality and contaminated land) - We concur with the need for these areas to be assessed whether part of or outside of an EIA. Advice has already been given on the baseline noise assessment. Similarly advice has been given under a separate cover in respect of ground conditions and the potential for contamination at various parts of this site.

Public Observations

Two letters received as follows:

- Scoping document does not mention the impact of the proposals on Ganderdown Cottages
- Intrusion into countryside and would result in irretrievable damage to flora, fauna and wildlife
- Increase in traffic, noise and light pollution plus carbon monoxide increasing and danger to life

- No benefit to North Waltham or Dummer villages

Assessment

The proposed development would comprise a major infrastructure project determined as having a likely significant effect on the environment in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as described in Schedule 2 10(a) 'Industrial Development Projects', and exceeds this threshold. The threshold for this is that the area of development exceeds 0.5ha, with indicative criteria and threshold being a site area of more than 20ha. In this instance the site area is approximately 45ha, well in excess of the indicative site area.

The applicant has determined that a statutory Environmental Impact Assessment will be required based on the scale of the proposals.

This request for a Scoping Opinion seeks to determine the extent of issues to be considered in the assessment and reported in the Environmental Statement. The request for a Scoping Opinion has been supported by documentation comprising a report produced by Avison Young entitled 'EIA Scoping Report – Land at Oakdown Farm, Basingstoke, Newlands Developments' dated June 2020.

This outlines the proposed development and identifies issues that will be assessed by the EIA and reported in the ES that will accompany the planning application. The Scoping Report has identified several study areas which have the potential to generate significant environmental effects, and the following environmental issues have been 'scoped in' to the EIA for the proposed development:

- Landscape and visual
- Ecology and Nature Conservation
- Archaeology and Heritage
- Ground conditions and soils
- Drainage and Flood Risk
- Transport and Access
- Air Quality and Dust
- Noise and Vibration
- Socio Economics
- Climate Change

The content of the ES is agreed with the extent of the technical scope considered necessary in relation to the scale and nature of the proposed development. It is additionally agreed that the content of the consultations should be scoped in with particular regard to the additional requirements set out in the Consultations section of this report.

It is noted that in relation to the Biodiversity Officer's comments, the agent has responded stating that they have been undertaking discussions with Natural England in relation to the impact of the development on the Solent (using Natural England's advice through their chargeable DAS). Following these discussions Natural England has indicated that the proposed development would not impact the Solent as it was not a case where "planning applications for new commercial or industrial development or changes in agricultural practices could result in the release of additional nitrogen into the system" (as per Paragraph 4.15 of Natural England's Advice on Achieving Nutrient Neutrality for New Development in the Solent Region (March 2020)) and therefore advised that there was no need for the developer to go further with their request to use Natural England's DAS.

Cumulative Effects

The Scoping Report includes consideration of the cumulative impacts of existing and committed developments in combination with the proposed development. This approach accords with best practice as advised by the European Commission (EC) 'Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions' 1999.

The report also references 'sites subject to sensitivity test', South of Manydown, the Society of Merchant Ventures land and the former hospital site (permission lapsed).

Within the list of committed sites is Overton Hill (310) dwellings. The developer is advised that a further application for 82 dwellings (20/00789/FUL – Overton Neighbourhood Plan allocation) is currently under consideration. In addition the redevelopment of the Camrose Football Stadium (19/01110/OUT and 19/02889/OUT) for a total of 91 units plus a 70 room care home is currently under consideration. Whilst of a smaller scale, these developments due to their location should in the LPA's opinion be considered in relation to the assessment of cumulative effects. An outline application for a 150 bed care home (Ref: 20/01586/OUT) and an outline application for 33 dwellings (Ref: 18/03558/OUT) are also under consideration at Oakley Hall.

