

Old Basing & Lychpit Neighbourhood Plan

2015 – 2029

Pre-Submission version
(regulation 14)
May 2017



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Old Basing and Lychpit Parish Council Neighbourhood Plan

Foreword

Welcome to the pre-submission version of the Old Basing and Lychpit Neighbourhood Plan.

It has been produced since 2014 by a Team of residents and volunteers on behalf of the Parish Council to support sustainable development envisaged in Basingstoke and Deane's Local Plan consonant with the local environment and amenity of the parish.

Old Basing and Lychpit is a largely rural parish between urban Basingstoke to the north and west, and the rural parishes of Sherfield on Loddon, Hartley Westall, Newnham and Mapledurwell. The parish contains three successive areas of past development, specifically the historic village, post-war suburban growth and most recently the development of Lychpit in the 1970s. The wooded upper reaches of the River Loddon form part of a strategic gap between much of the parish and urban Basingstoke. To the north east the Loddon Valley forms a shallow bowl of farmland and copses bordered by wooded rolling hills. The parish is well served by schools, a health centre and dentist, community meeting places, several shops, pubs and restaurants. The parish has a rich history from Anglo-Saxon times, particularly during the English Civil War, and contains important archaeological sites.

Through a series of consultations, the community has confirmed how it values its Conservation Area, historic areas and its natural environment, and has expressed the wish to retain the special character of both. It has also identified some longstanding concerns about the possible effects of the development envisaged in Basingstoke and Deane's Local Plan. The first of these is traffic and road safety. The combination of narrow lanes and railway bridges on the roads to the schools and through traffic at rush hours make children's passage to the schools hazardous. Any increase in traffic from the two development sites (SS3.1 Swing Swang Lane and SS3.9 Land East of Basingstoke) will exacerbate these concerns. The second concern is to conserve and enhance the green spaces of the parish, and particularly the Loddon Valley chalk streams, Sites of Interest for Nature Conservation and Ancient Woodlands, and to consolidate important green spaces. Thirdly, the community wants to see the character of the built environment respected in the different areas within the Settlement Boundary, and to reinforce the standing of the Village Design Statement.

The Neighbourhood Plan Team and the Parish Council believe that the detailed Objectives and Policies of this Plan reflects the desire of the community for sustainable growth consistent with existing settlement and that it will serve to deliver the vision of the community for the Parish over the Plan period.

David Whiter

Leader of the Old Basing and Lychpit Neighbourhood Plan Team

This document represents the Neighbourhood Plan for the parish of Old Basing and Lychpit. It forms one part of the development plan for this area over the period 2016 to 2029, the other part being the Basingstoke and Deane Local Plan.

Basingstoke and Deane Borough Council (B&DBC) as the local planning authority, designated a single Neighbourhood Area for the whole of Old Basing and Lychpit parish in October 2014 to enable Old Basing and Lychpit Parish Council to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Old Basing and Lychpit Neighbourhood Plan Team (OBLNPT). 'The Plan' and 'The Neighbourhood Plan' will be used interchangeably throughout this document. Map 1 below shows the boundary of the Neighbourhood Plan area, which reflects the administrative boundary of the parish.

The Old Basing and Lychpit Neighbourhood Plan has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. The OBLNPT has prepared the plan to establish some key objectives for the future of life in the parish and to set out how those objectives will be realised through planning and guiding land use and development change over the plan period 2016 to 2029. The purpose of the Neighbourhood Plan is to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the parish. The process of producing The Plan has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance to Old Basing and Lychpit, its residents, businesses and community groups.

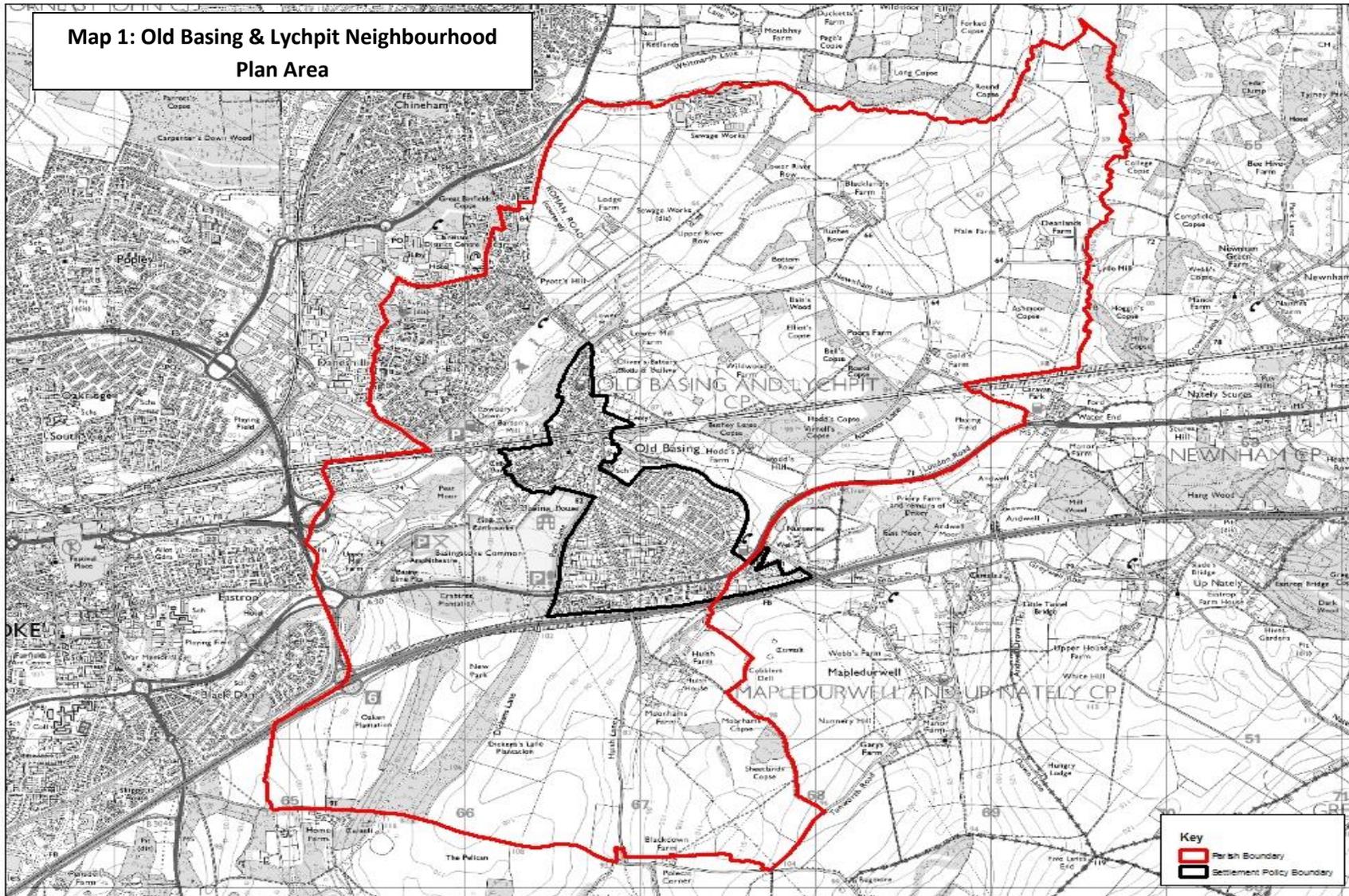
Each section of The Plan covers a different topic. The local context is provided in Section 2 and the objectives of the plan in Section 3. Sections 4 to 7 then provide the various policies:

- Section 4: Traffic and Road Safety
- Section 5: Natural Environment and Landscape
- Section 6: Housing and Design

Under each heading in these sections there is the justification for the policies presented which provides the necessary understanding of the policy and what it is seeking to achieve. The policies themselves are presented in the coloured boxes. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text.

The Plan is accompanied by a Policies Map, shown in Section 7 at the end of the document.

Map 1: Old Basing & Lychpit Neighbourhood
Plan Area



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National policy

1.2 The National Planning Policy Framework ¹(NPPF) states:

“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications (para.183).

Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area.

Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies (para.184).

Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation (para.185)”.

1.3 Further guidance on the practical application of these matters is provided in National Planning Practice Guidance (PPG).

Consultation

1.4 Below is a brief summary of all consultation activities undertaken by the OBLNPT. A comprehensive Consultation Statement will be submitted alongside the Neighbourhood Plan providing details of how the public were consulted, who was consulted (including any statutory consultees), summary of main issues raised, and how those issues have been addressed in our Neighbourhood Plan.

1.5 In March and April 2015 the Neighbourhood Plan Team instigated a series of meetings across the parish to explain possible impacts of the Basingstoke and Deane Local Plan, and to gather comment on it. These comments were analysed and published in April 2015 and used to construct a questionnaire for all residents, groups and businesses during August and September 2015. Pre-paid replies and Survey Monkey responses ensured a good return, and the results and comments were published.

¹ National Planning Policy Framework 2011

- 1.6 In May 2016, the emerging policies and objectives went on to the local websites inviting public comment from residents. Groups, clubs, landowners and businesses were all advised by email and their views solicited too. Responses were limited, with some in general agreement and some with additional proposals. This allowed us to refine the objectives and policies into their present form.
- 1.7 At each stage of consultation, results and comments were published through posters, flyers, the two websites, the parish magazine and the parish newsletter.

2 Local context

Profile of the Old Basing and Lychpit community today

2.1 History



Fig 1

Communities cohere and thrive through an awareness of their shared endeavours, past and present. Old Basing and Lychpit has a vivid history. There are traces from the Stone Age and Bronze Age. The Iron Age and the Roman periods too have left their marks, with the Roman road from Silchester to Chichester running through Pyotts Hill and Lower Mill. The coming of the English can be traced in the settlement at Cowdery's Down with a succession of high status buildings lasting over some 200 years. The battle between Alfred of Wessex and the Vikings in 871

AD shows it also had strategic importance.

This can also be inferred from Oliver's Battery, believed to be one of William the Conqueror's temporary castles after the Battle of Hastings. This did not last long and was replaced in late 11C/12C by a flint castle at Basing House.



