
Statement of Community Involvement

Basingstoke Gateway- Land at Oakdown Farm, Dummer, Basingstoke

August 2020

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Status: FINAL

Draft Date: August 2020

For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 This Statement of Community Involvement (SCI) has been prepared by Avison Young ('AY') in conjunction with Build IT on behalf of Newlands Property Developments LLP ('Newlands') to outline consultation activities and feedback received in relation to an outline application for the proposed development of land at Oakdown Farm, Basingstoke.
- 1.2 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).

Site Context

- 1.3 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. Three homes known as Ganderdown cottages are located opposite the site access off the A30. 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.
- 1.4 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 46 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 area 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 Environmental Statement ('ES').
- 1.5 The second portion of the site lies to the south of the M3 (4.06ha) and also comprises of 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. No development is proposed for this part of the site.

The Proposals

1.6 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"

1.7 The proposed development will provide up to 271,000sqm of commercial and industrial floorspace (including mezzanine), specifically B8 uses supported by ancillary B1 uses, providing a new storage and distribution hub on the southern gateway into Basingstoke.

1.8 The indicative masterplan shows the proposed floorspace being arranged across the separate plateaus. The buildings are indicatively arranged from north east to south west along the southern boundary of the site. The parameters plan submitted with this application indicates the proposed finished floor levels and maximum building heights for the various parts of the application site. Whilst the detailed design of the site layout is not yet fixed, it is proposed that the larger of the (indicative) units will be located in the least visible location, closer to the more urban areas of Basingstoke, with the smaller units located to the south west.

1.9 The purpose of this report is to provide an overview of the public and stakeholder engagement and consultation which has been undertaken prior to the submission of this application for the site and the wider area, and to explain how this has impacted on the evolution of these development proposals. The consultation process follows best practice and advice set out in Basingstoke and Deane Borough Council's (B&D BC) adopted Statement of Community Involvement (SCI). It is noted that the Council has made temporary revisions to the SCI in light of Covid-19.

1.10 The proposal has been designed to respond to the site's surrounding context and nearby planned and current development. The design has developed through an assessment of the site context and analysis of key technical information including site surveys, landscape and visual scoping, highways design and contamination.

1.11 The remainder of the SCI is structured as follows:

- **Section 2** overviews the consultation activities undertaken;
- **Section 3** provides further detail about the outline consultation;
- **Section 4** assesses the findings of the public consultation;
- **Section 5** summarises and concludes the Statement

2. Overview of Consultation

2.1 Given the scale of the scheme the application is being a major scheme, requiring pre-application consultation to take place with the local community, the Local Planning Authority and key stakeholders. These consultation have taken places over a period of circa 10months and are summarised in the table below.

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
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 of June 2020	Newlands enters into dialogue on details matter regarding the proposals with Dummer Parish Council	-Newlands -Dummer Parish Council

16th of 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	-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
	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 on available to view on the website and notify they of the Youtube Live session	-AY
9th July 2020	Further 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	-Newlands -Avison Young and members

	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 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.	of the consultant team
10th July 2020	Both Youtube live sessions were recorded and have now been uploaded to the website for viewing- the email address for questions is still live, as advertised on the website.	-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 th August 2020	Meeting with Economic Development Officer- BDBC	-BDBC -Newlands -Avison Young and members of the consultant team
BTC August 2020	Meeting with LEP	-Newlands -Avison Young and members of the consultant team
9 th September 2020	Meeting on Site- BDBC Landscape Officer	-Newlands -Avison Young and members of the consultant team

Engagement with the Local Planning Authority

- 2.2 Following a series of pre-application meetings, a formal Pre-Application submission was made to the Council in line with their standard Pre-Application protocol. A formal, written pre-application response was provided by Basingstoke and Deane Borough Council on the 22nd of July 2020. The response covered a number of areas 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. The preapplication response and project team response are covered in further detail in the Planning Statement.

Engagement with the community

- 2.3 A virtual/on-line programme of community consultation took place in June and July 2020 following the advice and guidelines from the Government in respond to Covid-19 and the Lockdown. Members of the public engaged online through a virtual engagement between 24th June 2020 and 25th July 2020. This engagement included:
- information platform of the scheme proposals
 - poll, electronic feedback loops
 - live Q&As (recorded and uploaded on the website to allow maximum information dissemination)
- 2.4 This digital platform was created by The Give My View platform (run by Built-ID). It utilises digital media marketing to engage with local communities. This includes not only social media such as Facebook and Instagram but also a network of over 75,000 apps and websites. Users are targeted based on their geolocation ensuring that only people local to the area receive our adverts- Further information on this approach is provided in chapter 3 of this report.
- 2.5 A leaflet drop took place to inform those living in the 8,000 homes closest to the development site. In addition, once the Give My View website was launched, a poll and consultation boards outlining the proposals were uploaded online, providing news updates, and answers to common FAQs. Concerns raised by the Parish Council over the extent of the leaflet drop was responded to by a 2nd leaflet drop being organised

Engagement with Local Ward Members

- 2.6 The design team, working with Basingstoke & Deane Borough Council, hosted two members briefing online for local Councillors, members of the cabinet and the planning committee, with the first meeting taking place on the 19th of June 2020, it became evident at this meeting that there were two main topics of which members required further information, these being sustainability and transport,. A second briefing was therefore organised, and took place on the 3rd of July 2020 to cover specifically (a) highways and movement (b) sustainability and how the proposals respond to the Basingstoke & Deane Climate Emergency Declaration.

3. Online Consultation

- 3.1 Due to restrictions with COVID-19 from March 2020, and to ensure the safety of members of the public and the project team; Newlands Property Developments LLP chose to host consultation in relation to these proposals online. This online approach allowed the pre-application process and community engagement to continue during these unprecedented times. The team will continue to operate within the Government's Guidelines on health and safety during CV -19 and use best practice in terms of meeting the objective of the planning process.
- 3.2 As noted above, leaflets were distributed to 8,000 homes around the site to advertise the online consultation event and GPS tracking was provided by the leaflet distributor showing where they were delivered. An indicative diagram of the area of delivery of the flyers, and an example of the flyer distributed to advertise the online consultation is appended to this report as **Appendix II**. This leaflet contained details with a link to the Give my View website, and dates on which further consultation events would be taking place. Following dialogue with the Parish Council Chairman, Newlands were made aware of a series of streets within Dummer who had not received information on the scheme. A follow up leaflet drop took place on 9 July 2020 (48 hours after the Parish Council raised concerns).
- 3.3 The project team also publicised the website via consistent contact with local stakeholder groups and a social media campaign to gain a wider awareness of the consultation exercise- on upload of the Consultation Boards (which traditionally would be printed and displayed) a 'news update' was provided on the website- this update emailed all individuals who had signed up for further notifications on the proposals via the Give My View website (**please see appendix III**).
- 3.4 The online consultation was launched on the 26th June 2020 and the engagement activity would run until 25th July 2020 at <https://www.givemyview.com/basingstokegateway>. Whilst the poll closed on the 25th of July 2020 (the date in which feedback could be no longer provided online), the website itself is still live, with all consultation material still available for viewing.
- 3.5 From these social media ads, Built-ID drive traffic to the polls, these polls provide members of the community the opportunity to give their view on a development in their local area, in this case, the development of Basingstoke Gateway. By the 17th of July 2020, the Basingstoke Gateway website has had 11,404 visits and the polls have had 2,761 voters in which 76% of voters have identified as 'Wider Basingstoke residents'. In addition to this, Built-ID can see that the ads have been served to 144,291 people in the wider Basingstoke area.
- 3.6 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. A summary report of the findings, and level of engagement via the website has been provided at **appendix IV** of this report- this notes the level of response to each of the questions set out above.

Youtube Live Events

- 3.7 As part of the consultation strategy, two Youtube Live sessions were then hosted where residents could post live comments or provide comments via email before the event to be answered by the Newlands Technical Team during the live sessions. Recorded versions of these live sessions were then uploaded online for viewing. Details regarding the YouTube Live events were published via the website, on the Consultation Boards, and on the leaflet distributed to local households.
- 3.8 During these events hosted on the 9th July 2020 (2pm-3:30pm and 7-8pm) 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. 4 unanswered questions from the sessions were taken away for further discussion with the wider technical team and subsequently answered online (please see **appendix V**).
- 3.9 A full copy of all questions and answers raised during the YouTube Live sessions are contained in **Appendix VI** to this document, this also provides responses from the project team on key topic areas.

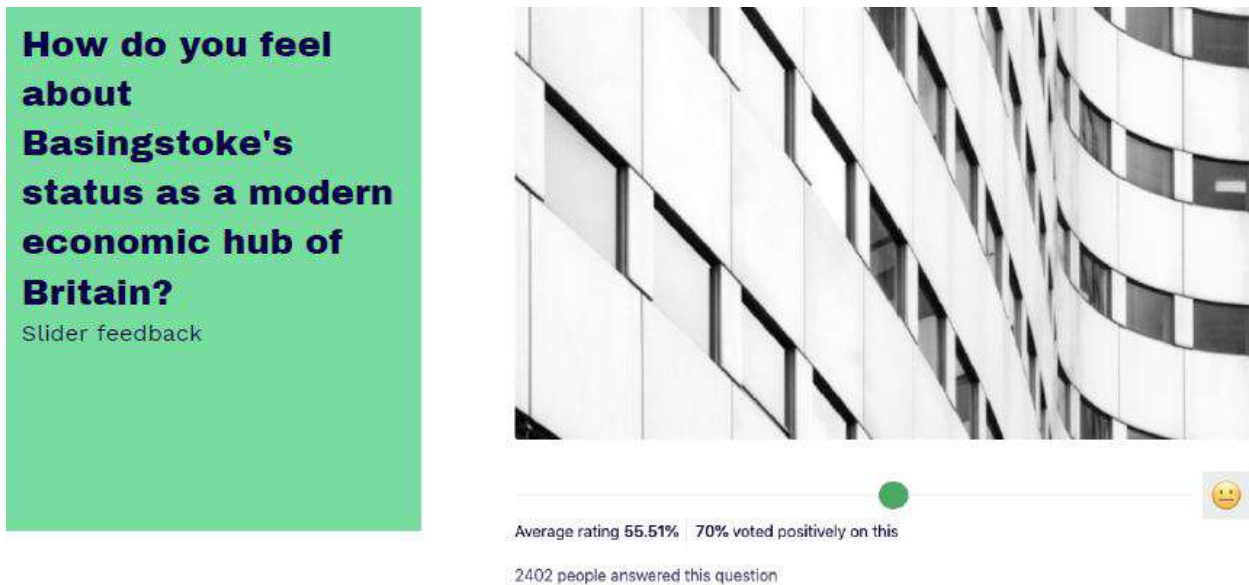
4. Feedback

4.1 The online consultation was launched on the 26th June 2020 and the engagement activity would run until 25th July 2020 at <https://www.givemyview.com/basingstokegateway>. The following questions were asked of those taking place in the poll online, with an image showing the response to each question also included below (full details on these responses are attached to **appendix IV and VII**):

1. Which aspect of a proposed distribution hub is most important to you?

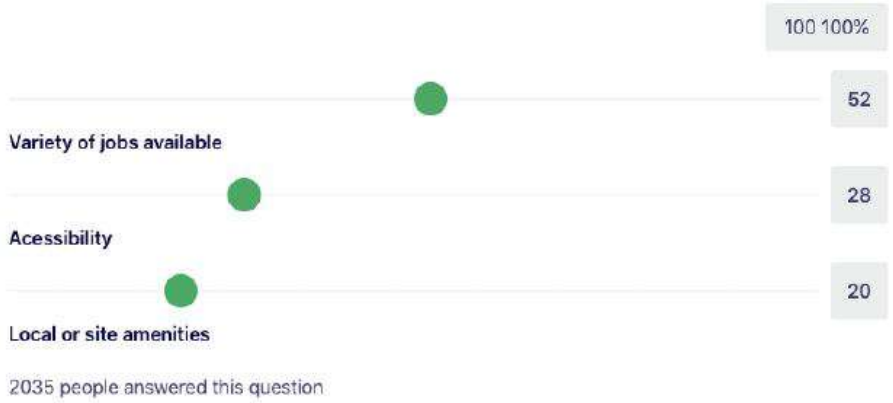


2. How do you feel about Basingstoke's status as a modern economic hub of Britain?



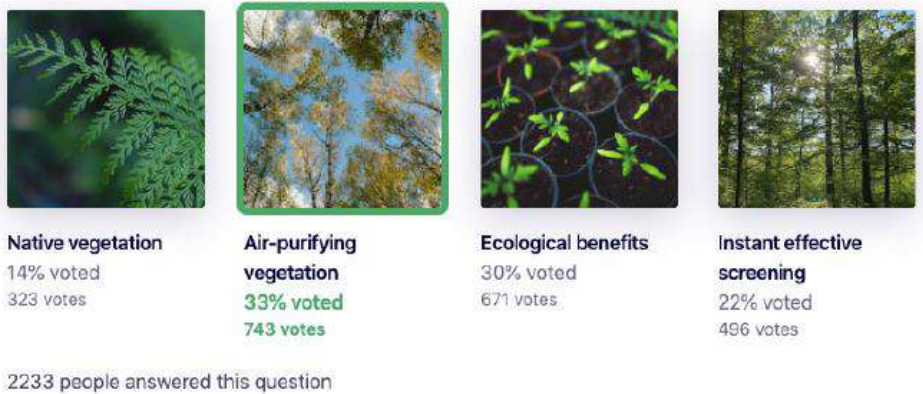
3. If you wanted to work here eventually, what would influence your decision?

If you wanted to work here eventually, what would influence your decision?
Distribute



4. What is most important to consider for the planting of any visual screening?

What is most important to consider for the planting of any visual screening?
4 image choice

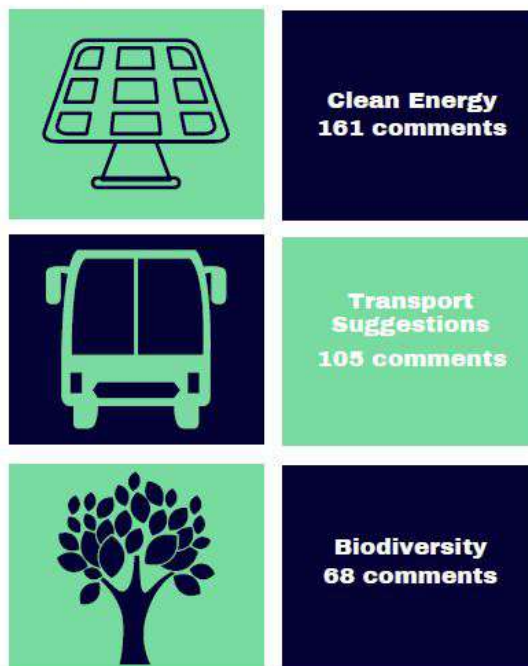


5. Do you have any ideas for how the hub could be as sustainable as possible?

Do you have any ideas for how the hub could be as sustainable as possible?
Open feedback

3 key themes across all comments

592 Total number of comments
22 Spolled comments



4.2 Of those who offered comments via the website, 76% of those individuals were residents of the wider Basingstoke area, 10% were residents of Dummer, 8% commuters, and 6% potential workers at the launch of this potential employment facility.

4.3 Overall, a mixture of positive comments and concerns were received.. A number of key comments have been provided below:

Infrastructure and traffic

- *"think it is well situated and could be out the way and good for the local community creating jobs but needs to think about blending in with the surrounding area and keeping traffic to a minimum"*
- *"I think the site has been chosen well. It is a strip of land encased by several busy roads which probably suit this type of development. Accessibility is key to this development. The A30 from J7 into town is already over-used and jammed at peak times, perhaps this route could be over-hauled as part of the deal? It could be an excellent job opportunity which we really need right now."*
- *"I cycle the A30 and A33 so safety is very important to me. I can see that the road system will need to be updated to allow for the hub, so please put a cyclist point of view into this as well. Many thanks."*
- *"More investment in Basingstoke the better, as long as infrastructure is upgraded to cope"*
- *"It's not impacting on the Town Centre, and with it being next to the M3 there's easy access to it for commuters. Hopefully a bus service from the Town centre would be a big bonus."*
- *"It's a good location for access to the M3. An HGV management plan will be essential though with a routing strategy taking all"*

Environmental Impact and Sustainability

- *"In general I would support the plan as long as the environmental impact was well managed."*
- *"This is a very accessible location so makes sense but a lot needs to be in place to support Basingstoke and Deane carbon zero target. Must be fully powered by renewables and actively contribute to reducing the carbon footprint of the borough."*
- *"Use solar panelling on building and parking canopies, and visible micro wind turbine to create cleaner energy for site and local residents."*
- *"I like the idea of nice grounds around it so that workers can destress at break times."*

Creation of jobs

- o *“to deliver economical benefits to Basingstoke. This can compliment hopes for a sustainable future – by prioritising environmental impact during the build and ensuring steps are taken to limit ongoing environmental impact (by using local trades, resources and staff).”*
- o *“This will hopefully bring more jobs & investment into the local area, not just during construction but for years after.”*
- o *“Create space to connect local Basingstoke residents with opportunities, eg. education, an art initiative, assisting local providers with building professional networks.”*
- o *“Bringing employment to the town could be incredibly important for those who have lost their jobs or businesses due to lockdown. Please make this a sustainable venture though.”*

4.4 A full list of comments by theme, and the project team’s response is attached at **appendix VII** of this report- comments covered a wider range of topics from employment and job creation, ecology, environment, sustainability, location and transport.

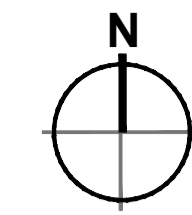
5. Summary and Conclusions

- 5.1 Despite the challenging circumstances the applicant's team has sought to engage effectively with residents, their representatives and other stakeholders. This engagement has resulted in an understanding of the key issues of the proposal and issues within the locality of the proposal site.
- 5.2 A number of positive comments were received, many of which noted encouragement of job opportunities, the location of the development proposals beside the motorway and away from the town centre, the potential for cycle link upgrades, and huge support for green infrastructure and renewable energy provision on site. Those raising concern appeared to question transport and access to the facilities, and therefore the use of the private car when accessing the site; sustainable transport initiatives are covered in further detail in the Transport Assessment submitted as part of this planning application.
- 5.3 Since the public exhibition, the design team has reviewed the proposal in regards to the proposed sustainability strategy, whilst a number of opportunities for sustainable energy uses were identified, discussions with local ward members, and members of the public reiterated to the project team the importance of maximising renewable energy provision, and enhancing well-being for future users of the site. A number of discussions with local individuals have also taken place in regards to concerns over potential noise generation from the operational use of the facility; the type of mitigation introduced along the A30 has been further informed based on one to one discussions with local individuals; particularly in regards to the repositioning of an element of the A30 carriageway to reduce potential noise created by traffic along the A30.
- 5.4 We believe, in spite of the challenges relating to the Government's enforced Lockdown relating to the Covid-19 Pandemic we have executed the consultation exercises in an open and inclusive way, have made changes to our plans as a direct result of what the community has told us, and remain committed to an ongoing open dialogue with stakeholders and the wider community to help shape a well-planned development.
- 5.5 As the Lockdown measures continue to be relaxed, the project team have met directly with the residents of Ganderdown Cottages on A30 which are the immediate neighbours to the development. Dialogue with these parties remains on going.
- 5.6 Overall, given the feedback that was received, it can be concluded that the wider Basingstoke area appears to be generally supportive of the scheme and its objectives. The project team will continue to work closely with key consultees, members and the local community as detailed design is progressed as part of further reserved matters submission should outline planning permission be granted in line with these proposals.