Conclusion

This request for a Scoping Opinion has been subject to consultation with the relevant consultation bodies and other bodies which have specific environmental responsibilities and are likely to have an interest in the application with the responses received outlined above. It is therefore recommended that, subject to the additional information/advice outlined above, the formal scoping opinion submitted in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 setting out what information should be submitted as part of an environmental statement to accompany a planning application be adopted.

The issuing of this scoping opinion does not prevent the Local Planning Authority from requesting further information at a later stage under Regulation 25 (Further information and evidence representing environmental statements) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, if deemed necessary when giving consideration to the determination of a planning application.

Signed: SMT

Name: Sue Tarvit Case officer

Date: 31/07/2020

Signed: LMS

Name: Lisa Souden APM

Date: 31/07/2020

Appendix V

SHELAA Ref DUM004

Site Ref.	Site Address	Parish	Site Area (ha)
DUM004	Oakdown Farm, Dummer	Dummer	35.66
Description of site (neighbouring uses; present use) Previously Developed Land: No			
<p>The site is located in the south-west of Basingstoke. It currently comprises a piece of agricultural land wedged in between the M3 and A30 and next to the Junction 7 roundabout. The site slopes gently down from the boundary adjacent to the M3 towards the boundary adjacent to the A30. A small portion of the site (approximately 1ha) is previously developed land. The current adopted Local Plan housing allocation sites Hounsme Fields (Policy SS3.12) and Basingstoke Golf Course (Policy SS3.11) are in close proximity to the north-east of the site, and the villages of North Waltham and Dummer are located to the west and south of the site respectively.</p>			
Relevant Planning History			
<p>No relevant planning history on site.</p> <p>15/01225/OUT – Adjacent to site (north west). Erection of a critical treatment hospital, cancer treatment centre additional development including energy centre, service yard, link building and underground link. Permission Granted January 2016 but since expired.</p> <p>15/04503/OUT – Adjacent to site (north) Outline application for up to 750 residential units with a mix of units, land for up to two pitches to accommodate Gypsies and Travellers, and a neighbourhood centre including principal community centre, private children's nursery, local retail facilities, and three form entry primary school. Permission Granted September 2017.</p>			
Suitability and Constraints (policy restrictions/constraints; planning status; physical problems/ limitations; potential impacts; environmental conditions)			
<p><u>Policy restrictions/constraints:</u> The site is outside any defined settlement policy boundary, in a countryside location. However, the development for storage and distribution floorspace is generally supported by the current adopted Local Plan, so long as any proposal meets the criteria in Policy EP1. This site falls within the River Test and Itchen catchments and therefore any development will need to be nitrate-neutral in order to avoid harm to the Solent and Southampton Water Special Protection Area (SPA), and Solent Maritime Special Area of Conservation (SAC).</p> <p><u>Physical problems:</u> The topography could have an impact on the proposed development. The site may also be affected by noise from the M3 and A30 albeit, this may not affect the suitability of the site for the proposed use compared to more sensitive land uses.</p> <p><u>Potential impacts:</u> Development of the site would involve the loss of Grade 3a (good quality) and 3b (moderate quality) agricultural land. Given the nature of the site it is likely there would be some ecological implications and landscape impacts. Given the proximity to the Roman Road, there is the potential for archaeological implications of any future development on site. Additionally, Ganderdown Copse and Peak Copse (SHELAA ref: DUM003) ancient woodland SINC's are in close proximity to the northern site boundary, albeit separated by the surrounding roads.</p>			
Availability (legal/ownership issues)			
<p>The site was promoted for development through the call for sites consultation held in 2019 with permission from the landowner and there are no known legal or ownership problems. The site is therefore considered to be available for development.</p>			
Achievability (economic viability; market factors; cost factors; delivery factors)			
<p>The site is likely to be achievable as it is a greenfield site but the viability of the site may be affected by the need for environmental and highways assessments, minor upgrades to the existing site access from the A30 and A30/Winchester Road junction, and a potential new roundabout forming a second access. This location is likely to be attractive to developers, owing to its close proximity to the strategic road network, and there is a reasonable prospect that the site would be developed at a particular point in time. The promoter has suggested that the site could be delivered within the next 5 years.</p>			
Conclusion			
<p>This site is available, is likely to be achievable and may be suitable, provided it complies with the borough's current planning framework. Therefore, this site is considered potentially developable.</p>			
Potential Density and Yield (including development type)			
<p>The site promoter has suggested 144,000sqm of storage and distribution floorspace and ancillary B1 office space could be provided which has been used for the purposes of the SHELAA.</p>			