Fig 2

The holder of Basing House in 1531 was Sir William Paulet who served Henry VIII, Edward VI, Queen Mary, and Elizabeth I. He began to enlarge the house in fashionable red brick and all four monarchs visited. At Paulet's death in 1572 it had become one of the foremost houses in England. Though the House was partly ruinous by 1640, the Catholic Paulet, fifth Marquess of Winchester held the house for the Royalists. Its position commanding the road between London and Winchester made it strategically important, but after several sieges it was captured by Oliver Cromwell in 1645 (see Fig 2). The ruins were robbed of their red bricks which served to rebuild many of the buildings ravaged by the fighting, including St Mary's church. At the Restoration of the monarchy, the current Paulet was created Duke

of Bolton. He never attempted to resuscitate Basing House but built a hunting lodge and Grange Farm next to the Great Barn in 1690. The Duke of Bolton eventually moved to Hackwood Park around 1830 and Old Basing continued as a farming community thereafter. Enclosure in 18th century saw new farmhouses built at Blacklands Farm, Hodds Farm and Poors Farm. In 1794 the Basingstoke Canal was opened and in 1839 the London and Southwest Railway cut clean through the centre of the village. Brickmaking continued in Riley Lane in the 19th century and Daneshill Brick Company



Fig 3

in the 20th century.

Though Old Basing and Lychpit remained essentially a rural parish, Basingstoke was an engine of change in the nineteenth and twentieth centuries. The railway made it a hub, and various commercial enterprises (Burberry, tractor manufacture) saw it transformed from a market town. In 1964 Basingstoke became a major new town, and in 1971 the M3 motorway opened up access to south Hampshire.

2.2 Old Basing and Lychpit today

Old Basing village still reflects an earlier age with narrow twisting lanes (The Street, Milkingpen Lane and Crown Lane), limited footways and kerbs, and very little street lighting. There are three narrow railway bridges and two narrow river bridges creating pinch points. There is an eclectic mix of houses with double frontage set directly on roadsides. Between the 1940s and 1970s there was expansion echoing the growth of Basingstoke. In the 1970's Lychpit was developed.

2.2.1 Health:

Old Basing Health Centre serves the plan area from a site in the centre of the village. There is also a dental surgery for private patients in Old Basing and a surgery and health centre in Lychpit.

2.2.2 Transport:

The road layout is a radial network centred on Five Ways interchange (map 3, Fig 13) Much of the through traffic passes through Five Ways creating pressure and the creation of a number of rat runs. This puts pressure on the ability of the road network to accommodate any growth in traffic arising from housing development schemes on the outskirts of the village

With easy access to the nearby M3 and close to the Basingstoke main line railway station, travel to Old Basing and Lychpit is simple.

Footpaths link different roads, shops and amenities for pedestrians both in the village centre and the new developments though improvements will be required to include pedestrian and cycle ways and discourage car use

Additional bus services may also be required to access the local town of Basingstoke for key services.

2.2.3 Education:

Old Basing has an infant school and a junior school and there is an infant school in Chineham. With the expected growth in population of the village, it will be necessary to ensure the capacity of the schools increases to accommodate an increase in numbers

In the community engagement questionnaire, 77% of respondents identified parking as a problem and 82% of these identified St Mary's School and The Street (both used for parking at school drop off and pick up times) as parking problem areas. It is therefore a matter of utmost concern that any new school places required by development must not exacerbate this problem.

2.2.4 Leisure:

The village is serviced by a recreation ground and pavilion as well as the following activities (figures 4 & 5):

- Adult football pitch
- Junior football pitch
- Archery range
- Bowling greens
- Cricket pitch
- Lawn tennis court
- Adult exercise equipment

Multi use games area for tennis, netball, basketball court, 5 a side football.

There are three pubs offering meals, a fish and chip restaurant, a Chinese restaurant and an Indian restaurant in the parish.

The significant increase in population in close proximity to Old Basing and Lychpit will put more pressure on the amount and type of recreational and leisure facilities available to meet the needs of an expanding population, particularly for young people.



Fig 4



Fig 5

2.2.5 Housing:

The Village Design Statement² 2006 (pp13 and 14) identifies three areas of differing style and form based on successive phases of growth. The first of these is the Conservation Area (see Map 2)

- This area is characterised by narrow winding lanes
 - Brick and timber framed cottages and barns have thatch or peg tiled roofs
 - Roofs are hipped or half hipped
 - Windows are small white painted casements
- See figs 6, 7 & 8



Fig 6

The second area, to the south, is bounded approximately by Park Lane, Hatch Lane, Cavalier Road and the A30 London Road.

- Here houses and bungalows of uniform design are laid out in linear fashion
 - Roads are straight (encouraging higher speeds) with deep front gardens, and grass verges
 - Materials are usually red/brown brick with concrete roof tiles
- See Figs 9 and 10



Fig 7

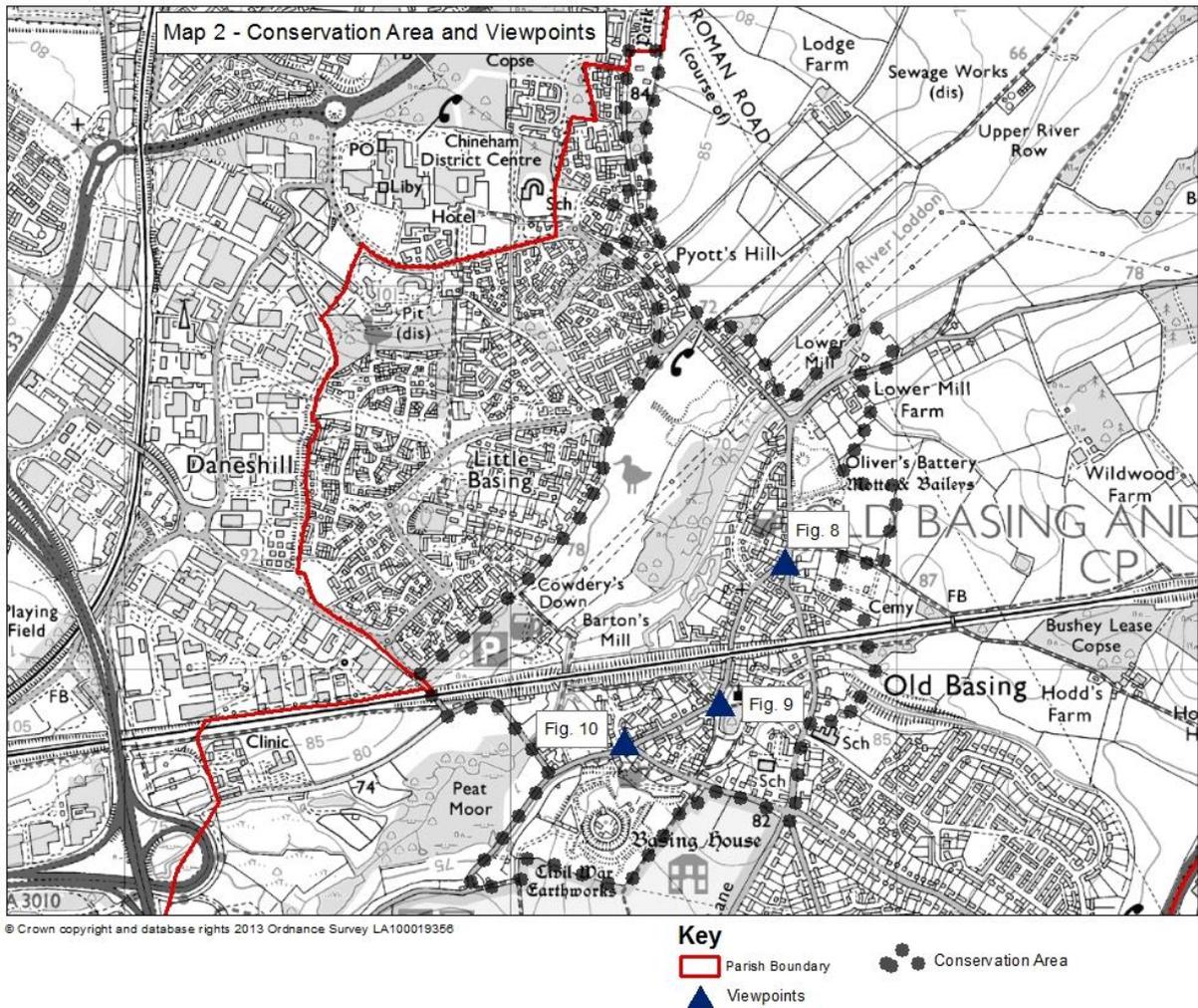
The third area is later twentieth century developments, principally Lychpit, bounded by Swing Swang Lane, Great Binfields Road and the industrial area on Wade Road.

- Here houses are densely laid out in small **side roads**
 - There is abundant tree and hedge planting, open grassland and communal spaces
 - Main roads have wide verges and tree planting
 - Materials, palette and detailing draw on the styles of the Conservation Area
 - Road surfaces incorporate a wide range of materials defining differing spaces
- See Fig 11



Fig 8

² Old Basing and Lychpit Village Design Statement 2006



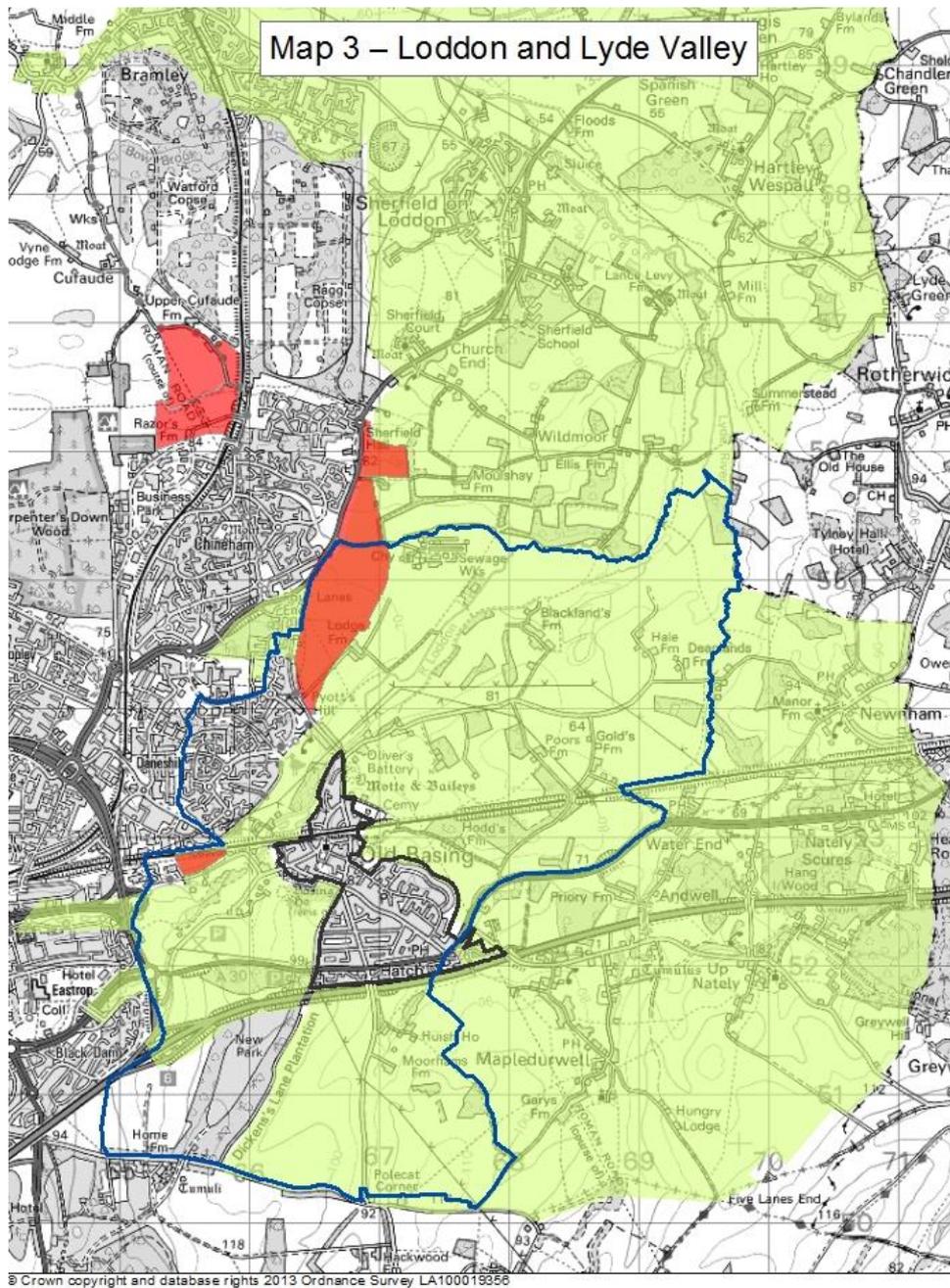
Most of the parish of Old Basing and Lychpit is farmland and woodland (see Map 1) along the River Loddon and the Loddon Valley (see Map 3). It contains many Sites of Interest of Nature Conservation (SINCs) and different habitats supporting the local flora and fauna. There are also important community areas providing space for recreation and leisure:

- Allotments in Riley Lane
- Bellevue Road open space and play facilities
- Oliver's Battery and the Common gives space for walkers
- Basing House and The Great Barn

The Recreation Ground provides for various sports and village activities and has exercise equipment.

The following spaces form part of the Strategic Gap with Basingstoke

- Basing Fen an area of wetland and woods with a SINC
- Mill Field a Local Nature Reserve, open grassland along the Loddon
- Basingstoke Common open grassland for grazing and walker
- Cowdrey's Down a mix of grassland and woods
- Crabtree Plantation grassland and woods next to Basing Common
- Limepits grassland/woods next to Basing Fen with play equipment



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Key

Parish Boundary	Loddon and Lyde Landscape Character Area
Settlement Policy Boundary	Adopted Local Plan (2011-2029) Site Allocations

2.3 Topography

To the north and west of Old Basing and Lychpit lie the parishes of Chineham and Sherfield on Loddon forming the edge of urban Basingstoke.

The Loddon Valley makes up approximately a third of the parish area (see Map 3 The Loddon and Lyde Valley above) and as such is a deeply embedded part of the character of Old Basing & Lychpit. The River Loddon which rises in Basingstoke runs north-eastwards through the village. At Lower mill it divides into two rivers which re-join outside the parish. These chalk streams provide a highly valued and protected landscape, and ecological features for which Hampshire is renowned. With the River Lyde to the east, the Loddon Valley is flattish, low-lying farmland interspersed with occasional copses of deciduous trees.

The Landscape Capacity Study 2010 (pp73 to 80) characterises the area as possessing important linear views down the valley with limited scope for mitigation without damage to its character. It is an intimate landscape with a sense of tranquillity and feels remote from settlement, with numerous SINCs, Ancient Woodland sites and the two salmonid rivers. The valley bottom has wetland vegetation.

Along the north side of the Loddon valley runs the wooded ridge of Pyotts Hill, visually important as a frame to the view along the Loddon valley. To the east and south the landscape is characterised by rolling hills, more thickly wooded with oak, ash, chestnuts and lime.

2.4 Demographic Data³

Old Basing and Lychpit is the second largest of the fifty-two Parish Councils and Parish Meetings by precept and population in the Basingstoke and Deane area

KEY FACTS	OLD BASING & LYCHPIT PARISH
AREA:	1,550 HA
TOTAL POPULATION:	7,308
POPULATION DENSITY:	4.71 PERSONS PER HECTARE
HOUSEHOLDS:	3,021

Population

The overall population size of the parish, according to the 2011 census was 7,308 persons or 4.36% of the district authority area, living in 3,021 households. The population of Basingstoke and Deane is 167,799 according to 2011 Census data from the Office of National Statistics.

Age

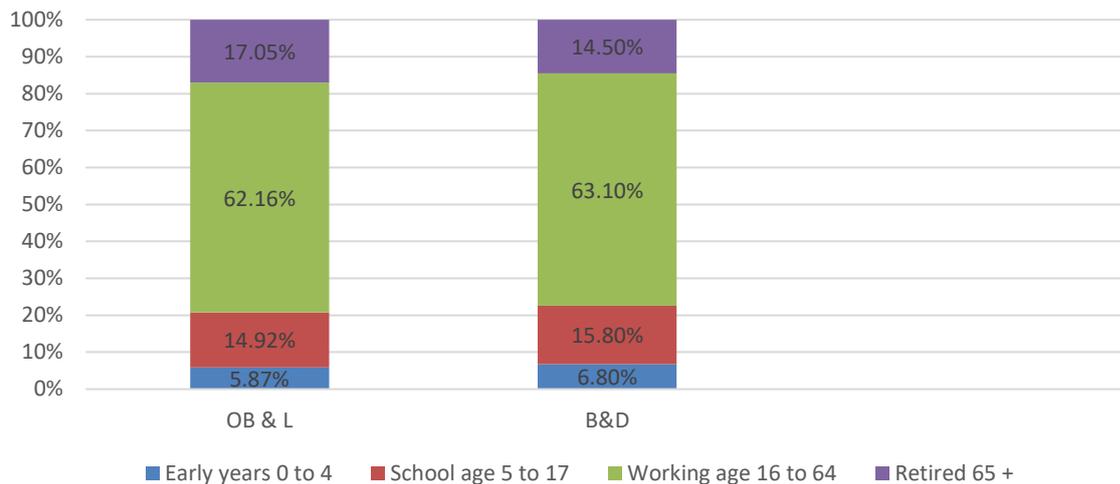
Early years: 5.87% (429 children) of the population were aged 0-4 in March 2011. This compares with 6.8% at the district level. School age: 14.92% (1,090 children) of the population were aged 5 to 17 years in March 2011. This compares with 15.8% at district level.

³ ONS Census data 2011

Working age: In terms of age profile, 62.16% (4,543 residents) of the population in OB & L Parish is of working age between 18 and 64, very similar to 63.1% of the district level.

Retirement age: 17.05% (1,246 people) of the population were aged 65 and over in March 2011. This compares with 14.5% at district level. Over 85 year olds accounted for 2.48% of the population compared to 1.8% for the district authority. This highlights the lower proportion of school age children and higher proportion of retired people than is average for the district.

Fig 12 Age Profile



2.5 Local infrastructure

Basingstoke and Deane have produced an adopted Local Plan for the district covering the time period 2011-2029, with the aim of ensuring the delivery of sustainable growth.

There are 2 strategic sites within the Local Plan which directly impact on Old Basing and Lychpit:

- SS3.1 Swing Swang Lane will deliver approx. 100 houses is within the NP parish area, but outside the development boundary
- SS3.9 East of Basingstoke has been identified for 450 houses. Approximately 65% of this site falls within the OB&L NP area.

Basingstoke & Deane Local Plan states:

“Development of this site will deliver homes and infrastructure in the period 2018/19 to 2022/23, in accordance with the requirement to maintain a five year supply of deliverable housing sites. The site boundary as defined on the Policies Map has capacity for approximately 900 dwellings. A potential later phase for 450 dwellings may be delivered beyond the Plan period.”

In the 2004 Local Plan a Major Development area, east of Basingstoke including SS3.9 and Hodd’s Farm were proposed; in the event these were not needed, but remained available for development. In discussions preceding the draft Local Plan 2011, these sites were still considered “available and deliverable” under SHLAA despite doubts about the effects on landscape, wildlife and habitat, and flood risk. The draft Local Plan 2011 called for development of 900 houses in SS3.9, leading to a well-

supported and effective campaign against, SOLVE, (Save our Loddon Valley Environment). This proposal was reduced to 450 houses when the land owners reduced the area of land they had previously put forward for development.

The Inspector also dismissed representations hinting that sites previously considered, including Hodd's Farm, still remained possible. In his report he said the following (page 41, para 192): "The site at Hodds Farm located just to the south, also has landscape and biodiversity issues. None of the trajectories included in support of developing these sites shows projected completions within the first five years of the plan period. In view of these considerations, I see no justification for the inclusion of these sites in the Plan within the plan period. Some representations hint at the possibility of these schemes being brought forward for development beyond the plan period. Even then, I envisage major infrastructural work, on the assumption that the impact on the biodiversity of the Loddon Valley can be mitigated to an acceptable standard, although it is difficult to see at this point in time how this could be achieved."

In addition, the Local Plan identifies that 150 houses will be delivered by neighbourhood plans across the borough. In addition, The Local Plan also supports the delivery of appropriate infill development within existing Settlement Boundaries.

Generally, the landscape value is rated as High and the Landscape Capacity for settlement Low signifying that it could not accommodate new development without significant and adverse impact on the landscape character.

2.6 Local planning policy

- The key planning policies are provided by the Basingstoke and Deane Local Plan⁴ 2011 – 2029. Additional information is provided by the Local Transport Plan⁵ and River Basins Management Plans⁶.
- In particular, the Local Plan sets out detailed site allocations and policies in relation to development, infrastructure and sustainable communities. All the policies set out in the Local Plan are considered to be strategic in nature and whilst the Neighbourhood Plan cannot determine 'strategic' planning policy, it can influence the detailed 'local' matters and it is many of these matters that the Neighbourhood Plan policies are seeking to address through the development. This offers a significant opportunity to address many of the issues raised by the community regarding life in Old Basing and Lychpit and so the intention is to use the Neighbourhood Plan to achieve this. Specifically, **policy SS5**, which states
"The council will support parish/town councils..., through the Neighbourhood Planning process."
- Requirements of **Policy SS5** (Neighbourhood Planning), provides an over-arching policy for the delivery of housing through neighbourhood plans requiring:
"..A further 150 homes will need to be identified in the areas outside those listed above and it will be necessary to identify sites/opportunities to deliver at least 10 homes in and around each of the settlements with defined Settlement Policy Boundaries.."

