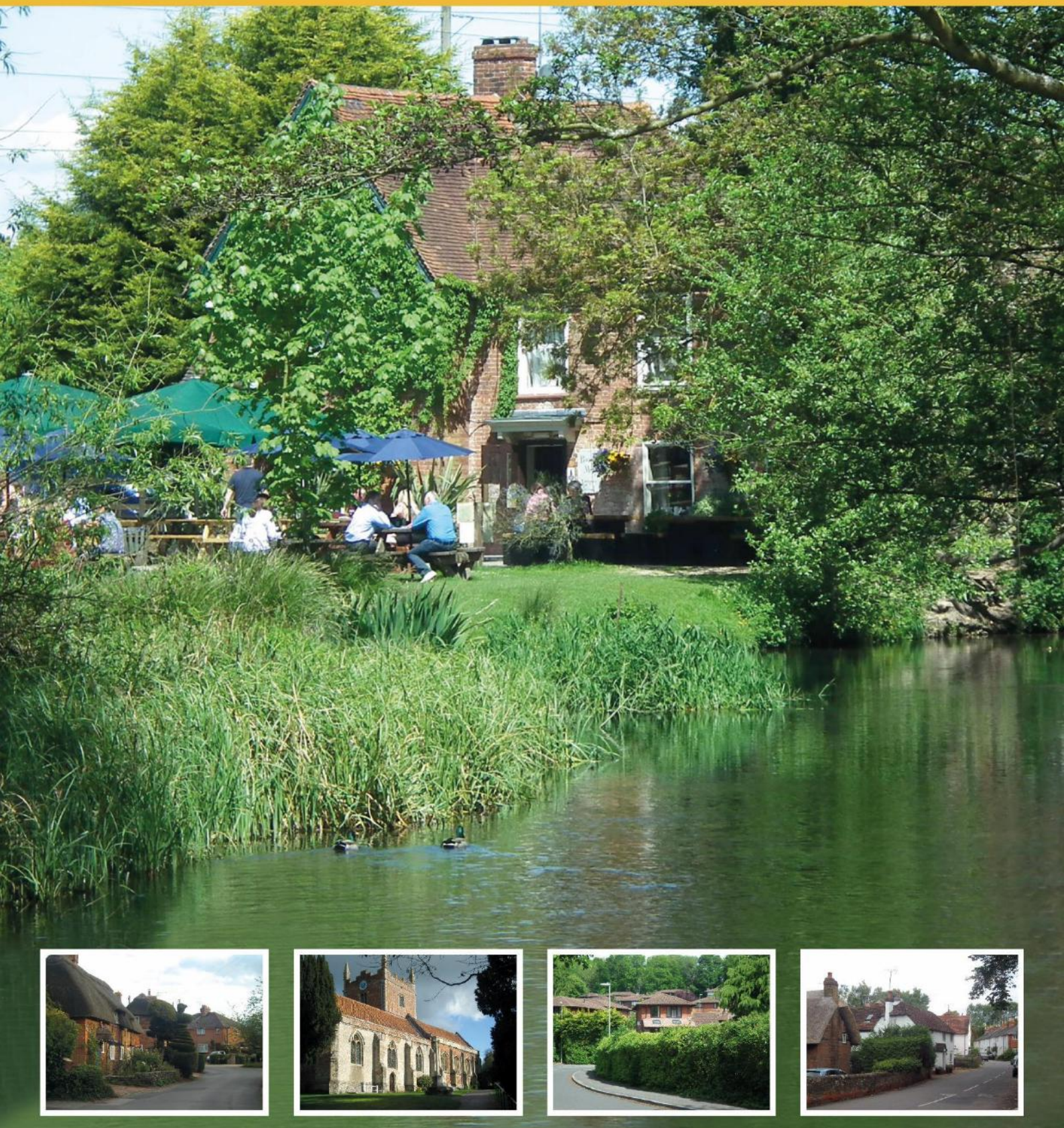
Old Basing & Lychpit

Neighbourhood Plan

2015 – 2029

Submission version
(regulation 16)
Sept 2017



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Foreword

Welcome to the 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 and 1980s. 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 these. 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 Policy 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

Introduction

September 2017

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 2011 to 2029, the other part being the Basingstoke and Deane Local Plan.

Basingstoke and Deane Borough Council (BDBC) 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 (OB&LNPT). '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.

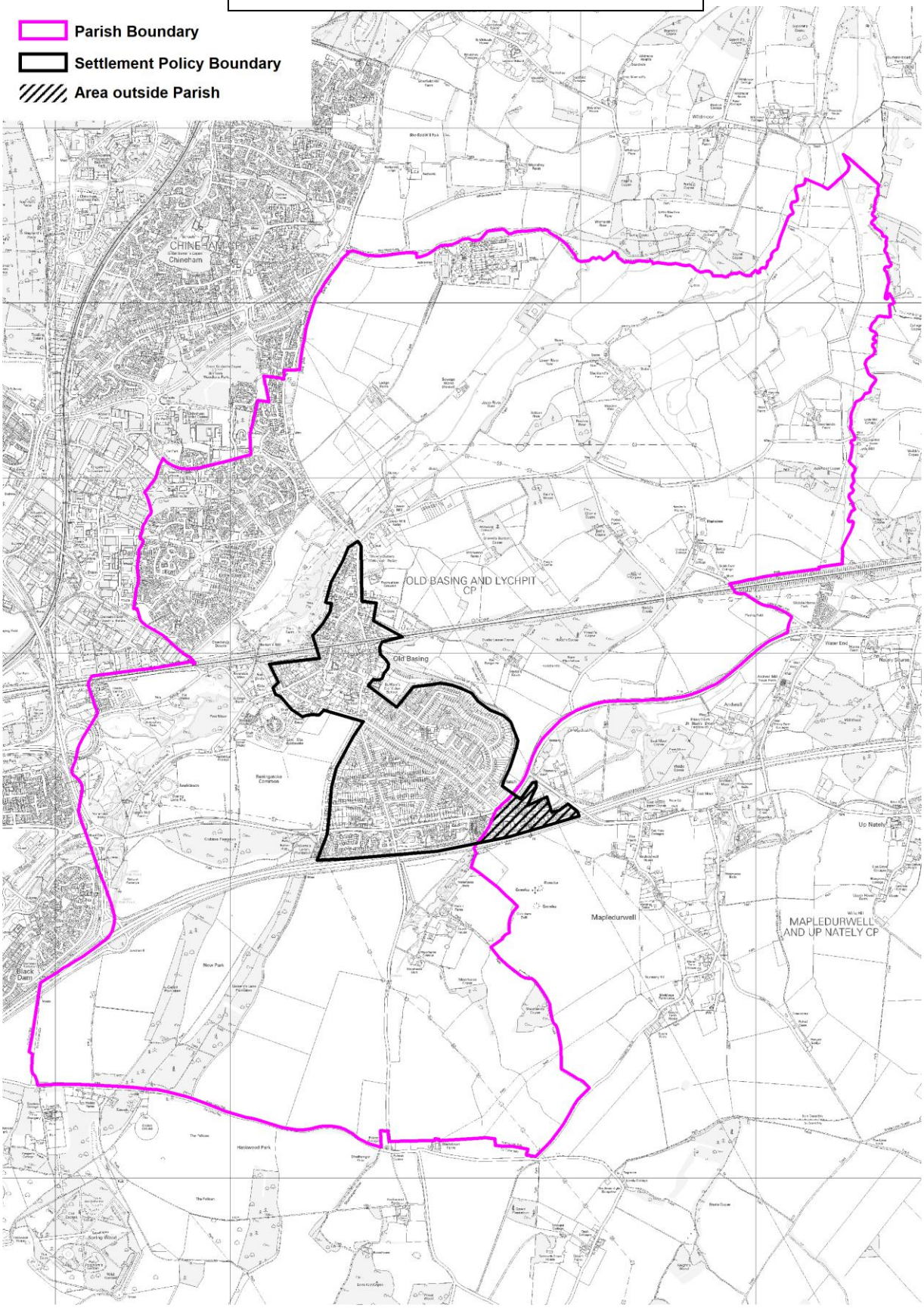
The Old Basing and Lychpit Neighbourhood Plan (OB&LNP) has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. The O&BLNPT has prepared the plan to establish 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 2015 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 6 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.

Map 1: Old Basing & Lychpit Neighbourhood Plan Area



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 OB&LNPT. 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 OB&LNPT instigated a series of meetings across the parish to explain possible impacts of the BDBC 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 neighbourhood plan 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 Vl, Queen Mary, and Elizabeth l. 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 positon 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 Southwestern Railway cut clean through the centre of the village. Brickmaking continued in Riley Lane in the 19th century and Daneshill Brick Company in the 20th century.

Fig 3

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 1973 Old Basing was designated as a conservation area, in recognition of the special architectural and historic interest of the village. In the 1970's the new housing development of Lychpit was created, centred on the historic farm of Little Basing. The grade 2 listed North Barn of the farm was incorporated in the development as a community centre for the area.

Health:
The Health Centre in Old Basing and Lychpit serve the parish. There is also a dental surgery for private patients in Old Basing and a surgery and health centre in Lychpit.

2.2.1 Transport:

The road layout in Old Basing 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. Lychpit has a well-designed road layout with Binfields Road acting as a central artery.
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.

2.2.2 Education:

The parish is served by Basing Infant School, St Mary's Junior School in Old Basing and by Great Binfields Primary School, located in Chineham. With the expected growth in population of the village, it will be necessary to ensure school capacity increases to accommodate an increase in pupil numbers. If possible, this should be without expanding St Mary's and Old Basing Infants School, where space for expansion is limited and parking congestion is already problematic.