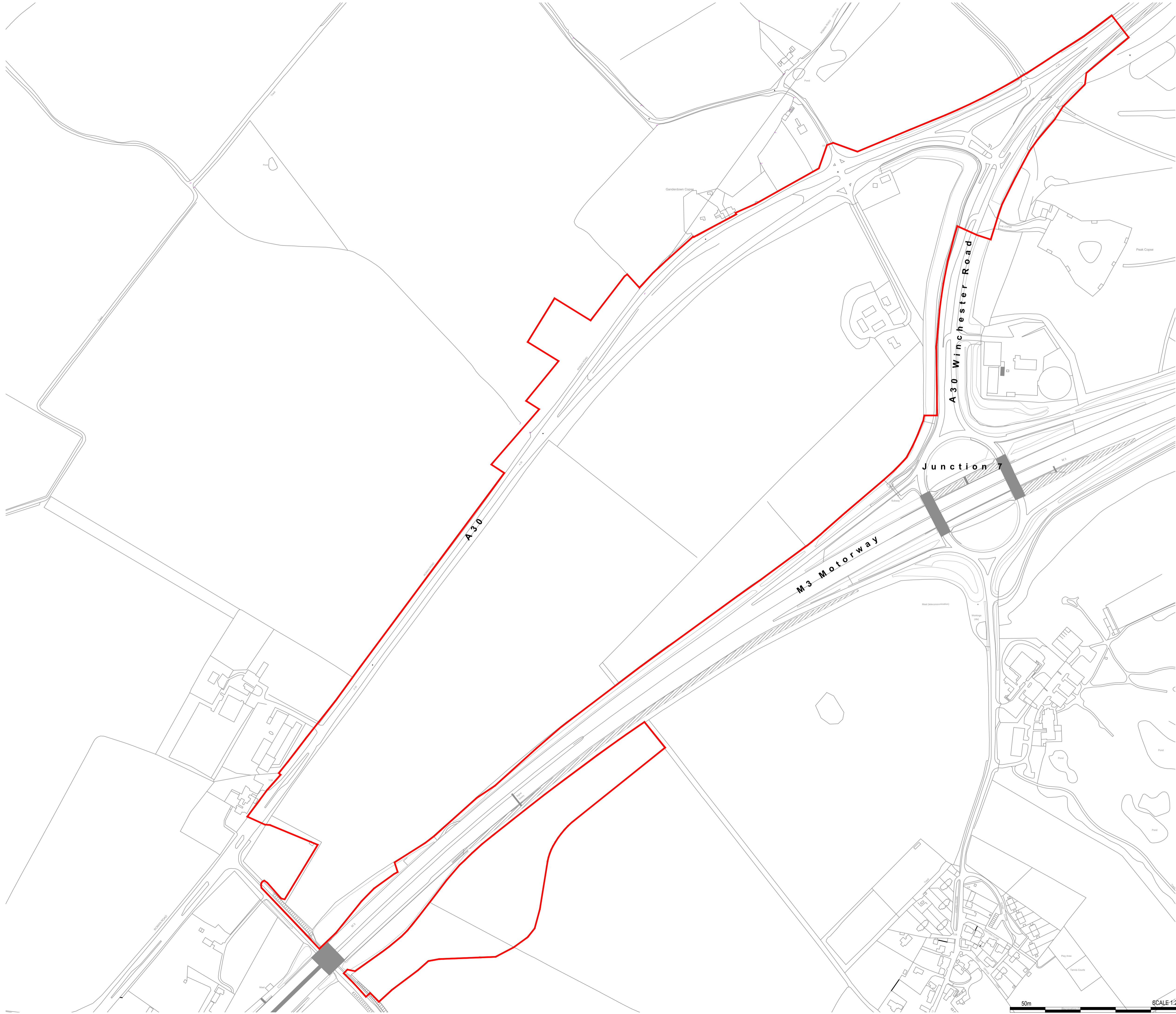
Appendix I

Site location plan

- Dimensions are in millimeters, unless stated otherwise.
 - Scaling of this drawing is not recommended.
 - It is the recipient's 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

Basingstoke Gateway

Application Boundary Plan



Newark Beacon Innovation Centre, Cafferata Way, Newark, Nottinghamshire NG24 2TN
 t +44 (0)1636 653027 f +44 (0)1636 653010 e info@umcarchitects.com

Drawing Status:	Planning
Drawn / Checked:	JMS / MDS
Date:	21/04/2020
Scale:	1:2500 A1
Drawing no:	Revision:
19155 P0004	F

50m SCALE 1:2500

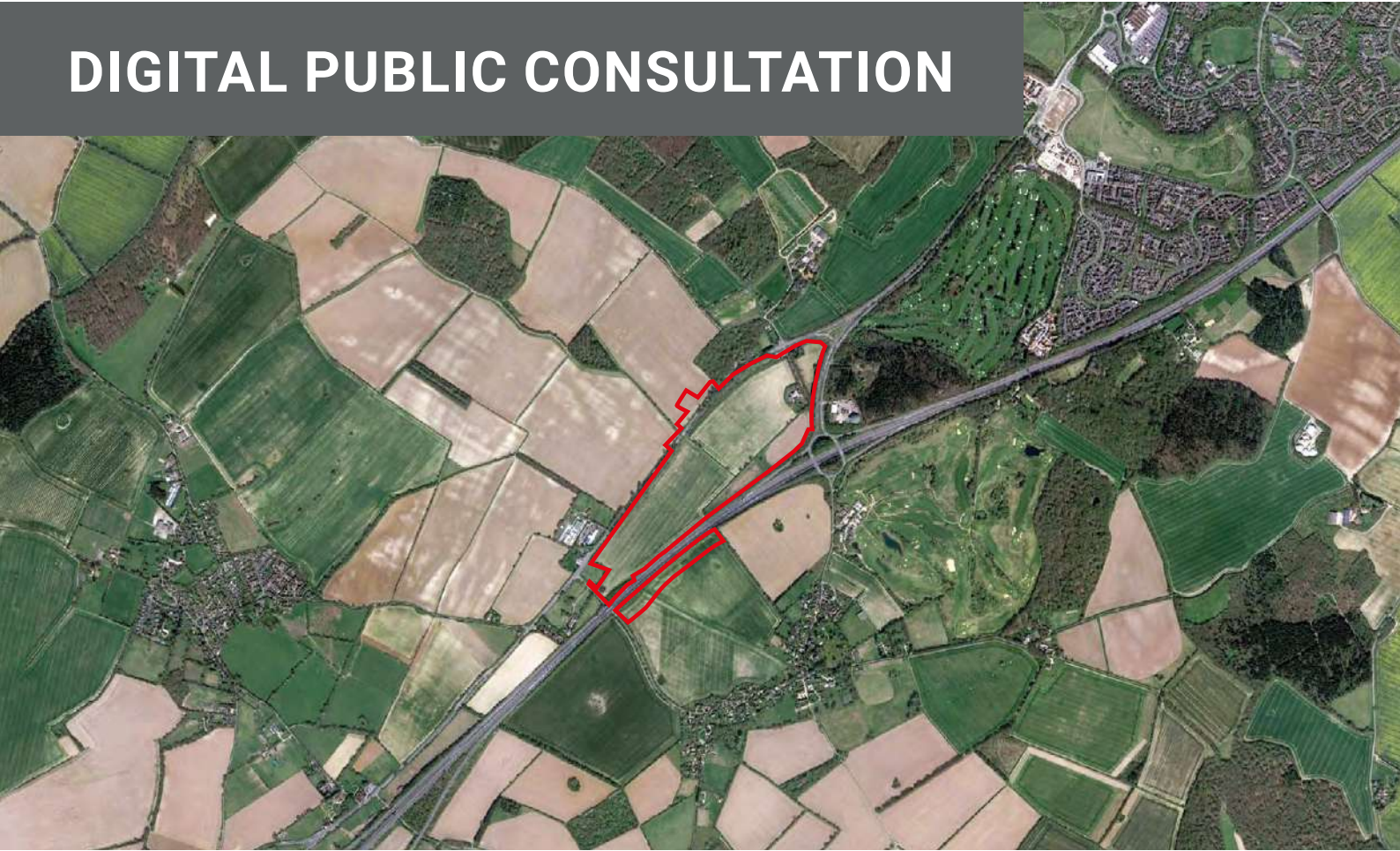
Appendix II

Event Flyer

BASINGSTOKE

GATEWAY M3|J7

DIGITAL PUBLIC CONSULTATION



We are currently carrying out pre-application discussions with the Local Planning Authority in relation to development at Oakdown Farm, Junction 7 of the M3, and would like to invite you to find out more about what we are proposing.

We would normally carry out drop-in sessions which would allow you to meet the project team however, due to current restrictions with COVID-19, and to ensure the safety of you and our project team; we are choosing to host this consultation event online.

Our website, <https://www.givemyview.com/basingstokegateway> will allow you to learn more about our proposals and to vote to give your view on aspects of the development. From our website, we intend to host a series of events:

- Week 1: 27 June 2020**
Information on the proposals & an opportunity to give your view via our poll;
- Week 2: 4 July 2020**
Detailed technical information & an opportunity to ask questions;
- Week 3: 9 July 2020 (2-3.30pm & 7-8pm)**
A live Question & Answers workshop allowing you tune into workshops where you can talk to the development team and project architects.

Newlands Property Developments LLP is proposing to deliver a Regional Distribution Hub comprising of modern and bespoke logistics and distribution facilities, forming circa 220,000 sq m of distribution and employment space.

These proposals will form an outline planning application which will be submitted to the Local Planning Authority later in the summer, and before this application is submitted, we would like to hear your thoughts on the proposals.

We hope to hear from you and look forward to seeing you online!

TM05-A2

Search Device

Display only selected device

Moving

GPS Signal 76%

Battery 25%

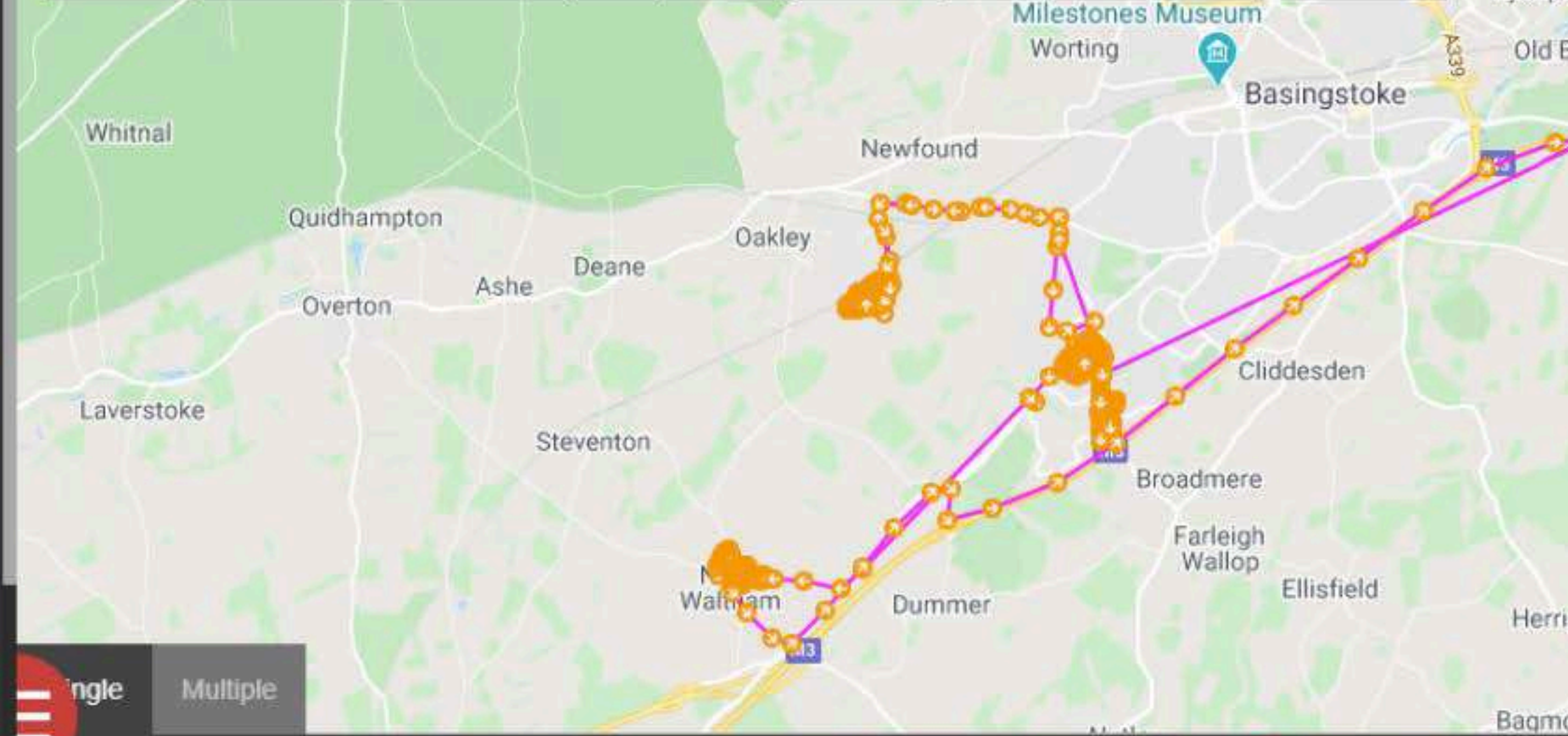
18 MPH

Heading North West Altitude 30m

Address 169 Central Road- Sutton- KT4 8

CoOrdinates

Road Map Hybrid Map Open Street Map Cycle Transport Landscape Outdoor Neighbourhood Light Pollution



Single Multiple

A 2020-06-30 00:00 B 2020-06-30 23:59

Get History



TM05-B3

Search Device

Display only selected device

Moving

GPS Signal 74%

Battery 29%

22 MPH

Heading North West Altitude 29m

Address Central Road- Kingston upon Thames- KT4 8

CoOrdinates 51.394463, 0.245833

Road Map Hybrid Map Open Street Map Cycle Transport Landscape Outdoor Neighbourhood Light Pollution



Single Multiple

2020-06-30 00:00 B 2020-06-30 23:59

Get History



Last Command

TM05-C4

Search Device

Display only selected device

Device Off

GPS Off

Battery 99%

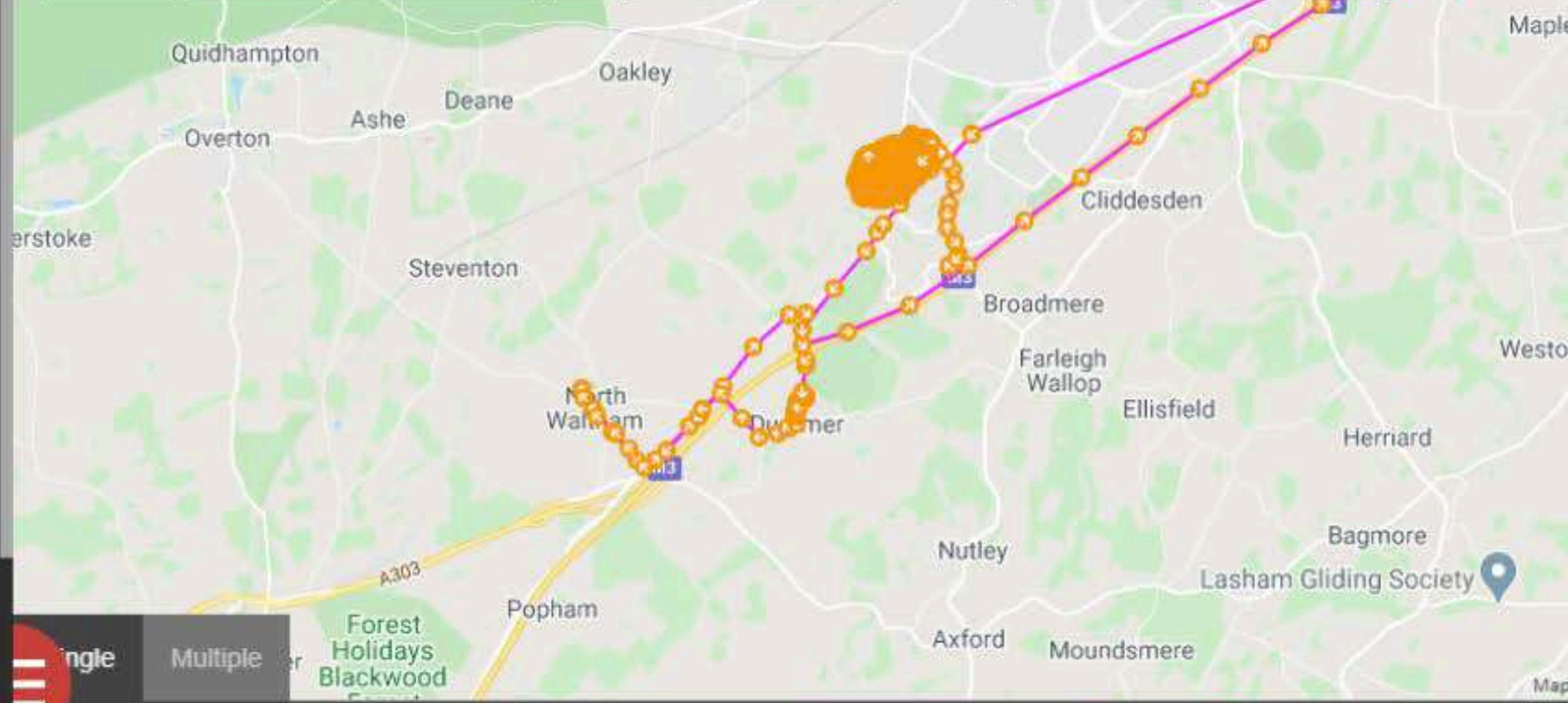
0 MPH

Heading North Altitude 0m

Address Station Approach- Sutton- SM2 7

CoOrdinates 51.355219,-0.214135

Road Map Hybrid Map Open Street Map Cycle Transport Landscape Outdoor Neighbourhood Light Pollution



2020-06-30 00:00 B 2020-06-30 23:59

Get History

Last Command

Siar

Search Device

Display only selected device

Device On

GPS Lost

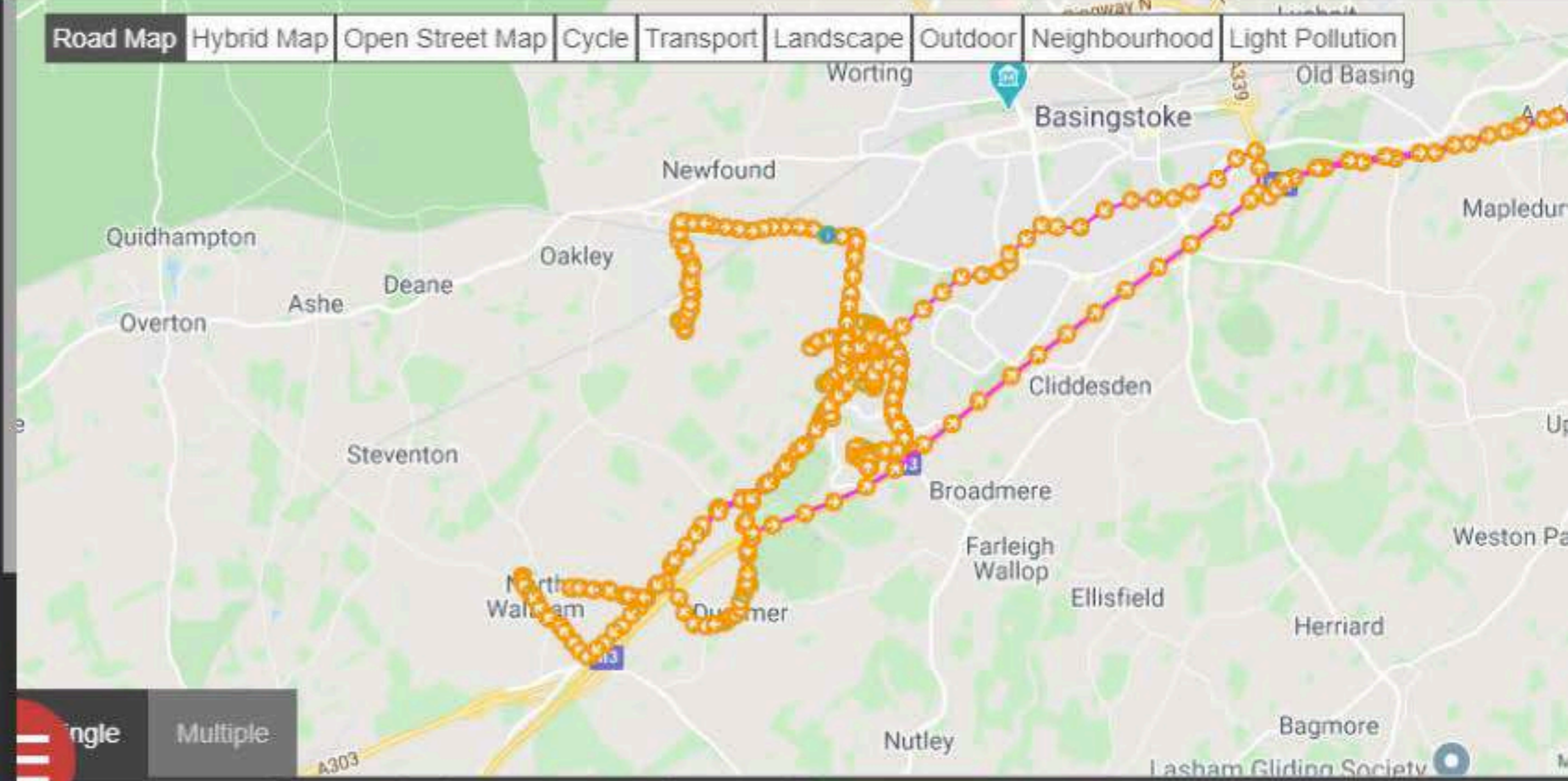
Charging 100%

0 MPH

Heading North Altitude 0m

Address 278 Malden Road- Kingston upon Thames- KT3 6

CoOrdinates 51.390243,-0.253022



Map navigation controls including a hamburger menu, 'Single' and 'Multiple' view toggles, a date and time range selector (2020-06-30 00:00 to 2020-06-30 23:59), a 'Get History' button, a play button, and three circular icons representing different map styles or data views.

Last Command

Appendix III

Consultation Boards

01 WELCOME

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

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

As we are unable to join you face to face to discuss the proposals we are asking you to ask any questions via the following email:
Basingstokegateway.M3.uk@avisonyoung.com

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

LIVE SESSION LINKS

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

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

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

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

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



AERIAL LOCATION

02 WHO AND WHY?

WHO ARE NEWLANDS DEVELOPMENTS?

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

WHY BUILD IN BASINGSTOKE?