Current Estimated Yield	144,000sqm B8

Appendix VI

Suggested draft planning conditions

**Basingstoke Gateway:
Schedule of Draft Planning Conditions – Outline Planning Application
Draft v.4.b 06 August 2020**

1 The development hereby permitted shall be carried out in substantial accordance with the following approved plans:

[PLANS TO BE CONFIRMED PRIOR TO DETERMINATION]

REASON: For the avoidance of doubt and in the interests of proper planning and to ensure the impacts of the development are not materially different to those assessed and identified in the Environmental Impact Assessment.

2 The development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is later.

REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004) and to prevent an accumulation of unimplemented planning permissions.

3 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 5 years from the date of this planning permission.

REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004) and to prevent an accumulation of unimplemented planning permissions.

4 Prior to the commencement of development a phasing plan shall be submitted to and approved in writing by the Local Planning Authority.

REASON: For avoidance of doubt and in the interests of proper planning.

5. Prior to each phase of the development, as agreed under condition 4 of this permission, approval of the details of the access (other than those primary means of access already approved under this permission, [or subsequent variations to this consent]), layout, scale, appearance, car parking and the landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to secure a satisfactory development and in accordance with Policy EM10 of the Basingstoke and Deane Local Plan 2011-2029 and to accord with Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

6

7. No development above ground slab level shall commence until details of the types and colours of external materials and finishes to be used, together with samples, have been submitted to and approved in writing by the Local Planning Authority. The approved details can be varied from time to time by agreement in writing by the Local Planning Authority. The development shall be carried out and thereafter maintained in accordance with the details so approved.

REASON: Details are required because insufficient information has been submitted with the application in this regard, in the interests of the visual amenities of the area and in accordance with Policies of the Basingstoke and Deane Local Plan 2011- 2029.

8

9 Applications for the approval of reserved matters shall be accompanied by a measured survey and a plan prepared to a scale of not less than 1:500 showing details of existing and intended final ground levels and finished floor levels in relation to a nearby agreed datum point (insert plan reference) which shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details which can be varied from time to time by agreement in writing by the Local Planning Authority.

REASON: In the interests of the visual amenities of the neighbouring properties and nearby village in accordance Policies of the Basingstoke and Deane Local Plan 2011-2029.

10. All phases of development shall be delivered in accordance with the information submitted in the Tree Survey & site Wide Tree Canopy Assessment [REFERENCE TO BE CONFIRMED PRIOR TO DETERMINATION). All subsequent reserved matters applications shall include evidence of how the site wide tree strategy will be fulfilled within that reserved matters phase. Development shall be carried out in accordance with the approved details.

REASON: To ensure that appropriate measures are taken to safeguard trees in the interests of local amenity and the enhancement of the development itself in accordance with the National Planning Policy Framework (February 2019), policies SS3.11, EM1 and EM10 of the Basingstoke and Deane Local Plan 2011- 2029, the Council's Green Infrastructure Strategy and the Landscape, Biodiversity and Trees Supplementary Planning Document.

11 Prior to commencement of development a Tree Management Plan shall be submitted for approval outlining how all retained trees can be managed to maximise their specific ecosystem services, including the timing of such management requirements. Development shall be carried out in accordance with the approved details which can be varied from time to time by agreement in writing by the Local Planning Authority.

