



Basingstoke
and Deane



Basingstoke and Deane Borough Council Local Plan (2011-2029)

SCHEDULE A: PROPOSED MAIN MODIFICATIONS TO THE SUBMISSION LOCAL PLAN FOLLOWING LOCAL PLAN EXAMINATION HEARINGS (DECEMBER 2015)

Contents Page

Introduction	3
Schedule of Proposed Main Modifications	3-46
Appendix 1: Key diagram	47
Appendix 2: Inset Maps	
• Policy SS3.1 – Swing Swang Lane	48
• Policy SS3.2 (Kennel Farm), SS3.11 (Basingstoke Golf Course, SS3.12 (Hounsborne Fields)	49
• Policy SS3.3 (Razor's Farm) and SS3.8 (Upper Cufaude Farm)	50
• Policy SS3.4 (North of Popley Fields)	51
• Policy SS3.5 (Overton Hill)	52
• Policy SS3.6 (South of Blosswood Lane/ Manor Farm, Whitechurch)	53
• Policy SS3.7 (Redlands) and SS3.9 (East of Basingstoke)	54
• Policy SS3.10 (Manydown)	55
• Policy SS8 (Basing View)	56
Appendix 3: Changes to Policies Map	57-60

Introduction.

This schedule outlines the proposed main modifications to the Local Plan. It should be read in conjunction with the Submission Local Plan (October 2015, CD/03) and the council's mid-examination proposed main modifications (May 2015, PS/02/15), both of which can be found on the Local Plan Examination Library webpage at <http://www.basingstoke.gov.uk/rte.aspx?id=1215>. In accordance with section 20 (7C) of the 2004 Planning and Compulsory Purchase Act (as amended by Section 112 of the Localism Act 2011), the Council requested the Inspector present modifications needed to ensure the Plan is both sound and legally compliant (to fulfil Section 20(5) (a) of the 2004 Act).

The schedule includes modifications made both in advance of the hearing sessions, in response to issues previously raised by the Inspector, for example through the Exploratory Meeting, and as a result of the hearing session themselves which took place during October and November 2015. The modifications respond directly to issues raised by the Inspector through the examination process in relation to matters of soundness. The Inspector has asked that this schedule of main modifications be subject to a period of consultation, and this will run from 21 December to 8 February 2016. Suggested new text has been underlined, while suggested deleted text has been struck through.

In addition to the main modifications, the Council has prepared a separate schedule showing minor proposed changes which, if implemented, would not significantly change the meaning of the Plan, and have generally been made to address typographical errors or provide factual updates.

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
MM1	Before Chapter 3	22	<u>'Policy SD1 – Presumption in favour of sustainable development'</u> <u>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development</u>	Inclusion of new policy SD1, as requested by the Inspector at the exploratory meeting. The policy demonstrates that the Plan is consistent with the principles of the NPPF including the

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			<p><u>that improves the economic, social and environmental conditions in the area.</u></p> <p><u>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</u></p> <p><u>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</u></p> <ul style="list-style-type: none"> <u>Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or</u> <u>Specific policies in that Framework indicate that development should be restricted.'</u> 				presumption in favour of sustainable development.
MM2	After 3.13	24	A key diagram has been added into the Plan following a new introductory paragraph (listed as a minor change). The key diagram is shown in Appendix 1.				The inclusion of a key diagram within the Plan itself, as requested by the Inspector at the exploratory meeting.
MM3	Policy SS3	36	Site Reference	Location	Allocation	Phasing	Updated delivery timescales in Policy SS3, as agreed with site

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			SS3.1	Swing Swang, Basingstoke	Approx 100 homes	2015/16 – 2019/20 <u>2017/18 – 2019/20</u>		owners/promoters, and as set out in the Housing Supply Statement (August 2015) and the Statements of Common Ground with the landowners.
			SS3.2	Kennel Farm, Basingstoke	Approx 310 homes	2015/16 – 2019/20 <u>2016/17 – 2018/19</u>		
			SS3.3	Razor's Farm, Basingstoke	Approx 420 homes	2015/16 – 2019/20 <u>2017/18 – 2022/23</u>		
			SS3.4	North of Popley Fields, Basingstoke	Approx 450 homes	2014/15 – 2019/20 <u>2015/16 – 2022/23</u>		
			SS3.5	Overton Hill, Overton	Approx 120 homes	2015/16 – 2019/20 <u>2016/17 – 2019/20</u>		
			SS3.6	South of Blosswood Lane /Manor Farm, Whitchurch	Approx 150 homes	2015/16 – 2019/20 <u>2017/18 – 2021/22</u>		
			SS3.7	Redlands, adjacent to Basingstoke	Approx 150 homes	2017/18 – 2024/25 <u>2017/18 – 2021/22</u>		
			SS3.8	Upper	Approx	2020/21 – 2024/25		

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change					Explanation of change
				Cufaude Farm	390 homes	<u>2020/21 – 2025/26</u>		
			SS3.9	East of Basingstoke, Basingstoke	Approx 450 homes	2017/18 – 2024/25 <u>2018/19 – 2022/23</u>		
			SS3.10	Manydown, Basingstoke	Approx 3,400 homes	2017/19 – 2028/29		
			SS3.11	Basingstoke Golf Course, Basingstoke	Approx 1,000 homes	2020/21 – 2028/29 <u>2020/21 – 2027/28</u>		
			SS3.12	Hounsome Fields, Basingstoke	Approx 750 homes	2017/18 – 2028/29 <u>2017/18 - 2027/28</u>		
MM4	Before SS3.1	36	An inset map for allocation SS3.1 – Swing Swang Lane has been added into the Plan after a new introductory paragraph (listed as a minor change). The Inset Map is shown in Appendix 2.					To provide a spatial representation of the site allocation, including detail that covers the what, where and when questions in the PPG.
MM5	Policy SS3.1 (e)	37	'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, <u>including the</u>					Update to criteria e) to provide greater focus on the accessibility of the site by walking and