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



03 THE PROPOSALS

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

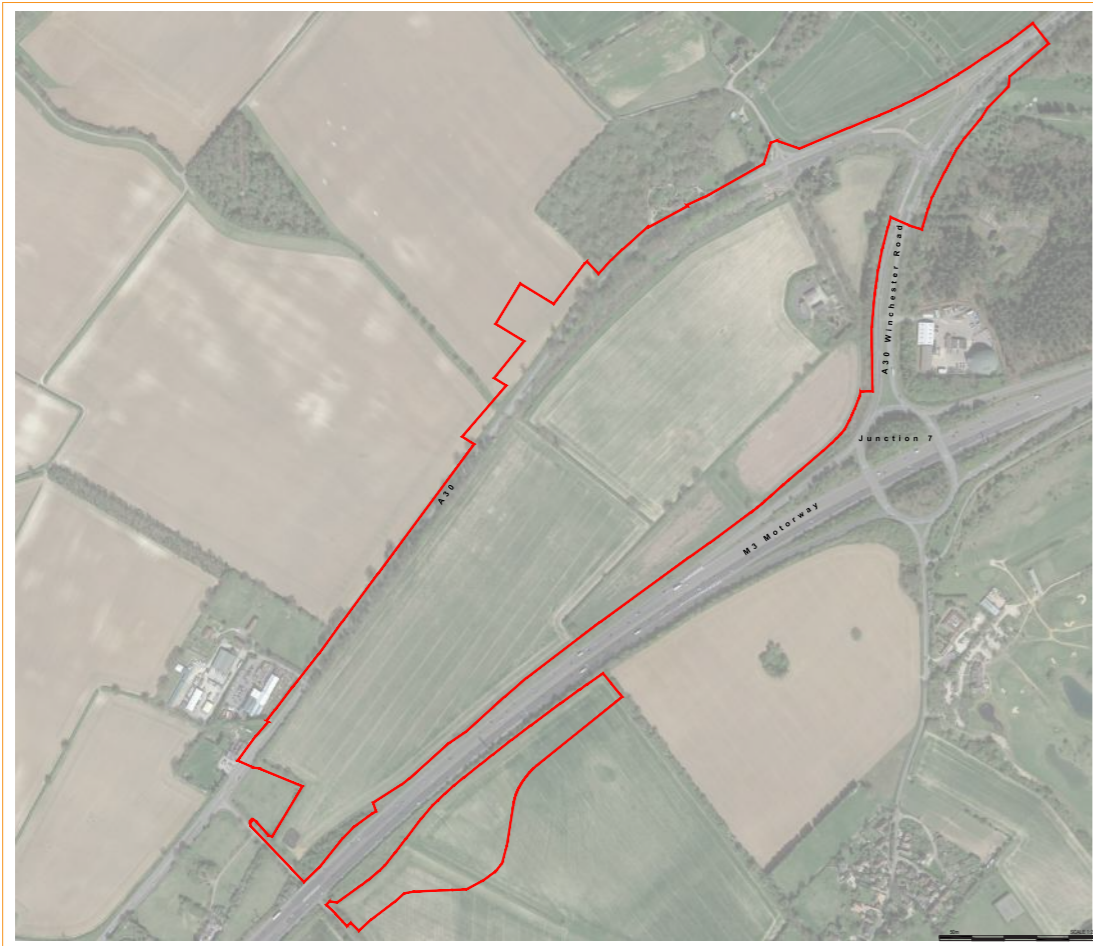
This means that the principle of development is being applied for, along with seeking approval for detailed part of the development:

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

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

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

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



CGI: FOR ILLUSTRATIVE PURPOSES ONLY

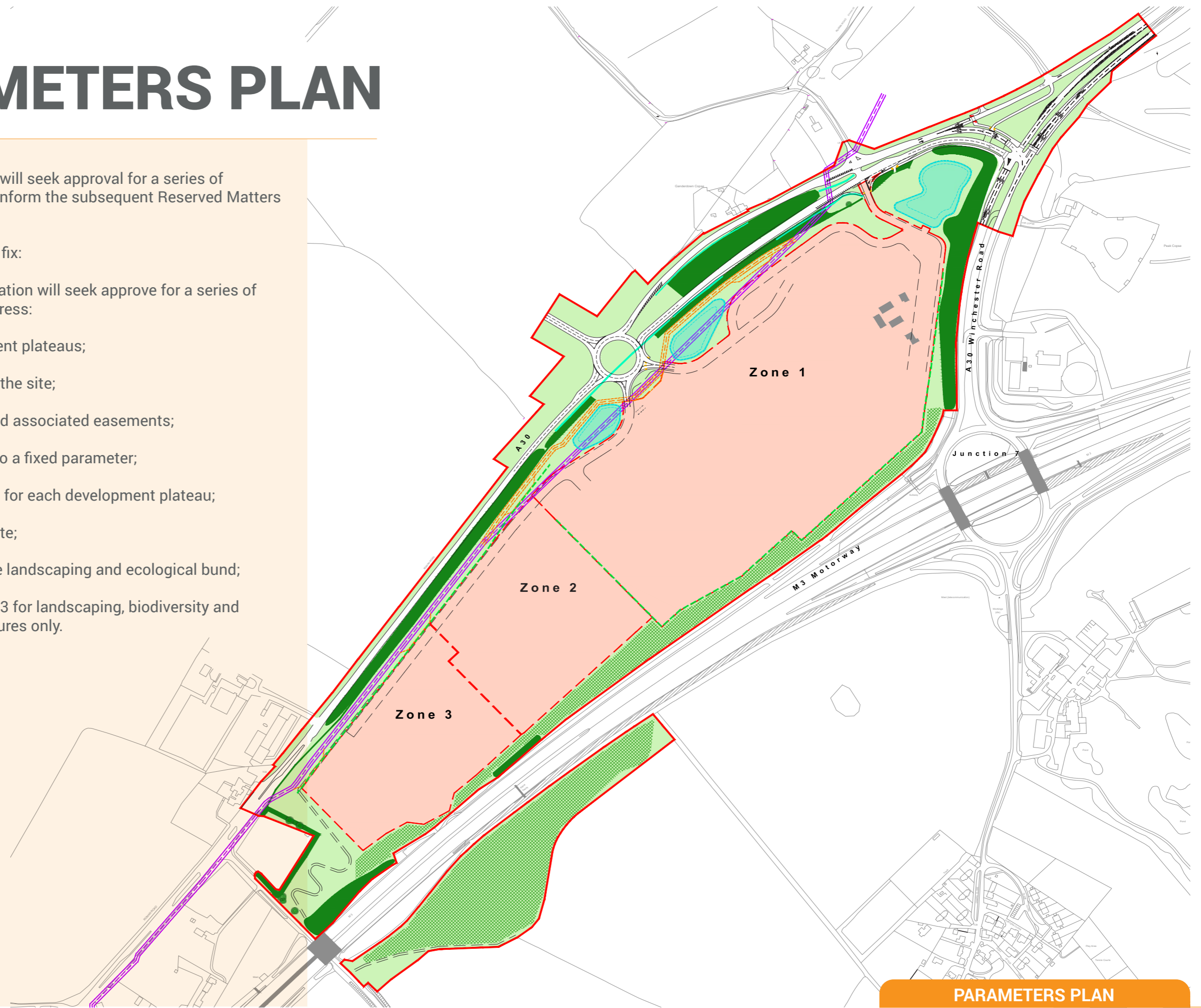
BASINGSTOKE GATEWAY - HOW IT COULD LOOK

04 PARAMETERS PLAN

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

The parameters plan will seek to fix:

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



PARAMETERS PLAN

05 HOW THE SITE COULD BE DEVELOPED

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

It is informed by:

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



06 PLANNING POLICY

PLANNING POLICY FRAMEWORK TO INFORM PROPOSALS

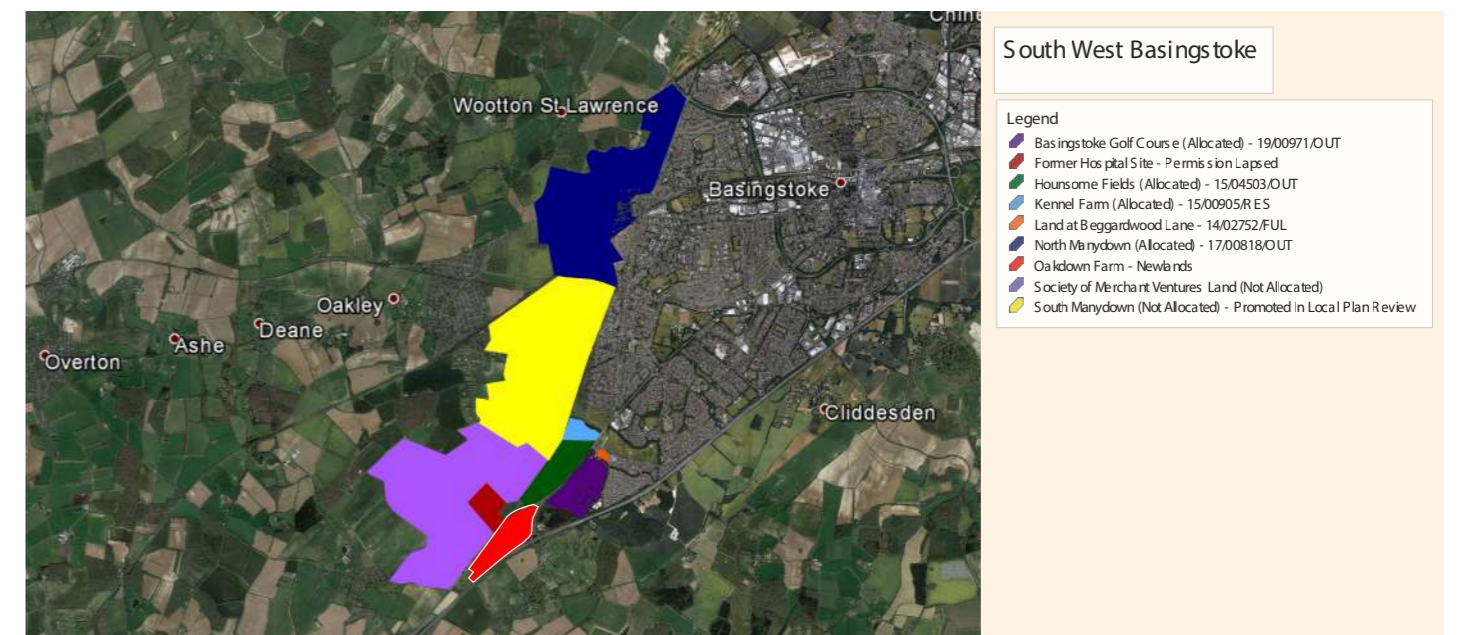
The proposals will be assessed against Policy EP1 of the Basingstoke & Deane Local Plan 2011-2029 (adopted in 2016) states that development proposals for storage and distribution floorspace, outside of the existing Strategic Employment Areas, which come forward in advance of a subsequent DPD, will be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

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



WIDER DEVELOPMENT CONTEXT

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



07 ECONOMIC BENEFITS

ECONOMIC NEED & BENEFITS OF PROPOSALS

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



ILLUSTRATIVE MASTERPLAN

08 TRANSPORT, CONNECTIVITY & ACCESS

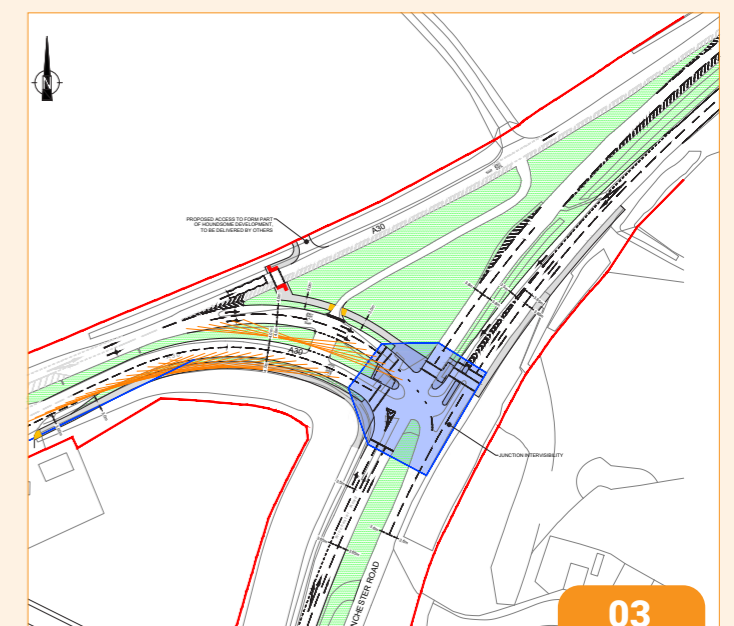
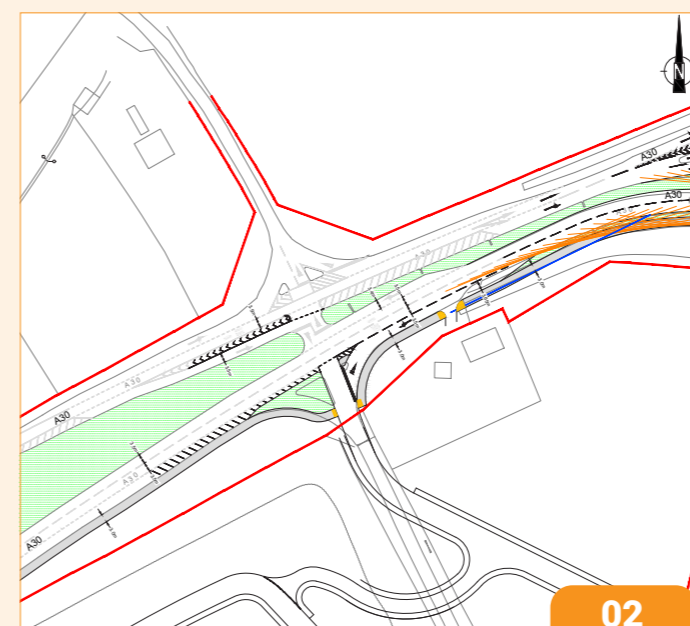
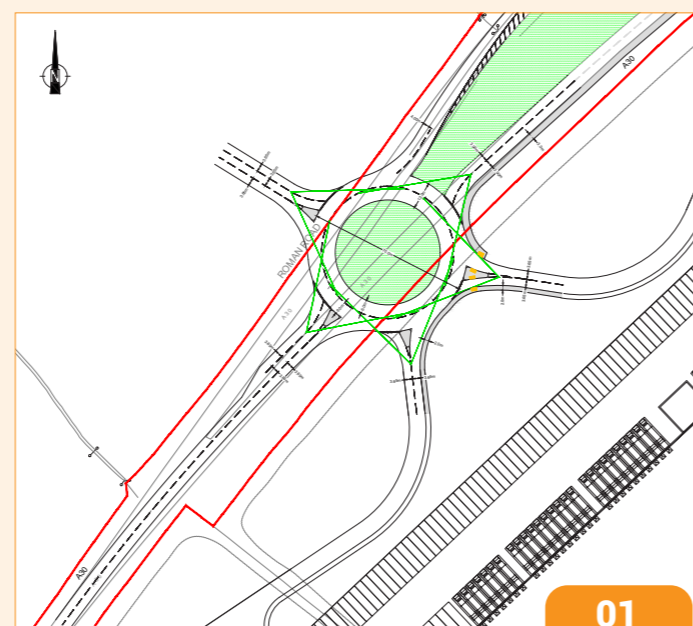
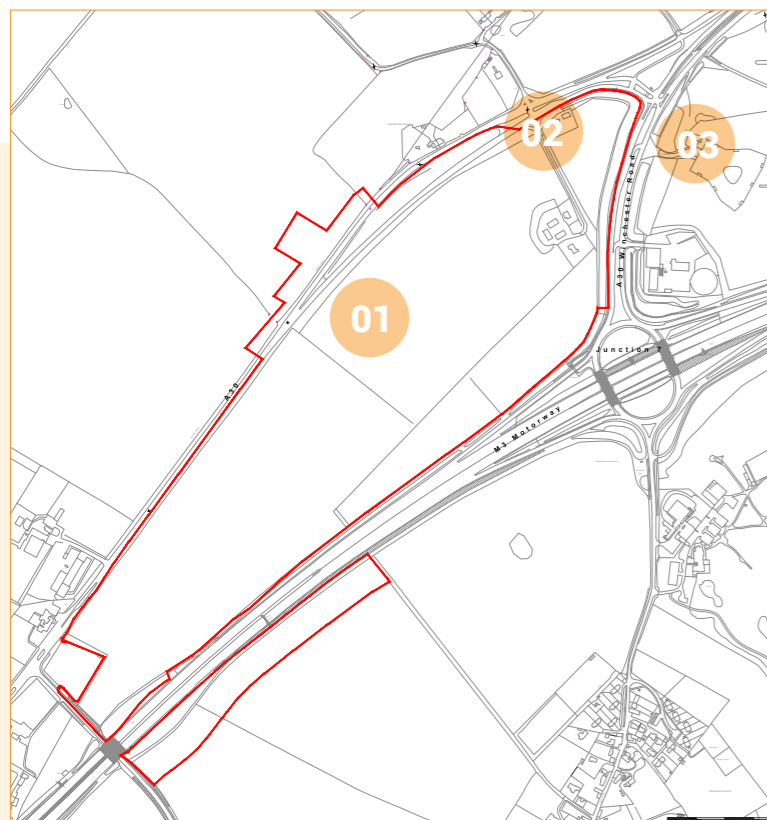
A detailed Transport Assessment, using a paramics microsimulation modelling considering site access, A30, M3 junction 7 to junction 8 has been undertaken liaising closely with Hampshire County Council and Highways England to ensure appropriate mitigations measures are put in place:

This is based on:

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

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

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



10 SUSTAINABILITY & CLIMATE CHANGE

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

FUTURE-PROOFING FOR NET ZERO CARBON

ILLUSTRATIVE MASTERPLAN



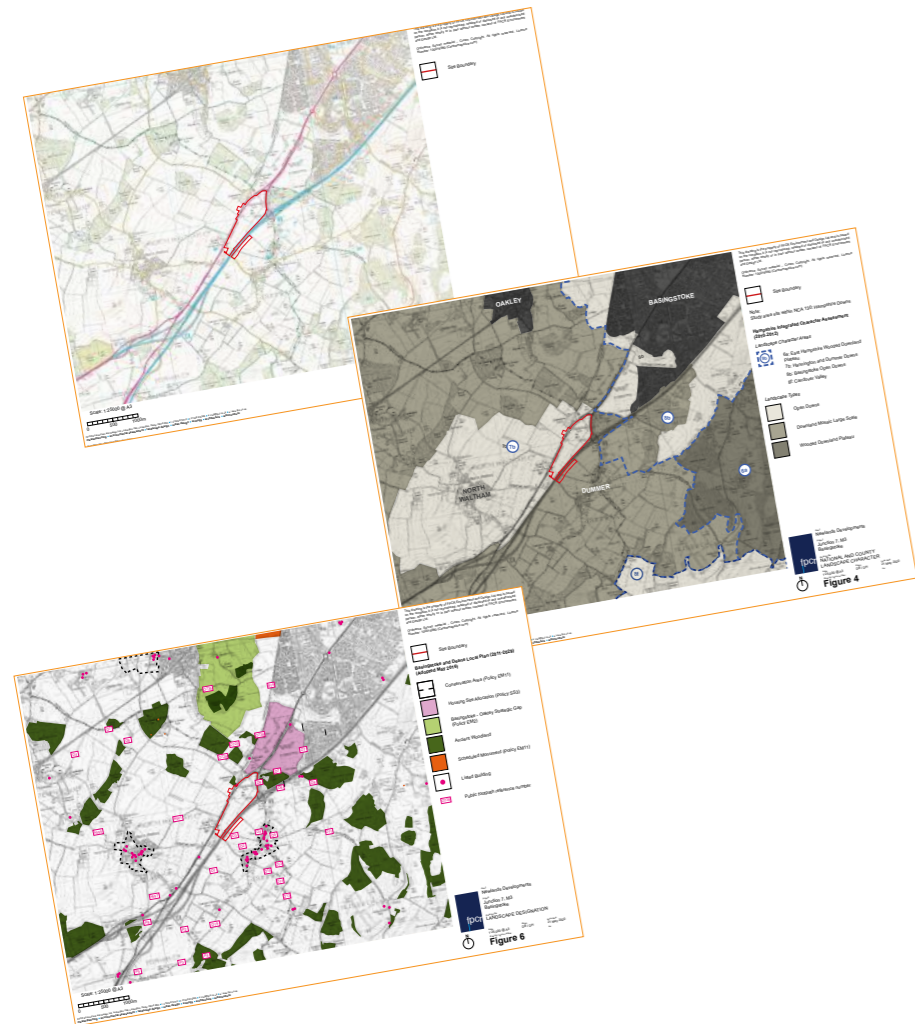
FUTURE-PROOFING FOR NET ZERO CARBON

11 ENVIRONMENTAL CONSIDERATIONS

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

LANDSCAPING & ECOLOGICAL STRATEGY

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



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

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

CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN

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

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



12 ON SITE CONSIDERATIONS

OIL PIPE DIVERSION

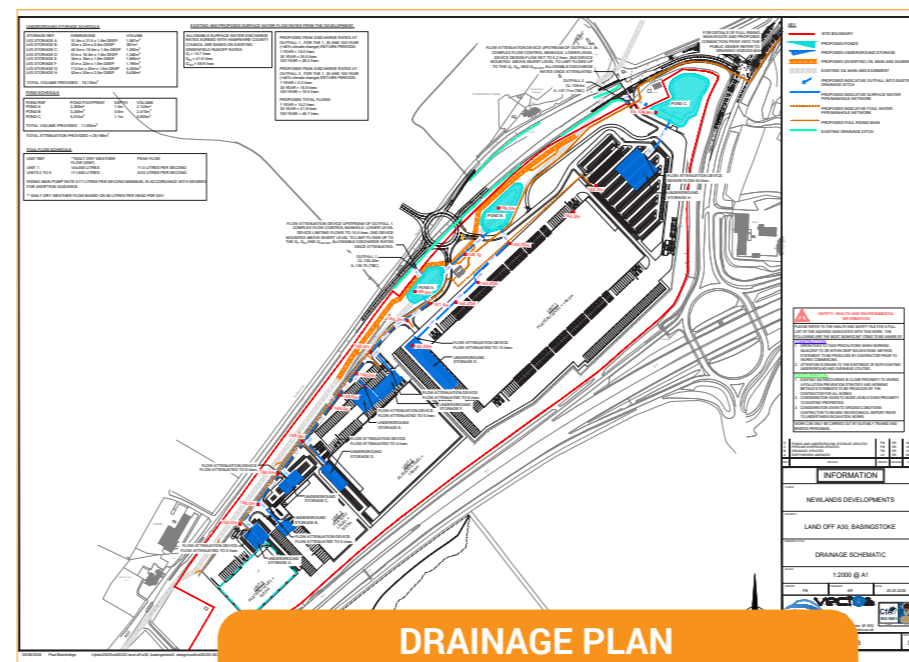
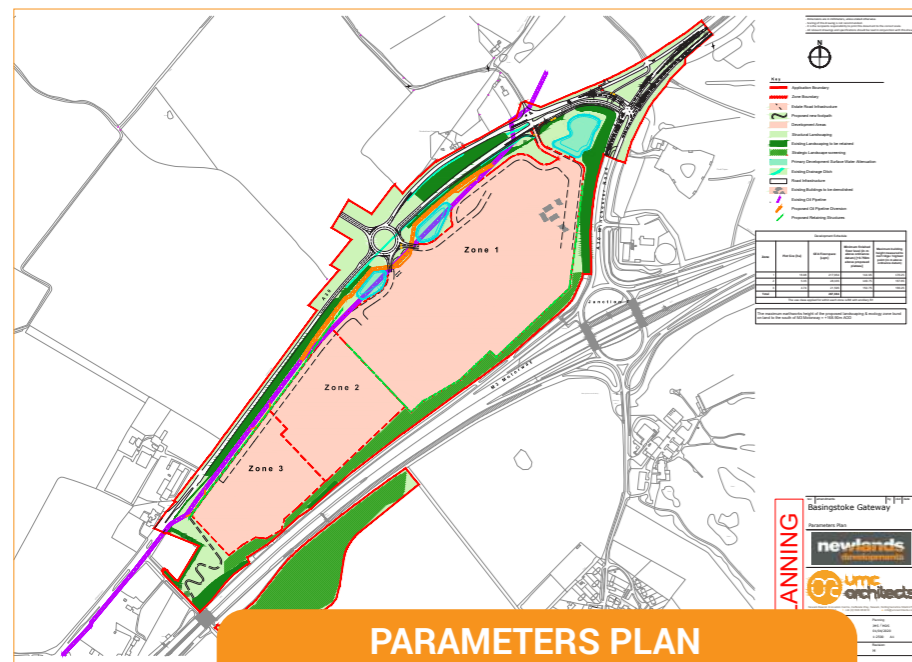
- An underground oil pipe currently runs along the edge of the site, running parallel to the A30.
- This pipeline is currently not operational, but as part of the proposals it will be diverted in order to allow for the proposed development and provide an appropriate maintenance corridor.