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.

2.2.3 Leisure:

The parish is served by a recreation ground available to all and pavilion with the following activities (figures 4 & 5):

- Adult football pitch
- Junior football pitch
- Archery range
- Bowling greens
- Cricket pitch
- Lawn tennis courts
- Adult exercise equipment
- Multi use games area for tennis, netball, basketball court, 5 a side football.

Fig 4

Fig 5

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. It is hoped that the promise of a Community Facility at the strategic site SS3.9 (East of Basingstoke) will help ease this pressure.

Fig 6

2.2.4 Housing:

The Village Design Statement[2] 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 7

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 8

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

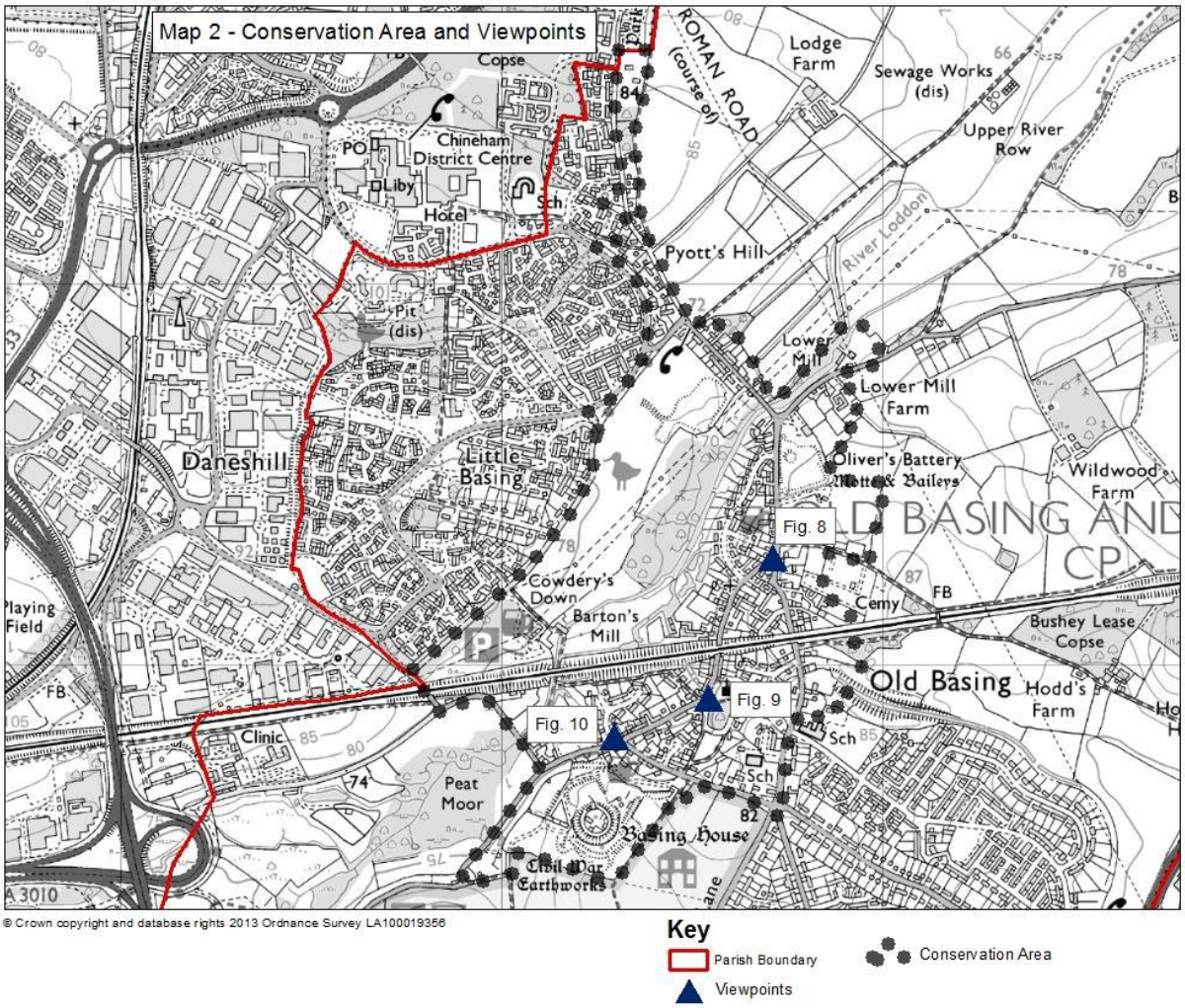
[2] Old Basing and Lychpit Village Design Statement 2006

- 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 9

Fig 10

Fig 11



2.3 Environment

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:

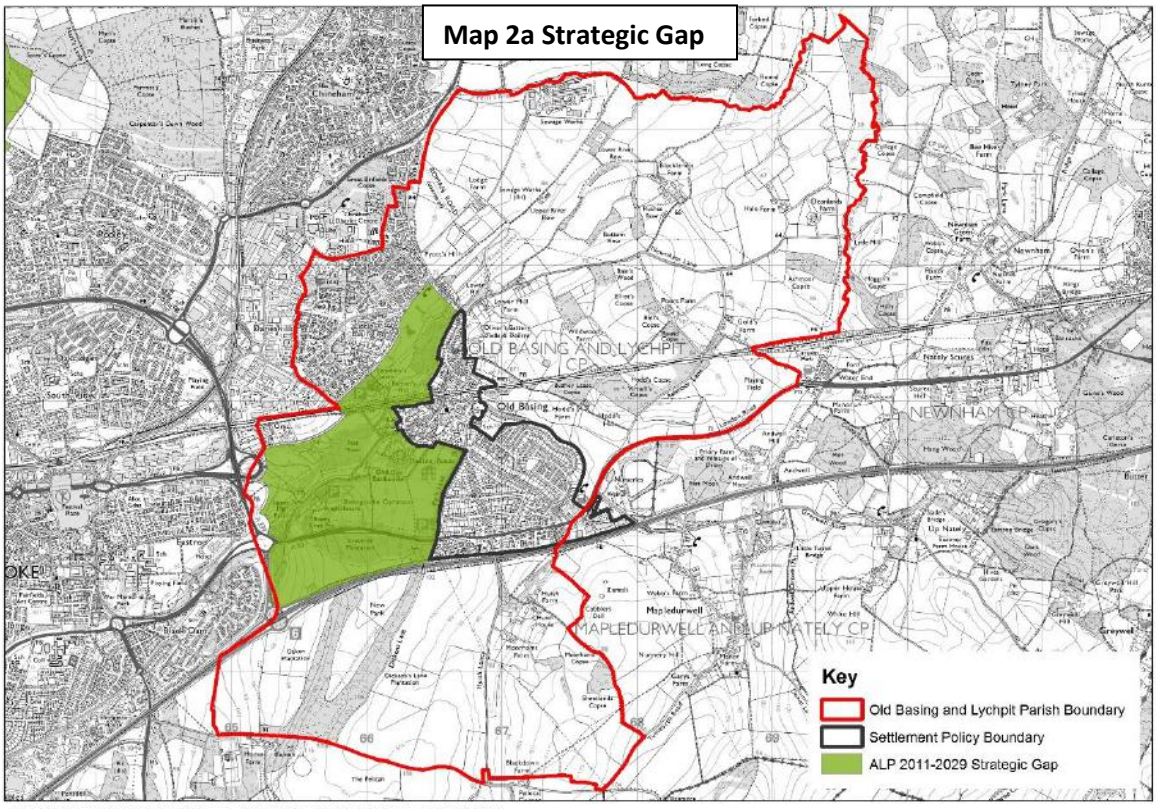
- Allotments in Riley Lane
- Bellevue Road open space and play facilities
- Oliver's Battery and the Common give space for walkers
- Basing House and The Great Barn
- Mill Field Local Nature Reserve

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 and is protected in the BDBC Local Plan under Policy EM2-Strategic Gaps

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 walkers
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