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			<u>Public Rights of Way Network and the Strategic Cycle Network with direct cycle access to Eastrop Park, Basing View and the Town Centre.</u> and improve connections towards Eastrop Park and Basing View.	cycling, in order to reflect the discussions at the hearing sessions (and as set out in MF22).
MM6	Before SS3.2	37	<u>'An inset map has been developed for the whole south west of Basingstoke, including the sites at Basingstoke Golf Course (SS3.11) and Hounsme Fields (SS3.12) and is set out alongside Policy SS3.11'.</u>	New text cross refers to the inset map for the south west Basingstoke sites. The map provides a spatial representation of the two sites, including detail that covers the what, where and when questions in the PPG.
MM7	Policy SS3.2 (e)	38	<u>'Include measures to improve accessibility by non-car modes, the ability to service the site by public transport and ensuring connection of the site with the existing cycle and pedestrian routes, including the Public Rights of Way network and the Strategic Cycle Network with direct cycle access to the town centre.</u> This will include improving the pedestrian / crossing facilities across the adjacent section of the A30, to enable access to services to the east, and the provision of a link to the east;'	Update to criteria e) to provide greater focus on the accessibility of the site by walking and cycling, in order to reflect the discussions at the hearing sessions (and as set out in MF22).
MM8	Before SS3.3	38	An inset map for allocation SS3.3 – Razor's Farm has been added into the Plan after a new introductory paragraph (listed as a minor change) and this is shown in Appendix 2.	To provide a spatial representation of the site including detail that covers the what, where

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			The boundary of allocation SS3.8 – Upper Cufaude Farm has been extended to include land to the north. This is for landscape and appropriate open space measures only, to ensure sufficient mitigation of the development on the surrounding area. Green hatching has been added to this area to correspond with the proposed new policy criteria (PM125).	and when questions in the PPG. The proposed modification to the allocation boundary was agreed with the National Trust and also Hampshire County Council as landowner, following the discussions at the hearing sessions (and as set out in MF17)
MM9	Policy SS3.3 (j)	39	'Include measures to improve accessibility by non-car transport modes; including the provision of internal walking and cycle routes linked to existing external routes including the Public Right of Way network <u>and the Strategic Cycle Network with direct access to the Town Centre</u> and the ability to service the site by public transport;'	Update to criteria j) to provide greater focus on the accessibility of the site by walking and cycling, in order to reflect the discussions at the hearing sessions (and as set out in MF22).
MM10	Before SS3.4	39	An inset map for the allocation SS3.4 North of Popley Fields has been added into the Plan after a new introductory paragraph (listed as a minor change). The Inset Map is shown in Appendix 2.	To provide a spatial representation of the site including detail that covers the what, where and when questions in the PPG.

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MM11	Policy SS3.4 (h)	40	'Include measures to improve accessibility by non-car modes transport modes <u>including the provision of internal walking and cycling routes linked to existing external routes and the Strategic Cycle Network with direct cycle access to the particularly to Basingstoke Town Centre including the connection of the site with existing cycle and pedestrian routes,</u> and the ability to service the site by public transport;'	Update to criteria h) to provide greater focus on the accessibility of the site by walking and cycling, in order to reflect the discussions at the hearing sessions (and as set out in MF22).
MM12	Before SS3.5	40	An inset map for allocation SS3.5 Overton Hill has been added into the Plan after a new introductory paragraph (listed as a minor change). The Inset Map is shown in Appendix 2.	To provide a spatial representation of the site including detail that covers the what, where and when questions in the PPG.
MM13	Before SS3.6	41	An inset map for allocation SS3.6 South of Boswood Lane/Manor Farm has been added into the Plan after a new introductory paragraph (listed as a minor change). The Inset Map is shown in Appendix 2.	To provide a spatial representation of the site including detail that covers the what, where and when questions in the PPG.
MM14	Before SS3.7	42	<u>'An inset map has been developed for this site and East of Basingstoke (Policy SS3.9) together, and is set out alongside Policy SS3.9'.</u>	New text cross refers to the Inset Map for east of Basingstoke sites. The map provides a spatial representation of the two sites, including detail that covers the what, where

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				and when questions in the PPG.
MM15	SS3.7 c) i)	42	'Include measures to improve accessibility by non-car transport modes including the provision of internal walking and cycle routes linked to existing external routes including the Public Right of Way network <u>and Strategic Cycle Network with direct access to the town centre</u> and the ability to service the site by public transport;'	Update to criteria c) i) to provide greater focus on the accessibility of the site by walking and cycling, in order to reflect the discussions at the hearing sessions (and as set out in MF22).
MM16	Before SS3.8	43	<u>'An inset map has been developed for this site and Razor's Farm (Policy SS3.3) together, and is set out alongside Policy SS3.3'.</u>	New text cross refers to the Inset Map for north east of Basingstoke sites. The map provides a spatial representation of the two sites, including detail that covers the what, where and when questions in the PPG.
MM17	Policy SS3.8 (d)	43	'Comprise a layout and design of development that <u>retains</u> respects the existing landscape and vegetation structure in and round the site, including enhancement and buffering of the hedgerow along the southern boundary and provision of a <u>well-designed and robust</u> strong buffer, <u>which reflects the existing landscape character</u> , on the western and northern sides of the site from the outset;'	Update to criteria d) to provide greater clarity on the mitigation measures required in terms of landscape impact, as agreed with HCC and the National Trust following the discussions at the

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				hearing sessions (and as set out in MF17)
MM18	Policy SS3.8 New criteria after (d) i)	43	<u>'Keep the area hatched x on the inset map free of residential development, providing additional landscape and appropriate open space measures to ensure sufficient mitigation of the development on the surrounding area.'</u>	New criteria d) i) to provide a framework for the inclusion of additional land into the allocated area, for the purposes of landscaping and mitigation measures only. This is in order to provide greater mitigation in terms of landscape impact. The proposed modification was agreed with the National Trust and HCC following the discussions at the hearing sessions (and as set out in MF17)
MM19	Policy SS3.8 (g)	44	<u>'Include measures to improve accessibility by non-car transport modes, including the provision of internal walking and cycling routes, linked to existing external routes, the Public Rights of Way Network and the Strategic Cycle Network, with direct cycle access to the particularly to Basingstoke Town Centre, and including the ability to service the site by public transport. and the connection of the site with existing cycle and pedestrian routes and the Public Rights of Way network, It will also be necessary to provide access to to the Access will also be</u>	Update to criteria g) to provide greater focus on the accessibility of the site by walking and cycling, in order to reflect the discussions at the hearing sessions (and as set out in MF22).