⁴ Basingstoke and Deane Local Plan 2011

⁵ Hampshire Local Transport Plan 2011-2031

⁶ South East river basin district RBMP: 2015

- In terms of what can count towards the 10 homes is defined as 10 or more homes within Settlement Policy Boundaries (SPB) or 5 or more outside of the SPB.
- Basingstoke and Deane Borough Council have advised the OBLNPT that the Peacock House development of 24 flats on London Road, Old Basing qualifies as an identified site⁷, thus meeting the requirement of 10 homes
- This Neighbourhood Plan therefore, does not seek to allocate any further sites for development
- Furthermore, Policy SS6 (criterion e) of the Adopted Local Plan supports *'small scale residential proposals of a scale and type that meet a locally agreed need'* in locations that are *'well related to an existing settlement'*
- In terms of the affordable housing requirements in the Borough, Policy **CN1** of the Local Plan requires up to 40% affordable housing on all development proposals that result in a net increase in dwellings however it is considered that recent amendments to Planning Practice Guidance⁸ (PPG) requirements supersede the thresholds established in **policy CN1** of the Adopted Local Plan. Accordingly, through the determination of planning applications, affordable housing provision in the Borough will be sought in accordance with the thresholds established in the PPG. The PPG requirements are as follows:

Outside of the Area of Outstanding Natural Beauty	1-10 dwellings	0%
Outside of the Area of Outstanding Natural Beauty	11+ dwellings OR 1-10 dwellings with a combined gross floorspace greater than 1000 square metres	40% on site

⁷ Planning Reference 14/02153/GPDOFF

⁸ Planning Practice Guidance 2014

3 NEIGHBOURHOOD PLAN OBJECTIVES & POLICIES

4.1. Challenges for Old Basing and Lychpit

The Neighbourhood Plan seeks to address as far as possible the challenges that face the community of Old Basing and Lychpit parish. In summary, these challenges are:

- 4.1.1.** Ensuring that strategic developments identified in the Basingstoke and Deane Core Strategy are integrated into the existing community of Old Basing and Lychpit in such a way that they enhance the existing community
- 4.1.2.** Ensuring that the strategic developments do not look and feel like ‘bolt-ons’ to the existing community but embrace the best examples of local design and layout and provide homes that are affordable to those wishing to live in the community.
- 4.1.3.** Recognising that safe alternatives to the private car as a means of travel need to be provided and that safe means of pedestrian access to places are delivered. In particular, this relates to cycling and walking.
- 4.1.4.** Protecting the significant biodiversity assets in the parish, especially Basing Fen and the Loddon Valley, and provide new accessible green space for the growing population.

In order to emphasise the importance of these aims, it can be assumed that this Neighbourhood Plan is referring to the entire parish, including both SS3.1 and SS3.9, unless specifically cited otherwise.

4.2. Vision

The following overarching vision has been developed for Old Basing and Lychpit in consultation with the community for the next 15 years:

‘In 2029, Old Basing and Lychpit will be a sophisticated, vibrant and prosperous area with a green character. It will value its community, and community events, providing people with a supportive and sustainable environment where people can live, work, rest and play. Pedestrians and cyclists will feel safe and traffic will be managed to minimise its impact. There will be a range of jobs locally and housing to support and maximise choices for residents, and excellent public services across education, healthcare and leisure for all residents. The green environment will continue to be protected and cherished as the area is recognised for the quality of its natural and built environment and its distinctiveness from Basingstoke.’

3.3 Aims and Objectives of the Neighbourhood Plan

The aims and objectives of the Neighbourhood Plan as identified through engagement with the community are as follows:

Traffic and Road Safety	
Aims: <i>to ensure that Old Basing and Lychpit is safe for both walking and cycling and has good public transport networks which are both safe and efficiently functioning</i>	
Objective 1:	To ensure the new development provides cycling and walking connectivity to the existing network and the town
Objective 2:	Develop footways at railway bridges and other points to improve safety of the community
Objective 3:	To promote traffic measures that discourage congestion and ad hoc traffic using a “rat run” from the Eastern side of the parish to the East of Basingstoke

Natural Environment and Landscape	
Aims: <i>to respect and conserve the distinctive character of the landscape, natural environment and historic assets of the parish</i>	
Objective 4:	To preserve the features of the landscape that distinguish it as part of the Loddon Valley
Objective 5:	To ensure new development does not detract from the iconic views of Old Basing
Objective 6:	To protect areas of Local Green Space that are of significance to the community
Objective 7:	To protect and enhance the historic environment of the Village and District

Housing and Design	
Aims: <i>to support sustainable development that is consistent with existing facilities and neighbourhoods and respecting the wishes of the community</i>	
Objective 8:	To ensure that all new development is built in accordance with the Village Design Statement (2006) in terms of design, and designed sympathetically to existing surroundings
Objective 9:	To provide sufficient dwellings that meet the needs in particular of first time buyers and those wishing to downsize

Aim	Objective	Policy	Evidence
To ensure that Old Basing and Lychpit is safe for both walking and cycling and has good public transport networks which are both safe and efficiently functioning	Objective 1: To ensure the new development provides cycling and walking connectivity to the existing network and the town	Policy 1	
	Objective 2: Develop footways at railway bridges and other points to improve safety of the community	Policy 2	
	Objective 3: To promote traffic measures that discourage congestion and ad hoc traffic using a “rat run” from the Eastern side of the parish to the East of Basingstoke	Community Aspiration	
To respect and conserve the distinctive character of the landscape, natural environment and historic assets of the parish	Objective 4: To preserve the features of the landscape that distinguish it as part of the Loddon Valley	Policy 3	
	Objective 5: To ensure new development does not detract from the iconic views of Old Basing	Policy 4	
	Objective 6: To protect areas of Local Green Space that are of significance to the community	Policy 5	
	Objective 7: To protect and enhance the historic environment of the village and District	Policy 6	
To support sustainable development that is consistent with existing facilities and neighborhood’s and respecting the wishes of the community	Objective 8: To ensure that all new development is built in accordance with the Village Design Statement (2006) in terms of design, and designed sympathetically to existing surroundings	Policy 7	
	Objective 9: To provide sufficient dwellings that meet the needs in particular of first time buyers and those wishing to downsize	Policy 8	

4 Traffic and Road Safety

Objective 1: To ensure the new development supports the vision by providing cycling and walking connectivity to the existing network and the town of Basingstoke.

POLICY OB&L 1: MOVEMENT ROUTES

- All new developments should ensure safe access to existing cycle and pedestrian routes that, in turn, directly serve the Movement Routes shown on Proposal Map 4 and, wherever possible, take available opportunities to improve and extend the footpath and cycle network in order to provide better connectivity throughout the parish
- Where new developments may negatively impact upon movement routes appropriate mitigation measures will be expected

Objective 2: Develop footways at railway bridges and other points to improve safety of the community

POLICY OB&L 2: DEVELOPER CONTRIBUTION

When planning permission is granted for development in Old Basing and Lychpit opportunities will be taken to enhance identified Movement Routes, in accordance with appendix 2 and agreed with the Parish Council. Appropriate use will be made of the Community Infrastructure Levy, other planning agreements or planning conditions, in order to achieve this.

Evidence for Policies

- 4.1** There is a recognition within the community of Old Basing and Lychpit that there will be a considerable growth in population from developments at Swing Swang Lane and East of Basingstoke
- 4.2** 2011 census figures⁹ showing the higher-than-average car ownership¹⁰ (just under 88% of households own one / two cars) in Old Basing and Lychpit (Appendix 1) This demonstrates the high level of extra traffic that will be generated by the new strategic housing developments with this pattern continuing. If 88% of the new developments (total just under 600) own 1.5 cars this will increase the volume of local traffic by an average of 792 additional cars
- 4.3** This requires a solution to the traffic congestion which will result from this additional level of use and efforts are needed to encourage travel by means other than the car. To facilitate this there

⁹ Office of National Statistics Census data 2011

¹⁰ Appendix 1 – pp32

needs to be good, safe routes for pedestrians and cyclists, especially for children walking to the schools (See map 4 Movement Routes & Fig 13)