SUSTAINABLE DRAINAGE

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

DEVELOPMENT PLATEAUS

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



13 NEXT STEPS...WHAT WILL HAPPEN NEXT

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

www.givemyview.com/basingstokegateway

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

LIVE SESSION LINKS

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

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

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

Please submit questions via:

Basingstokegateway.M3@avisonyoung.com

or contact us via:

W: www.givemyview.com/basingstokegateway

E: Basingstokegateway.M3@avisonyoung.com

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



BASINGSTOKE GATEWAY

Appendix IV

Built ID Summary Report of feedback

Give My View Phase 1 Analysis

Basingstoke Gateway M3|J7
03.08.20

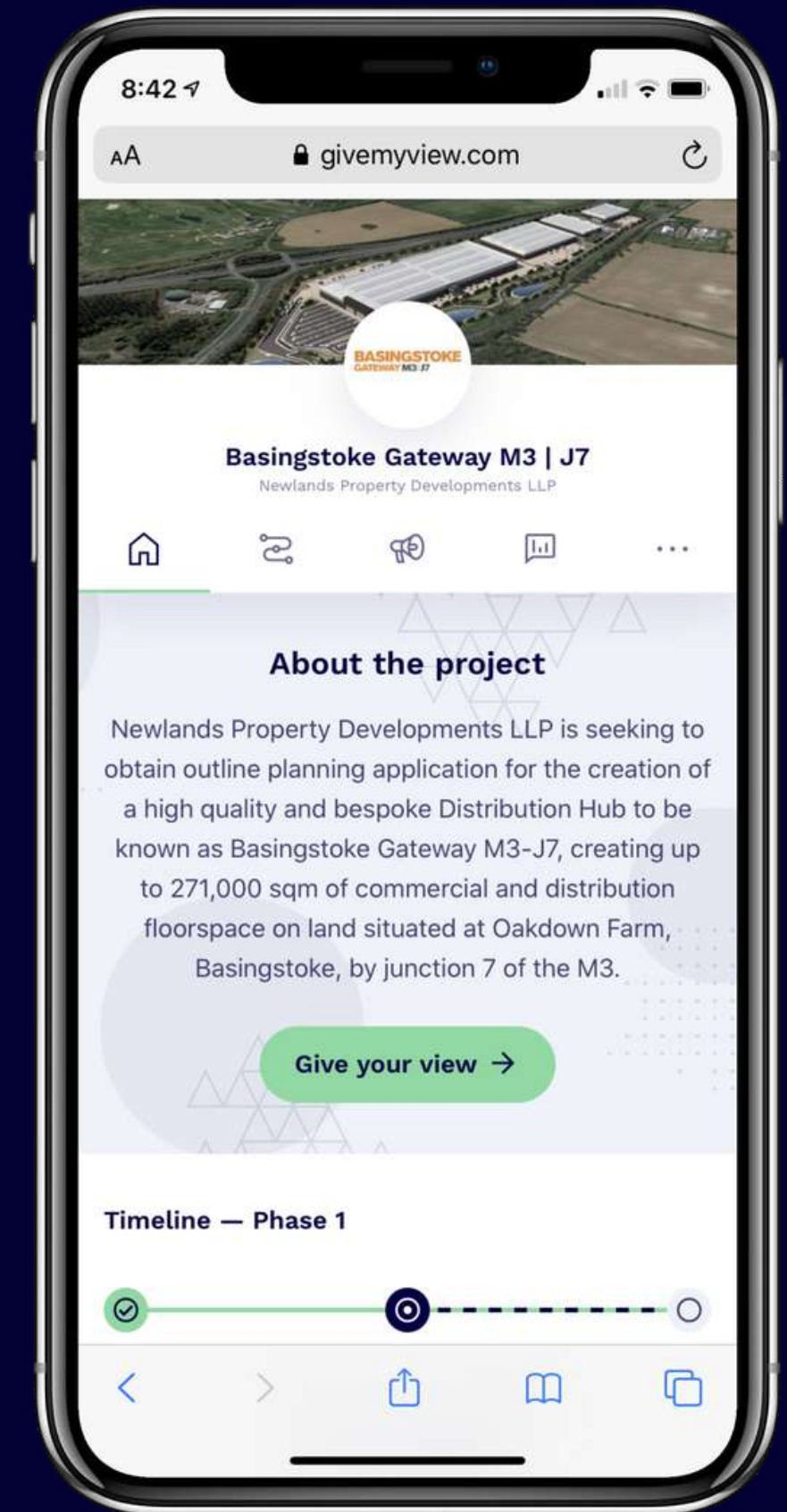
GIVE MY VIEW OVERVIEW

The analysis that follows identifies insights into the community's views and ideas regarding Basingstoke Gateway M3 | J7.

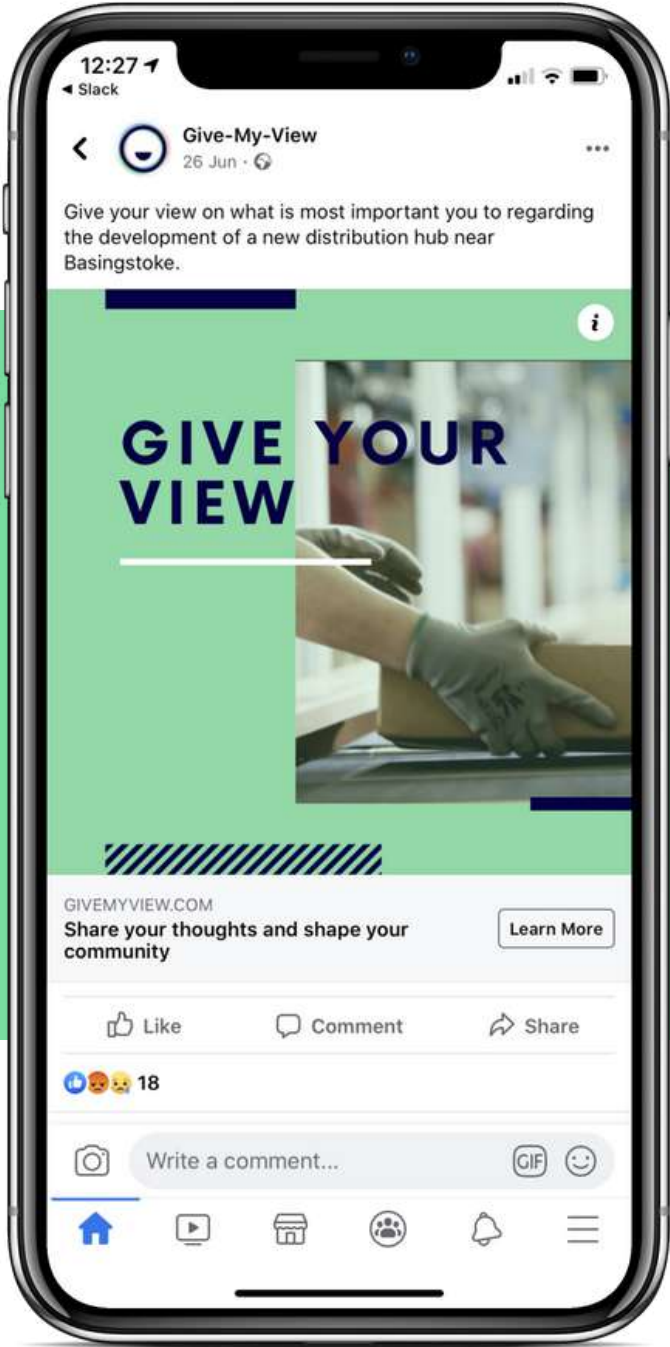
Built-ID hopes the insights are useful to Newlands Developments' proposed plan for a new distribution hub situated at Oakdown Farm, near Basingstoke.

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, a number of which were constructive thoughts on transport, and ideas for making the development as sustainable as possible.



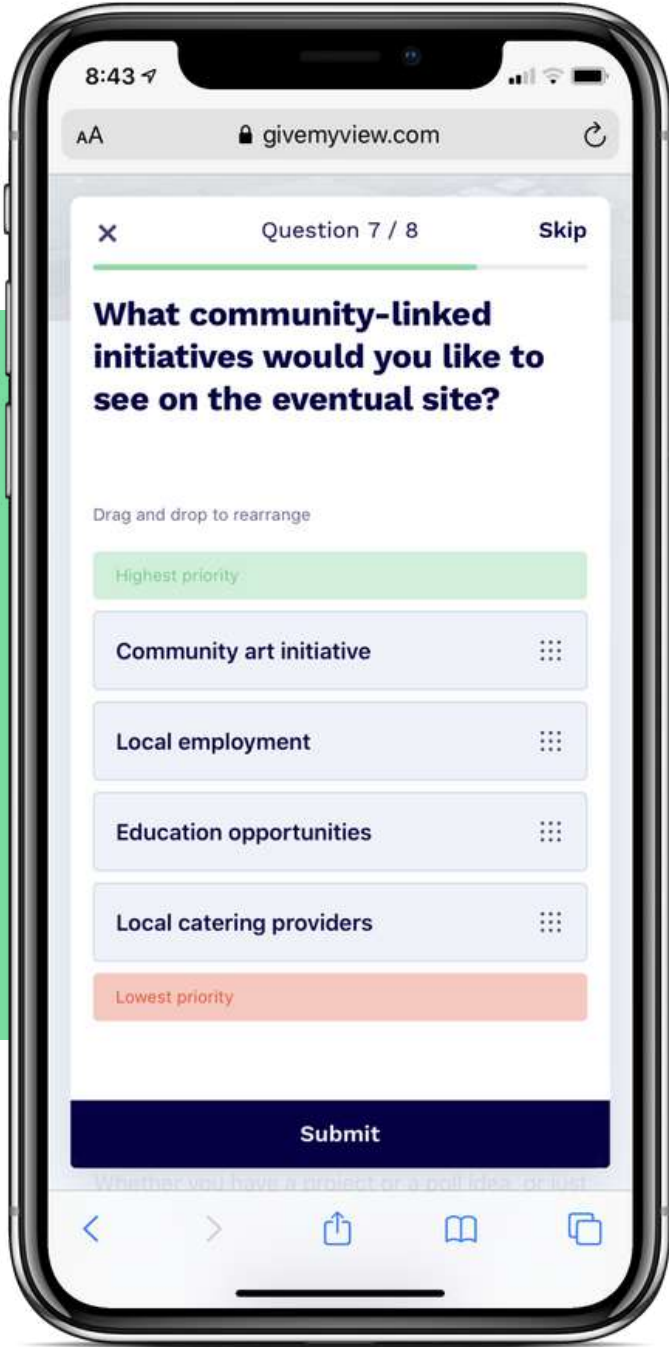
EXAMPLE USER JOURNEY



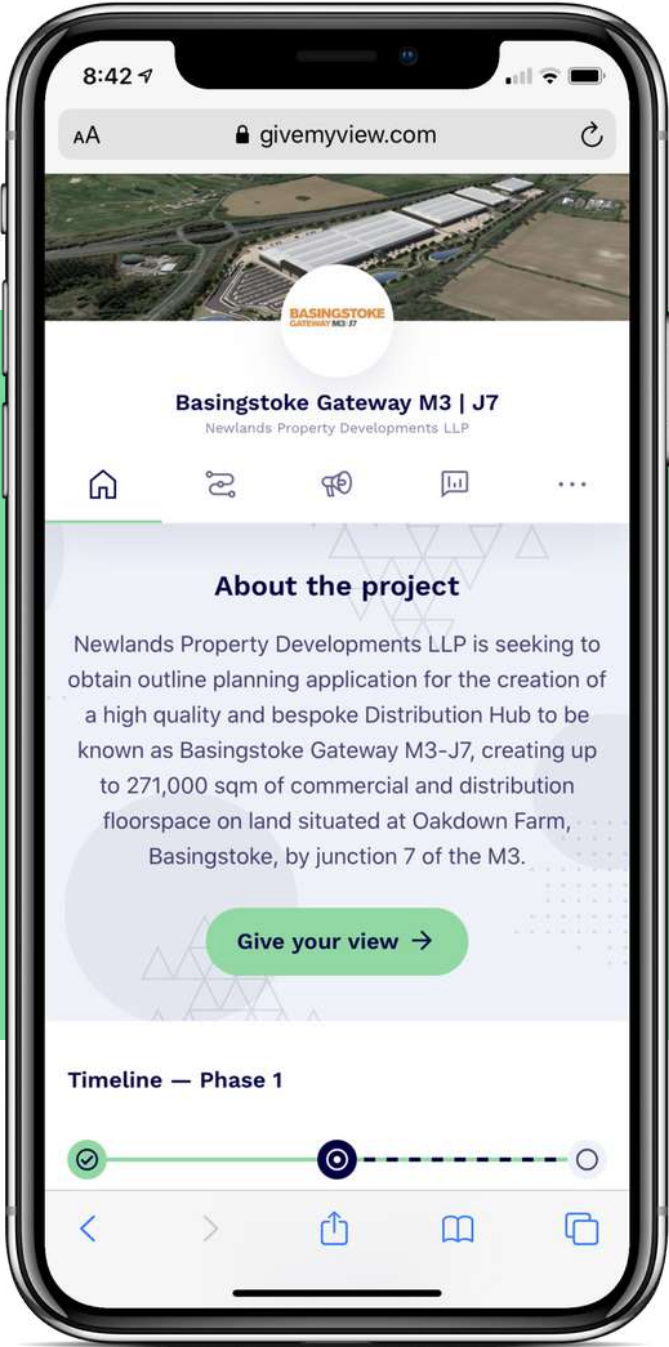
1



2



3



4

SUMMARY OF DIGITAL ENGAGEMENT IN PHASE 1



14,465

Visits



3,213

Voters



13,381

Poll votes

DEVICES



61%
Mobile

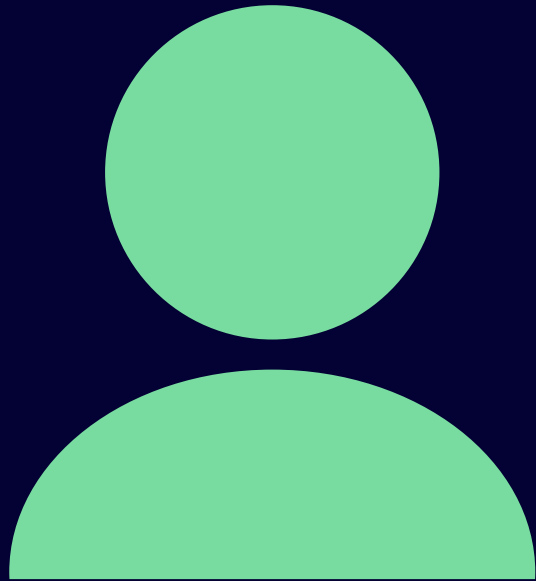


21%
Tablet



18%
Desktop

SUMMARY OF VOTERS



**Wider Basingstoke
residents
76%**



**Dummer
residents
10%**



**Commuter
8%**



**Potential worker at
launch
6%**

SUMMARY OF OVERALL WRITTEN FEEDBACK

1096

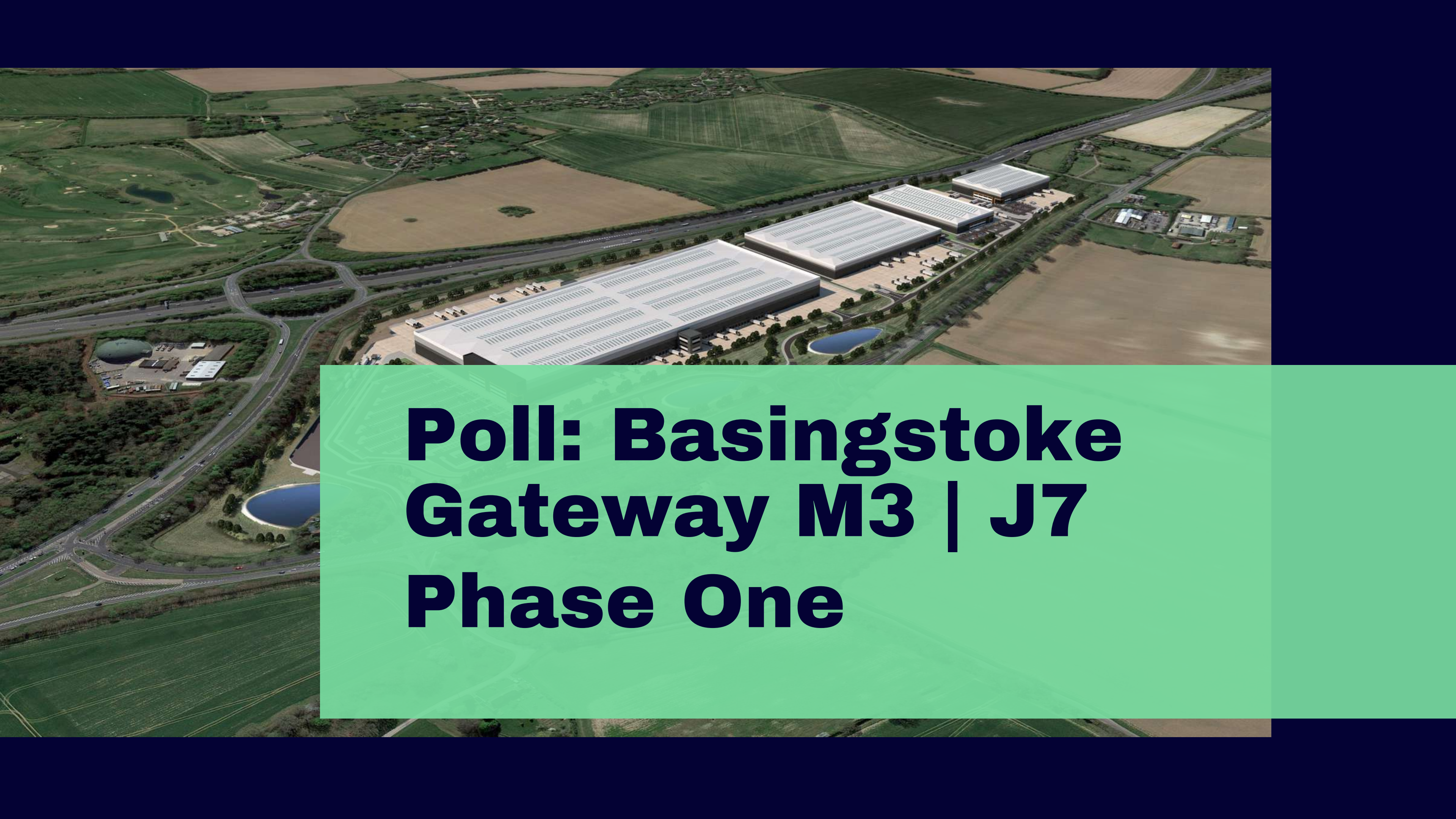
**Comments across
2 questions**

589

**Comments
identified
as
Constructive/
Suggestive**

Top 5 themes identified:

- 1. Renewable energy usage**
- 2. Environmental care & protection**
- 3. Traffic concerns**
- 4. Local economy development**
- 5. Local employment**



**Poll: Basingstoke
Gateway M3 | J7
Phase One**

Which aspect of a proposed distribution hub is most important to you?