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			required including access to the potential Chineham Railway Station and Cufaude Lane, and in conjunction with the development at Razors Farm’.	
MM20	Before SS3.9	44	<p><u>‘East of Basingstoke</u></p> <p><u>An inset map has been developed for the East of Basingstoke site and Redlands (Policy SS3.7) together.’</u></p> <p>An inset map for allocation SS3.9 East of Basingstoke has been added into the Plan after a new introductory paragraph which cross refers to the map. The proposed map is shown in Appendix 2. This includes a revised boundary for SS3.7 (see PM229)</p>	New text cross refers to the Inset Map for east of Basingstoke sites. The map provides a spatial representation of the two sites, including detail that covers the what, where and when questions in the PPG.
MM21	Policy SS3.9 (i)	45	<p>‘Include measures to improve accessibility by non-car transport modes including the provision of internal walking and cycle routes linked to existing external 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 and the ability to service the site by public transport’.</p>	Update to criteria i) to provide greater focus on the accessibility of the site by walking and cycling, in order to reflect the discussions at the hearing sessions (and as set out in MF22).
MM22	Before SS3.10	46	<p><u>‘...The wider Manydown site offers longer term potential for further development and as a component of this, consideration should be given to the future provision of a western by-pass connecting the A339 and junction 7 of the M3. In undertaking master-planning of the wider Manydown area, regard should be given to safeguarded land for the railway line, as identified on the Inset Map, and the need to avoid prejudicing the delivery of</u></p>	Additional wording has been added to the introductory paragraph after the examination hearings to explain the status of the western bypass (in connection

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			<u>the current proposed housing.'</u>	with SS3.10 criterion (n) being removed), as proposed through MF21.
MM23	Before SS3.10	46	<p>An inset map for allocation SS3.10 Manydown has been added into the Plan after the updated introductory paragraph. The inset map is shown in Appendix 2.</p> <p>The Inset Map has been amended following discussion at the hearing sessions. These changes provide greater detail about phasing and more flexibility over the location of the railway crossing (the precise location will be determined through future planning applications).</p>	To provide a spatial representation of the site including detail that covers the what, where and when questions in the PPG.
MM24	Policy SS3.10 (c)	46	'Include the provision of social and physical infrastructure, including community facilities, local shopping facilities, <u>healthcare facilities</u> and sports and leisure facilities including playing pitches, <u>with an Infrastructure Delivery Strategy to demonstrate that the infrastructure requirements of the Manydown allocation have been comprehensively planned and will be met.'</u>	Update to criteria c) to include reference to an Infrastructure Delivery Strategy (as agreed through Statement of Common Ground PS/04/58a, and defined in the glossary) and to include reference to the provision of healthcare facilities.
MM25	Policy SS3.10 (i)	46	'Retain the separate identity and character of Worting and Wootton St Lawrence, and restrict coalescence between these villages and the new development and retain the separate identity and character of Winklebury, including conserving the	Update to criteria i) to provide clarification about relationship between new development and

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			ancient boundary of the Roman Road as a green boundary Wootton St Lawrence and Oakley and restrict coalescence between the new development and these villages. The development will also retain the separate identity and character of Worting and Winklebury, including conserving the ancient boundary of the Roman Road as a green boundary'.	surrounding settlements. Proposed wording amended from that set out in MF18 to provide greater clarity.
MM26	Policy SS3.10 (l)	47	'Include measures to mitigate the impact of development on the local road network including improvements to the A339, Roman Road (and associated road junctions), the B3400, <u>and Pack Lane and the road through Wootton St Lawrence,</u> with appropriate measures to maintain accessibility for existing residents and ensure safe and convenient access for all road-users';	Update to criteria l) to include additional reference to Wootton St Lawrence Road, to address concerns in relation to traffic impact. As proposed through MF21.
MM27	Policy SS3.10 (m)	47	'Include provision of a road through the land allocated for housing, from the A339 to the B3400, linking the proposed housing to the existing communities and to provide the ability to connect to potential future sites to the south, with the location <u>and design</u> of the road being determined through the master-planning process <u>to achieve the optimum balance between movement and place-shaping. Land shall be safeguarded for a potential future crossing of the railway. Regard shall be had to the optimum location for this road to cross the railway line(s).</u> '	Update to criteria m) to provide further detail about the design of the link road. The criterion has also been amended to show the indicative area in which land will be safeguarded for a railway crossing. As proposed through MF19/20 (with minor

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				subsequent changes).
MM28	Policy SS3.10 (n)	47	'In undertaking the master planning process, regard shall be had to the potential requirement for a Basingstoke western by-pass that would link the A339 to Junction 7 of the M3 motorway. Such a western by-pass would be to the outside of the land currently allocated for housing but the master planning process should have regard to the optimum point for such a western by-pass to cross the railway line(s) without prejudicing the delivery of the current proposed housing or the construction of the road connecting that housing.'	Criteria n) removed from policy and additional supporting text added to introductory paragraph (PM69a). This reflects the view that delivery of the road is a longer-term ambition. As proposed through MF21.
MM29	Policy SS3.10 (p)	47	'Include measures to improve accessibility by non-car transport modes including the provision of internal walking and <u>cycling</u> routes linked to existing external routes, including the Public Rights of Way network <u>and the Strategic Cycle Network, with direct cycle access to the town centre and the provision of</u> public transport from the outset;'	Update criteria p) to provide greater focus on the accessibility of the site by walking and cycling (as set out in MF22).
MM30	Policy SS3.10 (u)	47	'On the land south of the railway line and north of Pack Lane, development will be limited to a yield of <u>approximately up to</u> 300 units, unless workable transport mitigation measures can be demonstrated to support a higher yield.'	Update criteria u) to be more specific about the yield of the parcel in light of constraints.
MM31	Before SS3.11	48	An inset map for the sites in South West Basingstoke has been added into the Plan after a new introductory paragraph (listed as a minor change). The map is shown in Appendix 2.	To provide a spatial representation of the site including detail that

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			The inset map was amended following discussion at the hearing sessions to include an indicative link from Hounsme Fields that may be needed to serve development to the north-west of the site, and to make a minor correction to the alignment of the site's north-western boundary.	covers the what, where and when questions in the PPG.
MM32	SS3.11 c)	48	'Include the provision of social and physical infrastructure, including the provision of a community centre, local shopping facilities, and sports facilities including playing pitches, <u>with adequate land to meet the outdoor sports needs of both this site and the development on Hounsme Fields with an Infrastructure Delivery Strategy to demonstrate that the needs of the development sites in south-west Basingstoke have been comprehensively planned and will be met.</u> '	Update to criterion c) to reflect a coordinated approach to infrastructure delivery in South-West Basingstoke. Following the hearings, the document has been renamed as the Infrastructure Development Strategy (rather than the Infrastructure Delivery Plan) to avoid confusion with the council's document of the same name. The Infrastructure Delivery Strategy is defined in the glossary.