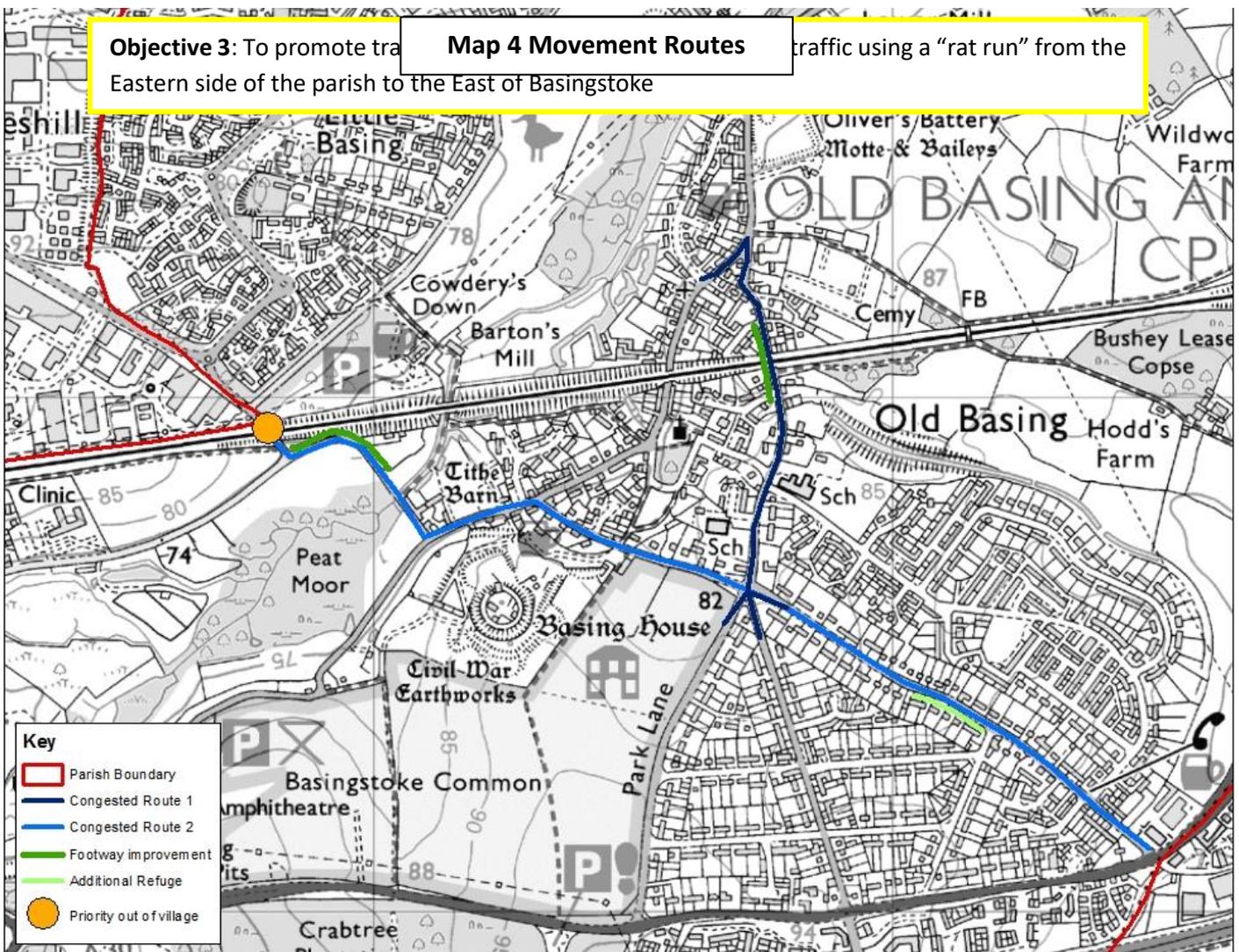
- 4.4** Without these improvements, the resulting traffic congestion will put undue pressure on the traffic infrastructure
- 4.5** In addition, this will be accompanied by the related problems of air pollution and CO2 emissions. According to transport statistics, new cars on average produce 125 gms / km, whilst older cars produce considerably more than this, with cars dating from 2003 producing an average of 172 gms / km¹¹
- 4.6** Particular issues raised by the community as to why they do not walk or cycle as much as they could were:
- 4.6.1** Footpaths are absent or inadequate making pedestrians feel vulnerable, especially children going to the schools
 - 4.6.2** Cycle routes are frequently interrupted at points on the road network where the dangers for cyclists are highest
 - 4.6.3** Improvements need to be made to cycleways and footpaths
 - 4.6.4** There are three narrow railway bridges and other narrow roads, Milkingpen Lane, Crown Lane and Church Lane where it is impossible for two cars to pass making walking on these roads hazardous. See Figures 22, 23, 24, 27
- 4.7** The Neighbourhood Plan Policy 1 is supported by the Basingstoke and Deane Local Plan¹² policy **SS3.1** (Swing Swang Lane – site **SS3.7**- 100 houses) which states
- *“Include measures to improve accessibility by non-car transport modes particularly to Old Basing and ensure the ability to service the site by public transport, including the connection of the site with existing cycle and pedestrian routes, including the Public Rights of Way Network and the Strategic Cycle Network with direct cycle access to Eastrop Park, Basing View and the Town Centre*
 - *Incorporate measures to maintain the Public Right of Way along the northern boundary of the site*
 - *Include appropriate green infrastructure to meet local needs in line with the council’s adopted standards, providing links to the existing green network”*
- 4.8** Information provided from the transport and movement surveys¹³ shows movement corridors along
- 4.8.1** Hatch Lane/Crown Lane/Basing Road/Swing Swang Lane
 - 4.8.2** Pyotts Hill/The Street/Milkingpen Lane
 - 4.8.3** The Cycle route along Bartons Lane and the western section of Basing Road
- 4.9** For each of these corridors, specific opportunities for improvements to the existing infrastructure were identified with a view to encouraging more people to walk or cycle more often for their daily journeys to school, to work and for trips to local services. As a result, a number of key routes and specific improvements have been identified which will improve the potential for greater levels of walking and cycling. Improvements that are required to increase road safety and improve access have been identified as:

¹¹ Average CO2 emissions of newly registered cars Great Britain, July 2015

¹² Basingstoke and Deane Local Plan 2011

¹³ Hampshire County Council traffic surveys 2009 & 2015

- 4.9.1 footway along Basing Road in a recent questionnaire regarding HCC masterplan, a question was included asking if residents would like to see a footway on Basing Road.
- 4.9.2 footbridge over the River Loddon
- 4.9.3 improved footway on Milkingpen Lane between Manor Lane and Churn Close
- 4.9.4 additional traffic calming point on Hatch Lane
- 4.9.5 improved cycleway between Black Dam Ponds, Crabtree Plantation to Greywell Road
- 4.9.6 improvements to railway bridge at Swing Swang Lane
- 4.10 As Crown Lane and Hatch Lane are likely to form part of the Strategic Cycle Route to Basingstoke, it will be important that any proposed development provides safe footpath and, if possible, cycle path access to these key routes. Without this, these new developments will be isolated from the footway and cycleway network and will become car-dependent estates
- 4.11 Where improvements are needed, contributions will be sought through Section 106 or CIL agreements and will be used to part-fund these and lever in match funding from other sources.



Community Aspiration

- 4.12** This objective was identified by the community as was deemed to be an important part of the future of Old Basing, it has therefore been included here as a community aspiration
- 4.13** The development of Old Basing is characterised by layouts based on link roads or loop roads (Fig 13 below) creating constraints of access through the existing developments. It would therefore be unreasonable for residential roads to be expected to carry any significant increase in the flow of traffic generated by a significant increase in population
- 4.14** Old Basing provides indirect access from the A30 to Basingstoke promoting rat runs along the major routes shown on Map 3
- 4.15** The Hampshire Highways Transport Plan identifies
“Peak time capacity problems exist on some inter-urban and rural roads such as the A33 ...A339 ... especially where they provide access to particular busy junctions, such as on the approach to Basingstoke”¹⁴
- 4.16** Both these roads directly serve Old Basing and the resulting congestion has served to create “rat-runs” through Old Basing and Lychpit



- 4.17** Congestion created by parking for school pick up and drop off adds to the problems created by this “rat run” traffic and the issue of safety has been raised by the community during the consultation period
- 4.18** When recent work was carried out on nearby Black Dam roundabout (2014-2016), the heavy increase in traffic along Crown Lane caused Royal Mail¹⁵ to suspend mail deliveries along a section of the road as they considered it “too dangerous”. Traffic surveys showed an increase of 19% in car

¹⁴ Hampshire Local Transport Plan 2011 - 2031

¹⁵ BBC South Today 1st December 2015

numbers during the roadworks when compared to the previous Hampshire Highways Department traffic survey, showing that any significant increase in car numbers would have a significant impact on the parish

- 4.19** It is therefore a community aspiration to work with the highways department to find solutions to these issues and the issues that will be caused through a major increase to the population



5 Natural Environment and Landscape

Objective 4: To preserve the features of the landscape that distinguish it as part of the Loddon Valley (as defined in the B&D landscape assessment)

Policy OB&L 3- Built-up Area Boundary

- New housing developments will be focussed within the built-up area boundary of Old Basing and Lychpit as shown on proposals Map 5
- Proposals for development located within the built-up area boundary will be supported provided they accord with the provisions of the Neighbourhood Plan and other relevant development plan policies
- Subject to the other policies in this Neighbourhood Plan and the Basingstoke and Deane Local Plan **Policy SS6**, development outside the Built-up Area Boundary shall not normally be permitted. The only exceptions to this are:
 - **Site SS3.9** East of Basingstoke 450 dwellings
 - **Site SS3.1** Swing Swang Lane 100 dwellings
 - any necessary utilities infrastructure proposed by service providers where no reasonable alternative location is available.

Evidence for Policy

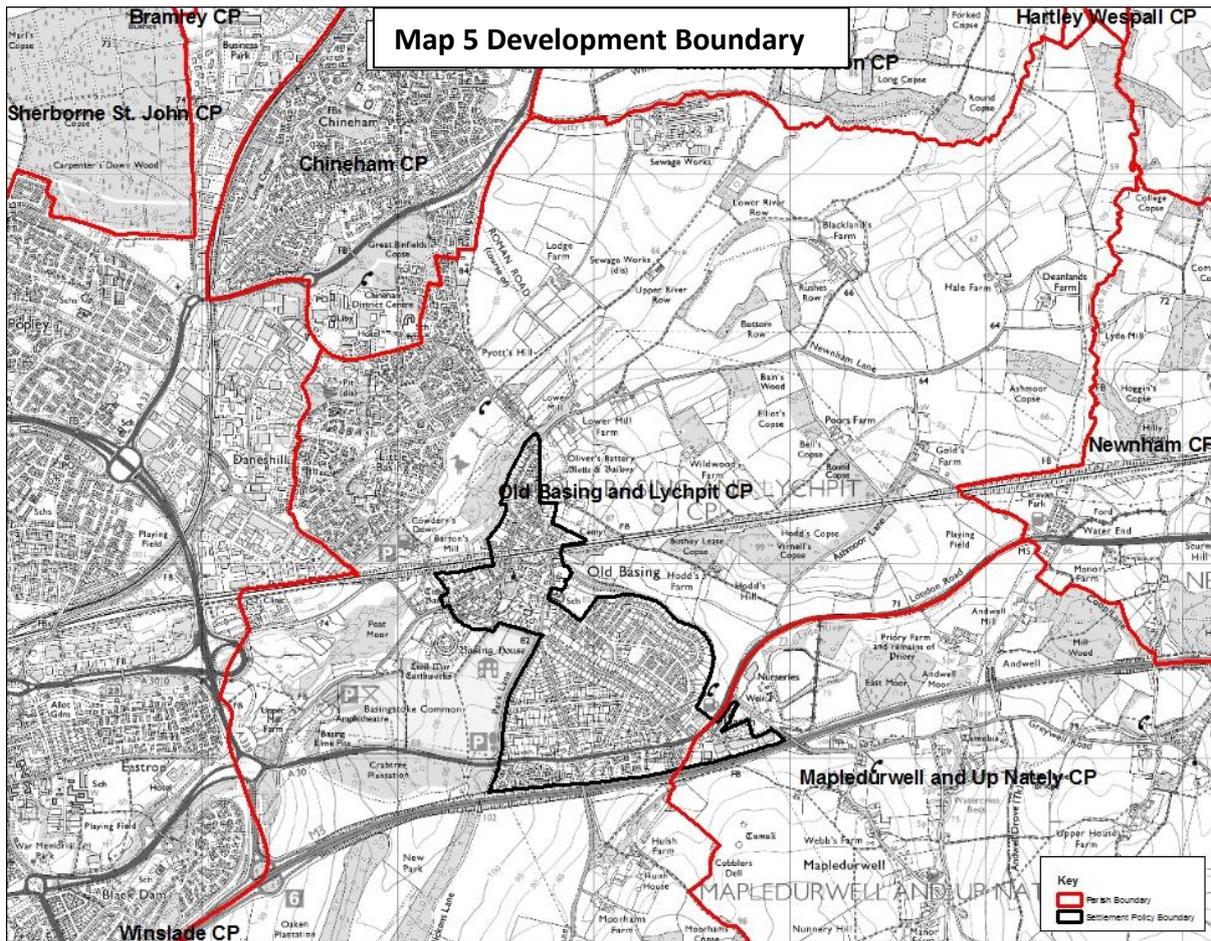
- 5.1 The River Loddon and the surrounding floodplain (Loddon Valley) is classified as a high-quality chalk river requiring special protection for both water quality and ecology. The Loddon contains many important wetland and floodplain habitats which have been designated as Sites of Importance for Nature Conservation (SINCs). It is also subject to the European Union Freshwater Fish Directive, designated as an EU salmonid river that contains BAP (Biodiversity Action Plan) habitat.