Map 2a Strategic Gap



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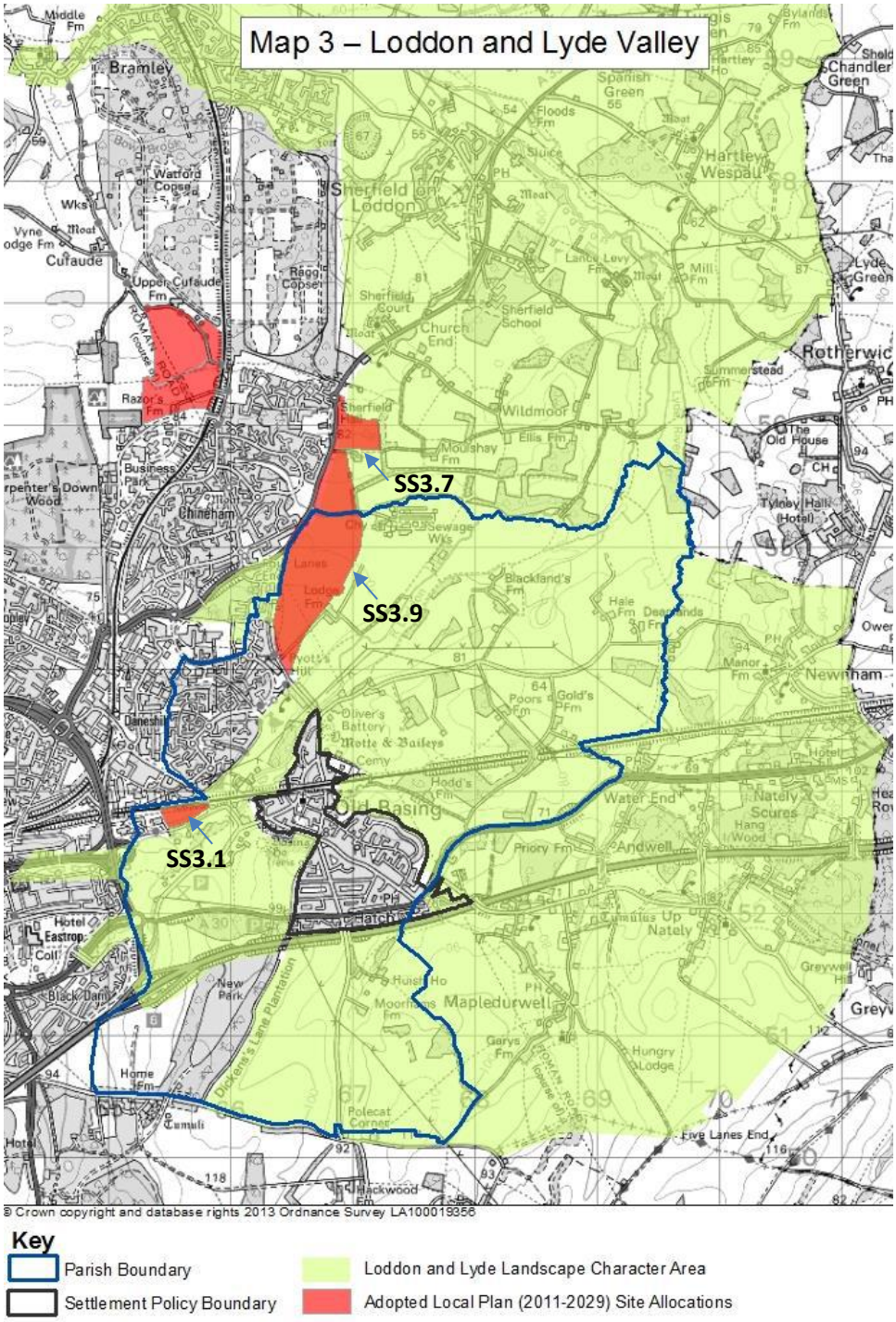
Map 3 – Loddon and Lyde Valley
SS3.7
SS3.9
SS3.1
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Key
Parish Boundary
Settlement Policy Boundary
Loddon and Lyde Landscape Character Area
Adopted Local Plan (2011-2029) Site Allocations

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 two 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 BDBC Capacity Study 2010 (pp73 to 80)[3] 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.

2.3 Demographic Data[4]

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.

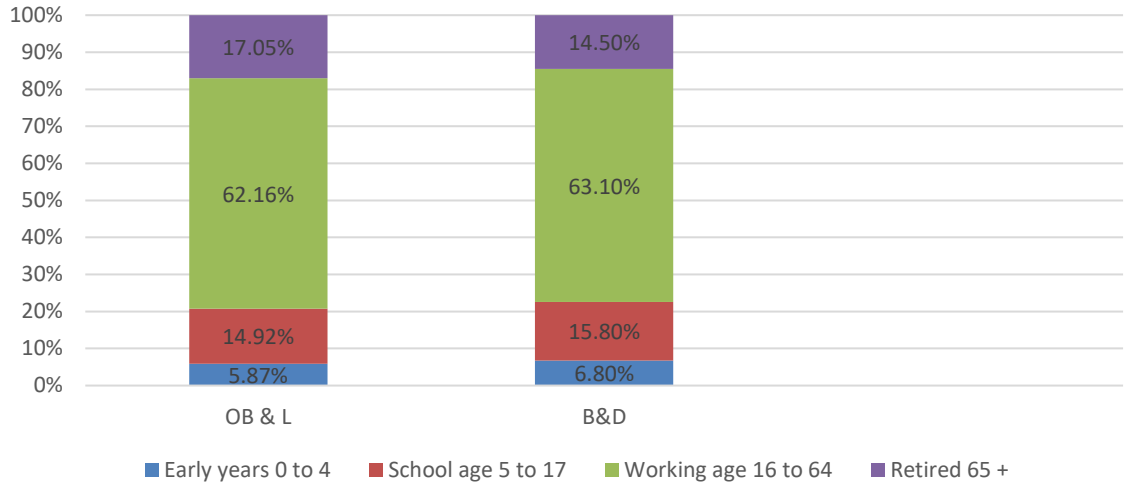
Age

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] Basingstoke & Dene Landscape Capacity Study 2010
[4] 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 Pofile



2.4 Local infrastructure

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

There are 2 strategic housing sites allocated 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 parish area. It is likely to accommodate about 250 homes within the parish.

Basingstoke & Deane Borough Council Local Plan Policy SS3.9-East of Basingstoke 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 Proposal 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. 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.
The draft Local Plan 2011 called for development of 900 houses in SS3.9, leading to a well-supported and effective campaign against the development "SOLVE" (Save our Loddon Valley Environment), demonstrating the strong local feeling of protection the community have towards the preservation and longevity of the Loddon Valley.

2.5 Local planning policy

- The key planning policies are provided by the BDBC Local Plan[5] 2011 – 2029. Additional information is provided by the Local Transport Plan[6] and River Basins Management Plans[7].
- There are 2 strategic housing sites allocated 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 parish area. It is likely to accommodate about 250 homes within the parish.
- Other Policies of the Local Plan which directly impact on Old Basing & Lychpitt include SS6-New housing in the Countryside
- 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 of the plan. 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 (Neighbourhood Planning), 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* [which does not include OB&L] *and it will be necessary to identify sites/opportunities to deliver at least 10 homes within and adjacent to each of the settlements with defined Settlement Policy Boundaries.*

  The council will support the relevant parish/town council and other representatives from local communities to identify the most appropriate means of meeting this requirement, through Neighbourhood Planning, rural exception scheme, or a review of Settlement Policy Boundaries.."

[5] Basingstoke and Deane Local Plan 2011
[6] Hampshire Local Transport Plan 2011-2031
[7] 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".
- In October 2016, the LPA wrote to the Parish council regarding the outstanding requirements for policy SS5 of the BDBC Local Plan. The letter confirmed that as of the 1st April 2016, 24 dwellings have been granted planning permission at Peacock House, London Road, which is within and adjacent to the defined Old Basing SPB in the period 2011 – 2016 and that this satisfies the "at least 10 dwellings" policy SS5 requirement.
- BDBC were clear that these dwellings met the requirement which says they must "Have 10 or more (net) dwellings on a site and be within the Settlement Policy Boundary (SPB) of the settlements names in the policy". BDBC clarified this with "This site is within Marpledurwell Parish, however, it is within the Old Basing SPB and hence counts as completions for the purposes of policy SS5."
- This Neighbourhood Plan therefore, does not seek to allocate any further sites for development
- Furthermore, Policy SS6-New Housing in the Countryside (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 Guidance[8] (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 (OB&L is not within an area of Outstanding Natural Beauty):

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

[8] Planning Practice Guidance 2014

3 NEIGHBOURHOOD PLAN OBJECTIVES & POLICIES

3.1. 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:

3.1.1. Ensuring that strategic developments allocated in the BDBC Local Plan are integrated into the existing community of Old Basing and Lychpit in such a way that they enhance the existing community

3.1.2. 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.

3.1.3. 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.

3.1.4. 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.

3.1.5. Given the amount of growth and change that they will bring, ensuring that the developments identified in the BDBC 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

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 or would undermine the strategic policies of the Local Plan or the East of Basingstoke & Redlands Development Brief[9] and the emerging Swing Swang Lane Development Brief.

3.2. 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.'

[9] East of Basingstoke and Redlands Development Brief Supplementary Planning Document July 2017

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: ***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
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***: 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
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: ***to support sustainable development that is consistent with existing facilities and neighbourhoods and respecting the wishes of the community***	
Objective 8:	To ensure that all new developments have regard to the Village Design Statement (2006) in terms of design, and where appropriate 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

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

- Save for householder development and other minor developments, 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 severely 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. Where appropriate and directly related to the development, improvements to the identified Movement Routes will be secured by way of planning conditions or Section 106 contributions

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 It is also accepted that any new route out of the East of Basingstoke development (SS3.9) will create "pinch Points" on the adjoining roads (Pyotts Hill and A33)

4.3 The residents of Cowdrey Heights have previously expressed concerns to the Parish Council and Borough Council regarding road safety and parking on Basing Road. They are also concerned that this situation could be exacerbated by the Swing Swang Lane development (SS3.1)

4.4 2011 census figures[10] indicate a higher-than-average car ownership[11] (just under 88% of households own one / two cars) in Old Basing and Lychpit parish. This demonstrates that a high level of extra traffic is likely to be generated in and around the parish by the new strategic

[10] Office of National Statistics Census data 2011
[11] Appendix 1 – Demographic Data

housing developments (equating to approximately 350 new homes in within the parish) in the plan period.

4.5 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 and to build upon BDBC Local Plan policy CN9, SS3.1 (e) and SS3.9 (i) and section 5 of the East of Basingstoke and Redlands Development Brief[12], there need to be good, safe routes for pedestrians and cyclists, especially for children walking to the schools (See map 4 Movement Routes & Fig 13)

4.6 Without these improvements, the resulting traffic congestion will put undue pressure on the traffic infrastructure. However, it is recognised that some improvements will be made to the local highways network as a result of BDBC Local Plan policies SS3.1 and SS3.9 allocated housing sites.