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MM33	Policy SS3.11 (i)	48	<u>'Include measures to improve accessibility by non-car transport modes, the ability to service the site by public transport and ensuring the external and internal connection of the site with existing cycle and pedestrian routes and including the provision of internal walking and cycling routes linked to existing external routes, and the Public Rights of Way network and the Strategic Cycle Network, with direct cycle access to the town centre, and facilitating improved access towards Dummer, improving the links to the existing Winchester Road bus stops and providing safe and convenient crossing points to facilities provided on Hounsme Fields (SS3.12).'</u>	Update criteria i) to provide greater focus on the accessibility of the site by walking and cycling (and as set out in MF22).
MM34	Policy SS3.11 (new criterion after i)	48	<u>'Ensure provision of public transport from the outset'.</u>	New criteria to reflect the importance of embedding sustainable transport habits from the outset.
MM35	SS3.12 c)	(49)	<u>'Include the provision of social and physical infrastructure, including the provision of a community centre, local shopping facilities, indoor sports facilities including playing pitches, and a three form entry primary school, and early years facilities, with an Infrastructure Delivery Strategy to demonstrate that the needs of the development sites in south-west Basingstoke, including outdoor sports, have been comprehensively planned and will be met.'</u>	Update to criteria c) to reflect a coordinated approach to infrastructure delivery in SW Basingstoke. Following the hearings, the document has been renamed as the Infrastructure Development Strategy (rather than the

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				Infrastructure Delivery Plan) to avoid confusion with the council's document of the same name. The Infrastructure Delivery Strategy is defined in the glossary.
MM36	Policy SS3.12 (j)	(49)	'Include measures to improve accessibility by non-car transport modes, the ability to service the site by public transport and ensuring the external and internal connection of the site with existing cycle and pedestrian routes and including the provision of internal walking and cycling routes linked to existing external routes, and the Public Rights of Way network <u>and the Strategic Cycle Network, with direct access to the town centre</u> and facilitating improved access towards Dummer, improving the links to the existing Winchester Road bus stops and providing safe and convenient crossing points for the A30;'	Update to criteria j) to provide greater focus on the accessibility of the site by walking and cycling (and as set out in MF22).
MM37	Policy SS3.12 (new criterion after j)	(49)	<u>'Ensure provision of public transport from the outset'.</u>	New criteria to reflect the importance of embedding sustainable transport habits from the outset.
MM38	Policy SS4 (second paragraph)	49	'To take account of water quality matters in line with Policy EM6 and where monitoring indicates a likely deterioration in individual elements band status of the borough's water bodies, the council will resist granting further planning applications where this would <u>development proposals in affected areas will have to</u>	Updated policy wording to ensure the policy is sound and does not impose a blanket ban on development in conflict

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			demonstrate that they would not exacerbate such deterioration in the relevant catchment. Intervention mechanisms will be required to improve the quality of the relevant catchment prior to the release of any further allocated sites or granting of planning permissions.'	with the NPPF, and to ensure consistency with EM6: Water Quality.
MM39	Para 4.48	50	'Given local water quality issues, further development will also be dependent on the status of water bodies, and this will be considered through monitoring undertaken by the Environment Agency through the relevant River Basin Management Plan and annual monitoring information which will be reported through the council's annual monitoring. In the event that this indicates that the status of the borough's water bodies is likely to deteriorate in band status, <u>development proposals in affected areas will have to demonstrate that they would not exacerbate deterioration in the relevant catchment.</u> Then the council will resist the granting of further planning permissions or release of Greenfield sites where the Environment Agency indicates that this is likely to contribute to the situation. In such situations, The council will work in partnership with the Environment Agency, the water companies and other relevant parties to identify the means of reversing the deterioration through appropriate intervention mechanisms, <u>prior to the release of any further allocated sites or granting of planning permissions.'</u>	Updated supporting text, in line with the changes suggested by the Inspector following the public hearings on water quality.
MM40	Policy SS5	50	'The council will support parish/town council and other representatives from local communities in non-parished areas, through the Neighbourhood Planning process. In the settlements listed below, it will be necessary to identify	Updated policy wording, as proposed through MF15. The inclusion of 'at least'

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			<p>sites/opportunities to meet the following levels of development, generally in and around defined Settlement Policy Boundaries:</p> <ul style="list-style-type: none"> a) Bramley – approximately at least 200 homes b) Kingsclere – approximately at least 50 homes c) Oakley – approximately at least 150 homes d) Overton – approximately at least 150 homes e) Whitchurch – approximately at least 200 homes <p>A further 150 homes will need to be identified through neighbourhood plans/neighbourhood development orders in areas outside of those listed above <u>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</u>^{Footnote}.</p> <p>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 exceptions schemes, or a review of Settlement Policy Boundaries.</p> <p>The delivery of housing <u>which meets the requirements of this policy</u> will be monitored annually by the council to ensure the housing requirement is met <u>and the council reserves the right to identify opportunities to address any shortfall through the DPD process. For the five named settlements, if a neighbourhood plan/ neighbourhood development order (Regulation 16) has not been submitted by April 2017, the council will consider the need</u></p>	<p>(for the 5 settlements) promotes flexibility and ensures that the figures are not considered ceilings for development levels.</p> <p>Further clarity is also provided about the distribution of the further 150 units to ensure the overall delivery requirement is met.</p> <p>Further clarity is provided about the suitable trigger point for the council to step in and identify opportunities for meeting the policy requirement (if they have not otherwise been met).</p>

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			<p>to allocate additional sites. If no opportunities have been identified by 2017 the council reserves the right to identify opportunities to address any shortfall through the DPD process.</p> <p>New footnote: '<u>Excluding Basingstoke and Tadley</u>'</p>	
MM41	4.52	51	<p>'The delivery of housing in each of the settlements named in Policy SS5 will be monitored annually to ensure the requirements of the policy will be met within the plan period. If no opportunities have been identified by 2017 the council will assess the need for it to identify sites through appropriate means such as the adoption of suitable DPDs. At least 750 homes will be delivered at the five named settlements through this policy, reflecting the size, characteristics, needs and sustainability credentials of these settlements. An additional 150 homes are expected to be delivered through Neighbourhood Planning across the remainder of the borough, outside of those settlements listed in the policy, Basingstoke Town and Tadley. At least ten homes will be delivered primarily within or adjacent to settlements with defined Settlement Policy Boundaries, in addition to other development outside of these areas where growth will reflect local needs and ambitions. This approach is based upon the ambitions of those parish and town councils who responded to a consultation exercise in 2011 and also the number of areas designated for neighbourhood planning purposes outside of those parishes where specific number allocations have been made.'</p>	Updated supporting text to explain the changes proposed to Policy SS5. As proposed through MF15.