- 5.2 The Landscape Capacity Study 2010¹⁶ characterises the area as possessing important linear views down the valley with limited scope for mitigation without damage to its character. It is an intimate landscape with a sense of tranquillity and feels remote from settlement, with many landscape features of interest. There are numerous SINCs and the Valley Bottom has wetland vegetation
- 5.3 Much of the new growth is focused around the settlement of Basingstoke. However, site **SS3.9** with permission for 450 dwellings and identified capacity for 900 falls largely within the Neighbourhood Plan area
- 5.4 The River Basin Management Plan¹⁷ for the Thames Basin identifies that the Loddon catchment is currently failing to meet the good ecological status of the Water Framework Directive¹⁸ (WFD) primarily due to treated effluent discharges into the River Loddon catchment from the Basingstoke area, and in particular phosphate discharged from the sewage treatment works
- 5.5 The value and sensitivity of the landscape, the setting of the village and the distinctive views of the landscape from public vantage points are distinctive qualities of Old Basing and they have all been considered in assessing the suitability of development opportunities
- 5.6 The Loddon Valley is highly valued and crucially important to the community of Old Basing and Lychpit and development that adversely affects this area would be extremely detrimental - see map 6
- 5.7 With considerable development already scheduled to take place within the Loddon Valley on site SS3.9 and the potential for doubling this, it is important to Old Basing and Lychpit that the remaining Valley retains its distinctive and important character and is not further eroded by development
- 5.8 Directing new development to within the development boundary therefore will protect the important features of the Loddon Valley. The extent of the development boundary is shown in Map 5
- 5.9 Within the existing development proposals, intrusive development, (including buildings, highways and lighting) in areas of major or substantial landscape value or sensitivity or which would clutter distinctive views, will not be welcomed
- 5.10 Re-modelling of the local topography, through cut and fill, could also adversely impact on the landscape character and therefore, where acceptable, development should be adapted to the site contours rather than the site adapted to the development

¹⁶ Landscape Capacity Study 2010 pp 73 - 80

¹⁷ Thames River Basin Management Plan 2015

¹⁸ Water Framework directive 2000



Objective 5: To ensure new development does not detract from the iconic views of Old Basing

Policy OB&L 4– Protection of Iconic views

New development will be supported where it would not have an adverse impact on the landscape setting in particular the distinctive views fig 15, 16 & 17 shown in map 6. An assessment of views to and from a new development should accompany a planning application wherever relevant.



Figure 15



Figure 16



Figure 17

Evidence for Policy

- 5.11 Approximately one third of the Old Basing and Lychpit Parish is made up of the Loddon Valley (see map 3 and map 6)¹⁹. Between Old Basing and Lychpit the River Loddon runs north-eastward contained between wooded slopes. East of Pyotts Hill the landscape widens into an extensive, shallow bowl comprising the valley floor of grassland and arable farmland, sparsely inhabited by a few scattered farmhouses and copses. Either side of the Valley to the northwest and southeast are small rolling hills, heavily wooded, which frame the valley landscape.
- 5.12 The Landscape Capacity Study 2010 (p73-80) characterises the area as possessing important linear views down the valley with limited scope for mitigation without damage to its character. It is an intimate landscape with a sense of tranquillity and feels remote from the settlement, with numerous SINCs, Ancient Woodland sites and the two salmonid rivers.
- 5.13 There are several SINCs and other designations on the Loddon and has had biodiversity strategies and several other projects in place to ensure its durability. Although the Loddon Valley continues beyond the parish boundary, there is a strong need within the parish to ensure the protection and longevity of the River and the Valley for the community and neighbours downstream.
- 5.14 Newnham Lane is the principal route into the Loddon and Lyde Valley which forms much of the rural part of the parish so highly valued by residents.
- 5.15 Figures 15, 16 and 17 illustrate its particular nature at the edge of urban Basingstoke. This broad, shallow valley with the meandering Loddon and Lyde unifying a landscape of low-lying pastures, arable fields, watercourses and copses creates a tranquil, remote and pastoral character.
- 5.16 There are important habitat types, some extensive views and others with lower inter-visibility due to land form and vegetation. The wooded horizons along the valley sides frame these views. Settlement in the Valley is of low density linked by narrow, winding roads and many historic features. Many views within the settlement area share these wooded horizons.

Objective 6: To protect areas of Local Green Space that are of significance to the community

Policy OB&L 5 - Protection and maintenance of Local Green Spaces

- The following areas, as shown on the **Proposals Map 7**, are recognised as important to the local community and as such are designated as Local Green Spaces and will be strongly protected from development:
 - the Basingstoke Canal sections behind Cavalier Road (1)
 - Hodds Lane Copse (2)
(shown on map 7)
- Development on this local Green Spaces will not be permitted unless it can be clearly demonstrated that it is required to enhance the role and function of the identified Local Green Space

¹⁹ B&D Landscape Character Assessment (2001)

Evidence for Policy

- 5.17 A key objective of the Neighbourhood Plan is to retain the features that make Old Basing and Lychpit an attractive place to live and retain its rural environment. The plan recognises the need to retain this and, where possible, to enhance the environment of the plan area
- 5.18 Basingstoke and Deane Green Infrastructure Strategy aims to
- “..provide a planned and managed network of Green Infrastructure across Basingstoke and Deane which:*
 - provides residents with adequate local access to a network of high quality parks, open spaces, green links and corridors;*
 - protects the health and attractiveness of our natural environment, enhancing those areas which can make a positive contribution to biodiversity; and*
 - allows the natural environment to thrive alongside the built environment”*
- 5.19 In line with this strategy, the Neighbourhood Plan seeks to ensure that green infrastructure will be incorporated into new developments and local green gaps will be retained to maintain the character and identity of individual settlements
- 5.20 In particular, the need to preserve the identity of Old Basing and Lychpit is seen as important, with part of this being the need to retain its special green space within the Loddon Valley setting. These green areas help to retain the feel of a rural village and maintain its important historic heritage
- 5.21 Under the NPPF, neighbourhood plans have the opportunity to designate Local Green Spaces which are of particular importance to the local community. This will afford protection from development other than in very special circumstances. Paragraph 77 of the NPPF says that Local Green Spaces should only be designated:
- “where the green space is in reasonably close proximity to the community it serves”*
 - “where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife” and*
 - “where the green area concerned is local in character and is not an extensive tract of land”*

5.22 The consultation process has highlighted that the key features that contribute to the distinctive character of Old Basing and Lychpit are the substantial number of relatively small open green spaces dotted about the town with respondents citing publicly accessible green spaces as a contributing factor to their enjoyment of the village



5.23 Protecting these spaces is therefore important for the objective of conserving the character of Old Basing and the majority are already protected by virtue of existing designation

5.24 The areas of green space marked on the proposals map 5, have been ranked as being of significant importance to the community of Old Basing and Lychpit and in need of protection and as meeting the criterion of greenspace designation as set out in the NPPF

5.25 Local Greenspace 1 - The Basingstoke Canal

5.25.1 Following considerable restoration work, the canal not only serves as a recreational amenity but is also a notable wildlife habitat

5.25.2 The canal started at a canal basin, roughly where the cinema in Festival Place, Basingstoke is located. From there the canal ran alongside the River Loddon following the line of Eastrop Way where the old canal route passes under the perimeter ring road and then follows a long loop partly on an embankment to pass over small streams and water meadows towards Old Basing

5.25.3 The route now goes around the now ruined palace of Basing House and then through and around the eastern edge of Old Basing. Cuttings, which contain water in the winter are present through Old Basing, just off Milkingpen Lane and from the section running around farm land at the eastern edge of the village behind the Belle View Road/Cavalier Road estate

- 5.25.4 The alkaline water from the chalk springs at Greywell and the acid water content eastward where the canal passes through heathland, has given rise to one of the largest varieties of aquatic plants and invertebrates in the UK
- 5.25.5 As many as 25 of Britain’s 39 species of dragonflies and damselflies inhabit the canal. Recognising the unique ecological importance of the canal
- 5.25.6 The section of canal behind Cavalier Road therefore has significant historical importance and is of great importance to the local community who are justifiably proud of this part of their heritage.

5.26 Local Greenspace 2 - Hodds Lane Copse

- 5.26.1 Permission has been granted for a Scout Hut to be built on the edge of Hodds Lane Copse
- 5.26.2 This will enable the local Scouts to use the copse regularly for learning activities and adventure pursuits
- 5.26.3 This area provides important access from Milking Pen Lane to Hodds Farm which gives it recreational value and many walkers as well as those involved in leisure pursuits such as horse riding use this area on a daily basis
- 5.26.4 In addition to this access, it also creates a well-used “loop walk” which offers opportunities to improve the health and wellbeing of the community
- 5.26.5 Hodds Lane Copse provides an important habitat for wildlife including deer and hare

Policy OB&L 5 therefore seeks to designate these two areas as marked on the proposals maps as new green space (**Map 7**)

Objective 7: To protect and enhance the historic environment of the Village and District

Policy OB&L 6 - Protection of Historic Environment

- Any designated historic heritage assets in the Parish and their settings, both above and below ground, will be conserved and enhanced for their historic significance and their importance to local distinctiveness, character and sense of place. In particular, these include, but are not limited to:
 - Basing House
 - Olivers Battery
- Proposals for development that affect non-designated historic assets will be considered taking account of the scale of any harm or loss and the significance of the heritage assets

Evidence for Policy

- 5.1 Communities cohere and thrive through an awareness of their shared endeavours, past and present and it is important that any new development respects the historical past of the area