4.7 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 / km[13]

4.8 Particular issues raised by the community during the consultation process as to why they do not walk or cycle as much as they could were:

- Footpaths are absent or inadequate making pedestrians feel vulnerable, especially children going to the schools
- Cycle routes are frequently interrupted at points on the road network where the dangers for cyclists are highest
- Improvements need to be made to cycleways and footpaths
- 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.

4.9 BDBC Local Plan[14] policy **SS3.1** (Swing Swang Lane , 100 houses) states:

- *"..include measures to mitigate the impact of development on the local road network including improvements to Basing Road and Swing Swang Lane;*
- *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"..*

4.10 The Neighbourhood Plan Policy 1 is also supported by the BDBC Local Plan policy SS3.9 (East of Basingstoke) which states:

[12] East of Basingstoke and Redlands Development Brief SDP

[13] Average CO2 emissions of newly registered cars Great Britain, July 2015

[14] Basingstoke and Deane Local Plan 2011

- ..*"include measures to improve accessibility by non-car transport modes including the provision of internal walking and cycle routes linked to existing routes including the Public Rights of Way network and the Strategic Cycle Network with direct cycle access to the town centre and the provision of public transport from the outset;"..*

4.11 Information provided from the transport and movement surveys[15] shows movement corridors along

- Hatch Lane/Crown Lane/Basing Road/Swing Swang Lane
- Pyotts Hill/The Street/Milkingpen Lane
- The Cycle route along Bartons Lane and the western section of Basing Road

4.12 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:

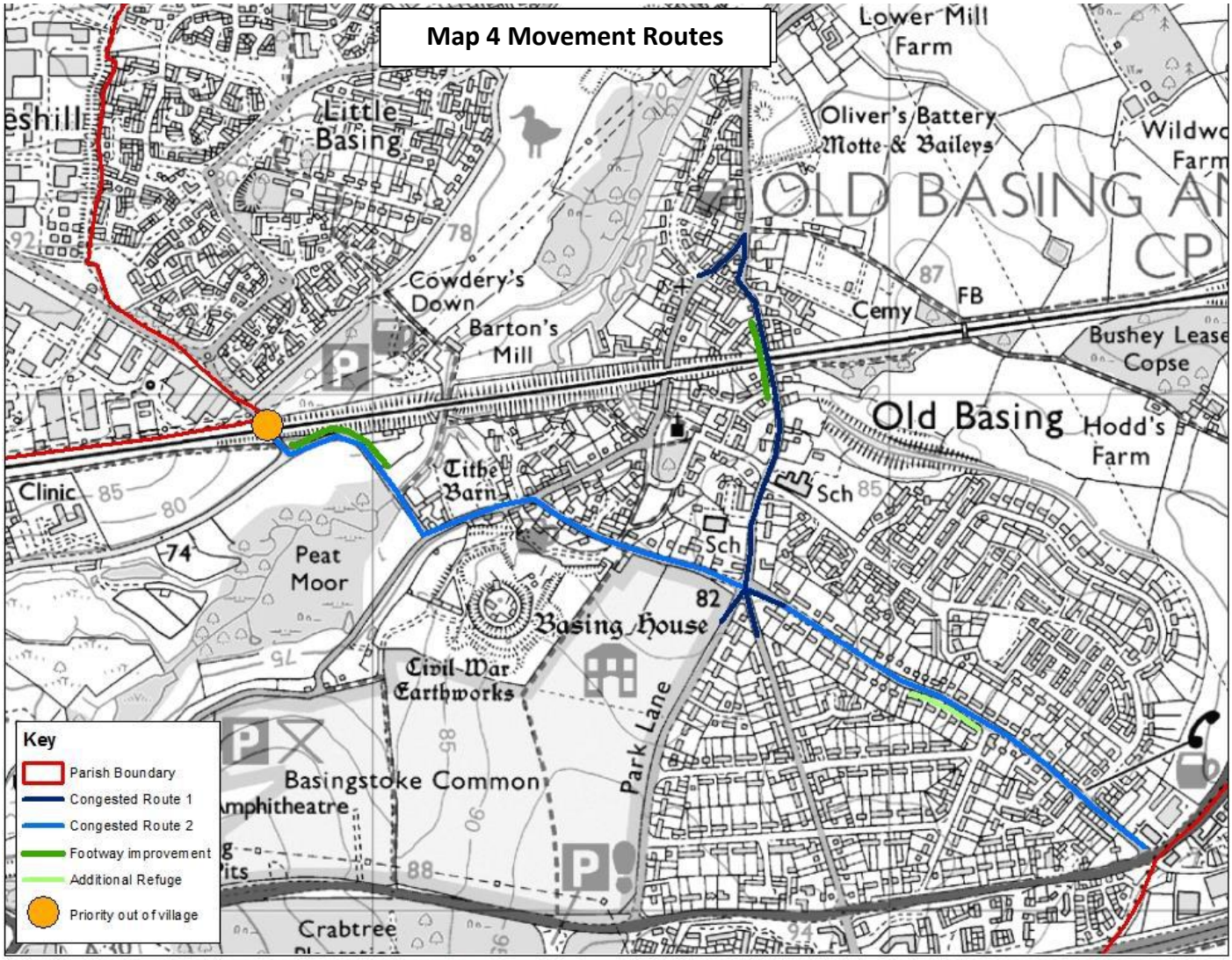
- footway along Basing Road in a recent questionnaire regarding HCC masterplan, a question was included asking if residents would like to see a footway on Basing Road.
- footbridge over the River Loddon
- improved footway on Milkingpen Lane between Manor Lane and Churn Close
- additional traffic calming point on Hatch Lane
- improved cycleway between Black Dam Ponds, Crabtree Plantation to Greywell Road
- improvements to railway bridge at Swing Swang Lane

4.13 As Crown Lane and Hatch Lane are part of Route 23 of the National Cycle Network and are to form part of the Strategic Cycle Route to Basingstoke[16], it will be important that any proposed development provides safe footpath and, if possible, cycle path access to these key routes. Without this, new developments at SS3.1 and SS3.9 will be isolated from the footway and cycleway network and will become car-dependent estates

4.14 Where improvements are needed, contributions will be sought through S106 agreements, subject to compliance with the Community Infrastructure Levy Regulations 2010 (as amended), or CIL and will be used to part-fund these and lever in match funding from other sources.

[15] Hampshire County Council traffic surveys 2009 & 2015

[16] Basingstoke & Deane Borough Council Adopted Cycling Strategy March 2016



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Objective 3: To promote traffic measures that discourage ad hoc traffic using a "rat run" from the Eastern side of the parish to the East of Basingstoke

Community Aspiration

4.15 This objective was identified by the community as an important part of the future of Old Basing and Lychpit; it has therefore been included here as a community aspiration

4.16 The development of Old Basing and Lychpit is characterised by layouts based on link roads or loop roads (Fig 13 below) which by their nature create constraints of access through the existing developments.

4.17 Old Basing and Lychpit provides indirect access from the A30 to Basingstoke promoting rat runs along the major routes shown on Map 3

4.18 The Hampshire Highways Transport Plan 2011-2031 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"[17]

4.19 Both these roads directly serve Old Basing and Lychpit and the resulting congestion has served to create "rat-runs" through Old Basing and Lychpit

Fig 13 Loop road layout

[17] Hampshire Local Transport Plan 2011 - 2031

4.20 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

4.21 When recent work was carried out on nearby Black Dam roundabout (2014-2016), the heavy increase in traffic along Crown Lane caused Royal Mail[18] 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 numbers during the roadworks when compared to the previous Hampshire County Council (as Highway Authority) traffic survey, showing that any significant increase in car numbers would have a significant impact on the parish

4.22 It is therefore a community aspiration to work with the Hampshire County Council (as Highway Authority) to find solutions to these issues and the issues that will be caused through a major increase to the population

Fig 14 congestion at the schools

[18] BBC South Today 1st December 2015

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 Basingstoke & Deane Borough Council landscape assessment 2001)

Policy OB&L 3- Settlement Policy Boundary

- New housing developments will be focussed within the Settlement Policy Boundary of Old Basing and Lychpit as shown on proposals Map 5
- Proposals for development located within the Settlement Policy 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** and permitted development rights, development outside the OB&L Settlement Policy Boundary shall not normally be supported. The only exceptions to this are:
    - **Site SS3.9** East of Basingstoke approx. 450 dwellings
    - **Site SS3.1** Swing Swang Lane approx. 100 dwellings
    - any essential 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 River Loddon has been proposed as a Biodiversity Protection Area (BPA) in section 6.3 of the current Basingstoke and Deane Green Infrastructure Strategy[19]. This area has been identified as a target for more strategic green infrastructure scheme/projects.