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MM42	4.53	52	'An additional 150 homes are expected to be delivered through Neighbourhood Planning across the borough, outside of those settlements listed in the policy. Such developments are generally expected to be provided within or adjacent to smaller settlements within the borough. This approach is based upon the ambitions of those parish and town councils who responded to a consultation exercise in 2011 and also the number of areas designated for neighbourhood planning purposes outside of those parishes where specific number allocations have been made. If no opportunities have been identified by 2017 the council will assess the need for it to identify sites through appropriate means such as the adoption of a suitable DPD. Progress towards meeting the requirements set out in the policy will be monitored annually as part of the Authority Monitoring Report to ensure the requirements of the policy will be met within the plan period. The council reserves the right to identify opportunities to address any shortfall through appropriate means such as the adoption of suitable Development Plan Documents. For the 5 settlements named in the policy, the council will consider the need to allocate additional sites if no opportunities have been identified through a Submission neighbourhood plan/ neighbourhood development order (Regulation 16) by April 2017'.	Updated supporting text to explain the changes proposed to Policy SS5. As proposed through MF15.
MM43	Policy SS6 e)	53	'Small scale ^{Footnote} residential proposals of a scale and type that meet a locally agreed need have the support of the local parish council/town councils/parish meetings, provided that: ix) It is well related to the existing settlement and would They do not result in an isolated form of development; and	Updated criteria e) of policy. Reference to support from parish and town council has been removed in light of

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
			<p>x) The scale is appropriate to the site and location; The development will respect the qualities of the local landscape and be sympathetic to its character and visual quality; and</p> <p>xi) The development will respect the local environment and amenities of neighbouring properties and relate to the character, form and appearance of surrounding development, and respect the amenities of the residents of neighbouring properties; and</p> <p>xii) The development is well related to the existing settlement; or</p> <p>New footnote to state: <u>'Four dwellings or fewer (net)'</u></p>	soundness concern. The policy still allows flexibility for settlements to grow in a sustainable manner, and would require input from Parish/Town Councils without developments being reliant upon their support. Changes proposed through MF14.
MM44	SS6 (new criterion after f)	53	<u>'Allocated for development in a Neighbourhood Plan which has been 'made' by Basingstoke and Deane Borough Council.'</u>	New criteria added to prevent potential conflict between different plans.
MM45	After 4.61	54	<u>'The policy allows small-scale new residential development in the countryside in limited circumstances, where it can be demonstrated that it would meet a local need, as agreed in consultation with the parish/town council (for example, in relation to dwelling size and type). Such developments should be four dwellings or fewer (net) to fall below the size threshold of sites that could be allocated through neighbourhood plans. It will be necessary for such developments to be well related to existing settlements and be suitably designed to respect the landscape setting and relate well to surrounding development.'</u>	New supporting text to explain the changes proposed to Policy SS6. As proposed through MF14.

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MM46	Policy SS8	56	<p>‘Policy SS8 – Basing View</p> <p>Basing View will be regenerated as a 21st century business park location and will be protected as a <u>high quality strategic employment site for employment use (B1 class)</u>. It and will support the role of Basingstoke town by encouraging economic prosperity and inward investment.</p> <p>The regeneration of Basing View will fulfil its potential through a partnership approach and will seek to deliver the vision for the area. Development proposals will therefore be permitted which:</p> <ul style="list-style-type: none"> a) Establish Basing View as one of the borough’s primary focuses for employment through the provision of premier sustainable business facilities (B1 use); b) Support regeneration through the provision of complementary mixed uses (<u>such as retail, hotel(s), residential (including serviced apartments), education, medical facilities, leisure uses and restaurants</u>; c) Make efficient and effective use of under used/vacant land; d) Utilise sustainable design and construction methods and provide on-site low carbon energy generation where feasible and viable; e) Address the potential use of non-car modes to access the site and mitigate the increased use of the site on the wider highway network. e) <u>Deliver a total of approximately 300 dwellings at Basing View;</u> 	Updated policy to reflect the strategy of allowing a broader range of uses on Basing View, and to identify the uses allowed on different parts of the site.

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			<p>f) <u>Secure the provision of facilities for cyclists, pedestrians and public transport to access Basing View in a safe and convenient manner, including integration with the town centre and railway station and the necessary mitigation works for the wider highway network;</u></p> <p>g) <u>Achieve a high standard of design and contribute towards the delivery of a high quality public realm.</u></p> <p><u>Development will be permitted in accordance with the following provisions for each sub area as shown on the Basing View Inset Map.</u></p> <p><u>i) Area A (Downtown): the area will be developed for a mix of town centre uses including retail, residential and leisure uses, while retaining a strong office presence. Development should be in line with Policy EP3 which defines the western end of the site as falling within the town centre boundary. Development will be expected to be of high design quality to reinforce the area's status as a gateway to Basing View and the town centre.</u></p> <p><u>ii) Area B (Midtown): the area will be developed primarily for office uses and will include a hotel, small scale complementary retail, leisure and restaurant uses with a new urban open space in a central location to act as a focal point for the development.</u></p> <p><u>iii) Area C (Uptown): the area, which includes the Gresley Road triangle site, will be developed primarily for B1 uses but may include residential development and small scale complementary leisure, retail, restaurant, medical and educational use.'</u></p>	

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MM47	4.73	57	<p><u>'Market analysis and initial masterplanning work has demonstrated that there is a robust case for the regeneration of Basing View as a sustainable urban business location with the potential to capitalise on its excellent transport links and proximity to the town centre. The inclusion of complementary land uses, including retail, residential, hotels, leisure and restaurants will serve the office based business community, inject new life into the area and broaden the range of employment opportunities. The potential currently exists for provision of approximately 300 new residential units without prejudicing the primary economic and employment role of the site.</u></p> <p>The regeneration of this area will be phased over an approximate 20 year period <u>in accordance with the provisions of Policy SS8 and the Basing View Inset Map to create three distinct character areas, namely Downtown, Midtown and Uptown, which reflect the proximity to the town centre, accessibility and the different land uses within each area. and will be guided by a Supplementary Planning Document, to be prepared through working closely with the local business community and through liaison with the LEP, residents and the appointed development partner.</u> Improving the public realm, introducing an appropriate mix of uses (including residential), improving pedestrian accessibility and wider links to the town centre will revitalise Basing View and create a more attractive and welcoming environment. It is <u>anticipated that the</u></p>	Updated supporting text to provide greater clarity about the permissible uses on different parts of Basing View. An Inset Map has also been included, as shown in appendix 2.