- 5.2 Old Basing and Lychpit has a very distinct character, which has been largely shaped by its vivid history. There are traces from the Stone Age, and two Bronze Age sites which date from some 3500 years ago. The Iron Age and the Roman period have left their marks, with the Roman road from Silchester to Chichester running through Pyotts Hill and Lower Mill
- 5.3 The coming of the English can be traced through settlement at Cowdery's Down where a collection of substantial buildings developed over some 200 years, indicating the high status and wealth of the occupants
- 5.4 Oliver's Battery is believed to be one of William the Conqueror's earliest motte and bailey castles after the Battle of Hastings.
- 5.5 In late 11C/12C the Battery was replaced by a flint built castle at Basing house, held by Hugh de Port. His extensive landholdings included a hunting park whose boundary survives on Pyotts Hill.
- 5.6 In the 16th Century, Basing House, was held by Sir William Paulet and it attracted visits by all four monarchs whom Paulet served, Edward VI, Queen Mary who honeymooned there with Philip of Spain and Elizabeth I who came on several occasions
- 5.7 Old Basing and Lychpit remained essentially a rural parish with limited development, until the nineteenth century when the development of the railway increased commercial enterprises. In the twentieth century Basingstoke's development as a new town with increasing population could not fail to affect the parish. However, Old Basing village has retained the historic village feel, with narrow twisting lanes, limited footways, kerbs, and streetlighting, and an eclectic mix of houses
- 5.8 There are 65 listed buildings, mostly Grade II, and several groupings form important viewpoints. There has been infilling during the twentieth century, mostly sympathetic. A number of barns have also been retained and refurbished.
- 5.9 In the later twentieth century, development in Lychpit has seen main estate roads flanked by clusters of house around narrow winding streets with the intention of retaining the historic feel and fostering a sense of community and security. Plot sizes and gardens are smaller but wide verges on main roads, careful landscaping and extensive tree planting successfully retain a sense of a small community.
- 5.10 This has been enhanced by the use of materials and architectural styles echoing the Conservation Area, and wide variation of palettes, detailing, house plan and materials. Footpaths link different roads, shops and amenities for pedestrians and road surfaces incorporate various materials including granite setts defining different exterior spa
- 5.11 Basingstoke and Deane Borough Council are currently undergoing a review of all current Conservation Area Appraisals
- 5.12 It is therefore essential that any development helps to protect and conserve those areas which are valued locally and takes account of local distinctiveness by identifying opportunities for enhancement, growth and sustainable development
- 5.13 This policy is in accordance with B&D Local plan **policy EM11** which states:
"All development must conserve or enhance the quality of the borough's heritage assets in a manner appropriate to their significance."

6 Housing and Design

Objective 8

To ensure that all new development is built in accordance with the Village Design Statement (2006) in terms of design and designed sympathetically to existing surroundings

Policy OB&L 7 APPEARANCE OF RESIDENTIAL DEVELOPMENT

- All new developments will be required to recognise and integrate the distinctive local character of the parish and sensitively contribute to creating dwellings of a high architectural and rural quality as set out within the Old Basing and Lychpit Village Design Statement
- Particular importance will be attached to sympathetic respect for neighbouring dwellings including roof lines, materials, fenestration and palette.

6.1 Evidence for Policies

6.1.1 B&D Local Plan²⁰ policy EM10 – “Delivering high quality development”:

1 Development proposals (excluding household extensions²⁸) will be permitted where they:

...c) Positively contribute to the appearance and use of streets and other public spaces.

2 All development proposals will be required to respect the local environment and amenities of neighbouring properties in accordance with the principles set out below. Development proposals will be permitted where they:

a) Positively contribute to local distinctiveness, the sense of place and the existing street scene, taking into account all relevant SPDs and community documents that identify the local character and distinctiveness of an area which is valued by local communities, whilst allowing for innovation where appropriate;

c) Have due regard to the density, scale, layout, appearance, architectural detailing, materials and history of the surrounding area, and the relationship to neighbouring buildings, landscape features and heritage assets;”

6.1.2 Given the amount of growth and change that they will bring, ensuring that the developments identified in the Basingstoke and Deane Local Plan are integrated into the existing community is vital. Whilst Old Basing and Lychpit will change, it is important that the new residents are able to feel part of the local community and that the developments at Old Basing and Lychpit do not function as separate places

6.1.2 Old Basing and Lychpit has a distinct character, shaped by its history. Over recent years there has been a range of development, some of which has been successful and well received, whilst some has been recognised as of poor quality or failing to integrate successfully into the existing community because of its design. Dwellings in the parish are an eclectic mix dating from different

²⁰ Basingstoke and Deane Local Plan 2011-2029

periods with differing forms, materials, and palettes. Development must respect these local characteristics. 96% of questionnaire respondents want development in sympathy with existing locally distinctive character

- 6.1.2 Engagement with the community showed clear preferences for the appearance of residential development. Residents prefer developments which conform to the design principles set out in the Village Design Statement developed in 2006. (See Appendix 3 Design Examples)
- 6.1.2 Residents did not like housing styles as show in Appendix 3. “95% of residents wanted to see all new housing in the parish designed in sympathy with existing locally distinct character.”
- 6.1.2 Residents were aware of and keen to maintain what they called the “special character” of the conservation area, and this was evident from the views of those who had produced the VDS. They also recognised the differing character of various parts of the parish.
- 6.1.2 There are a number of important aspects that should shape development coming forward, including the strategic developments:
 - Layout
 - Appearance
 - Landscaping and Environment
- 6.1.2 Old Basing and Lychpit retains a feeling of the past. Factors contributing to this include the following:
 - Narrow twisting lanes suitable in places for only one vehicle, limited footways and kerbs
 - A wealth of historic buildings, sixty-five of which are listed plus the important ruins of Basing House
 - Several groups of houses form important views (see Figs 6, 7 & 8)
 - Many houses are double fronted on the roadside
 - Rooves with steep pitches, hips and half-hips, thatch or clay tile
 - Walling in warm red brick predominates with timber framing and brick noggin
 - Barns retained and refurbished
 - Windows of small casements painted white
 - Recent infilling has been sympathetic to these factors

See Appendix 3 Design Examples

Policy OB&L 8 Housing size

Objective 9: To provide sufficient dwellings that meet the needs in particular of first time buyers and those wishing to downsize

POLICY OB&L 8: HOUSING SIZE

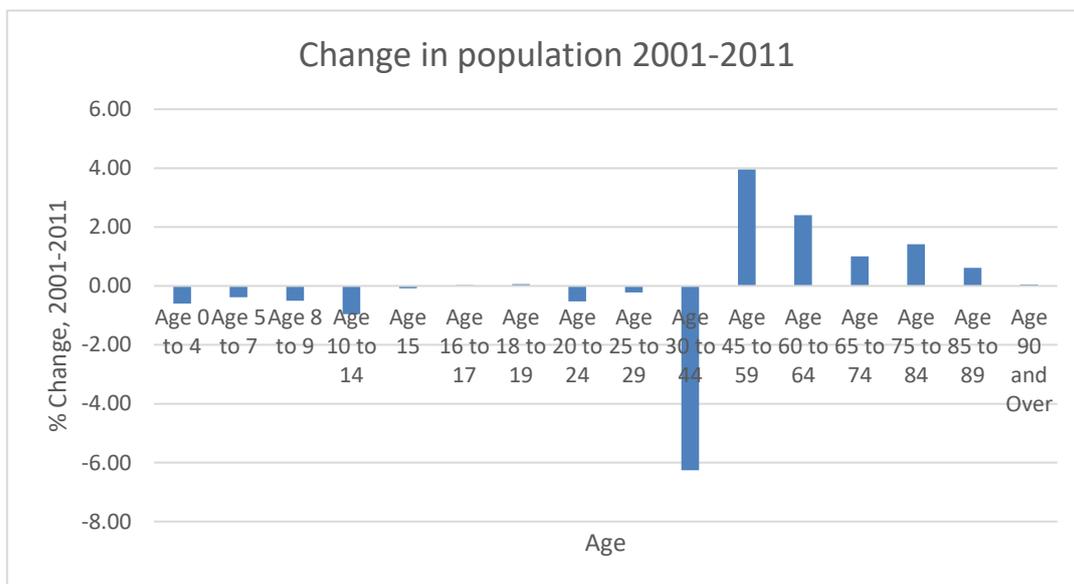
- Proposals for ten dwellings or more should demonstrate how they meet the requirement to increase the proportion of smaller homes in the Neighbourhood Area. Unless viability or other material considerations show a robust justification for a different mix, at least 90% of dwellings in new developments should have less than four bedrooms. Of this 90%, at least 40% should have two bedrooms or less.

6.2 Evidence for Policy

6.2.1 The Parish is home to 7,308 people in 3,021 dwellings with an average occupancy of 2.4 people per dwelling.

6.2.2 Since 2001, the population across Old Basing and Lychpit has only grown by 77 persons, a 1% change compared to 9% growth across the Basingstoke & Deane District as a whole.

6.2.3 Figure 18 shows that the population of people aged under 44 in Old Basing and Lychpit fell by 9.44% over the decade compared to just under 3.93% in the district. By contrast, the population of people aged 45 and over increased by 9.44%, which is evidence that Old Basing and Lychpit is ageing substantially²¹.



6.2.4 In the decade between the 2001 and 2011 census, the percentage of one-person pensioner households (age over 65) has increased from 4.07% to 10.02%.

6.2.5 Old Basing and Lychpit have just under double the number of detached houses (57.07%) compared to the district (30.8%) and nearly 3 times the number of 4 or 5 bedroom houses compared to the district (39.52% compared to 13.66%)

6.2.6 Old Basing & Lychpit has a significantly lower proportion of houses in Council Tax bands A, B, and C than the Borough average (22% compared to 54%) and a higher proportion in bands F, G and H (22% compared to 13%)

6.2.7 The Neighbourhood Plan seeks to provide an appropriate mix of housing to ensure the continued vibrancy of the parish and in particular encourage a younger demographic

6.2.8 In response to the question “what type of housing should be put up in Old Basing & Lychpit?” in the neighbourhood plan survey, the results were as follows:

Type of housing	Percentage
4 bed houses	22
3 bed houses	30

²¹ ONS Census data 2001 and 2011

2 bed houses	27
Flats	7
Terraced housing	7
Town houses	7

6.2.9 Therefore, in any new development it is important that sufficient smaller homes are provided to meet the needs of the growing population of young people wishing to move to the area and at the other end of the sale those wishing to downsize.

List of policy maps

- Map 1 Parish Boundary**
- Map 2 Conservation Area & View Points**
- Map 3 Loddon and Lyde Valley**
- Map 4 Movement Routes**
- Map 5 Development Boundary**
- Map 6 Iconic Views**
- Map 7 Green Spaces**

Appendix 1

Old Basing & Lychpit Demographic Data

Gender

In terms of gender, 49.15% of OB & L's residents are male and 50.85% female, reflective of the statistics for the District as a whole.

Deprivation levels

English Indices of Deprivation 2015 published on 20th September 2015 shows Basingstoke and Deane remain within the least deprived 20% of local authorities. Basingstoke and Deane are also within the 30% least deprived boroughs in the "Rank of local concentration" which identifies "hot spots" of deprivation.