4 image choice



Local visual impact

37% voted

1071 votes



Effects on local traffic

35% voted

1026 votes



Community involvement

9% voted

273 votes



Economic benefits

18% voted

528 votes

2898 people answered this question

Community Insight:

- Local visual impact and effects on local traffic are the most important aspects to consider, with arguably the latter resonating most with the wider community; for wider Basingstoke residents (the greatest number of voters), effects on local traffic rose to 40%.
- Economic benefits resonated less with Dummer residents, but both commuters and wider Basingstoke residents placed it in 3rd place, which suggests that more education here could be helpful.
- The opportunity exists to engage with Dummer residents to influence the visual impact to help with this concern.

How do you feel about Basingstoke's status as a modern economic hub of Britain?

Slider feedback



Average rating 55.51% | 70% voted positively on this

2402 people answered this question

Community Insight:

- This macro economic question resonated more positively with the wider community, vs Dummer residents.

If you wanted to work here eventually, what would influence your decision?

Distribute



Community Insight:

- Dummer residents are in broad agreement with the wider community in regard to variety of jobs available at 57%.
- Focusing on this micro economic benefit (ie. variety of jobs available to local residents and their families) could be useful from an educational perspective, as well as jobs available to wider Basingstoke residents.

What is most important to consider for the planting of any visual screening?

4 image choice



Native vegetation

14% voted

323 votes



**Air-purifying
vegetation**

33% voted

743 votes



Ecological benefits

30% voted

671 votes



**Instant effective
screening**

22% voted

496 votes

2233 people answered this question

Community Insight:

- Dummer residents voted predominantly in favour of instant effective screening (42%), followed by air-purifying vegetation which was everyone else's first choice.
- The need for air-purifying vegetation is in line with broader traffic concerns.
- Engaging with local schools to understand how air-purifying vegetation works and how it could provide instant effective screening, could lead to a win-win influenced decision for local and wider Basingstoke residents.

**Do you have any ideas
for how the hub could
be as sustainable as
possible?**

Open feedback

592

**Total number of
comments**

22

Spoiled comments

3 key themes across all comments



**Clean Energy
161 comments**



**Transport
Suggestions
105 comments**



**Biodiversity
68 comments**

Do you have any ideas for how the hub could be as sustainable as possible?

Biodiversity

This is a very interesting development - it is key to engage with the local community and see what benefits this scheme can bring to the area. Native planting schemes are important, is it possible to plant woodland so that people working on site can have somewhere pleasant to walk during their lunch break or on breaks. It has been proven that access to nature can help with stress and is also important for physical activity.

Invest in renewable forms of powering the site. Ensure that wildlife corridors exist. Ensure that water recycling is in place.

Renewable energy generated to power it. Wildlife areas created. Lots of trees planted .

Green roofs should be enforced as well as contributing to surrounding infrastructure to ensure this does not adversely affect surrounding villages

Transport suggestions

Free buses run to hub from bus station/ train station picking up along route for free. Free bicycles to those within 30 mins.

To minimise the impact of traffic in any of the local villages by supplying dedicated cycle ways and public transport links

The site is in a great location for vehicular access so I can see why it has been chosen as a distribution hub, however, access for non private car modes for staff must be improved. An effective travel plan will be required including car share matching facilities and a bespoke bus services tailored to the shift patterns of workers. Improved cycle facilities to the location and along the A30 will be essential too as cycling could be a real alternative to the car if the right facilities are provided.

Clean energy

Solar roof, water retention and reuse, electric powered rucks for trailer movements on site, zero waste to landfill & use of local bio digester from this site.

Rainwater harvesting, solar energy and battery electricity storage, SUDS, EV Charging, on-site waste segregation for re-use/recycling and porous pavement areas to prevent collection to run-off even with SUDS.

Prioritise the use of recycled materials and/or ecologically low-impact resources. The provision of utilities must focus on renewable resources as well - solar power, rainwater harvesting, air/ground source heating.

Employees should also be incentivised to travel to site by environmentally friendly methods (EV/Bus/Cycle).

There are a number of businesses local to Basingstoke that can help deliver this level of sustainability, notably EV chargers solar power.

What community-linked initiatives would you like to see on the eventual site?

Re-order

Highest priority

- 1 Local employment 1.55
- 2 Education opportunities 2.24
- 3 Local catering providers 2.93
- 4 Community art initiative 3.28

Lowest priority

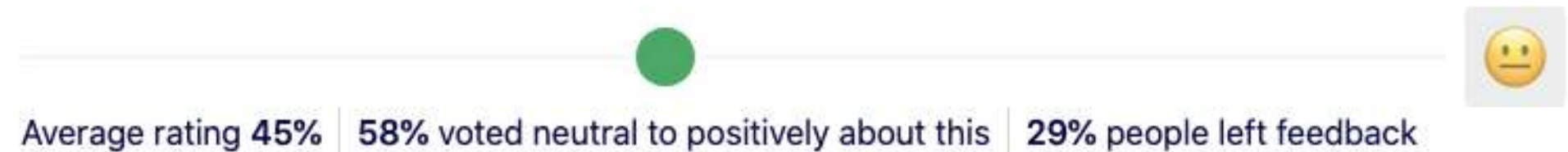
1515 people answered this question

Community Insight:

- The whole community was united on this one; local employment therefore becomes an important driver for support for all groups.
- Education opportunities also allows for engagement with local schools which will drive support, and also lead to influenced decisions, for example tours for school groups, and school visits by employers from the distribution hub to present to Economics A Level students.
- Local catering providers came a close third choice for all groups. Again, this provides an opportunity to gain support with all community groups.

How do you feel overall about a planned distribution hub?

Slider feedback



Community Insight:

- 1710 voters answered this question in total, with a mean score of 45%. Importantly, the majority voted neutrally to positively (58% vs 42% negative).
- Potential workers at launch voted overwhelmingly positively with an average score of 74%. On the other hand Dummer Residents only gave this question an average score of 23%.
- The wider Basingstoke residents and commuters voted neutral to positively with average scores of 58% and 52% respectively.

How do you feel overall about a planned distribution hub?

Slider feedback

504

Total number of comments

38

Spoiled Comments

3 key themes across all comments



Infrastructure
127 comments



Environmental Impact
115 comments



Local Development
135 comments

How do you feel overall about a planned distribution hub?

Infrastructure

I think it is well situated and could be out the way and good for the local community creating jobs but needs to think about blending in with the surrounding area and keeping traffic to a minimum

Same as before, please upgrade road infrastructure and let this hub be a bottle neck for local residents and businesses.

I think the site has been chosen well. It is a strip of land encased by several busy roads which probably suit this type of development. Accessibility is key to this development. The A30 from J7 into town is already over-used and jammed at peak times, perhaps this route could be over-hauled as part of the deal? It could be an excellent job opportunity which we really need right now.

Environmental impact

A possible eco hub that showcases how business and technology through the use of smart design can contribute to the quality of the natural environment.

In general I would support the plan as long as the environmental impact was well managed.

This is a very accessible location so makes sense but a lot needs to be in place to support Basingstoke and Deane carbon zero target. Must be fully powered by renewables and actively contribute to reducing the carbon footprint of the borough.

The distribution centre should be better than zero carbon and lorries using it should be electric. It should be the greenest in the world as it will certainly impact the open countryside.

Local Development

I feel this sort of development does have the potential to deliver economical benefits to Basingstoke. This can compliment hopes for a sustainable future - by prioritising environmental impact during the build and ensuring steps are taken to limit ongoing environmental impact (by using local trades, resources and staff).

Although the jobs would be great, I feel a bit worried about the inlay on the local area and the increased traffic, especially lorries.

This will hopefully bring more jobs & investment into the local area, not just during construction but for years after.

The potential to bring long term employment opportunities to Basingstoke. Location at M3 J3 which should reduce impact on local traffic

Summary of Potential Influenced Decisions

Biodiversity



Create air-purifying vegetative screening that also provides recreational space for local workers & residents, and living green rooftops (alongside solar panels).

Create a small garden community on site, for lunch breaks and before and after work, with facility to grow veg and plants etc.

Employment opportunities



Create facilities for mixed employment with a small / startup business centre and small workshops. This will help new businesses start up in the area.

Space for workers and community groups to meet and share knowledge / training.

Sustainability



Use solar panelling on building and parking canopies, and visible micro wind turbine to create cleaner energy for site and local residents.

Harvest rainwater for bathrooms and landscape irrigation.

Transport



Dedicated exit from roundabout and onsite shops to ease local traffic, with e-charging stations and dedicated cycle ways to the site and alongside the A30.

Well-designed cycle storage, with free cycle use on site.

Company transport for workers & local residents, in and out of Basingstoke.

Local benefits



Create space to connect local Basingstoke residents with opportunities, eg. education, an art initiative, assisting local providers with building professional networks.

Position site as an Eco Hub that demonstrates how business, technology and design can combine to contribute to the quality of the natural environment.

CHARITY RESULTS

Hampshire Hospitals Charity

57%

YPI Counselling

17%

**The Camrose Centre for Homeless and
Vulnerably Housed People**

27%

NEXT STEPS

Please let us know if you need anything clarification or amends made. Once the analysis has been taken on board, Built-ID would love to publish any influenced decisions on the Give My View site, letting the community know their engagement has had an impact on future plans.



GIVE MY VIEW

**POWERED
BY BUILT-ID**

<https://www.givemyview.com/basingstokegateway>



Appendix V

Questions following Q&A

Response to Q&A Session- Additional Information



Thank you all for joining our Youtube live events during the afternoon and evening of the 9th of July 2020.

During the events we responded to a number of questions in regards to the development proposals, submitted prior to, and during the live event.

During our live sessions there were 4 questions which required further comment from the team- We have spoken to our technical team to ensure that each question is answered in detail by the specialist consultant leading in that particular aspect of the planning application, these questions and our responses, are detailed below.

Question: Where exactly is the foul sewer located on the A30?

Please see Plan '004', which shows the high level foul water drainage strategy. In summary, foul water pumping station (compliant with Sewers for Adoption criteria) will be installed on the site and a rising main constructed along the A30 (around 2.1km) to a manhole just south of Beggarwood Lane. Thames Water is in support of this proposal and have offered acceptance in principal. As with all Water Authorities they will not progress through the detail design (through legal agreement known as a Section 106) until such time as planning consent has been achieved.

Question: Can you provide more comment on flood risk?

The surface water strategy for the site is highlighted on plan '003', attached to this note. In summary, the surface water run-off from the development will be attenuated through a series of SUDS (Sustainable Urban Drainage System) features including cellular storage within development car-parks as well as 3x large downstream attenuation ponds. The discharge rates from these ponds will be controlled through complex flow control devices located at the outfalls which restrict the flow to greenfield run-off rate. The whole system has been designed to comply with latest design guidance on flood risk and the discharge rates have been agreed in principal with the Lead Local Flood Authority (LLFA) at Hampshire County Council.

Question: Can you comment on how much light pollution there may be?

An Environmental Impact Assessment is being carried out for the proposed development, and a lighting strategy will be included for the project- the scope of this document is being discussed with the Local Planning Authority (LPA) during the pre-application process. The extent of receptors will be identified through the EIA scoping assessment.

At outline stage, the proposals will include this Lighting Strategy for the whole development, which has minimising light pollution as its foremost objective. The strategy goes into some detail on how the lighting will be designed, including the use of downward-directed lighting throughout and compliance with all relevant light

pollution standards and guidance. With additional measures to prevent any impact on natural habitats, the resulting light pollution will be minimal.



From the highway perspective, the potential light pollution from street lighting will be minimal. Any street lighting columns located adjacent to properties (or in sensitive ecological areas) can be fitted with light shields (or louvres) to limit light spillage.

In terms of the final lighting design for the site itself, at this stage, 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.

Question: (In relation to Ganderdown Cottages)- Can you comment on how vibration from the increased traffic have been considered on older properties?

With regard to road traffic induced groundborne vibration, it is usually caused by vehicles passing over irregularities in the road surface and is therefore not a direct result of any changes in the volume of road traffic associated with the proposed development.

As part of the mitigation scheme to reduce the potential impact of increased road traffic noise from the A30 at Ganderdown Cottages, it is proposed to resurface approximately 160m of the northbound carriageway in closest proximity to these properties with a low noise road surface. Consequently, the road surface in closest proximity to these properties will be newly surfaced and free from irregularities, effectively removing this source of any groundborne vibration.'

You can watch recorded versions of our Youtube live events by following the following link: <https://www.givemyview.com/basingstokegateway/news/live-q-as-thank-you-to-all-who-joined-us/5f0824df8c59ef00040d0095>

A number of FAQs are available to view on our website here: <https://www.givemyview.com/basingstokegateway/faq>

Further information is also available to view on our Consultation Boards, found here: <https://www.givemyview.com/resources/basingstokegateway/exhibitionboards.pdf>

Alternately, you can get in touch via email at BasingstokeGateway.M3.uk@avisonyoung.com, and a member of our consultancy team will get back to you.

Our consultation even will run until the 25th of July.

Appendix VI

Full Q&A Response

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 I 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 & PM_{2.5}) 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 love 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 Hounsome 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>

<p>What will the impact be along the A30?</p>	<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>
<p>What about design?</p>	<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>
<p>Receptors to the north of the A30 are being ignored</p>	<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>

<p>Can you tell us how much light pollution impact there will be?</p>	<p>Please see recorded session for full response. More details on lighting will follow on the website.</p>
<p>Can you tell us how many vehicles will be operating from the site each day?</p>	<p>Please see the evening Q&A recording for full response- this response is also noted for similar questions below.</p>
<p>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>	<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>

<p>What will be done to mitigate the increase in traffic pollution?</p>	<p>Please see recorded session for full response.</p>
<p>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>	<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>
<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.</p>	<p>Please see recorded session for full response.</p>

<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>

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

<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 VII Table of public comments

Basingstoke Gateway – Consultation tracker schedule

Last updated: 05/08/2020

Comment	Project Team Response
Land use and location of development	
We do not need this especially with the 1000 houses on the golf course. Look after the wilderness and wildlife.	Comments noted
It seems low impact and close to the motorways.	
I think it is well situated and could be out the way and good for the local community creating jobs but needs to think about blending in with the surrounding area and keeping traffic to a minimum	
It's not impacting on the Town Centre, and with it being next to the M3 there's easy access to it for commuters.	
It's good that it's on the edge of town, it's good for Basingstokes growth, Its a good place for a disc golf course ☺	
Too much people, traffic and pollution. Less wild life	The local plan accepts that not enough storage and distribution 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.
Why does Basingstoke need any more 'units'. Basingstoke is absolutely full of EMPTY units which stand hideously. All of the surrounding areas of Basingstoke are being built on which is reducing wildlife, increasing traffic & pollution and decreasing the amount of natural run off options for excess rainfall resulting in more and more flooding. This barbaric attack on the countryside has to stop	
Using a wasted piece of land near the motorway	Comments noted
If there ever was a location where this would be a good idea, it would seem to be this one. It's within easy reach of the M3,	
Sensible location. Close to M3 and A34. Easy access to Basingstoke Center via M3. Town will need employment opportunities moving forward.	

<p>Good location, direct M3 access</p>	
<p>Many business/industrial estates are old and tired and don't work for new businesses. It's great to see new properties being developed but please also think about manufacturing rather than distribution</p>	
<p>thoughtful development. At the current time projects that are executed responsibly that benefit the local community and that help provide wealth opportunities to the wider community with managed low impact implementation, can only be good. I hope this project demonstrates the above.</p>	
<p>The whole concept is just wrong on so many levels for this location.</p>	
<p>Not needed here</p>	
<p>Another Greenfield site goes. Basingstoke is suffering traffic issues. This site is very close to a proposed new regional trauma hospital - for the same reasons this is proposed here. All points can get here quickly. Putting this here will lead to other industry even bigger dist centre's, plus big housing developments. And there is not enough infrastructure nor plans to mitigate for the housing already going in West of Basingstoke before the current house building. We moved here because the area was not developing too fast. In s few years well be hemmed in by big estates and industry. Infrastructure is needed in the area, but the international trading network is frankly killing life with these monstrous developments.</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>do not build it. Use viables, chineham park, daneshill or better still somewhere with a Rail Connection</p>	
<p>Redevelop existing property elsewhere first.</p>	
<p>As before. Please do not build this and actually consider what you are doing to our world!</p>	
<p>There are already several companies with distribution hubs in Basingstoke. These increase traffic on local roads and we really don't need any more pressure. In addition, Junc 7 also</p>	

<p>includes the A303 run off and this already causes significant issues for traffic getting on and wanting to go south on the M3, if more traffic uses this then the whole st up here needs re-thinking</p>	
<p>I'd rather have the countryside, Basingstoke is just one big housing estate, if i had the money I would move away</p>	<p>Comments noted</p>
<p>There is enough brownfield sites elsewhere in the town that are not being use or are being underused. We do not need to dig up virgin countryside for this sort of development, which may well turn out to be a white elephant like some of the retail parks that have been finished in the last 2 years.</p>	<p>Please see comments above in regards to the chosen location of the development, and Local Plan requirements</p>
<p>Too close to residential areas and Dummer village</p>	<p>Please see comments above in regards to the chosen location of the development</p>
<p>We have empty offices and units dotted around our town, Try the M25 there is loads of space, and hardly any service stations-give somewhere else a chance- our empty spaces are being destroyed- what would be there if you left our town in 5 years time?</p>	<p>Please see comments above in regards to the chosen location of the development, and Local Plan requirements</p>
<p>I can understand the key transport links being so close to the M3 but it feels like Basingstoke is turning into Milton Keynes - a bit of a shame as green fields are gradually being replaced by more houses and industrial schemes.</p>	
<p>This is just ludicrous this is our green belt ancient Woodlands and countryside and wildlife. We have too much building going on in basingstoke there are brown sites this could be on. NOT on our countryside. Protect our countryside. Roads would not be able to cope with the traffic they cannot cope now.</p>	
<p>We don't need anything on that area, maybe a nice community park or walking forest or leave it alone certainly not a warehouse complex. Basingstoke should invest their money in the existing hospital site where it is needed.</p>	
<p>Waste of money put the hospital there</p>	

<p>A major retailer already had this area turned down but Amazon obviously has more cash to throw at this proposal. Also there was meant to be a Hospital that would benefit the community, and there's a Motorway Service station proposal in the offing for M3J7.</p>	<p>Please see comments above in regards to the chosen location of the development, and Local Plan requirements</p>
<p>I'm unclear why this is required and why it must be in this specific location. Basingstoke has so many extensions being built, mostly appending on its villages and hamlets without any extension to services such as roads, buses or trains I do not see this as necessary at this time.</p>	
<p>This is a rubbish idea. We should be looking at more sustainable use of the land and greater localisation not globalisation.</p>	
<p>Do t build a massive eyesore on some beautiful countryside green field site, use existing brown field site - sure it'll cost a bit more but if you really care about the environment and sustainability that is a price worth paying</p>	
<p>Another Green field site swallowed up...on top of losing so much more just up the A30 towards Hatch Warren</p>	
<p>Yes, don't build it here. It is not needed, wanted or suitable on the proposed site as the M3 turns to 2 lanes right there and is busy enough. The infrastructure of Basingstoke cannot take it.</p>	
<p>Terrible idea and within the current climate totally not needed. Also quite possibly the worst question are ever devised to try to push a positive stance of this illconceived and out of place development.</p>	
<p>See comment earlier. Over development of an area/community already under huge attack from over development with no plans to develop the infrastructure needed, especially at junction 7 of the M3. Dummer being a heritage site seems to hold no importance to the council or the developers. I'd like to know what advice was given to the developers to give them confidence to buy the site before planning. I hope there was no conflicts of interest.</p>	

<p>Basingstoke is congested enough and can not handle the new housing developments let alone a distribution centre that will bring pollution with it from transport on top of more traffic! And not to mention distorting farm land to build this centre. Not impressed</p>	
<p>Enough is enough, Basingstoke is getting swamped with development.</p>	
<p>Basingstoke is built up enough. I live in Hatch Warren and already have the traffic from the lorries of the anaerobic digesting plant! Now they have the new homes either side of the road on the A30 just off junction 7 and a pub it's already increased the traffic in the area. This new distribution centre will put more and more unwelcome traffic travelling to and from junction 7.</p>	
<p>The hub destroys the local countryside, surely there are other possible sites that are already developed or in developed areas. It seems astonishing to me that this is allowed to go ahead and destroy what is a beautiful area.</p>	
<p>what a monstrosity right in the green belt, more traffic and noise for us that live near junction 7</p>	<p>Please see comments above in regards to the chosen location of the development, and Local Plan requirements.</p> <p>We would note that the site does not lie within the greenbelt.</p>
<p>I just did! Basingstoke and the surrounding villages will be destroyed by more and more development of green belt.</p>	<p>Please see comments above in regards to the chosen location of the development, and Local Plan requirements.</p>
<p>A better site for this type of business would be on a brown site such as Sainsburys distribution depot on the M25 or somewhere off the M42 in Birmingham."</p>	<p>An Economic Assessment Report has been provided as part of the planning application- this identifies existing sites and notes why these sites do not suit the proposed development.</p>
<p>There are brown sites in and around Basingstoke which would serve this purpose better.</p>	
<p>We need green space more than we need a new Hub or distribution centre, Basingstoke has other Hub/distribution areas and brown sites that can be developed before this site. The additional traffic that will be generated at junction 7 will have a negative impact for locals with queues already seen</p>	