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			<p><u>regeneration of Basing View would realistically contribute up to 20,000 square metres of new Class B1 floorspace to the local economy during the plan period. upon completion that a regenerated Basing View would contribute up to a further 4,000 jobs to the local economy during the plan period.</u></p> <p><u>The western end of the Downtown area lies within Basingstoke Town Centre boundary where town centre uses will be permitted. The remainder of the Basing View site (excluding Gresley Road Triangle) will be considered as an edge of centre location for town centre uses, reflecting the aspirations to regenerate the site in its entirety to deliver a sustainable business location. The exception to this is retail proposals which should be located within the defined town centre boundary and then in edge of centre locations which, for retail purposes, are limited up to 300 meters from the primary shopping area. Small scale complementary retail may be permitted outside of the town centre boundary where this supports the regeneration aspirations.</u></p> <p><u>An inset map has been prepared to show the broad distribution of uses on the site'.</u></p> <p>An inset map has been inserted into the Plan after this paragraph (and is attached to this document as Appendix 2).</p>	
MM48	Policy CN1 (third paragraph and new	61	<p>'...The tenure split of affordable homes will be 70% rented and 30% intermediate products.</p> <p><u>15% of affordable homes should meet enhanced accessibility or</u></p>	Updated policy wording regarding accessibility standards, as agreed through the Statement of

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
	footnote)		<p><u>adaptability standards^{Footnote} to enable people to stay in their homes as their needs change.</u></p> <p>In seeking affordable housing provision....’</p> <p>New footnote:</p> <p><u>‘Enhanced accessibility and adaptability standards are achieved by meeting requirement M4(2) or M4(3) of the Building Regulations 2015, or subsequent government standard.’</u></p>	Common Ground with the Home Builders Federation (MF10). A new footnote has also been added to refer to relevant regulations.
MM49	After 5.7	62	<p><u>‘In order to support the ageing population and the specific needs of some disabled people, the council expects 15% of affordable homes to be accessible and adaptable by meeting requirement M4(2) of the Building Regulations. The council may support proposals for wheelchair adaptable or wheelchair accessible affordable homes that meet requirement M4(3) in lieu of M4(2).’</u></p>	<p>New supporting text to explain the amended Policy CN1.</p> <p>As agreed in a Statement of Common Ground with the Home Builders Federation through MF10.</p>
MM50	Policy CN1 Implementation and monitoring	63	<p>Additional implementation bullet point:</p> <ul style="list-style-type: none"> <u>Use of planning conditions and Building Regulations</u> 	To reflect additional requirement of modified policy.
MM51	Policy CN3 (a) and footnote	65	<p>‘Includes a range of house type^{Footnote}, and size, price and tenure to address local requirements; and’</p> <p>New Footnote:</p>	<p>Updates to policy to reflect the fact that it only relates to market housing.</p> <p>Update to footnote to</p>

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			'Including for older people, bungalows and suitable accommodation for downsizing with small gardens or outdoor space, <u>and for those wishing to build their own homes.</u> '	clarify that developers must make provision for self-build where appropriate, in accordance with the Self Build and Custom Housebuilding Act 2015, and to bring the policy in line with supporting text in para.5.23.
MM52	Policy CN3 (d)	65	<p>'Provides <u>15% accessible and adaptable homes</u>^{Footnote} housing to enable people to stay in their homes as their needs change'.</p> <p>New footnote:</p> <p><u>'Accessible and adaptable homes are those that meet requirement M4(2) of the Building Regulations 2015 or any subsequent government standard'.</u></p>	<p>Updates to policy to set a specific requirement for accessible and adaptable homes, as agreed through Statement of Common Ground with the HBF (MF10).</p> <p>To reflect the Housing Standards Review/ Deregulation Act 2015.</p>
MM53	5.26	66	<p>Delete final sentence from end of paragraph.</p> <p>'It is widely recognised that wheelchair accessible housing standards are the minimum need to ensure independent living on a day to day basis for many wheelchair users.'</p>	Deletion of supporting text to reflect the fact that the Planning Practice Guidance does not permit Local Plans to seek wheelchair accessible market homes. Deleted to reflect changes proposed

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				by MF10.
MM54	CN3 Implementation and Monitoring	67	Additional implementation bullet point: <ul style="list-style-type: none"> • <u>'Use of planning conditions and Building Regulations'</u> 	To reflect revised policy position (set out in MF10)
MM55	Policy CN4	67	<p>'Proposals for housing specifically designed ^{Footnote 1} to meet the identified needs of older people or specialist accommodation^{Footnote 2} (including for people with support needs) will be permitted where:</p> <ul style="list-style-type: none"> i) they meet a proven identified need; and ii) the location is appropriate in terms of access to facilities, services and public transport; and iii) a range of tenures are provided. <p>Where there is evidence of an identified unmet need in the local area <u>and the location is appropriate in terms of access to facilities, services and public transport</u>, larger scale^{Footnote 3} new residential^{Footnote 4} developments should incorporate specially designed housing/specialist accommodation, in line with the above criteria, to meet the needs of older people and people with support needs.</p> <p><u>The council will require affordable housing on all such developments that fall within Use Class C3, in accordance with Policy CN1 (Affordable Housing). Where it can be demonstrated that it would not be possible to provide affordable accommodation on-site, developers will be required to pay a</u></p>	<p>Updates to policy in line with the changes proposed through MF4, which highlighted the need for the policy to provide further clarity about the requirement for affordable accommodation in specialist housing.</p> <p>The policy has also been rearranged to provide greater clarity.</p>