REASON: To ensure that measures are taken to safeguard trees in the interests of local amenity and the enhancement of the development itself in accordance with the National Planning Policy Framework (February 2019) and policies SS3.11, EM1 and Page 160 EM10 of the Basingstoke and Deane Local Plan 2011- 2029, the Landscape, Biodiversity and Trees Supplementary Planning Document.

12 Prior to commencement of each phase a scheme for tree protection, prepared in accordance with BS5837:2012 "Trees in Relation to Design, Demolition and Construction" (or equivalent document if replaced) must be submitted to and approved by the Local Planning Authority. No development or other operations shall take place other than in complete accordance with an approved tree protection scheme for that phase. The approved scheme can be varied from time to time by agreement in writing by the Local Planning Authority The scheme shall be prepared in accordance with BS5837:2012 "Trees in Relation to Design, Demolition and Construction" (or equivalent document if replaced) and shall include the following information:

- a) A tree protection plan comprising a drawing at a scale of no less than 1:500 showing the position of protection zones, fencing and ground protection measures to be established for retained trees. Where applicable, two lines shall be shown demonstrating the lines of temporary tree protective fencing

- during the demolition phase and during the construction phase.
- b) A tree survey schedule, completed within the last two years, with tree reference numbers corresponding with trees on the plan required by section of this condition.
- c) The specification for protective fencing, ground protection and signage and a timetable to show when fencing will be erected and dismantled in relation to the sites development
- d) Details of mitigation proposals to reduce negative impacts on trees including specifications and method statements for any special engineering solutions required and the provisions to be made for isolating such precautionary areas from general construction activities;
- e) Details of any levels changes within or adjacent to protection zones;
- f) A specification and schedule of works for any vegetation management required, including pruning of trees and details of timing in relation to the construction programme.
- g) Provision for briefing construction personnel on compliance with the plan, including incorporation of tree protection recommendations into a construction method statement;
- h) A tree protection mitigation plan detailing emergency tree protection and remediation measures which shall be implemented in the event that the tree protection measures are contravened.

REASON: To ensure that measures are taken to safeguard trees in the interests of local amenity and the enhancement of the development itself in accordance with the National Planning Policy Framework (February 2019) and Policies SS3.11, EM1 and EM10 of the Basingstoke and Deane Local Plan 2011- 2029, the Landscape, Biodiversity and Trees Supplementary Planning Document.

14 Applications for the approval of reserved matters shall be supported by a utility services planshowing the location of all existing and proposed utility services in the relevant phase which shall be submitted to and approved by the Local Planning Authority prior to the commencement of that phase. The details can be varied from time to time by agreement in writing by the Local Planning Authority The information submitted must include gas, electricity, communications, water and drainage. No development or other operations shall take place in respect of any phase other than in complete accordance with the approved utility services plan for that phase.

REASON: To ensure that appropriate measures are taken to safeguard trees in the interests of local amenity and the enhancement of the development itself in accordance with the National Planning Policy Framework (February 2019) and Policies SS3.11, EM1 and EM10 of the Basingstoke and Deane Local Plan 2011- 2029, the Landscape, Biodiversity and Trees Supplementary Planning Document,

15 Applications for the approval of reserved matters for each phase of development as approved in condition 4 shall be accompanied by full details of both hard and soft landscape works including ground levels parking layouts; vehicle and pedestrian access and circulation areas, signs and lighting for approval by the Local Planning Authority. The details can be varied from time to time by agreement in writing by the Local Planning Authority

Soft landscape details shall include planting plans with specification, schedules of plants noting species, plant sizes and proposed numbers/ densities where appropriate, a schedule of tree planting to include the specification of tree planting pits where appropriate with details of any irrigation or drainage infrastructure, tree root barriers (if necessary) to prevent

damage or disruption to any proposed hard surfacing or underground services, drains or other infrastructure.

The hard and soft landscaping details shall be accompanied by an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of the relevant phase of the development or in accordance with the timetable agreed with the Local Planning Authority which shall include appropriate planting to be undertaken at the earliest opportunity.

Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved, to be agreed in writing by the Local Planning Authority.

The development shall be carried out and thereafter maintained in accordance with the approved details.

REASON: To ensure the provision, establishment and maintenance of a high standard of landscape in accordance with policies xx of the Basingstoke and Deane Local Plan 2011-2029, the Landscape, Biodiversity and Trees Supplementary Planning Document.

16 Any application for reserved matters shall be supported by details of any on plot landscaping bunds and/or any acoustic barrier(s) to be erected or constructed within the development phase for approval by the Local Planning Authority. The details can be varied from time to time by agreement in writing by the Local Planning Authority . Any bunds or acoustic barriers must be constructed/ erected/ installed prior to the first occupation of the relevant phase of development, unless otherwise set out within any reserved matters approval.

REASON: In the interests of the visual amenities of the area, in accordance with Policies xx the Basingstoke and Deane Local Plan 2011-2029

17 Prior to completion of final phase of development on site an on-site archaeological fieldwork report shall be submitted to the Local Planning Authority and the Hampshire County Council Archaeologist in accordance with the approved programme of archaeological investigation completed in approved document XXXX. This report shall include where appropriate, a post-excavation assessment, specialist analysis and reports, details of publication and public engagement.

REASON: To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available in accordance with the National Planning Policy Framework (February 2019), and Policies SS3.11 and EM11 of the Basingstoke and Deane Local Plan 2011-2029.

18 All Reserved Matters applications must accord with the detailed surface water drainage scheme, and foul water drainage scheme for the site, based on the principles within the Vectos Flood Risk Assessment and Drainage Strategy [ref to be added prior to determination]

REASON: To prevent the increased risk of flooding, both on and off site in accordance with Policies xxx of the Basingstoke and Deane Local Plan 2011-2029,

19 Each phase shall not be occupied until the areas shown on the approved reserve matters plan for that phase to be used by HGVs, and vehicles have been fully laid out, surface and drained such that surface water does not discharge or transfer onto the highway.

REASON: To prevent the increased risk of flooding, both on and off site in accordance with Policies xxx of the Basingstoke and Deane Local Plan 2011-2029,

20 Prior to the commencement of construction of each phase of development approved by Reserved Matters Application, a scheme of noise mitigation will be submitted to and approved in writing by the local planning authority demonstrating that national and local noise management policy will be met. The scheme will address the potential noise impact from HGV operations associated with the various units.

REASON: In the interests of residential amenity, and to ensure acceptable noise levels are not exceeded within the dwellings and in accordance with Policies of the Basingstoke and Deane Local Plan 2011-2029

21 Prior to occupation of each phase of development approved by Reserved Matters Application, a scheme of noise mitigation will be provided to the local planning authority for approval in writing demonstrating that national and local noise management policy will be met. The scheme will address the potential noise impact from fixed plant as well as HGV operations associated with the various units.

REASON: In the interests of residential amenity, and to ensure acceptable noise levels are not exceeded within the dwellings and in accordance with Policies of the Basingstoke and Deane Local Plan 2011-2029

21 Prior to installation, details of all mechanical and ventilation plant that is intended to be used on any of the warehouses must be submitted to and approved in writing by the Local Planning Authority. Any fixed plant or ventilation equipment must be installed and operated in accordance with manufacturer's instructions at all times

22 The construction of the Development shall be carried out in accordance with the approved Construction Environmental Management Plan (insert reference prior to determination)

REASON: To protect the amenities of the occupiers of nearby properties during the construction period and in accordance with Policies xx of the Basingstoke and Deane Local Plan 2011-2029

23

No impact pile driving in connection with the construction of the development shall take place on the site on any Sunday or Bank Holiday, nor on any other day except between the following times: Monday to Friday – 8.00 a.m. to 6.00 p.m. or Saturday 8.00am. to 1.00pm unless in association with an emergency or with the prior written approval of the Local Planning Authority.