5.3 The Basingstoke & Deane Borough Council Landscape Capacity Study 2010[20] 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

[19] Green Infrastructure Strategy for Basingsoke and Deane 2013-2029
[20] Landscape Capacity Study 2010 pp 73 - 80

5.4 Much of the new growth is focused around the settlement of Basingstoke. However, site **SS3.9** with permission for approx. 450 dwellings and identified capacity for approx. 900 after the Local Plan period falls largely within the Neighbourhood Plan area

5.5 The River Basin Management Plan[21] for the Thames Basin identifies that the Loddon catchment is currently failing to meet the good ecological status of the Water Framework Directive[22] (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

5.6 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

5.7 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

5.8 With considerable development already scheduled to take place within the Loddon Valley on site SS3.9 and the potential for a later phase of approx. 450 dwellings beyond the plan period, 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

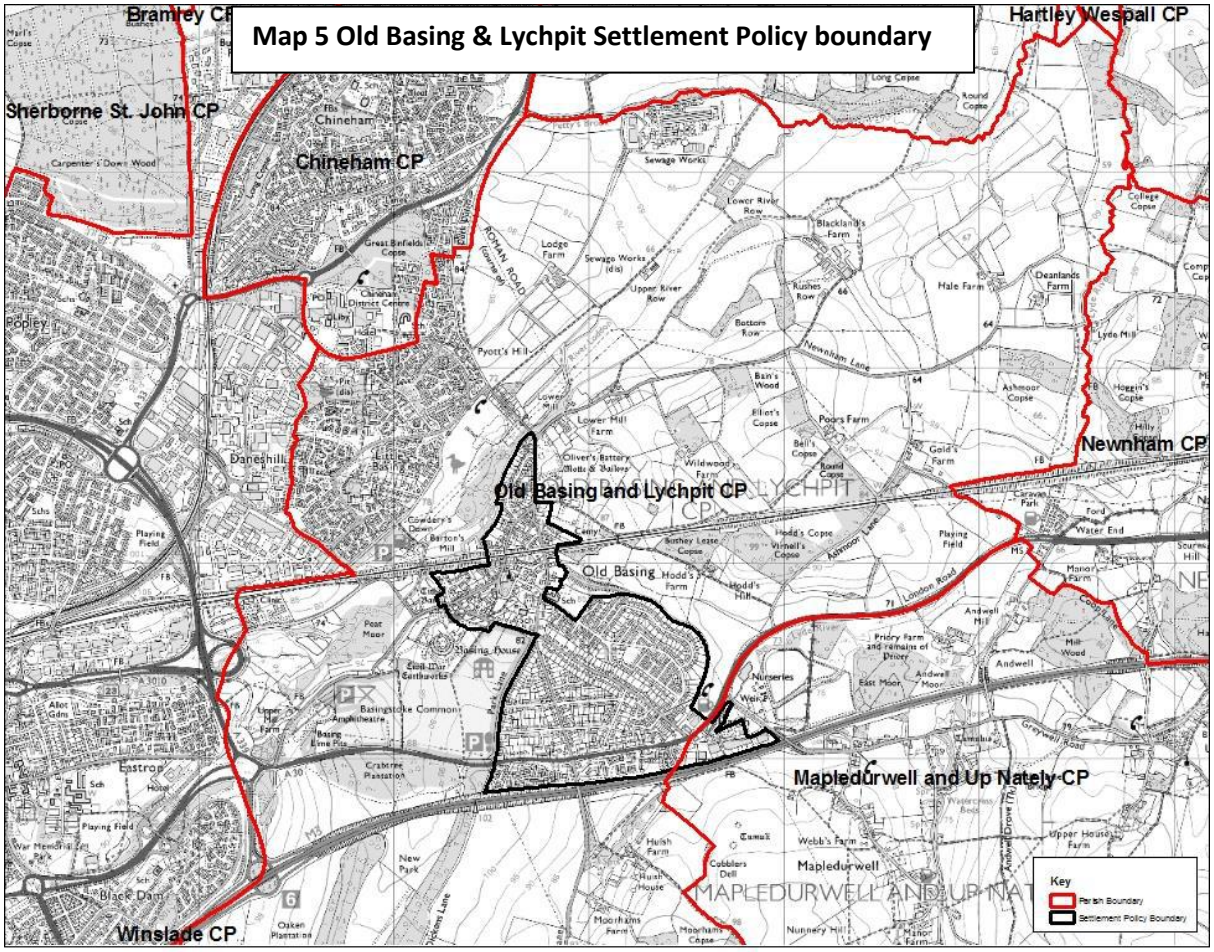
5.9 The north-eastern part of the Parish lies within the 5-7km buffer zone of the Thames Basin Heaths Special Protection Area (SPA)

5.10 Directing new development to within the Settlement Policy Boundary therefore will protect the important features of the Loddon Valley. The extent of the Settlement Policy Boundary is shown in Map 5

5.11 Surface and waste water and flood risk are dealt with in the Basingstoke and Dean adopted Local Plan and this therefore need not be repeated here

[21] Thames River Basin Management Plan 2015

[22] Water Framework directive 2000



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

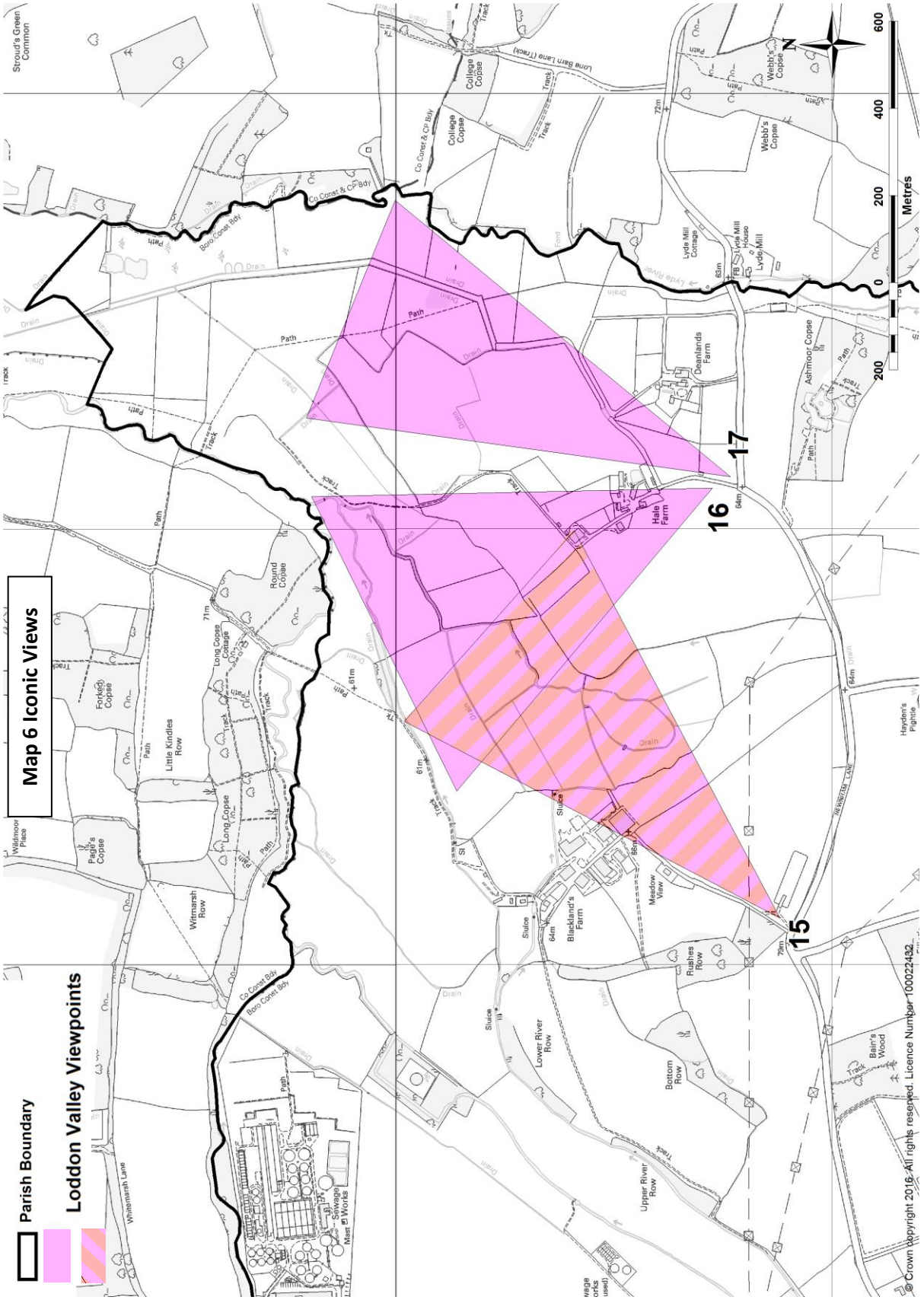
Policy OB&L 4– Protection of Iconic views

- 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 all a new development within the distinctive view areas as defined on proposals map 6 should accompany a planning application wherever relevant.
- Re-modelling of the local topography, through cut and fill, could adversely impact on the landscape character. Therefore, where acceptable, development should be adapted to the site contours rather than the site adapted to the development

Figure 15

Figure 16

Figure 17


Map 6 Iconic Views
Parish Boundary
Loddon Valley Viewpoints
15
16
17
Metres
0
200
400
600
N
Boro Const Bdy
Co Const & Cp Bdy
Path
Track
Drain
Sluice
Hale Farm
Deanlands Farm
Blackland's Farm
Meadow View
Lyde Mill
Lyde Mill House
Lyde Mill Cottage
Ashmoor Copse
Webb's Copse
College Copse
Round Copse
Long Copse
Forked Copse
Peak's Copse
Bain's Wood
Rushes Row
Bottom Row
Lower River Row
Upper River Row
Little Kindles Row
Witmarsh Row
Whitemarsh Lane
Pumping Station
Sewage Works
Mast
Stroud's Green Common
Lone Barn Lane (Track)
Hayden's Pightle
Wildmoor Place
Meadow Lane
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Evidence for Policy

5.12 Approximately two thirds of the Old Basing and Lychpit Parish is made up of the Loddon Valley (see map 3)[23]. 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.

5.13 The Basingstoke & Deane Borough Council Landscape Capacity Study 2010 (p43-45)[22] 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.