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			<p><u>financial contribution of equivalent value towards the provision of affordable housing’.</u></p> <p>Footnotes (unchanged):</p> <ol style="list-style-type: none"> 1. Includes retirement housing (over 55’s) and continuing care retirement communities. This does not include mainstream housing which falls under Policy CN3. 2. Includes care or nursing homes, extra care housing and other housing to meet the needs of the NHS and Local Authority Adult Social Services including for those with a disability. 3. Approximately 200 units 4. Use Class C3. 	
MM56	Para 5.31	67	<p>Deletion of last sentence</p> <p>‘The Council, in the first instance, will seek such uses within the identified settlement policy boundaries’.</p>	Deletion of supporting text to reflect changes proposed in Policy CN4.
MM57	Policy CN5	69	<p><u>‘The council will make provision for 16 additional gypsy and traveller pitches and 3 temporary stopping places allocate</u> permanent, temporary and transit pitch/plot provision to meet the accommodation needs of Gypsies, Travellers and Travelling Showpeople in the borough, as indicated in the most recent Gypsy and Traveller Accommodation Assessment.’</p>	Updated policy wording to reflect the findings of the new Gypsy and Traveller Needs Assessment (GTNA) and in order to provide greater clarity.
MM58	5.39	70	<p>‘Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age</p>	Updated supporting text to reflects changes to the relevant definitions in the

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			have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.'	amended version of PPTS (published August 2015).
MM59	5.40	70	'Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.'	Updated supporting text to reflects changes to the relevant definitions in the amended version of PPTS (published August 2015).
MM60	5.41	70	'The council conducted an assessment of the accommodation needs of gypsies, travellers and travelling show people within the borough (June 2012) which concludes that there is a need for seven additional permanent residential pitches and two temporary stopping places to be provided within the borough by 2017. The council published an updated Gypsy and Traveller Needs Assessment (GTNA) in August 2015. This identified a need for 16 pitches and 3 temporary stopping places. The study was produced before the publication of the amended PPTS, and therefore these pitch requirements may need to be reappraised during the course of the Plan period.'	Updated supporting text to reflect the publication of the new GTNA (August 2015) which supersedes the previous needs calculations and constitutes the current assessment of gypsy and traveller need over the Plan period.
MM61	5.42	70	'Short term needs are being progressed outside of the Local Plan and any unmet need will be considered in the preparation of the Settlement Policy Boundary Review DPD which will commence on the adoption of this plan. The council considers that this constitutes the most effective method of meeting the	Updated supporting text to provide clarification regarding how the council's approach accords with national

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			<u>requirements set out in the PPTS. When providing gypsy and traveller sites on the housing allocations, it will be necessary to have regard to the relevant criteria listed in policy CN5.'</u>	level policy.
MM62	5.43	70	<u>'In addition to providing pitches on the 4 largest housing allocations, pitches can also be provided on appropriate sites via planning applications, subject to meeting the criteria set out in the policy and national guidance. The criteria in the policy respond to the need</u> It is important to ensure that Gypsy, Traveller and Travelling Showpeople sites are accessible and that there is convenient access to local services and facilities, specifically educational, medical and welfare services to meet needs.'	Updated supporting text in order to provide clarification regarding the council's approach to meeting the needs of gypsies and travellers.
MM63	Policy CN6 (third and fourth paras)	71	'Infrastructure provision or improvements should be provided on-site as an integral part of a development. Contributions towards infrastructure provision and improvements, as set out in the council's Charging Schedule will be secured through the Community Infrastructure Levy (CIL). Site specific mitigation measures will be secured by planning obligations.' 'Where off-site measures are proposed they should meet identified needs, and <u>the Community Infrastructure Levy (CIL)</u> will be the primary mechanism to secure the necessary financial or equivalent contribution <u>from development</u> . Site specific mitigation measures will be secured by planning obligations.'	Updates to policy in order to clarify that CIL will not be the primary mechanism to secure funding for off-site infrastructure.
MM64	Policy CN9	81	Additional criteria at start of Policy CN9: <u>'The council will work in partnership to promote a safe, efficient</u>	Updates to the policy to provide greater detail about the Council's

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			<p><u>and convenient transport system which will:</u></p> <ul style="list-style-type: none"> a) <u>Build on the borough's strategic location, through improvements to strategic road and rail connections to the wider area;</u> b) <u>Promote transport choice, through improvements to public transport services and supporting infrastructure, and providing coherent and direct cycling and walking networks to provide a genuine alternative to the car and facilitate a modal shift;</u> c) <u>Improve access to Basingstoke town centre and rail station by all modes of transport and ensure good integration between transport modes;</u> d) <u>Manage congestion and provide for consistent journey times; and</u> e) <u>Promote and improve safety, security and healthy lifestyles.</u> <p>Development should seek to minimise the need...'</p>	transport strategy.
MM65	Before 5.80	81	<p>Additional paragraph before 5.80, and edits to paragraph 5.80 itself.</p> <p><u>'The provision of a safe, convenient and efficient transport network in the borough is key to supporting residents, employees and visitors to the borough, as well as assisting the wider economy, given the role of the borough in the Enterprise M3 LEP area. To facilitate this, future transport planning of the borough will support the approach of policy CN9 through the</u></p>	<p>Updated supporting text to provide greater detail about the Council's approach in terms of strategic transport.</p> <p>As proposed through MF22 (with minor amendments).</p>

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			<p><u>preparation of a Transport Strategy for the Borough, in partnership with Hampshire County Council, transport operators, Network Rail, local interest groups and local residents and business. This will provide a framework to ensure that there are opportunities to access key services, facilities and employment locations by a range of modes of transport, including accessibility from new developments. This will be supplemented by the Borough Cycling Strategy which provides further detail on the Council's ambitions in terms of cycling, including the provision of a Strategic Cycling Network.</u></p> <p><u>The Transport Strategy will sit within the framework of the Hampshire Local Transport Plan (LTP) (2011-2031) produced by Hampshire County Council and any successor to this. The LTP Hampshire Local Transport Plan (2011-2031) produced by Hampshire County Council provides...</u></p>	
MM66	5.84	82	<p>'Walking and cycling have a key role to play in ensuring an increase in sustainable travel. This can be achieved by providing safe walking and cycling routes with appropriate surfaces and lighting that are accessible to all, are convenient to reach, and link to places where services are located. <u>The Cycling Strategy and accompanying proposed Strategic Cycle Network provide further guidance on measures to encourage and facilitate cycling in the Borough. Development proposals may be required to assist in the provision of the network and / or provide appropriate connections, as well as close working with Hampshire County Council to achieve this.</u> Secure, convenient and weather resilient cycle parking will normally be required at</p>	<p>Updated supporting text to provide greater detail about the Council's approach in terms of strategic transport.</p> <p>As proposed through MF22 (with minor amendments).</p>