REASON: To protect the amenities of the occupiers of nearby properties during the construction period in accordance with the National Planning Policy Framework, the Basingstoke and Deane Borough Local Plan Policy of the Basingstoke and Deane Local Plan 2011-2029

24. No phase of the development, excluding demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a desk top study

carried out by a competent person documenting all potential sources of contamination on the site in respect of the phase concerned in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 and BS10175:2011;

And

With the exception of the demolition of existing buildings and removal of existing hardstanding no phase of the development shall commence until in respect of that phase there has been submitted to and approved in writing by the Local Planning Authority:

- (a) a site investigation report documenting the ground conditions of the relevant part of the site and incorporating chemical and gas analysis identified as being appropriate by the Councils Environmental Health team and in accordance with BS10175:2011- Investigation of Potentially Contaminated Sites - Code of Practice; and, unless otherwise agreed in writing by the Local Planning Authority,
- (b) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants/or gases when the phase is developed. The scheme must include a timetable of works and site management procedures and the nomination of a competent person to oversee the implementation of the works. The scheme must ensure that the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 and if necessary proposals for future maintenance and monitoring.

If during any works contamination is encountered which has not been previously identified it should be reported immediately to the Local Planning Authority. The additional contamination shall be fully assessed and an appropriate remediation scheme, agreed in writing with the Local Planning Authority.

ENVIRONMENT AGENCY. 2019. Land Contamination: Risk Management (LCRM) published at <https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks>

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with policies of the Basingstoke and Deane Local Plan 2011-2029].

24 No phase shall be occupied until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition 23 (b) that any remediation scheme required and approved under the provisions of condition 23(b) in respect of that phase has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise;

- a) as built drawings of the implemented scheme;
- b) photographs of the remediation works in progress;
- c) Certificates demonstrating that imported and/or material left in situ is free of contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 24(b), unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and

ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance Policies of the Basingstoke and Deane Local Plan 2011-2029.

25 Applications for the approval of reserved matters shall include details of car parking, service areas -loading and turning facilities and cycle storage facilities, showing the position, design, quantity, allocation, materials and finishes thereof. Development shall be carried out and thereafter maintained in accordance with the approved details which can be varied from time to time by agreement in writing by the Local Planning Authority

REASON: In the interests of highway safety and to ensure adequate parking and provision for cyclists is provided in accordance with Policy x x of the Basingstoke and Deane Local Plan 2011-2029 and with the Parking Standards Supplementary Planning Document.

26 No phase shall be occupied until a Travel Plan (in line with the approved Travel Plan Framework ref[TO BE ADDED PRIOR TO DETERMINATION]) for that phase has been submitted to and approved in writing by the Local Planning Authority. The plan shall comprise of measures to encourage alternative modes of transport other than single occupancy of vehicles, including timescales for when those measures will be in place and procedures to monitor the uptake of alternative modes of travel. The travel plan shall be full implemented in accordance with the agreed timescale

REASON: In the interests of reducing the reliance on single car occupancy and in accordance with policies of the Basingstoke & Deane Local Plan 2011-2029

27 No development shall commence until a site wide biodiversity construction environmental management plan (BCEMP) has been submitted to and approved in writing by the Local Planning Authority. The plan can be varied from time to time by agreement in writing by the Local Planning Authority
The BCEMP shall be in conformity with the mitigation measures set in the Ecological Assessment (ref xxx) and shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of 'biodiversity protection zones'
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduced impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to protected species etc.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECOW).
- h) Use of protective fences, exclusion barriers and warning signs.

The approved BCEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

REASON: To minimise the impact on the existing biodiversity of the site and its surroundings during construction, in accordance with policy EM4 of the Basingstoke and Deane Local Plan 2011 - 2029

28 Prior to the installation of any lighting within each phase of development, a detailed plan consistent with the approve lighting strategy (insert ref) for external lighting within that phase

shall be submitted to and approved in writing by the Local Planning Authority. External lighting shall be provided on each phase in accordance with the approved details.