5.14 The Basingstoke & Deane Borough Council Landscape Capacity Study 2010 also identifies the nationally important habitat types, including the ancient semi-natural woodland and grassland areas associated with the River Loddon which contribute to the individuality of these iconic views.

5.15 There are several SINCs and other designations on the Loddon and has had biodiversity strategies and several other projects (e.g. Biodiversity Strategy by the Environmental Agency[24], the Countryside Access Plan by Hampshire County Council[25]) 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.

5.16 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.

5.17 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. The Basingstoke & Deane Borough Council Landscape Capacity Study 2010 states *"..Outside this urban area and the village of Old Basing, settlement density is low, with a number of villages, hamlets and isolated farmsteads scattered throughout the area, accessed through a network of narrow winding roads. In these parts the landscape retains a particularly peaceful, rural character.."*

5.18 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.

5.19 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

[23] Basingstoke & Deane Borough Council Landscape Character Assessment (2001)

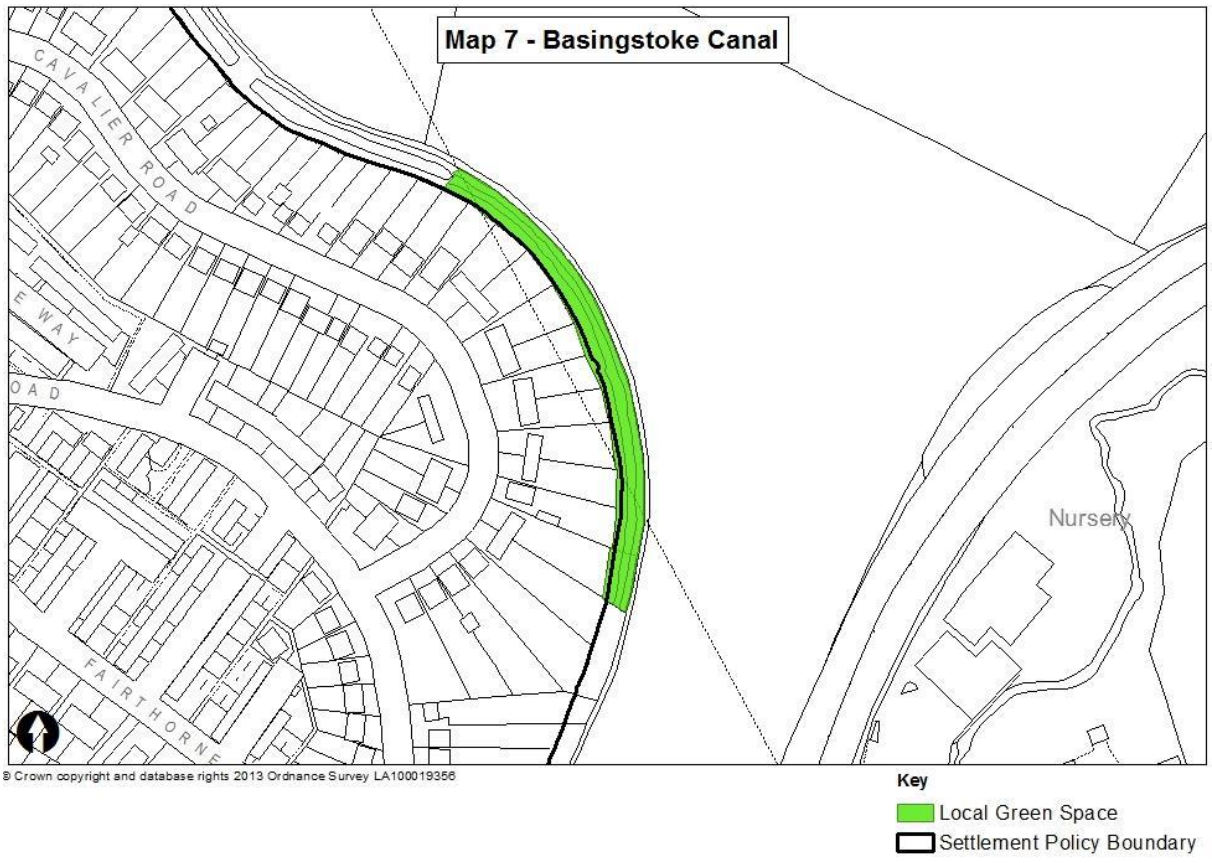
[24] Biodiversity Strategy The Loddon Catchment, Environmental Agency & The Wildlife Trust, Hampshire & Isle of Wight

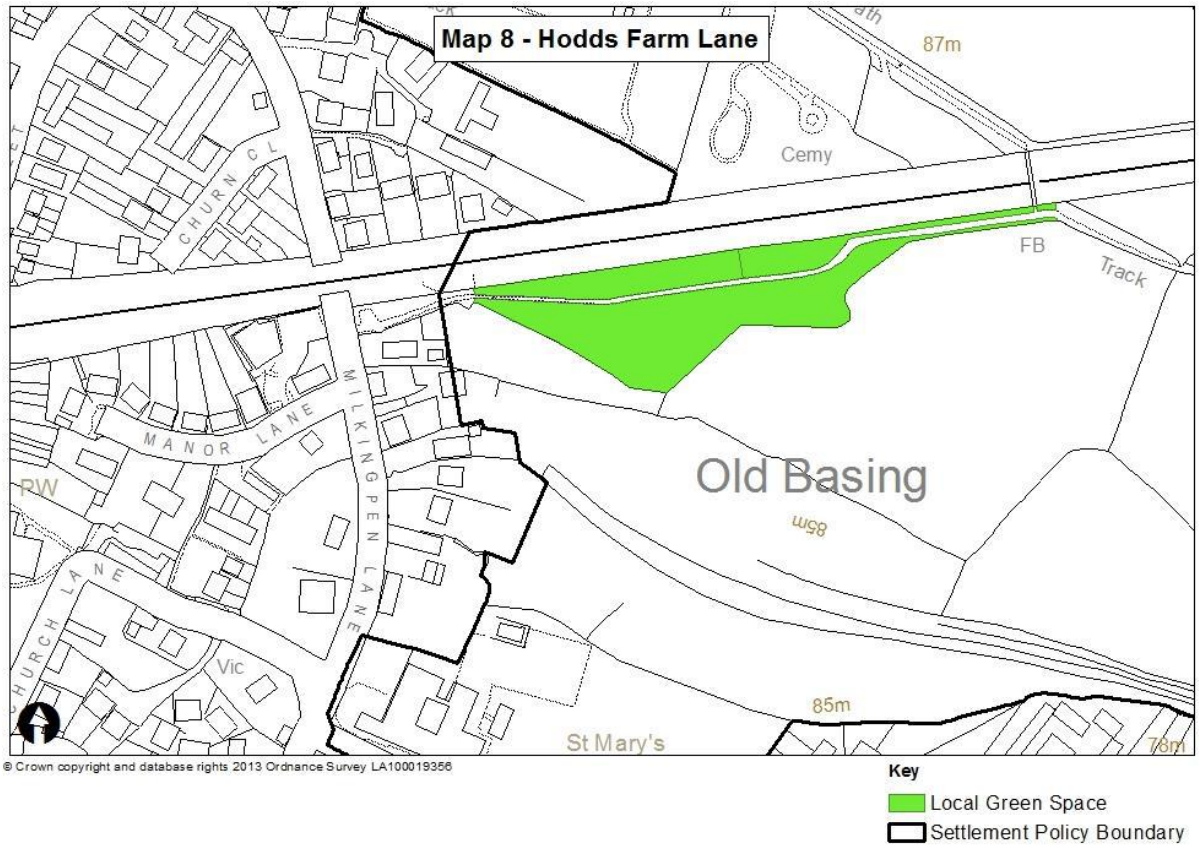
[25] Countryside Access Plan for the Forest of Eversley 2008-2013

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

Policy OB&L 5 – Protection and enhancement of Local Green Spaces

- The following areas, as shown on **maps 7 and 8,** are recognised as important to the local community and as such are designated as Local Green Spaces:
    - the Basingstoke Canal sections behind Cavalier Road (**Map 7**)
    - Hodds Lane Copse (**Map 8**)
- Development on the designated Local Green Spaces will only be permitted in very special circumstances.





Evidence for Policy

5.20 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

5.21 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"*

5.22 In line with this strategy, the Neighbourhood Plan seeks to ensure that green infrastructure will be incorporated into new developments

5.23 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

5.24 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"*

5.25 The community engagement 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 village with respondents citing publicly accessible green spaces as a contributing factor to their enjoyment of the village

5.26 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

5.27 The areas of green space marked on the proposals maps 7 and 8, 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

5.28 Local Greenspace 1 - The Basingstoke Canal

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

5.28.2 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

5.28.3 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

5.28.4 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

5.28.5 As many as 25 of Britain's 39 species of dragonflies and damselflies inhabit the canal. Recognising the unique ecological importance of the canal

5.28.6 The canal has significant historical importance and is of great importance to the local community who are justifiably proud of this part of their heritage. Much of it already has National or local protection and creating protection of this part of the canal will link these together.

5.29 Local Greenspace 2 - Hodds Lane Copse

5.29.1 Permission has been granted for a Scout Hut to be built on the edge of Hodds Lane Copse

5.29.2 This will enable the local Scouts to use the copse regularly for learning activities and adventure pursuits

5.29.3 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

5.29.4 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

5.29.5 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 defined on the proposals **map 7 & 8** as local green space

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 or enhanced for their historic and architectural 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 heritage assets will be considered taking account of the scale of any harm or loss and the significance of the heritage assets.