<p>at junction 6 also becoming the norm at junction 7. Traffic queuing on the London bound side of the M3 could see queues beyond the junction 8 entry slip located a few hundred yards from junction 7 and therefore pose serious safety concerns.</p>	
<p>Wrong place, poorly thought through. Industrialisation of our shrinking countryside.</p>	
<p>I think the planned hospital was a better idea and would serve the community better</p>	
<p>"There is a lot of development and planned development in this surrounding area presently and the site very close (golf club site) to this proposed site seems to be designated for a very large new housing estate.</p>	
<p>"Leave it as green fields we don't need more businesses and house this side of town. Why don't the council fix the infrastructure first and schools.</p>	
<p>We have too many house being built here now all crammed into fields with no parking spaces all coming to use our schools so my son is in a class of 34. Ridiculous. We don't need to encourage more people to Basingstoke to work or live. It's crowded as it is as the council havent developed what we have already. We have road works that last for years. Fix those first."</p>	
<p>Allow us some green spaces before you choke this city with commerce instead of life</p>	
<p>Don't Develop this site or any close site move it down away from Basingstoke if it has good links it doesn't need to be impacting on the Local community</p>	
<p>There seem to be enough distribtion hubs in other areas that are not so far away to be ineffetive or oit of region and it infuriates me that compaines and governments would rather build on virgin ground than improve and up-date existing sites simply due to the benefits to them finacially. We should not</p>	

<p>be wasting our countryside with such abandon. It's lazy and sick</p>	
<p>Don't want it, don't need it, blot on the countryside, fed up of constant construction already in basingstoke</p>	<p>lease see comments above in regards to the chosen location of the development, and Local Plan requirements.</p>
<p>I live here, you just want to get rich. We have more work than we need in this town. You were already told no, I expect you offered more under table money to the greedy councillors</p>	<p>An Economic Assessment Report has been provided as part of the planning application- this identifies existing sites and notes why these sites do not suit the proposed development.</p>
<p>Basingstoke is becoming ridiculously over developed. The local amenities will not cope and the traffic will increase tenfold.</p>	
<p>As already written in your survey previously. Stop destroying our countryside. Build in brown field sites. We do not want this hub. We do not need this hub.</p>	
<p>I consider that Small Industrial units will provide more employment to Basingstoke people than a distribution hub</p>	
<p>This is an appalling use of greenfield space.</p>	
<p>"Basingstoke is blessed that it's surrounded by largely unmolested countryside providing all residents the ability too enjoy it. There are many small villages who are in complete utter disbelief that we are being absorbed into Basingstoke town one development at a time. As annoying as the housing developments are at least they're homes and inoffensive to look at. A giant soulless metal warehouse has absolutely no peace here. I hope we manage to fight this development until it meets the same fate as the new hospital. The roads are already a slow congested nightmare the developments further up the road. The A road is also used as a primary diversion for</p>	
<p>Basingstoke does not need more green spaces converted into a development with a sole intent to line pockets. The environment comes first, always.</p>	
<p>Leave this natural area as it is.</p>	
<p>I don't want more building, use of the countryside for industrial purposes, more infilled housing - Basingstoke is already an</p>	

eyesore and you are not going to make it better by keep extending it. It's a mess so stop digging.	
Already provided in this survey but in summary this plan is for a hub which was not, is not and will not be required.	
Why is it necessary to build on green field sites when there are far better brownfield areas in adjoining towns"	
Why can't you find a brownfield site in Basingstoke/Winchester/Andover/Hook? There are plenty of empty sites.	
"Seems the wrong place to build it!	
That is going to be where they want to build a new hospital ?"	
No infrastructure. It's a green field site and in totally the wrong place.	
"There is too much here already.	
We do NOT want this hub. It will cause horrendous pollution and noise in the environment. The priority is to have a new hospital on the opposite side of the road - the two do not go together. Hospital is the priority!!!!!!	
This is the wrong place for a distribution centre. It should be built on brownfield land, previously built on. It will create low-paid, low-value, low-quality jobs. It will create enormous traffic pressures in an area that has insufficient housing, school places, doctors surgeries and hospitals. Not wanted.	
Around the area is question is already being built on with extensive housing already. Basingstoke Golf course has been sold for housing and it's criminal that it has and we will be losing a fantastic historic site	
Loss of green areas is reaching the limits in my mind, find a brown field site.	
Can't we keep the farm please?	
WHY DO WE NEED ANOTHER LOGISTICS CENTER ON GREEN FIELDS ?	
As I have previously expressed, this is not welcome, If the site has to be developed I would rather see this site developed as	Please see comments above in regards to the chosen location of the development, and Local Plan requirements.

<p>a nature park, something that won't have the visual, environmental and health impact that a distribution hub would have on local residents in summer and Hatch Warren.</p>	<p>An Economic Assessment Report has been provided as part of the planning application- this identifies existing sites and notes why these sites do not suit the proposed development.</p> <p>The proposals incorporate landscaping proposals for both the site north of the M3, and a landscape bund to the south; this will provide significant amounts of planting.</p>
<p>It's not needed. Plenty of warehouses, u it's empty in the south of England. May not be as cost effective to make user ready but should be used before building new. Far too much building going on around basingstoke.</p>	<p>Please see comments above in regards to the chosen location of the development, and Local Plan requirements.</p> <p>An Economic Assessment Report has been provided as part of the planning application- this identifies existing sites and notes why these sites do not suit the proposed development.</p>
<p>The rural area is being eroded away without any thoughts about the environmental impact. The South of Basingstoke is being rapidly developed without appropriate infrastructure the roads in particular do not need more lorries on them.</p>	
<p>"Never in the history of mankind should this monstrosity be built on a greenfield site at that junction.</p>	
<p>"Find a brownfield site.</p>	
<p>"Don't any or need anymore hubs in Basingstoke , the traffic system</p>	
<p>The distribution hub is not needed or wanted on this greenfield site. The council should look at other more developed sites not currently in use. Dressing it up and looking for community engagement is just a way of covering up the fact that yet another greenfield site being changed to industrial use at no real benefit to those already living nearby. Where would you be able to provide more local employment potential?</p>	
<p>Basingstoke has a number of brownfield sites not so near the motorway. Or Bullington cross is also suitable. J7 is Greenfield and residents chose to live there for that reason.</p>	
<p>There is already far too much development on the west of Basingstoke. No more thank you.</p>	

<p>Covering more open countryside with concrete. Bad!</p>	
<p>Basingstoke already has very large distribution centres in Houndmills, more extremely large trucks will only add to levels of traffic, pollution and noise.</p>	
<p>Leave the Greenland sites alone. The area this is proposed for is not suitable for a large increase of traffic, proper road management would be needed. The area is a well known walking ground, with abundance of wildlife that should not be disturbed in this manner.</p>	
<p>I'd like to see alternative locations which are brown field sites considered for this development</p>	
<p>This proposal needs a lot of work on reducing its overall impact. I would even say it is the wrong development for this area. There is huge pressure on this local environment and this isn't going to improve it.</p>	
<p>Site nearer to town and a new link to M3 from and to site</p>	
<p>More development. We don't want more countryside to be built on. It just goes on and on, and Basingstoke gets bigger and bigger. In 50 years you'll be in the middle of the town. My view is, no thanks.</p>	
<p>Is this really required?</p>	
<p>It's sad to see more green belt land being built on.</p>	
<p>The area is developing faster than the services provided within it. Each time a large employment provider appears, instead of serving local residents, thousands relocate. The outlying areas and villages are becoming part of Greater Basingstoke, this was a rural market town with a good diversity of trades, these are being trampled by huge distribution hubs as with so many other rural communities</p>	
<p>I don't believe it is needed, other than taking some congestion away from Junction 6 I don't see any benefit to Basingstoke. There are plenty of empty office blocks, manufacturing buildings and warehouses that could be</p>	

<p>refreshed and regenerated and rather than build new why isn't this being considered?</p>	
<p>Don't understand why we need it. We already have a major distribution Hub on Houndmills Industrial estate. Seen lots of information about the developer, but who will actually use this site? has there been commitment given by Amazon/Supermarkets/Courier firms to use it, or will this be another industrial site built on green land that will fall into disuse after 10/20 years and have to be repurposed? (like the IBM and Barclays Mercantile buildings in Basingstoke?). Unless there has been firm commitment given by a major business who will commit to the use of this Hub for a minimum 10 year period and who will prioritise local employment, then I really don't see the need to destroy a wonderful piece of natural green land. Could unused industrial or retail space in basingstoke be used for this purpose instead?</p>	<p>Please see comments above in regards to the chosen location of the development, and Local Plan requirements.</p> <p>An Economic Assessment Report has been provided as part of the planning application- this identifies existing sites and notes why these sites do not suit the proposed development.</p>
<p>We have lived in the village of North Waltham for 12 years & love its rural location. However we are dismayed & disappointed as the urban sprawl of Basingstoke continues to creep Southwards down the A33 to us - it would be a real shame to lose yet more rural agricultural land to this large development.</p>	
<p>We live close to this area there is a lot of development and a lot of loss of green space.</p>	
<p>It is becoming increasingly frustrating watching every last bit of countryside we have being built on. We are all more aware than ever this year, in the midst of living through a crisis, that the most simple things left in the world - a walk in an open space or fresh, clean air mean everything. Look at the positive impact COVID-19 has had on our environment in such a short space of time. There are huge lessons to be learnt here and building a large distribution hub on this area of land is not one of them.</p>	

<p>I do not feel that this area, land and countryside requires the need for this proposal, which already has a number of other proposals mentioned earlier, housing, hospital/critical care centre, service station (two existing service stations within 12 miles of the M3 in both directions, at Winchester and Fleet. A huge amount of development. building of housing etc have been built in this area of Basingstoke in recent years and further building/development is still underway and planned. This is not required for Basingstoke, the existing services/infrastructure cannot cope with this and this is already having an adverse effect on the environment and the countryside in and around Basingstoke (M3 Junction 7 area).</p>
<p>Surely we have enough of these around Basingstoke. If we have to have them why can't they be used for solar power generation.</p>
<p>Too much building West Basingstoke</p>
<p>We should focus on locating these type of facilities on brown site redevelopment, rather than irreplaceable green countryside. The long term economic cost to society of lost green countryside is far greater than the higher cost of moving your proposal to a brown field location.</p>
<p>Sheer size of the proposed development on a greenfield site which will, if allowed, lead to more developments alongside and in that area. So a definite erosion of our green spaces albeit right by the M3. I am very concerned about any visual impact from all the buildings on the site, traffic emissions and extra traffic along the M3.</p>
<p>To many greenfield sites being developed. Destroying our countryside. Greenfield designation is now pointless as planning councils just ignore it when big money is involved</p>
<p>There are hubs in the area that could be used instead of building a new one on farm land like at Monxton. If you build</p>

<p>on it you can't grow food on it and wildlife loses even more land.</p>	
<p>A hospital makes much better sense. A new swimming pool with easy parking. Education opportunities</p>	
<p>There is a lot of distribution in Basingstoke and plenty of empty units!</p>	
<p>When I moved into my house I was on the edge of town and getting to the other side for work was easy too, now there is so much development this end, too many houses, now this and no consideration for traffic impact which will overload the roads more than they are there. Whilst I am glad we are growing in a way infrastructure is dreadful and is making me want to move out of Basingstoke in the next 5 years as getting around it is hellish now. There is no sign of more drs surgeries and the ones near us are already overloaded. Basingstoke was improving but I don't like the way it is heading now. If we had an outer ring road things would be better but improving roundabouts and putting in umpteen more traffic lights on the A30 isn't going to help. I already average 19 mph going to work, it will only get worse with this unit and another 5000 at the west of Basingstoke (bearing in mind the town centre isn't in the centre any more, it is over to the East).</p>	
<p>Not a fan of the idea of using more Greenfield sites in this area for development given large housing and hospital plans coming already</p>	
<p>It would be good to understand why we need this in BCN?</p>	
<p>Don't build it! Just another reason to build even more houses which they're already too much of compared to leisure sights or other massive green parks !!! It will turn Basingstoke into even more of an industrial state or housing estate</p>	
<p>Good use of the site and its location. The area opposite the site was being considered for a new emergency hospital and this be combined well with the industrial hub.</p>	
<p>Not more shops, the town is full of empty ones</p>	

<p>It seems to be an appropriate business for Basingstoke and a better location than others nearer the town centre.</p>	<p>Comments welcomed.</p>
<p>Environment, Landscape and Ecology</p>	
<p>We do not need this especially with the 1000 houses on the golf course. Look after the wilderness and wild life.</p>	<p>A full suite of ecology surveys have been carried out to inform the proposals on existing habitats and wildlife on site; these surveys have been carried out by specialists at FPCR; as part of this survey work, FPCR consider the existing site and the proposals, and identify why the landscape, and habitat can in fact be improved as part of the proposals, in this case, significant planting, additional trees, retention of hedgerows where possible ecology areas, ponds, nesting boxes, and bat boxes are just some of the proposal recommendations for the proposed development.</p>
<p>Would like it not to be intrusive to the surrounding landscape.</p>	<p>A full assessment of the views as existing, and proposed in the surrounding area have been provided as part of the planning application; a main element of these proposals is the inclusion of a bund south of the motorway, topped with planting, as well as further planting along the boundaries of the site to the north, this shows that the development will be coming increasingly screened over time.</p>
<p>This is yet another sign of Greater Basingstoke encroaching on Dummer, one of the few beautiful villages left in Hampshire. Traffic in the area will inevitably increase yet again and it will be another blot on the so called green belt. I see nothing positive for Dummer residents in the proposed plans. What wildlife on this site will be affected? Surely wildlife meadows would be a much more enlightened way to use this land. We are destroying our environment with nonsense like this</p>	<p>Please note the comments above in regards to the location of the proposals and wildlife.</p> <p>We would note that the site does not lie within the greenbelt.</p>
<p>I can't say not in my back yard as my shopping comes from a distribution high & has been a life line during shielding. Please do as much as you can for greening the building & creating opportunities for locals.</p>	<p>Comments noted</p>
<p>Absolutely disastrous to the environment...traffic, endless traffic, noise and pollution. Obviously, money talks and no one's views will be taken into account, except those who are mad enough to approve it."</p>	<p>Please note the comments above in regards to the location of the proposals and wildlife.</p>
<p>Too much people, traffic and pollution. Less wild life</p>	

<p>Why does Basingstoke need any more 'units'. Basingstoke is absolutely full of EMPTY units which stand hidiously. All of the surrounding areas of Basingstoke are being built on which is reducing wildlife, increasing traffic & pollution and decreasing the amount of natural run off options for excess rainfall resulting in more and more flooding. This barbaric attack on the countryside has to stop</p>	
<p>Another Greenfield site goes. Basingstoke is suffering traffic issues. This site is very close to a proposed new regional trauma hospital - for the same reasons this is proposed here. All points can get here quickly. Putting this here will lead to other industry even bigger dist centre's, plus big housing developments. And there is not enough infrastructure nor plans to mitigate for the housing already going in West of Basingstoke before the current house building. We moved here because the area was not developing too fast. In s few years well be hemmed in by big estates and industry. Infrastructure is needed in the area, but the international trading network is frankly killing life with these monstrous developments.</p>	
<p>The loss of this green space will have irreversible environmental impacts and further erode the green space local children and families have access to.</p>	
<p>Too much countryside being destroyed won't be living round here for much longer</p>	
<p>We have empty offices and units dotted around our town, Try the M25 there is loads of space, and hardly any service stations-give somewhere else a chance- our empty spaces are being destroyed- what would be there if you left our town in 5 years time?</p>	
<p>I strongly object to the proposal on environmental grounds</p>	<p>Comments noted</p>
<p>No reason to build this hub, just fuels the rampant consumerism that must be towed back if we are to have a habitable planet for the next generation."</p>	<p>Please note the comments above in regards to the location of the proposals and wildlife.</p>

<p>A poor place for the local villages, increased traffic will hit local communities and the inevitable increased mess and pollution will destroy an area of exceptional beauty. Be ashamed</p>	
<p>This is just ludicrous this is our green belt ancient Woodlands and countryside and wildlife. We have too much building going on in basingstoke there are brown sites this could be on. NOT on our countryside. Protect our countryside. Roads would not be able to cope with the traffic they cannot cope now.</p>	
<p>It is an unnecessary monstrosity , environmental nightmare that will cause untold ecological , health impacts to the local communities with such a high volume of diesel burning trucks"</p>	
<p>I can not support this proposed site for this.. you will ruin what is left of the beautiful countryside at this side of Basingstoke</p>	
<p>Kempshott is a large residential estate with many families and older residents. Already lorries and trucks are constantly roaring along Heather Way which bisects Kempshott to access Newbury/Oxford and the Midlands rather than using the A30 or motorway . The noise, pollution and safety issues this new development would create by more heavy goods diverting down/up Heather Way and Kempshott Lane are a real concern .</p>	<p>The team have worked with the Local Planning Authority and a specialist consultancy team to consider all elements of the proposals, including the concerns raised in this comment.</p> <p>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.</p>
<p>The hub destroys the local countryside, surely there are other possible sites that are already developed or in developed areas. It seems astonishing to me that this is allowed to go ahead and destroy what is a beautiful area.</p>	<p>Please note the comments above in regards to the location of the proposals</p>
<p>what a monstrosity right in the green belt, more traffic and noise for us that live near junction 7</p>	<p>Please note the comments above in regards to the location of the proposals and wildlife.</p> <p>We would note that the site does not lie within the greenbelt.</p>
<p>"Another irritant and block on the landscape which will impact on an already oversubscribed infrastructure - more</p>	<p>Please note the comments above in regards to the location of the proposals and wildlife.</p>

traffic congestion and impact on local residents property (devaluation) and local schools etc.,	
Wrong place, poorly thought through. Industrialisation of our shrinking countryside.	
"STOP KILLING OUR COUNTRYSIDE, GREEN SPACES AND WILDLIFE HABITATS, IN SERCH OF REVENUE AND PROFITS THAT WILL	
ONLY IMPROVE THE LIFE	
OF SHAREHOLDERS. IM SICK OF DEVELOPERS WHO CLAIM TO BE SYMPATHETIC TO THE ENVIRONMENT. Look at the amount of old industrial land sat for years without use. So many sites around the south east, repurpose that!"	
Not on our countryside.	
Don't want it, don't need it, blot on the countryside, fed up of constant construction already in basingstoke	
Please protect the milestone marker and wood on A30/A33 - this has historical value.	
The wind carries noise already to the local area. Screening for sight and noise needs to be considered."	
I thought building on the south side of the motorway was not allowed. Basingstoke benefits hugely from lovely quiet country side to the south of Basingstoke and developments like this will destroy it.	
As already written in your survey previously. Stop destroying our countryside. Build in brown field sites. We do not want this hub. We do not need this hub.	
More beautiful natural scenery gone down the pan because councillors are accepting bungs from developers	
We have lost a lot of countryside around Basingstoke to housing developments. The last thing we need is a massive distribution hub!	
"Basingstoke is blessed that it's surrounded by largely unmolested countryside providing all residents the ability too enjoy it. There are many small villages who are in complete	

<p>utter disbelief that we are being absorbed into Basingstoke town one development at a time. As annoying as the housing developments are at least they're homes and inoffensive to look at. A giant soulless metal warehouse has absolutely no peace here. I hope we manage to fight this development until it meets the same fate as the new hospital. The roads are already a slow congested nightmare the developments further up the road. The A road is also used as a primary diversion for</p>	
<p>Countryside around Basingstoke should be preserved, not built on.</p>	
<p>Basingstoke does not need more green spaces converted into a development with a sole intent to line pockets. The environment comes first, always.</p>	
<p>Stop decimating the planet with this stuff. Invest in something useful.</p>	
<p>The planet needs to consume less and as such the need for distribution systems."</p>	
<p>We do NOT want this hub. It will cause horrendous pollution and noise in the environment. The priority is to have a new hospital on the opposite side of the road - the two do not go together. Hospital is the priority!!!!!!</p>	
<p>I like living in this area of Basingstoke because its quiet. I don't agree with the proposed building of warehouses or additionally 1000 plus homes as I don't want to be in a well-built area. They're will be too much traffic, noise and pollution. Not to mention destroying local scenery.</p>	
<p>The rural area is being eroded away without any thoughts about the environmental impact. The South of Basingstoke is being rapidly developed without appropriate infrastructure the roads in particular do not need more lorries on them.</p>	
<p>There are huge hubs at Amesbury and Andover and these have had a terrible impact on the local environment. Mostly</p>	

<p>because a lot more businesses are attracted. This has also happened in Basingstoke at Houndmills."</p>	
<p>Ground source heat pumps. Suburban wildlife drainage.</p>	<p>Please see comments below in regards to sustainability.</p>
<p>Please leave our countryside alone</p>	<p>Please note the comments above in regards to the location of the proposals and wildlife.</p>
<p>We need to ensure the roads around the town are looked after better before we put more traffic on them to destroy them even more. It's a shame that farm land is again being taken for someone to get rich from it. Extra trees need to be planted to ensure the local wildlife is given a chance instead of being driven away.</p>	
<p>Basingstoke already has very large distribution centres in Houndmills, more extremely large trucks will only add to levels of traffic, pollution and noise.</p>	
<p>Leave the Greenland sites alone. The area this is proposed for is not suitable for a large increase of traffic, proper road management would be needed. The area is a well known walking ground, with abundance of wildlife that should not be disturbed in this manner.</p>	
<p>This proposal needs a lot of work on reducing its overall impact. I would even say it is the wrong development for this area. There is huge pressure on this local environment and this isn't going to improve it.</p>	
<p>It going to ruin a beautiful part of the countryside</p>	
<p>Do we really need such a large building? And all the associated noise of operation day and now doubt evening.</p>	<p>Noise mitigation measures have been proposed and discussed with the local Planning Authority, as well as considered as part of the Environmental Statemnt submitted as part of this planning application</p>
<p>Road distribution at this scale is going to bring a lot of pollution, noise and air pollution specifically, to an area that's currently very rural. I will be really sad to see it change as I specifically moved here for the urban /rural balance which is now tipped significantly.</p>	<p>Please note the comments above in regards to the location of the proposals and wildlife.</p>
<p>I do not feel that this area, land and countryside requires the need for this proposal, which already has a number of other proposals mentioned earlier, housing, hospital/critical care</p>	