REASON: Artificial light can harm the ecology of an area through disruption of the natural diurnal rhythms of wildlife. The imposition of this condition will ensure that reasonable measures are taken to protect wildlife, in accordance with the Habitats and Species Regulations 2010, the National Planning Policy Framework 2019, policy xxx of the Basingstoke and Deane Local Plan 2011-2029.

29 Applications for the approval of reserved matters shall be accompanied by a Sustainability (or Construction?) Statement that demonstrates how the sustainable design identified in the Sustainability Strategy has been brought forward to the design and layout of buildings. The development shall be carried out and maintained in accordance with the approved details.

REASON: Reason: To ensure the development is built in a sustainable manner in accordance with policies of the Basingstoke & Deane Local Plan 2018-2029

30 The full BREEAM WAT 01 Calculator Tool relating to water consumption prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (including dates/ receipt confirmation email from the BRE) shall be submitted in order to demonstrate that a BREEAM Excellent score has been achieved for WAT 01.

Reason: To ensure the development is built in a sustainable manner in accordance with policy EM9 – Sustainable Water Use of the Basingstoke & Deane Local Plan 2011-2029.

Appendix VII

Warehouse Occupier Demand DTRE

Warehouse Occupier Demand

Commercial Demand – South & South East England

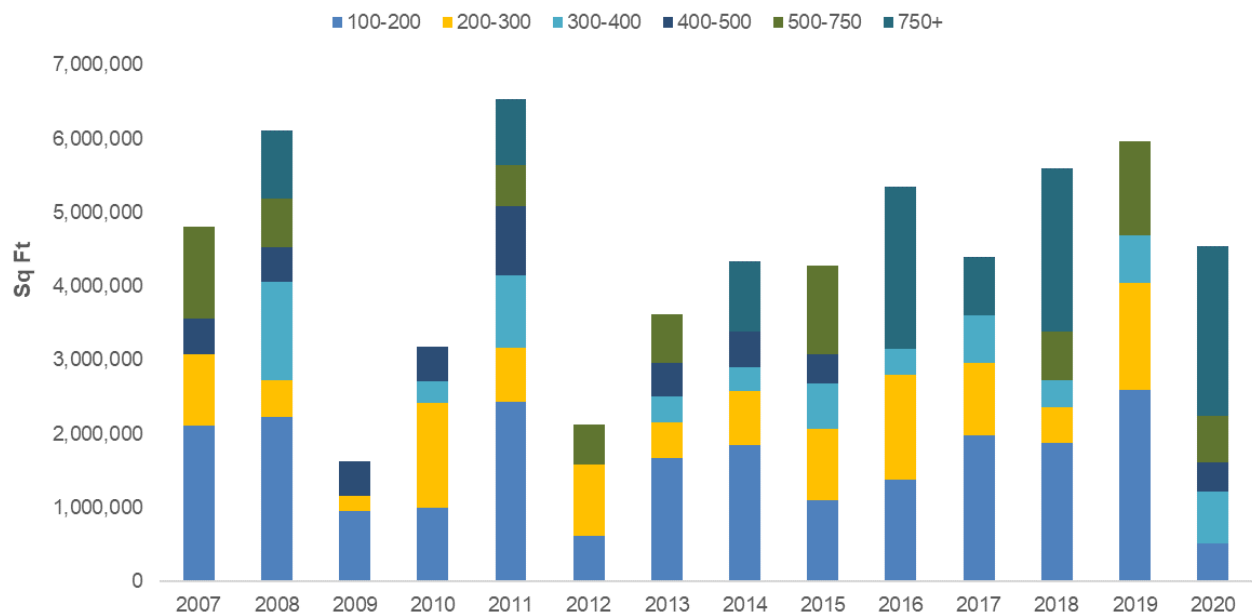
The world has changed in the last 5 months but without dwelling on all the external factors surrounding Covid-19, the global pandemic and resultant economic turmoil that has followed, there is one sector of the property industry that has come through 'relatively' unscathed.