The Borough Council is currently undergoing a review of all the current Conservation Area Appraisals in the borough.

5.3 Evidence for Policy

5.3.1 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

5.3.2 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

5.3.3 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

5.3.4 Oliver's Battery is believed to be one of William the Conqueror's earliest motte and bailey castles after the Battle of Hastings.

5.3.5 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.

5.3.6 In the 16th Century, Basing House, was held by Sir William Paulet and it attracted visits by all four monarchs whom Paulet served, Edward Vl, Queen Mary who honeymooned there with Philip of Spain and Elizabeth l who came on several occasions

5.3.7 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

5.3.8 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.

5.3.9 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.

5.3.10 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

5.3.11 Basingstoke and Deane Borough Council are currently undergoing a review of all current Conservation Area Appraisals

5.3.12 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

5.3.13 The BDBC Local plan **policy EM11** 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 developments have regard to the Village Design Statement (2006) in terms of design, and where appropriate designed sympathetically to existing surroundings

Policy OB&L 7 APPEARANCE OF DEVELOPMENT

- All new developments will be required to recognise and integrate the distinctive local character of the parish, including the special character and appearance of the conservation area, and sensitively contribute to creating dwellings of a high architectural quality and design commensurate with their location as set out within the Old Basing and Lychpit Village Design Statement
- Particular importance will be attached to sympathetic respect for existing neighbouring development where the existing development is of sufficient quality including, for example, scale, siting roof lines, materials, fenestration and palette (both materials and finish/colour).

6.1 Evidence for Policies

6.1.1 BDBC Local Plan[26] **policy EM10** – "Delivering high quality development":

1 Development proposals (excluding household extensions) 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 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 area because of its design. Dwellings in the parish are an eclectic mix dating from different 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

[26] Basingstoke and Deane Local Plan 2011-2029

6.1.3 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)

6.1.4 Residents did not like the inappropriate 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.”

6.1.5 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.

6.1.6 There are a number of important aspects that should shape development coming forward, including the strategic developments:

- Layout
- Appearance
- Landscaping and Environment

6.1.7 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 mix

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 MIX

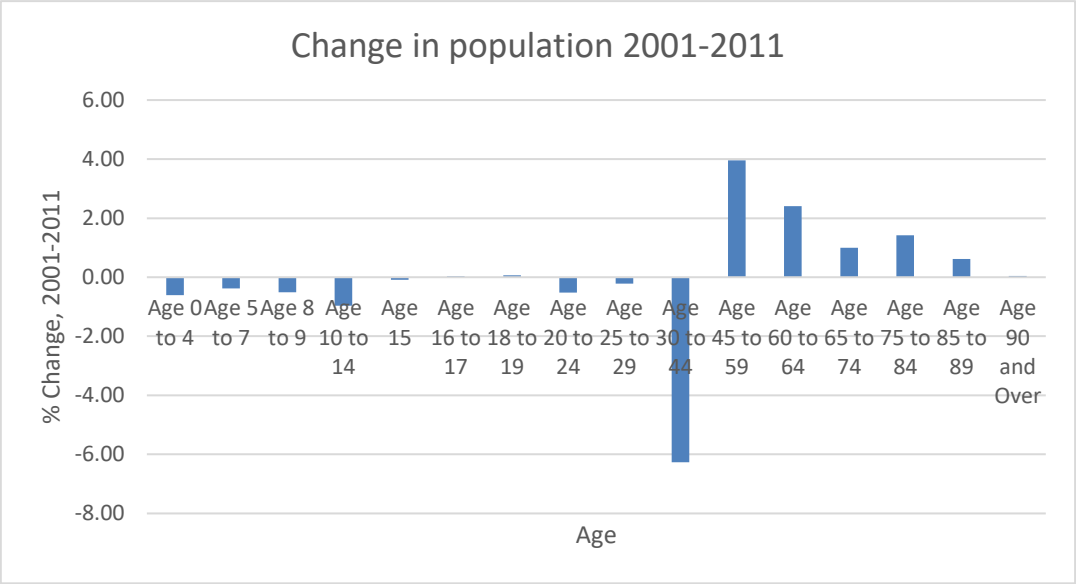
- Proposals for ten dwellings or more should demonstrate how they meet the requirement to increase the proportion of smaller homes in the Neighbourhood Area. Unless viability, housing needs or other material considerations show a robust justification for a different mix, at least 40% of dwellings in new developments 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 Borough 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 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 substantially[27].



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

6.2.5 The population in Basingstoke and Deane aged 65 and over increased by 27.2% between 2001 and 2011

6.2.6 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%)

6.2.7 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%)

6.2.8 The most-recent national household projections indicate that the majority of housing need arising in the borough over the Plan period is likely to be from elderly one-person households or couples, single people under the age of 65 and small family homes[28]

6.2.9 In the 12 months up to July 2017, the average house price in Old Basing was £463,689 and £329,019 in Lychpit[29]. Based on a 95% mortgage, a couple would therefore need a combined oncome of over

[27] ONS Census data 2001 and 2011
[28] Communities & Local Government, 2014-based Household Projections
[29] Rightmove.co.uk

£175,000, or a single person over £145,000 to be able to buy a house in Old Basing (£125,000 for a couple or over £100,000 for a single person in Lychpit) However, according to the BDBC SHMA[30], the whole borough average income is between £35-40,000 per annum.

6.2.10 Of the houses sold in the 12 months to July 2017, 18.5% had 2 or less bedrooms, 33.6% had 4 bedrooms or more.

6.2.11 The Neighbourhood Housing Stock Analysis[31] projections show that by 2026 single person households in the borough will compromise 36% of all households.

6.2.12 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

6.2.13 In response to the community engagement 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
2 bed houses	27
Flats	7
Terraced housing	7
Town houses	7

6.2.14 A recent application to BDBC for Swing Swang Lane (application 17/02846/OUT) as given an indicative housing mix for both market and affordable dwellings shown in the table[32] below which indicates a higher percentage mix than policy 8 requires:

Dwelling type	Market	Affordable	Total	
1 bed flat	-	10	10	10%
2 bed flat	4	10	14	35%
2 bed house	11	10	21	
3 bed house	31	9	40	40%
4 bed house	14	1	15	15%

[30] Basingstoke and Deane Borough Council Strategic Housing Market Assessment March 2014
[31] Neighbourhood Housing Stock Analysis for Basingstoke & Deane Borough Council March 2009
[32] Hampshire County Council Property Services Affordable Housing Statement Land off Swing Swang Lane, July 2017

Total	60	40	100	100%

6.2.15 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 those at the other end of the scale, wishing to downsize.

6.2.16 For the avoidance of doubt, this policy is intended to apply to both market and affordable housing, unless material considerations clearly indicate that an alternative housing mix is appropriate.

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.

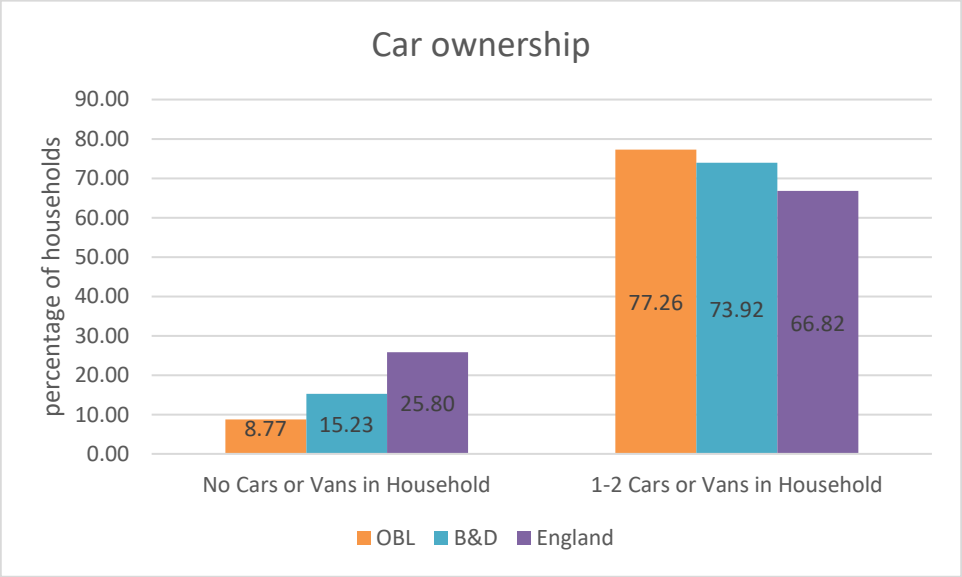
Diversity

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

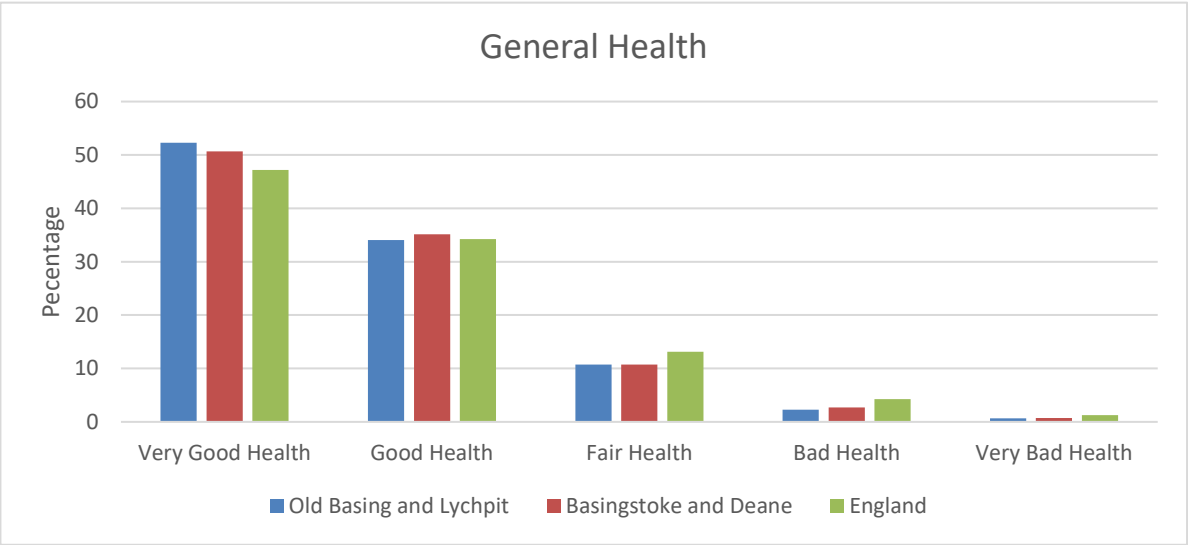
The 2011 census showed that 265 households (8.77%) did not own a car and subsequently are reliant on other forms of transport such as public transport services. In total 4,990 cars are owned by households resident in the parish area, with most households owning 1 or 2 cars.