<p>centre, service station (two existing service stations within 12 miles of the M3 in both directions, at Winchester and Fleet. A huge amount of development. building of housing etc have been built in this area of Basingstoke in recent years and further building/development is still underway and planned. This is not required for Basingstoke, the existing services/infrastructure cannot cope with this and this is already having an adverse effect on the environment and the countryside in and around Basingstoke (M3 Junction 7 area).</p>	
<p>I pass it daily on my commute and would be concerned over the traffic. It's also a very pretty location and worried this would be an eyesore. Also pollutants from an increase in freight traffic would likely damage local environment. Additional road noise and heavy freight on A30 would also be a concern for where I live.</p>	
<p>I don't really know enough about this site, how it will be used and what you plan to do to mitigate the environmental impact. More information would be useful.</p>	<p>We welcome comments via email- an email contact can be found on the Consultation Board and FAQs on the website, we are happy to provide more information where possible.</p>
<p>"Blend into the countryside - generate natural greenery as much green land will be lost!</p>	<p>Please note the comments above in regards to the location of the proposals and wildlife.</p> <p>Please see comments below in regards to employment.</p>
<p>Concern for the wildlife and animals who live here - insects, rabbits etc</p>	
<p>It's important not to let this, or other initiatives encroach near to residential areas and spoil the local environment."</p>	
<p>This is yet another sign of Greater Basingstoke encroaching on Dummer, one of the few beautiful villages left in Hampshire. Traffic in the area will inevitably increase yet again and it will be another blot on the so called green belt. I see nothing positive for Dummer residents in the proposed plans. What wildlife on this site will be effected? Surely wildlife meadows would be a much more enlightened way to use this land. We are destroying our environment with nonsense like this</p>	

<p>Worried about the negative environmental impact and pressures on local wildlife. Where humans go.... we always seem to destroy everything in our path</p>	
<p>To care & protect nature, provide employment for local people</p>	
<p>Highways</p>	
<p>Central hub removes traffic and can consolidate working in effective manner if designed and thought through carefully. However, will be concerns over traffic which need to be carefully responded too, hence demonstrating rail potential could resolve. Also wider community benefits need to be shown particularly in current climate.</p>	<p>Options are currently being explored to extend public transport provision- this is currently on-going with the operators.</p>
<p>Absolutely disastrous to the environment...traffic, endless traffic, noise and pollution. Obviously, money talks and no one's views will be taken into account, except those who are mad enough to approve it."</p>	<p>As noted above, options are currently being explored to extend public transport provision- this is currently on-going with the operators. Provision is being made for suitable options of travel, such as walking and cycling, ensuring that the site is well connected and provides safe and secure cycle parking.</p>
<p>Too much people, traffic and pollution. Less wild life</p>	<p>Options are currently being explored to extend public transport provision- this is currently on-going with the operators. Please note comments above in regards to wildlife.</p>
<p>Why does Basingstoke need any more 'units'. Basingstoke is absolutely full of EMPTY units which stand hideously. All of the surrounding areas of Basingstoke are being built on which is reducing wildlife, increasing traffic & pollution and decreasing the amount of natural run off options for excess rainfall resulting in more and more flooding. This barbaric attack on the countryside has to stop</p>	<p>Please note the comments above in regards to the location of the proposals and wildlife and traffic considerations.</p>
<p>Another Greenfield site goes. Basingstoke is suffering traffic issues. This site is very close to a proposed new regional trauma hospital - for the same reasons this is proposed here. All points can get here quickly. Putting this here will lead to other industry even bigger dist centre's, plus big housing developments. And there is not enough infrastructure nor plans to mitigate for the housing already going in West of</p>	

<p>Basingstoke before the current house building. We moved here because the area was not developing too fast. In s few years well be hemmed in by big estates and industry. Infrastructure is needed in the area, but the international trading network is frankly killing life with these monstrous developments.</p>	
<p>There are already several companies with distribution hubs in Basingstoke. These increase traffic on local roads and we really don't need any more pressure. In addition, Junc 7 also includes the A303 run off and this already causes significant issues for traffic getting on and wanting to go south on the M3, if more traffic uses this then the whole st up here needs re-thinking</p>	
<p>It will have a massive disruptive effect on local traffic</p>	<p>Options are currently being explored to extend public transport provision- this is currently on-going with the operators. Provision is being made for suitable options of travel, such as walking and cycling, ensuring that the site is well connected and provides safe and secure cycle parking.</p>
<p>A poor place for the local villages, increased traffic will hit local communities and the inevitable increased mess and pollution will destroy an area of exceptional beauty. Be ashamed</p>	<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>Routes to Reading, Newbury and Alton will all need work which wont happen and all the work in Chineham will be wasted because an overhead bypass will be needed, lorries cutting through to Newbury, what a mess and the a39 is already falling apart.</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>
<p>It will mean loads more HGV vehicles. The aerobic digester is bad enough!</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</p>
<p>This developoment is damaging to our communities. The impact to the local area is huge with increased traffic pollution and noise. This should not even be considered as there are many sites more suitable than this. We will regret our actions and future generations will question developer and councils motives.</p>	

	<p>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>
<p>See comment earlier. Over development of an area/community already under huge attack from over development with no plans to develop the infrastructure needed, especially at junction 7 of the M3. Dummer being a heritage site seems to hold no importance to the council or the developers. I'd like to know what advice was given to the developers to give them confidence to buy the site before planning. I hope there was no conflicts of interest.</p>	<p>We welcome comments via email- an email contact can be found on the Consultation Board and FAQs on the website, we are happy to provide more information where possible.</p>
<p>Basingstoke is congested enough and can not handle the new housing developments let alone a distribution centre that will bring pollution with it from transport on top of more traffic! And not to mention distorting farm land to build this centre. Not impressed</p>	<p>A thorough scoping exercise has been carried out with HCC (Hampshire County Council) and HE (Highways England), to identify areas where existing infrastructure may need to be upgraded or new infrastructure proposed.</p>
<p>Please see my comments on the road layout as mentioned in the sustainability section. If you do all of those, you'd turn me - and many I know - from a critic to an advocate.</p>	
<p>Kempshott is a large residential estate with many families and older residents. Already lorries and trucks are constantly roaring along Heather Way which bisects Kempshott to access Newbury/Oxford and the Midlands rather than using the A30 or motorway . The noise, pollution and safety issues this new development would create by more heavy goods diverting down/up Heather Way and Kempshott Lane are a real concern .</p>	
<p>Basingstoke is built up enough. I live in Hatch Warren and already have the traffic from the lorries of the anaerobic digesting plant! Now they have the new homes either side of the road on the A30 just off junction 7 and a pub it's already</p>	

<p>increased the traffic in the area. This new distribution centre will put more and more unwelcome traffic travelling to and from junction 7.</p>	
<p>what a monstrosity right in the green belt, more traffic and noise for us that live near junction 7</p>	<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</p> <p>We note that this site does not lie within the green belt.</p>
<p>"Another irritant and block on the landscape which will impact on an already oversubscribed infrastructure - more traffic congestion and impact on local residents property (devaluation) and local schools etc.,</p>	<p>Please see comments above in regards to transport and highways.</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>We need green space more than we need a new Hub or distribution centre, Basingstoke has other Hub/distribution areas and brown sites that can be developed before this site. The additional traffic that will be generated at junction 7 will have a negative impact for locals with queues already seen at junction 6 also becoming the norm at junction 7. Traffic queuing on the London bound side of the M3 could see queues beyond the junction 8 entry slip located a few hundred yards from junction 7 and therefore pose serious safety concerns.</p>	<p>Please see comments above in regards to transport and highways, and the location of the development proposals.</p>
<p>This is all about the Hub. How does this fit into the big picture of all potential projects going on in and around Basingstoke and how are they all going to make traffic access fast flowing including cycling together with more than sufficient service facilities like hospitals, dentists, schools, pubs, coffee shops, pharmacies.</p>	<p>It is noted that this development does not include proposals for residential development and will therefore not create additional dwellings.</p> <p>As part of the application proposals, the Developer is obligation to enter into a legal agreement with the local planning authority, providing</p>

<p>The local infrastructure / roads are surely not designed well enough or could be changed to support the amount of added traffic that multiple sites will cause."</p>	<p>monetary contributions to invest in the local area, on elements such as infrastructure upgrades.</p>
<p>No mention of sustainable travel to the site or use of electric vehicles from it.</p>	<p>EV charging points are proposed on site. Please see the above in regards to cycling, walking, and sustainable transport options.</p>
<p>We have too many house being built here now all crammed into fields with no parking spaces all coming to use our schools so my son is in a class of 34. Ridiculous. We don't need to encourage more people to Basingstoke to work or live. It's crowded as it is as the council havent developed what we have already. We have road works that last for years. Fix those first."</p>	<p>Please see comments above in regards to the location of development, and need as identified in the local plan for employment space, and job creation.</p>
<p>The proposed facility is out of proportion or character to the area. It will murder the rural landscape, make traffic at the junction hellish, make access to the proposed hospital site impossible and people's lives in the area miserable.</p>	<p>Please refer to comments above</p>
<p>Wrong location given the traffic on the M3 from port locations.....needs to be further towards the A34 and other north-south arteries</p>	
<p>Basingstoke is becoming ridiculously over developed. The local amenities will not cope and the traffic will increase tenfold.</p>	<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>This will make my journey up the M3 much worse than it is already.</p>	
<p>"Basingstoke is blessed that it's surrounded by largely unmolested countryside providing all residents the ability too enjoy it. There are many small villages who are in complete utter disbelief that we are being absorbed into Basingstoke town one development at a time. As annoying as the housing developments are at least they're homes and inoffensive to look at. A giant soulless metal warehouse has absolutely no peace here. I hope we manage to fight this development</p>	<p>Please note comments above in regards to location and transport</p>

<p>until it meets the same fate as the new hospital. The roads are already a slow congested nightmare the developments further up the road. The A road is also used as a primary diversion for</p>	
<p>The M3 in the event it's closed and it has been known to take over an hour to travel the 8 miles into town. Take your plans to a town or city with a much larger manufacturing a distribution centre not a town with a massive service sector."</p>	
<p>I'm concerned about the impact on quality of life for local residents. There's no information yet on the number of traffic movements, if this would be 24 hours a day, whether the existing infrastructure can cope, how this will affect the planned housing at the golf course and along the A30. Not enough details at this stage!</p>	
<p>"The Traffic on the M3 at certain times of day does not allow for the traffic movements that this hub will create.</p>	
<p>Concerned traffic along the A30 will increase, living alongside the A33 we moved here because of quiet this road generally is. This will create more local traffic along this road with people working from local areas</p>	
<p>I have explained that the site is unsustainable; if Basingstoke Council has any sense they will turn the application down. I say this not as a NIMBY but in my professional capacity as a Transport Planning Consultant. Please reconsider and seek a site which has rail connections and a significant local workforce who will not need to travel to and from the site by car.</p>	<p>Please note comments above in regards to location and transport</p>
<p>I like living in this area of Basingstoke because its quiet. I don't agree with the proposed building of warehouses or additionally 1000 plus homes as I don't want to be in a well-built area. They're will be too much traffic, noise and pollution. Not to mention destroying local scenery.</p>	
<p>This is the wrong place for a distribution centre. It should be built on brownfield land, previously built on. It will create low-</p>	

<p>paid, low-value, low-quality jobs. It will create enormous traffic pressures in an area that has insufficient housing, school places, doctors surgeries and hospitals. Not wanted.</p>	
<p>Needs better road links</p>	
<p>This is yet another sign of Greater Basingstoke encroaching on Dummer, one of the few beautiful villages left in Hampshire. Traffic in the area will inevitably increase yet again and it will be another blot on the so called green belt. I see nothing positive for Dummer residents in the proposed plans. What wildlife on this site will be effected? Surely wildlife meadows would be a much more enlightened way to use this land. We are destroying our environment with nonsense like this</p>	
<p>The rural area is being eroded away without any thoughts about the environmental impact. The South of Basingstoke is being rapidly developed without appropriate infrastructure the roads in particular do not need more lorries on them.</p>	
<p>"Don't any or need anymore hubs in Basingstoke , the traffic system</p>	
<p>Can not cope as it is. The M3 chandd Ge e to two lanes after M3 and queues most evenings and mornings. Not more needed."</p>	
<p>We need to ensure the roads around the town are looked after better before we put more traffic on them to destroy them even more. It's a shame that farm land is again being taken for someone to get rich from it. Extra trees need to be planted to ensure the local wildlife is given a chance instead of being driven away.</p>	<p>Please note comments above in regards to location, wildlife and transport</p>
<p>Don't build it where you have to have a car to get there</p>	<p>Please note that above comments in relation to sustainable transport measures</p>
<p>Basingstoke already has very large distribution centres in Houndmills, more extremely large trucks will only add to levels of traffic, pollution and noise.</p>	<p>Please note comments above in regards to location and transport</p>
<p>Leave the Greenland sites alone. The area this is proposed for is not suitable for a large increase of traffic, proper road</p>	

<p>management would be needed. The area is a well known walking ground, with abundance of wildlife that should not be disturbed in this manner.</p>	
<p>The existing road network/layout linking the site to the M3 couldn't cope with the extra load. The same is true for the roads leading to Basingstoke via the A30 and to the A303 via the rural route, both of which will be used by "enterprising" hauliers trying to take shortcuts / avoid the delays on the "mandated" routing, which no doubt will be planned.</p>	
<p>Unless the lorries and other vehicles are powered by zero-carbon fuel, air quality will be adversely affected. There will be a risk to large lorries re-entering the motorway traffic as the slip road will not allow vehicles to gain sufficient speed to integrate into the fast-flowing traffic safely and accidents will occur risking serious injuries and death.</p>	
<p>I don't believe it is needed, other than taking some congestion away from Junction 6 I don't see any benefit to Basingstoke. There are plenty of empty office blocks, manufacturing buildings and warehouses that could be refreshed and regenerated and rather than build new why isn't this being considered?</p>	
<p>The building of Regional Distribution Hub will cause extra traffic that needs to be managed correctly to avoid traffic problems. In order to ensure traffic problems are minimised then this could only be achieved by installation of a new large traffic lighted controlled roundabout at the A30 Eco Mechanical Services interface with A30 Winchester Road that enables traffic from proposed new Regional Distribution Hub and local traffic transfer smoothly to junction 7 of M3</p>	<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 during peak times.</p>
<p>Road distribution at this scale is going to bring a lot of pollution, noise and air pollution specifically, to an area that's currently very rural. I will be really sad to see it change as I specifically moved here for the urban /rural balance which is now tipped significantly.</p>	<p>Please note comments above in regards to location and transport, as well as Developer obligations.</p>

<p>Its unlikely the local infrastructure will support the increase in traffic this will bring. Theres a wide catchment area for employment which is presumably a driver for you but not a benefit to the town - you have the luxury of attracting people from afar. There is a lot of green belt land loss around the town - this will add to that. Its a single use building which will be hard to repurpose.</p>	
<p>"Traffic on the M3 already struggles, particularly in rush hour. If the hub is to be a national one, it will presumably be operational 24 hours a day.</p>	
<p>Better roads needed</p>	<p>Please note comments above in regards to location and transport</p>
<p>I live in Hatch Warren and with all of the other planned housing developments between me and J7 of M3 this additional development just strengthens my belief that there will be an enormous increase in traffic congestion. I have seen no measures that mitigate this potential impact of increasing traffic for both commuters and more importantly local residents. I don't believe we have the necessary infrastructure to support all of this development nor do I believe that any of the current planning mitigates fully the lack of appropriate infrastructure. I am opposed to this development</p>	
<p>Sheer size of the proposed development on a greenfield site which will, if allowed, lead to more developments alongside and in that area. So a definite erosion of our green spaces albeit right by the M3. I am very concerned about any visual impact from all the buildings on the site, traffic emissions and extra traffic along the M3.</p>	
<p>Improve the junction and roads into Basingstoke</p>	<p>Please see above in regards to Developer Obligations.</p>
<p>When I moved into my house I was on the edge of town and getting to the other side for work was easy too, now there is so much development this end, too many houses, now this and no consideration for traffic impact which will overload the roads more than they are there. Whilst I am glad we are</p>	<p>Hampshire County Council (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. An element of this identifies elements of the existing infrastructure that need upgrading, and therefore inform the highways works associated with the proposals.</p>

<p>growing in a way infrastructure is dreadful and is making me want to move out of Basingstoke in the next 5 years as getting around it is hellish now. There is no sign of more drs surgeries and the ones near us are already overloaded. Basingstoke was improving but I don't like the way it is heading now. If we had an outer ring road things would be better but improving roundabouts and putting in umpteen more traffic lights on the A30 isn't going to help. I already average 19 mph going to work, it will only get worse with this unit and another 5000 at the west of Basingstoke (bearing in mind the town centre isn't in the centre any more, it is over to the East).</p>	
<p>Effect on local traffic at junction</p>	
<p>I already gave my feedback. Basingstoke and area roads infrastructure are overloaded, to repeat my main objection</p>	
<p>New jobs to area public means of getting there without every employee having to drive a car..</p>	
<p>The motorway junction has capacity, even with the new housing planned, so good location. Would be good to see some more intensive employment generating uses as well as the distribution hub. Flexible office space? Please include a safe cycle link to kempshott - make it a s106 obligation of the bloor or linden schemes to collaborate (safeguard a strip of land?)</p>	
<p>Need to keep moving forward and leverage our closeness to the motorways and access to M4</p>	
<p>Noise levels a concern from traffic. What about light pollution if 24 hours Infrastructure of roads to support traffic, nothing has so far been put in place in the town to support the house building so how much will this add to congestion Job opportunities obviously positive</p>	<p>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.</p> <p>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-</p>

	application process. The spatial extent of receptors will be identified through the EIA scoping assessment.
Aggressive impact on local traffic with vehicles too large for local roads	Please note comments above in relation to highways
I felt this was inevitable eventually, but I worry the community around the motorway junction is growing too fast and could cause	
I am concerned about congestion on the slip road and traffic lights. Unimpended access before the traffic lights would be ideal. J7 and A303 already too close, so separate access direct from M3 does not seem viable.	
Infrastructure in Basingstoke suffering is my main concern, the pub and retirement home work near Beggerwood has caused disruption to commuters like me - the silly little merge lane that got added will cause an accident so the thought of people using the roundabout junction for heavy goods vehicles and additional commuters worries me.	
Concerned that the increased volume of heavy vehicles will start using local roads as rat-runs. Action needed to prevent this from Day 1.	
One one hand, it is better placed than the Sainsburys distribution hub at Houndmills which results in lorries having to access the town centre. However, I'd be concerned about traffic impact on J7 of the M3.	
I cycle the A30 and A33 so safety it very important to me. I can see that the road system will need to updated to allow for the hub, so please put a cyclist point of view into this as well. Many thanks.	A Transport Assessment has been provided setting out the extent of existing cycle ways, as well as those proposed.
More details regarding public transport links and proposed cycle routes needed.	
Basingstoke is already over developed, traffic kinks and access to the town is at a level where it can be managed. Any further developments needs to consider direct transportation links, trains and busses, cycle paths to prevent	Please note comments above in relation to sustainable transport considerations

the affect of additional cars on the road travelling to work. Direct link to the motorway to avoid traffic passing through local village.	
Congestion is a big concern. The M3 is generally highly packed toward london and around southampton. How much more capacity is there. Also Basingstoke may be well situated to move goods both ways coast to /london but whats the point if it cant actually get there.	
Development needs to be sensitive this junction of M3 close to A303 is already an incredibly busy intersection especially at holiday times	
Road junctions should be reconfigured to encourage site traffic to use the M3 rather than town roads.	
The traffic is already terrible in this area it would need rail links to Mitcheldever and Overton and Basingstoke to lower traffic. And local bus services for the surrounding villages as there is nothing that supports working hours far less distribution centre hours.	
This sort of development needs to go somewhere and being adjacent a trunk road/motorway junction is far better than in an urban environment. I would like there to be restrictions on movement of HGVs towards Basingstoke using the A30, but have no issues should they be routed via M3 J6.	
More employment in the area and if the opinions of the local residents are taken into consideration a more attractive opportunity for more business	Comments noted
New distribution centre offering economic and employment benefits with easy access to M3.	
More investment in basingstoke the better, as long as infrastructure is upgraded to cope	Please see comments above in regards to Developer Obligations- Further information on this is also provided in the Planning Statement submitted as part of this planning application.
Transport and impact on local roads needs to be carefully considered.	Comments noted- Please note comments above in regards to sustainable development