One thing coronavirus has undoubtedly done is fast-forward changes that were already taking place, with online retailing being the possible the best example. DHL said in their recent results that the pandemic had condensed the growth in e-commerce from 6 years to 6 weeks with Royal Mail saying it had shipped 117 million more parcels by the end of the June quarter compared with the same period in 2019, as people and businesses shifted to online sales during the coronavirus lockdown.

This shift has been manifested by the demand seen for logistics warehousing across the UK, but particularly in London and the South East, to serve the UK's largest and wealthiest consumer population.

Given the global turmoil created by Covid-19, it is remarkable to report that take-up of Big Boxes (100,000 sq ft +) for H1 2020 has reached 18.4m sq ft, this is the best H1 performance ever recorded and is 34% above 2019.

Fig 1. South East England Take-up by Size



Source:DTRE Research

The South East has accounted for a quarter of demand so far this year, up from it's 5-year average of c.15%, this has inevitably led to a drop in supply by around 20% since the end of 2019. H1 2020 take-up totalled 4.56 million sq ft, a 74% increase above the long-term H1 average for the region and 16% above H1 2019. The largest deal was Amazon committing to a 2.3 million sq ft unit at Bericote and Tritax Big Box REIT's scheme at the former Littlebrook Power Station by the Dartford Crossing.

The majority of occupier demand has been focussed towards larger scale units, i.e. 100,000 sq ft plus, see attached enquiry schedule.

E-commerce operations often require sophisticated, automated systems. Consequently for the fit-out of these facilities to be cost effective they need to be of a certain scale. Occupiers are trying ensure their facilities are as efficient and cost effective as possible. As a result minimum clear heights and cubic capacity is especially important. Increased height allows occupiers to install additional mezzanine floors and / or utilise higher racking systems, driving efficiency and thus improving occupier demand. Occupiers are also demanding larger external areas. Vehicle movements and therefore fleet sizes have increased to meet consumer demand. As a result occupiers are demanding lower site density facilities that provide additional yard and car parking areas which enables them to accommodate not only their good vehicle movements, HGV's and vans, but also parking for their fleet and staff.

Occupier preference continues to lean towards high quality Grade A space accounting for 80% of all take-up. Design & build space dominated accounting for 60% of the total volume of space transacted, followed by speculatively developed Grade A space at 20% with second hand, Grade B space, accounting for a further 20%.

Increased demand due to Covid-19

As already mentioned the shift to online delivery has seen surges in demand for all the major online retailers and parcel delivery companies and whilst those short-term impacts are already being seen, it is the longer term impacts of Covid-19 that are yet to be understood.

Think back to late March and the the photographs and television pictures were stark. Long before countries went into lockdown, their supermarket shelves were stripped bare. Pasta, toilet paper, painkillers, canned tomatoes, flour – all gone.

As we transition to our 'new normal', expect to see 'just-in-time' be replaced by 'just-in-case'. The logistics industries preferred response in times of uncertainty is to stockpile, as we saw with Brexit in 2019 (and as we will see again later this year), this in turn will create demand as the logistics industry guards the supply-chain disruption witnessed at the start of the pandemic.

What will demand look like moving forward? Firstly, there'll be a period of transition, during which long-term consumer demand starts to evolve, and during which businesses, and their supply chains, will need to be agile and responsive.

Related data points hint at the landscape:

For Europe, e-commerce volumes in May 2020 grew 89% versus last year. In Europe's largest e-commerce market, the UK, 24% of consumers suggest they will continue shopping as they do now once life returns to normal.

Tesco's online sales grew 49% in Q1 2020 and more than 90% in May, while overall group sales rose 8% and in the US, Walmart's e-commerce sales grew 74% in Q1 2020, while Target's online sales grew 141% for its fiscal Q1 2020 ended May 2.

Contact Details

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ⁱ Appended to the Environmental Statement