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 Borough district.

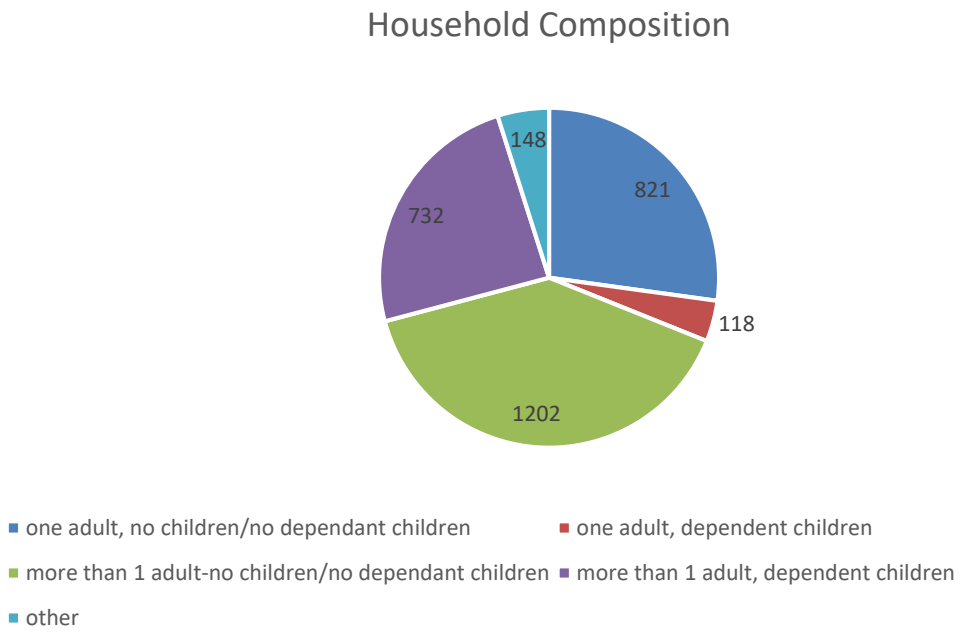
There were 290 households (9.6%) that were classified as privately rented. This is slightly lower than the 11.8% figure for the district.

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.



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

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.

Hampshire County Council as Highways Authority does not fully support the measures proposed to mitigate identified traffic hazards in appendix 2. However as this is a community aspiration and not a proposed policy, the Parish Council intends to continue working with the HCC Highways Authority to identify all possible solutions for delivery of a new traffic management plan. Part of these discussions will take place with Network Rail to determine the feasibility of developing footways at railway bridges.

Appendix 3 Examples of appropriate design

These examples are not intended as a blanket prescription. Different areas of the parish exhibit differing styles, and development should respect existing style.

Inappropriate examples of design

Appendix 4 Glossary of Terms

- **Adoption** - The final confirmation of a development plan or Local Development Document status by a Local Planning Authority (LPA)
- **Affordable Housing** - Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing
- **Allocated Land** - Land identified in a development plan as appropriate for a specific land use
- **Ancient Woodland** - An area of woodland which has had a continuous cover of native trees and plants since at least 1600 AD, neither having been cleared nor extensively replanted since then
- **Brownfield Land (previously-developed land)** - Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the developed land
- **Community Strategy** - A strategy prepared by a local authority to improve local quality of life and aspirations, under the Local Government Act 2000
- **Community Infrastructure Levy (CIL)** – a fixed, non-negotiable contribution that must be made by new development. It is chargeable on each net additional square metre of development built and is set by South Lakeland District Council
- **Department of Communities and Local Government (DCLG)** - Responsible for housing, planning, local government, and now neighbourhood Planning
- **Development** - Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land". Most forms of development require planning permission (see also "permitted development")
- **Development Plan** - A document (or documents) setting out the Local Planning Authority's policies and proposals for the development and use of land and buildings in the authority'sarea
- **Development Plan Documents (DPDs)** - Development Plan Documents are prepared by Local Planning Authorities and outline the key development goals of the Local Development Framework. DPDs form an essential part of the Local Development Framework
- **Extra Care Housing** - is housing designed with the needs of frailer older people in mind and with varying levels of care and support available on site
- **Greenfield Land/Site** - Land (or a defined site), usually farmland, that has not previously been developed. Domestic gardens are not classified as previously developed land
- **Highways England** - An executive agency of the Department of Transport. The Highways Agency is responsible for operating, maintaining and improving the strategic road network of England
- **Habitats Regulation Assessment (HRA)** -
- **Independent Examination** - The process by which a planning inspector may publicly examine a Development Plan Document or Neighbourhood Plan
- **Infill development** - Building taking place on a vacant plot in an otherwise built-up street frontage
- **Inspector's Report** - A report issued by a Planning Inspector regarding the planning issues debated at the independent examination

- **Local Development Document (LDD)** - These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan)
- **Local Plan** - A Development Plan Document setting out the spatial vision, strategic objectives and the planning framework for an area, having regard to the Community Strategy
- **Local Planning Authority (LPA)** - The local authority or Council that is empowered by law to exercise planning functions (Basingstoke and Deane Borough Council)
- **Mitigation** - Measures to avoid, reduce or offset significant adverse effects.
- **National Planning Policy Framework (NPPF)** – the national planning policy document which sets out the
- Government's planning policies for England and how these are expected to be applied
- **National Planning Practice guidance (NPPG)** - to support the NPPF and it is published online and regularly updated
- **Objective** - A statement of what is intended, specifying the desired outcome
- **Saved Local Plan Policies** - Policies in Local Plans that remain in operation pending production of replacement Local Development Documents
- **Strategic Housing Land Availability Assessment (SHLAA)** – an evidence base exercise undertaken by all local authorities to determine the amount of land that has theoretical potential for housing development. All sites put forward are considered for their availability, suitability and deliverability for housing. If a site addresses all of these requirements, then it is considered to have theoretical potential for housing development; however, this does not mean that the site will be brought forward for development or that a planning application will be granted planning permission. All sites for consideration are collated through a 'Call for Sites' exercise which invites anyone to put forward land for consideration through the SHLAA process
- **Site of Special Scientific Interest (SSSI)** - A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure)
- **Special Area of Conservation (SAC)** - Areas designated under the European Union Habitat Directive. They provide increased protection for a variety of wild animals, plants and habitats and are a vital part of the global effort to conserve world biodiversity
- **Special Protection Area (SPA)** - An area containing an assemblage of breeding populations of rare birds at a level of European significance, designated under EC Directive 79/409
- **Specific Consultation Bodies / Statutory Bodies** - These are bodies that must be consulted on development plans and planning applications
- **Strategic Environmental Assessment (SEA)** - Formal process to anticipate the likely significant environmental effects (including cumulative environmental effects) of implementing a plan and its reasonable alternatives with a view to avoiding, reducing or offsetting any negative impacts. See Sustainability Appraisal
- **Sustainability Appraisal (SA)** - Formal, systematic and comprehensive process of evaluating the environmental, social and economic impacts of a plan, policy or programme or its alternatives. The SA process incorporates the SEA process

Appendix 5 References

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

Basingstoke & Deane Borough Council Adopted Cycling Strategy March 2016

Basingstoke & Dene Landscape Capacity Study 2010

Basingstoke and Deane Borough Council Local Plan 2011

Basingstoke and Deane Borough Council Strategic Housing Market Assessment March 2014

Baskingstoke and Deane Borough Council Landscape Character Assessment (2001)

BBC South Today 1st December 2015

Biodiversity Strategy, The Loddon Catchment, Environmental Agency & The Wildlife Trust, Hampshire & Isle of Wight

Communities & Local Government, 2014-based Household Projections

Countryside Access Plan for the Forest of Eversley 2008-2013

East of Basingstoke and Redlands Development Brief Supplementary Planning Document July 2017

Hampshire County Council traffic surveys 2009 & 2015

Hampshire Local Transport Plan 2011-2031

Landscape Capacity Study 2010

National Planning Policy Framework 2011

Office of National Statistics Census data 2001

Office of National Statistics Census data 2011

Old Basing and Lychpit Village Design Statement 2006

Planning Practice Guidance 2014

South East river basin district RBMP: 2015

Thames River Basin Management Plan 2015

Water Framework directive 2000

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