<p>I don't necessarily like it but I understand the need for it. The location is suitable. I am concerned about the new roundabout on the A30 as this suggests this only the first phase</p>	
<p>It's not impacting on the Town Centre, and with it being next to the M3 there's easy access to it for commuters. Hopefully a bus service from the Town centre would be a big bonus.</p>	
<p>Infrastructure improvements</p>	
<p>More local employment. I'd like to see an innovative transport initiative for access to and from the centre of Basingstoke with Electric Buses. Incentive to use bicycles and provision of good quality and well designed secure cycle storage.</p>	
<p>Should have electric vehicle charging, local job opportunities, not impact traffic through Basingstoke e.g Brighton hill roundabout and traffic should be sent via motorway</p>	<p>Please see comments above</p>
<p>It's a good location for access to the M3. An HGV management plan will be essential though with a routing strategy taking all</p>	<p>Comments noted Please note comments above in regards to infrastructure/transport.</p>
<p>The Hub is not a bad idea, Basingstoke is well connected and positioned for this. However, traffic on A33 is extremely bad as it is,</p>	
<p>It will provide employment to the area and income through local taxes. Provided that traffic is routed via the M3 J7 which is currently well under capacity, it should not adversely local traffic.</p>	
<p>Upgrade to roads</p>	
<p>The plan needs to be integrated into the current road plan that is being developed by the local MP Ranil Rambàraathum.</p>	
<p>I think the site has been chosen well. It is a strip of land encased by several busy roads which probably suit this type of development. Accessibility is key to this development. The A30 from J7 into town is already over-used and jammed at peak times, perhaps this route could be over-hauled as part</p>	

<p>of the deal? It could be an excellent job opportunity which we really need right now.</p>	
<p>Very concerned about the effect in the already overutilised A339</p>	
<p>Flooding</p>	
<p>Ground source heat pumps. Suburban wildlife drainage.</p>	<p>Please note comment below in regards to sustainability, and comments above in regards to wildlife, Sustainable Drainage Systems are proposed.</p>
<p>The proposed facility is out of proportion or character to the area. It will murder the rural landscape, make traffic at the junction hellish, make access to the proposed hospital site impossible and people's lives in the area miserable.</p>	<p>Please see comments above in regards to the location of the proposals</p>
<p>Infrastructure and Services</p>	
<p>Another Greenfield site goes. Basingstoke is suffering traffic issues. This site is very close to a proposed new regional trauma hospital - for the same reasons this is proposed here. All points can get here quickly. Putting this here will lead to other industry even bigger dist centre's, plus big housing developments. And there is not enough infrastructure nor plans to mitigate for the housing already going in West of Basingstoke before the current house building. We moved here because the area was not developing too fast. In s few years well be hemmed in by big estates and industry. Infrastructure is needed in the area, but the international trading network is frankly killing life with these monstrous developments.</p>	<p>Please see comments above in regards to the location of the proposals, highways, and Developer Obligations.</p>
<p>Basingstoke is becoming ridiculously over developed. The local amenities will not cope and the traffic will increase tenfold.</p>	
<p>I'm concerned about the impact on quality of life for local residents. There's no information yet on the number of traffic movements, if this would be 24 hours a day, whether the existing infrastructure can cope, how this will affect the planned housing at the golf course and along the A30. Not enough details at this stage!</p>	

<p>This is the wrong place for a distribution centre. It should be built on brownfield land, previously built on. It will create low-paid, low-value, low-quality jobs. It will create enormous traffic pressures in an area that has insufficient housing, school places, doctors surgeries and hospitals. Not wanted.</p>	
<p>I do not feel that this area, land and countryside requires the need for this proposal, which already has a number of other proposals mentioned earlier, housing, hospital/critical care centre, service station (two existing service stations within 12 miles of the M3 in both directions, at Winchester and Fleet. A huge amount of development. building of housing etc have been built in this area of Basingstoke in recent years and further building/development is still underway and planned. This is not required for Basingstoke, the existing services/infrastructure cannot cope with this and this is already having an adverse effect on the environment and the countryside in and around Basingstoke (M3 Junction 7 area).</p>	<p>Please see comments above in regards to the location of the proposals, highways, and Developer Obligations.</p>
<p>When I moved into my house I was on the edge of town and getting to the other side for work was easy too, now there is so much development this end, too many houses, now this and no consideration for traffic impact which will overload the roads more than they are there. Whilst I am glad we are growing in a way infrastructure is dreadful and is making me want to move out of Basingstoke in the next 5 years as getting around it is hellish now. There is no sign of more drs surgeries and the ones near us are already overloaded. Basingstoke was improving but I don't like the way it is heading now. If we had an outer ring road things would be better but improving roundabouts and putting in umpteen more traffic lights on the A30 isn't going to help. I already average 19 mph going to work, it will only get worse with this unit and another 5000 at the west of Basingstoke (bearing in mind the town centre isn't in the centre any more, it is over to the East).</p>	<p>Please see comments above in regards to the location of the proposals, highways, and Developer Obligations.</p>

With the 2 big housing developments happening, it seems like there isn't the infrastructure for a distribution centre	Please see comments above in regards to the location of the proposals, highways, and Developer Obligations.
Heritage	
See comment earlier. Over development of an area/community already under huge attack from over development with no plans to develop the infrastructure needed, especially at junction 7 of the M3. Dummer being a heritage site seems to hold no importance to the council or the developers. I'd like to know what advice was given to the developers to give them confidence to buy the site before planning. I hope there was no conflicts of interest.	Please see comments above in regards to the location of the proposals, highways, and Developer Obligations.
Please protect the milestone marker and wood on A30/A33 - this has historical value.	Comments noted
Employment	
One benefit would be the educational and apprenticeship opportunities that will arise though."	Comments welcomed- This is being considered as part of the application proposals
Increased prospects for employment but traffic is already busy in the area	Please see comments above in regards to highways
Important to provide local employment in both the construction and operation phases. Invest in the local community. Make sure that traffic to the site stays on the motorway and does not go through the town.	
Future employment for up and coming local people,	Comments welcomed- This is being considered as part of the application proposals
at a time of anxiety this could employ several.hundred jobs	Comments welcomed
Hgv jobs!	Comments welcomed
Local opportunities for employment. Corporate envolvment in local issue, supporting local businesses and individuals.	Comments welcomed- This is being considered as part of the application proposals
The South of England news large DC to act as gateways to the south to minimise the amount of inter DC mileages driven and the golden triangle is saturated with DC's thus minimising the South to benefit from employment opportunities.	Comments noted

<p>local employment,sizeable units that are not for high tech, onsite greggs/subway/costa would be essential.Distribution centre, mail centre</p>	<p>Comments welcomed- This is being considered as part of the application proposals</p>
<p>To be honest I feel worried that a much needed hospital for the same site has been refused and now this has / is being proposed. BUT I do like the idea of more local employment as long as it is not Amazon style, minimum wage, Zero Hour employment.</p>	<p>Comments welcomed- This is being considered as part of the application proposals</p>
<p>Would be good if it provided jobs and boosted economy</p>	
<p>Job creation is positive provided infrastructure is maintained and carbon impact is minimal.</p>	
<p>potential employment of local residents</p>	
<p>basingstoke need to attract more employment to the area.</p>	
<p>seems like a good idea, good for the economy good for jobs</p>	
<p>Great opportunity for local investment and employment.</p>	
<p>Good access to major roads and ideal site.</p>	
<p>It's good to generate employment opportunities in the area, especially with so many homes going up</p>	
<p>I think it's good for the economy to generate local hubs like this</p>	
<p>Positive progress which brings jobs & employment is essential for safe community growth & a sustained economy. Any investment post lock down needs to be applauded & approved ASAP.</p>	
<p>Possibility of local employment reducing the need for long commutes.</p>	
<p>It is great to hear that commercial investment (as opposed to building new houses) is planned for Basingstoke. Hopefully it will bring an economic benefit to the town and community. Local engagement is essential, along with tenants that will fulfil commitments/ aspirations outlined during the planning phase.</p>	
<p>In these hard times more jobs created in the area.</p>	

Anything that creates employment is a good thing, but maybe it needs to offer people who live locally jobs so that we don;t encourage commuting great distances to work	Comments welcomed- This is being considered as part of the application proposals.
Opportunity for local employment	
Purpose built development, providing employment	
Build a state of the art energy efficient, site and provide good jobs for local people. Something to be proud of, not an eyesore that uses zero hours contracts.	
Job opportunities for local people, esp would want to see apprenticeships for young people and young adults	
Good for jobs and local economy.	
The development of the area and bringing more quality jobs to the area is always good.	
(How do you feel about the proposals?)- Local employment opportunities and career development.	
More local jobs and therefore a better local economy	
Increase in jobs and opportunities.	
Jobs into Basingstoke. Site is next to motorway so not a traffic issue in town/residential areas nearby	
The development should serve the local community, provide employment and extensive opportunities to local residents in order to boost the economy and drivers for the local community. The planning authorities should serve these key areas a conditions on the application, if approved and permission granted.	
Local job opportunities	
Better employment and education opportunities	
This will hopefully bring more jobs & investment into the local area, not just during construction but for years after.	
good for the economy/next to motorway so good access and noisy already	
Economy	
Great for local economy, cannot keep building so many houses without increasing local jobs.	Comments welcomed

creating much needed employment	
More diversity and equal opportunity	
Local jobs with great benefits and pay.	
Easy access to motorways reducing the need for driving in the local community, increased distribution opportunities. Increased diversity and opportunities for local employment. Enhanced standing for the area.	
More information about potential work etc	
Local job opportunities within reasonable travelling distance from home and not near the M25	
The U.K. needs to have a vibrant economy matched with sensitive development.	
Can bring jobs to the area, good central distribution point.	
Good for local economy, encourage local investment	
The potential to bring long term employment opportunities to Basingstoke. Location at M3 J3 which should reduce impact on local traffic	
Employment / putting Basingstoke on the map.	
Local jobs, near transport links , source of local labour, money for local economy	
Opportunity for employment locally	
We need more jobs in the area and this will help. Traffic will be kept out of town also.	
It keeps people in Basingstoke in employment	
I feel it would offer valuable employment opportunities to our area not to mention efficient operation of a distribution hub.	
I did level 2 ware house and security pathway qualification and it would be great for others to learn and get work too. People need the opportunity to get qualified and trained to start or get back into work. It could also be a great opportunity for graduates with supply chain & logistics qualifications. It doesn't just create new jobs but some people will change jobs to work there opening up places for others. I feel bad because some have higher unemployment than	

<p>Basingstoke but happy because ALOT of new homes are due to be built in coming years so we will need more industry here. Also it puts us in a good position generally and in case of bad weather /emergencies etc that this area will have the provision it needs.</p>	
<p>Brilliant work opportunity for the local area</p>	
<p>Employment opportunities and the opportunity to be part of something new and vital !</p>	
<p>The possibility of more jobs for locals and possibly myself. And hopefully a great company for locals to earn a decent living</p>	
<p>Providing job opportunities in a sustainable way is what a modern, expanding town should be looking to achieve</p>	
<p>Job opportunities and local economic boost</p>	
<p>Sustainability</p>	
<p>Make it a sustainable building.</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>Ground source heat pumps. Suburban wildlife drainage.</p>	
<p>Surely we have enough of these around Basingstoke. If we have to have them why can't they be used for solar power generation.</p>	
<p>This is a very accessible location so makes sense but a lot needs to be in place to support Basingstoke and Deane carbon zero target. Must be fully powered by renewables and actively contribute to reducing the carbon footprint of the borough.</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>This is a very accessible location so makes sense but a lot needs to be in place to support Basingstoke and Deane carbon zero target. Must be fully powered by renewables and actively contribute to reducing the carbon footprint of the borough.</p>	<p>A overall Sustainability Strategy has been informed by specialists, and submitted as part of this outline planning application.</p>
<p>Big opportunity to make a sustainable site</p>	
<p>Consideration for the local community and impact environment and ecological sustainability.</p>	

<p>Please, don't let this be just another dull and unsustainable development. Economic growth is a good aim for any community, but not at the expense of the local environment and the global climate challenge.</p>	
<p>Sustainable use of energy</p>	
<p>shame so much land is being built on but understand the demand and jobs is good.</p>	
<p>If it can be environmentally considered</p>	
<p>People need work and we all need a clean environment. It's important to me that wildlife is supported and all possible is done to minimise pollution</p>	
<p>Care for the environment, and wildlife in the area.</p>	
<p>The distribution centre should be better than zero carbon and lorries using it should be electric. It should be the greenest in the world as it will certainly impact the open countryside. The building should also be designed by a renowned architect with great weight given to its appearance and wider impact in the countryside!</p>	
<p>Run entirely off the grid, recycle water, eco waste composting, 0% impact on local environment, forest planted, lake with walks around campus, bikes free around the site, children's facilities, free transport system, low cost healthy food onsite, free gym for workers, free classrooms for staff / community groups to meet</p>	
<p>Bringing employment to the town could be incredibly important for those who have lost their jobs or businesses due to lockdown. Please make this a sustainable venture though.</p>	
<p>New building and infrastructure should replace old, inefficient and polluting businesses.</p>	
<p>Every opportunity to install or make provisions for energy generating and energy storage facilities should be mandated by planning as it is easier to effect such within the capital development costs rather than as an afterthought.</p>	

<p>In general I would support the plan as long as the environmental impact was well managed.</p>	
<p>We need to make sure the environmental impact is minimal</p>	
<p>Opportunity for local work, education, local business, chance for big business to prove can be built and run on green credentials, with living roofs and vertical planting.</p>	
<p>I like the idea of nice grounds around it so that workers can destress at break times. The lakes look really beautiful. Also, it would be super to have a gym with a small pool and spa so workers can have a discount membership as a benefit and would help prevent work related diseases such as stress, RSI and muscle aches & injuries.</p>	
<p>This is a necessary part of expansion for Basingstoke as well as the UK. People will complain but these are also the people that want the UK to burn. As long as you can show that the traffic and environmental impacts are low and jobs are created, you should get people on your side.</p>	
<p>General</p>	
<p>This is a terrible idea!</p>	<p>Comments noted- please see the above in regards to the chosen location of the development proposals, potential for job creation, and need as identified in the local plan.</p>
<p>Already given. This is a totally unnecessary development.</p>	
<p>We don't want it!</p>	
<p>"This is an appalling concept.</p>	
<p>This questionnaire doesn't ask for views on whether we think this is needed and is skewed towards asking what we want the site to look like indicating it will definitely go ahead. It stinks and is a shameful exercise in gathering honest input from local people.</p>	
<p>Don't build the bloody thing</p>	
<p>find another town</p>	
<p>"The shame is entirely yours</p>	
<p>"The a34 x a303 is a natural hub, N,E,S & W</p>	
<p>Are we being Russian fronted to get the proposed new service station in?</p>	
<p>Seriously are they mad???"</p>	

Don't do it. Simple.	
"No shame at all	
Take it somewhere else	
Another typical business venture based on ""sod the consequence's just think about the business potential and profit for us the consultants!	
I hope that by answering your question about amenities on site etc that is not taken as a positive reaction to the idea! I tried to go back to skip that question but was not able to! It's made me a bit suspicious of the way the poll is being conducted!	
Do not build on the land	
Why was there no question in this poll about wanting to work there and what would appeal to me most about the site ...? That was a question in the poll another resident of our household completed.	
BUILD IT SOMEWHERE ELSE	
Go somewhere else	
"Whilst I appreciate that many documents destined for the wider public are required to be accessible to a person with a reading age of 9. I consider this survey overly simplistic, lacking in detail with images so poor that labels were not legible even using the zoom function on my monitor.	
In addition the questions asked were in a format designed to provide a pre determined outcome."	
We don't want this built here	
"Have you considered next to the services at Winchester in the M3?	
This then doesn't impact historical communities.	
This smacks of a done deal long before local people have been consulted. Money will go elsewhere not and not benefit anyone who has to live near it.	
I think you already know how the community and the general population feels about developments of this nature. Perhaps	

think about your children or grandchildren's lives instead of lining your own pockets.	
This hub is not what B'stoke needs.	
This opinion poll is highly loaded towards the planning being granted. The results will be manipulated and intrrpreted as if people want the depot because they voted how it should be screened or what aspects of it are important. This all indicates the project is going ahead	
don't build it	
This is a terrible survey, the sort of tripe which is designed to support the proposed idea regardless of input. In case it isn't clear do not support this proposal. Development of greenfield over existing brownfield sites should not be the preference but you lot don't give a toss anyway.	
Don't want it	
Don't build it!	
Insufficient information.	
Would you want it on your doorstep?	
you won't be happy until there are no green fields left!!!!!!!!!!!!!!!!!!!!!!	
Reasonable good survey but not really enough detailed questions to provide adequate support	
no way	
Keep Basingstoke Green!!	
Don't build it!	
I hope it doesn't get built!	
Distribution centres like this are only 'needed' because of continued over-consumption by, and over-population of, the human race.	
Build underground.	
Society is changing and it is important that this community is at the forefront of change	
Stop trashing Basingstoke. We live in beautiful surroundings which need to preserved for future generations	

<p>Any business that decides to locate to the Basingstoke area will have access to skilled local employees and good transport links. The planning permissions needed will generally be supported by the local community as long as the business supports the community's needs as outlined in this survey.</p>	
<p>We do need to keep innovative initiatives moving our community forward and exciting - as long as it is in strategic plan.</p>	
<p>No need for such development, sort out community leisure facilities first Basingstoke! Lets have a woodland trail park please. Forget Amazon warehouses.</p>	
<p>How much are you going to ask the seller of-the land and the developers to contribute to the local community? I know the answer - not enough!</p>	
<p>I have already made comments in a previous question. I have gone through these sort of consultations in the past and from my perspective they are box-ticking exercises that invariably lead to a project being approved even if the local population rejects it. I have little faith in this process and nonetheless I'm responding. I guess if I am ever contacted it will be to try to convince me.</p>	
<p>Local resident engagement hasn't been effective. On paper looks good but in practice it's failed.</p>	
<p>I don't live in Basingstoke currently, but do own a house there, quite close to Junction 7. However, this is the 1st time I've heard about proposals for a distribution hub. If it is to be a major employer, it's maybe something that should be publicised to a wider area than Basingstoke. More info on development needed for a sensible decision</p>	
<p>Name of business(es) to be located at the distribution centre.</p>	<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>

	Whilst Newlands Property Developments LLP are aware of interest from Local, National and Regional potential occupiers, no specific occupier is yet identified.
I think it's great that these companies have chosen to come to Basingstoke	Comments welcomed
Is this feedback on the website or the proposed Hub? If it's the website then it was easy to use, if it's the Hub then I do not think it is required and will end up as another complex of empty, decaying modern buildings.	Please note comments above in relation to need to such facilities
If it is used for distribution then it's good that it's near the motorway, keeps traffic away from town roads while hopefully bringing some much-needed local employment. But I thought this site was where the new hospital was going?	Comments welcomed, please note that this site is not the same site as the previously proposed hospital, the proposed hospital site was located further to the north of this site.
New opportunities at a safe & environmentally friendly out of town site, with excellent motorway link... It surprisingly this hasn't happened before. We do have a fantastic distribution depot in Basingstoke but it's not ideally sited as hundreds of vehicle movements are not even on ring roads & missed environmental opportunity for sustainability	Comments noted- please see above in regards to transport and sustainability.
It would be good to have a good quality nursery and after school club\ private tutoring agency to provide childcare in or near the site for working parents - mums and Dads - so they can work a full day then pick up their kids close by and take them home - like North Hants Hospital nursery / Kumon or Explore learning in Chineham. It's not that I want much, it's just that when you have a brand new custom built site then you have the chance to do things differently and better and be future ready. This is a great opportunity for companies/franchises, councils, small businesses, enterprises (spa, health, beauty), education providers at all levels,(baby to adult, incl special needs, colleges -BCOT, Unis, Jobcentre, private tutoring providers - Kumon etc., Nurseries -Busy Bees etc.)	Please note comments above in regards to developer obligations.

<p>I just hope that Basingstoke can pave the way for how things SHOULD be. All the people who moan and oppose development end up liking & using it anyway!</p>	
<p>Investment in Basingstoke and local community. As well as the opportunity to guide how the hub could reduce its impact both visually and environmentally.its easier to build in at the outset than after occupation.</p> <p>Also, if you can put large ducts under pavements then this would allow telecommunications providers easy access to for future cable laying with minimal disruption as there would be no excavations needed</p>	<p>Please note comments above in regards to developer obligations and sustainability.</p>
<p>Investment in local area</p>	
<p>Smaller hubs delivering to larger towns in the area, more efficient than big mega storage factories in the centre of towns / cities.</p>	<p>Comments noted</p>
<p>I would like local people to benefit as it's their land so to give back locally also maybe offer shares to local people</p>	<p>Please note comments above in regards to developer obligations and potential employment and skills.</p>
<p>Excited for the positive change this site could bring for the local economy and environmental benefits</p>	<p>Comments welcomed</p>
<p>Smaller hubs delivering to larger towns in the area, more efficient than big mega storage factories in the centre of towns / cities.</p>	<p>Comments noted</p>
<p>It could be a very good outcome for Basingstoke opportunity for local employment Puts Basingstoke on the map It shouldn't clog up local roads as close to the M3</p>	<p>Comments welcomed</p>
<p>Basingstoke has just about all sporting venues apart from a velodrome. Would make the site usable for years to come. People from near and far would use it and they would also use the other company's in the hub.</p>	<p>Comments noted</p>
<p>Noise and light pollution seen and heard from beyond the immediate vicinity</p>	<p>Light- This is an outline planning application, therefore the details for formalised lighting design are yet to be finalised, these details however will</p>

	<p>be discussed in detail with the LPA on the submission of a Reserved Matters Application.</p> <p>Nitrogen dioxide (NO₂) and Particulate Matter (PM 10 & PM_{2.5}) 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.</p> <p>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.</p>
Practical size, not overbearing	Comments welcomed
Hide from roadside	Comments noted- Some visual screening will be provided through vegetation and tree planting.
<p>The whole site looks like one enormous factory not inspiring.</p> <p>Design is very important as this is the first view people will get coming into Basingstoke so should just be a group of bland sheds</p>	Please note that this application seeks outline planning permission, details regarding the final design of the proposals will be subject to further reserved matters submissions.

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