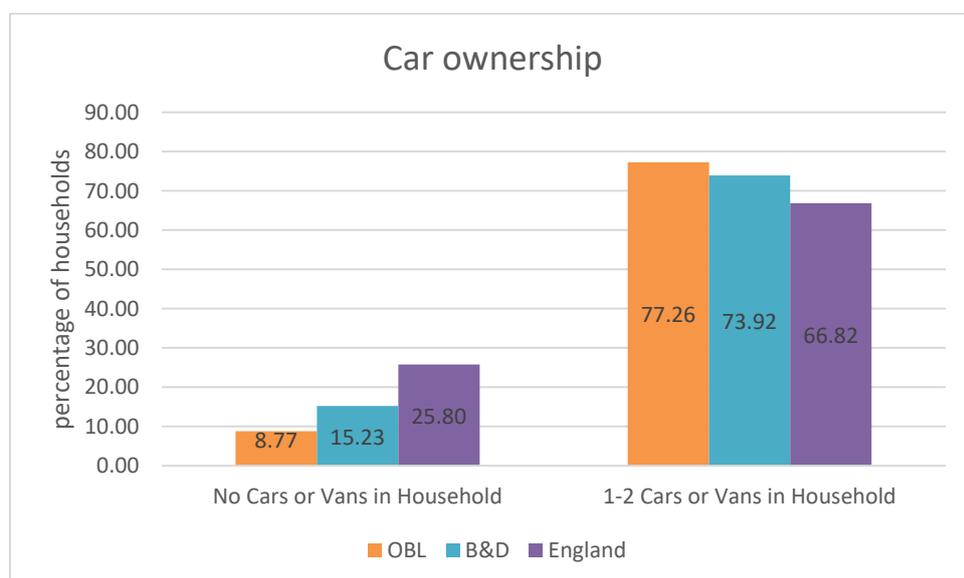
Diversity

In the 2011 census, 94.72% of people in OB&L Parish said they were either White British or Other White, marginally higher than the District wide profile (92.9%).

The 2011 census showed that 6,874 people over age 3 spoke English as their main language, 173 people in OB&L Parish said English is not their main language but they do speak English very well or well.

Car ownership

The 2011 census showed that 265 households (8.77%) did not own a car and subsequently are reliant on other forms of transport such as public transport services. In total 4,990 cars are owned by households resident in the parish area, with most households owning 1 or 2 cars.

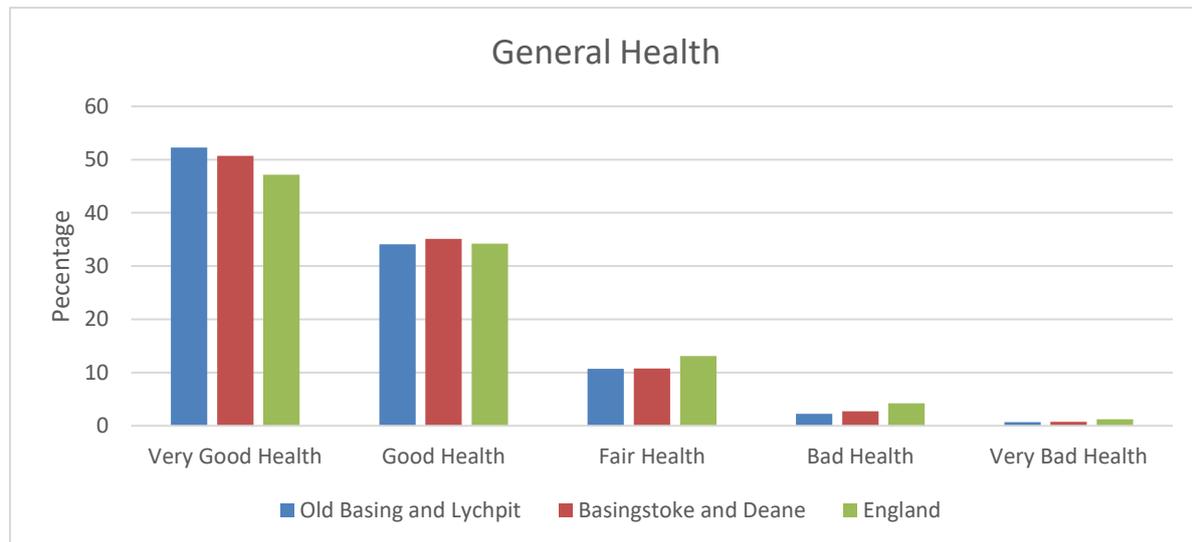


Health

The health of people in Basingstoke and Deane is generally better than the England average. Deprivation is lower than average, however about 3,700 (11.2%) children live in poverty. Life

expectancy for men in Basingstoke and Deane is higher than the England average. (Basingstoke and Deane Health Profile, 2015).

At the time of the 2011 census, 86.34% of people said they were in "very good" or "good" health, slightly higher than 85.8% for the District as a whole. 2.94% reported they were in "bad" or "very bad" health slightly lower than 3.4% across the District.



Housing data

There were 3,021 households in OB & L Parish at the time of the 2011 census (4.36% of the 69,315 households across the District).

The neighbourhood area has 7,308 usual residents and covers an area of 1,550 hectares.

1,154 households were owner occupied (owned outright) equating to 38.2% of all households in the neighbourhood area. There were 1,366 households (45.22%) who owned their home with a mortgage or a loan. 83.42% of households were therefore owned (outright or mortgage) significantly more than the 67.8% across Basingstoke & Deane district.

There were 290 households (9.6%) that were classified as privately rented. This is slightly lower than the 11.8% figure for the district.

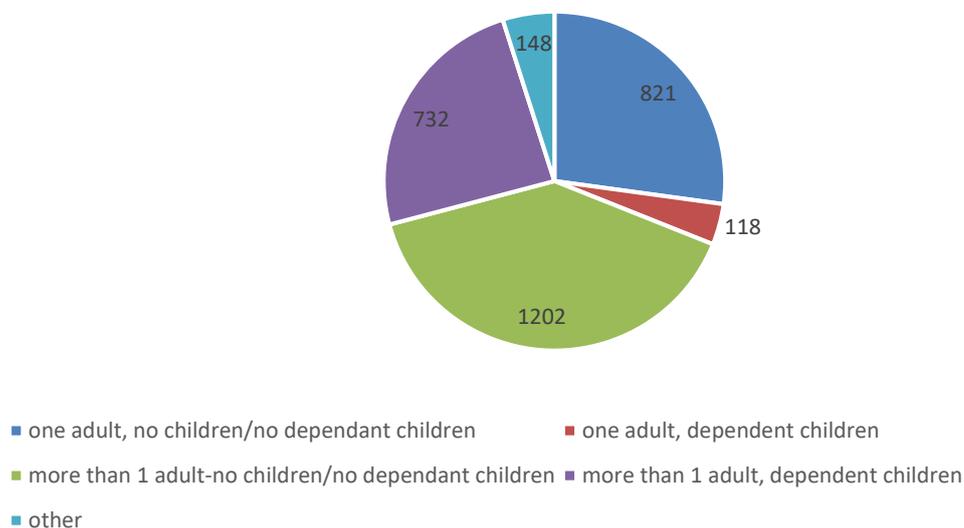
186 (6.16%) households were renting social housing from the council or 'other' sources. This is much lower than the District figure of 17.8%.

In OB & L Parish there were 1,724 detached dwellings representing 57.07% of all dwellings in the parish. There were also 619 semi-detached and 439 terraced dwellings equating to 20.49% and 14.53% respectively. The percentages for district were: 30.8% detached; 24.8% semi-detached and 29.1% terraced.

10.02% of all households were one person pensioner households compared to the figure for the District which was 7.9%.

33.23% of households in the parish had dependent children compared to 34.9% across the district. There were 182 lone parent households (with dependent children) which equates to 2.51% of all households, lower than the 4.85% figure for the District.

Household Composition



Employment and labour market

Employment

Of the 5,344 economically active residents (aged between 16 and 74), 4,132 residents (77.32%) were available to work. Of these 3,276 (61.30%) were employees, identical to the figures for the District and similar to the figure for England (62.10%). 8.87% were self-employed against 9.57% across the District/Borough. 2.08% of OB & L residents were unemployed marginally lower than the 3.24% across the District/Borough and 4.38% across England.

Labour force

77.32% of residents are economically active (classified as aged between 16 and 74).

Of those aged over 16 (5,959 persons), 22.59% of the population of OB & L Parish has a degree slightly higher than 18.19% in the District and 17.38% in England.

The number with no formal qualifications at all stands at 802 people, or 13.46%, compared to 17.34% in the District and 22.46% across England as a whole.

Travel to work

6.29% worked from home compared to 4.57% at District level.

The car is used as the main means of travel to work for 51.46% (the District figure is 48.14%), while 6.96% use trains or buses (the District figure is 7.06%) and 4.21% travel on foot (the District figure is 7.16%).

Appendix 2

Community Aspirations/CIL monies projects

Issue	Possible actions	Lead agencies and partner	Funding needed?	Priority
Transport and movement				
Public transport	<p>Set up Transport group to develop an overall transport strategy for GOS based on work undertaken for NP</p> <p>Consider a shared space arrangement</p> <p>Investigate alternatives to public transport such as a community bus / bus on demand etc</p> <p>Work with providers to deliver services that meet local needs</p>	Town Council with local transport providers and Transport Group	Possible CIL / 106 projects	

- 1 Footway along Basing Road and footbridge over the River Loddon
- 2 Improved footway on Milkingpen Lane between Manor Close and Churn Close
- 3 PRIORITY sign and improved pedestrian & cyclist access a Swing Swang Lane rail bridge
- 4 Additional traffic calming points on Hatch Lane
- 5 Electronic speed reminders
- 6 Improved cycleway between Black Dam ponds, Crabtree plantation to Greywell Rd
- 7 Improved bus service between Lychpit and Basingstoke
- 8 Additional bus services may be required from new development and Lychpit's community Aspiration for additional bus service in Lychpit
- 9 The Transport Strategy for Old Basing and Lychpit must also provide a strategy for the whole village, specifically identifying actions at other junctions and roads outside the village centre in order to identify solutions to the rat running of vehicles through the village centre. The issue of traffic congestion around the school gates and consequent safety concerns also needs to be addressed. It is important that all of the proposals emerging through the Transport Strategy are actioned and implemented so that there is a comprehensive approach to address movement into and through Old Basing and Lychpit.

Appendix 3 Examples of appropriate design



Appropriate examples for Conservations Area



Inappropriate examples of design

Acknowledgements

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