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			destinations, including at key transport interchanges; where appropriate lockers and changing facilities should also be provided’.	
MM67	After para 6.8	85	<p><u>‘The council’s Green Infrastructure Strategy sets out the approach to manage, protect and restore existing green infrastructure and to expand and reconnect green infrastructure where there is an identified deficit or where housing growth is planned and additional provision is needed. Living Landscapes sets out the natural environment strategy for the council to create:</u></p> <ul style="list-style-type: none"> - <u>A locally distinctive and attractive, countryside, with a character that reflects local geology, soils, material and traditions;</u> - <u>A halt to the net loss of biodiversity and recovery of wildlife populations and habitats, where possible; and</u> - <u>A reconnection of people with the natural environment, farming and other forms of rural land management.</u> <p><u>In partnership with the Local Nature Partnership and key partners, the council will further develop these objectives through a range of measures including Biodiversity Priority Areas and developing ecological network mapping at a landscape scale. This work will inform green infrastructure planning through the development management process.’</u></p>	Updated supporting text to provide more information on relevant council strategies. Increase recognition of green infrastructure and partnerships. As proposed through MF13.
MM68	Policy EM4 Implement	92	Revised monitoring requirements:	To enhance the monitoring requirements,

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
	ation and Monitoring		<p>‘the objectives and action plans of the relevant strategies and action plans outlined in the supporting text of the policy.</p> <p>• working in partnership with Natural England, the Hampshire and Isle of Wight Local Nature Partnership and Hampshire Biodiversity Information Centre</p> <p>• <u>The condition and extent of SSSIs and extent of council-owned SINC</u>s in the borough;</p> <p>• <u>Key semi-natural habitat lost to development</u></p> <p>• <u>Area of habitat creation/restoration associated with new development or on private land through council initiatives</u></p> <p>• <u>Increase in the area of council open spaces managed for biodiversity interest</u></p> <p><u>This monitoring will be reported through an annual Living Landscape Update, incorporating outputs from the relevant strategies/action plans above and relevant indicators arising from Biodiversity 2020 (when available).’</u></p>	as proposed through MF13.
MM69	EM7	100	<p>Additional text at end of Policy EM7</p> <p><u>‘All planning applications for major development are required to ensure that sustainable drainage systems are used for the management of surface water unless demonstrated to be inappropriate. All new developments in areas at risk of flooding must give priority to the use of sustainable drainage systems.’</u></p>	Updated policy wording to reflect the importance of incorporating sustainable drainage systems in new developments as highlighted in the Written Ministerial Statement December 2014, the NPPF and NPPG.
MM70	6.58	101	‘The UK is committed to meeting carbon reduction targets set	Updated supporting text

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
			<p>out by the European Commission in the EU Renewable Energy Target, which requires a 20% reduction in CO2 associated with electricity, heating and transport through conversion to renewable energy sources by 2020. The council has signed <u>up to the Climate Local Commitment</u> the Nottingham Declaration on Climate Change and is committed to delivering the UK Climate Change Programme. <u>The council's Climate Change Strategy commits to matching the following national targets:</u></p> <ul style="list-style-type: none"> • <u>Carbon reductions of 34% by 2020 and 80% by 2050 (from 1990 levels); and</u> • <u>The provision of 15% of energy demand from renewable sources by 2020.'</u> 	to update the position and refer to the council's adopted Climate Change Strategy.
MM71	6.61	102	<p>'BREEAM and the Code for Sustainable Homes (CSH) provide an assessment method for rating and certifying the sustainability performance of new buildings and provide a national standard aimed at encouraging continuous improvement in the sustainable design and construction of new buildings. The assessments cover a wide range of sustainability issues including energy and carbon emissions, water, materials, waste, ecology and health and wellbeing.'</p>	Deletion of supporting text. Explanation of the BREEAM assessment is not required as this is defined in the glossary. Explanation and reference to Code for Sustainable Homes is no longer suitable in light of the governments withdrawal of the Code.
MM72	6.62	102	<p>'...The implementation of increased water efficiency standards not only benefit environmental water resources but can have positive cost implications, both carbon and financial. It is proposed that this is implemented through the Code for</p>	Deletion of supporting text. Reference to Code for Sustainable Homes is no longer suitable in light

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			Sustainable Homes standards.	of the governments withdrawal of the Code.
MM73	Policy EM8 (first paragraph)	102	'Development proposals for the commercial generation of energy from renewable and low carbon resources (<u>excluding wind turbines</u>) will be permitted unless there are adverse environmental, economic or social impacts, including any long-term and cumulative adverse impacts which are not outweighed by the benefits'.	Updated policy wording in response to the Government's Written Ministerial Statement on wind energy development and subsequent changes made to the National Planning Practice Guidance.
MM74	After 6.66	103	<u>'Policy EM8 will apply to all types of renewable and low carbon technology, with the exception of wind turbines. Wind turbine proposals will be considered against relevant national policy and guidance including the Government's Written Ministerial Statement (WMS) on this issue, made on 18 June 2015. The Written Ministerial Statement advises that local planning authorities should only grant planning permission for wind energy development involving one or more wind turbines if the proposed development site is in an area identified as suitable for wind energy development in a subsequent Local or Neighbourhood Plan; and, following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and consequently has their backing. Whether the proposal has the backing of the affected local community is a planning judgment for the Local Planning Authority. The identification of areas suitable for wind energy development will be considered through the Allocations and Settlement Policy Boundary DPD. In the meantime, wind</u>	Updated supporting text in response to the Government's Written Ministerial Statement on wind energy development and subsequent changes made to the NPPG.

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
			<u>turbine proposals will be considered against the WMS'.</u>	
MM75	Policy EM9	104	<p>'Development will be permitted provided that:</p> <p>a) New homes (including replacement dwellings) achieve at least level 4²⁶ of the Code for Sustainable Homes in terms of indoor water consumption <u>meet a water efficiency standard of 110 litres or less per person per day;</u></p> <p>b) New homes (including replacement dwellings) achieve the Code for Sustainable Homes credit for external water use²⁷;</p> <p>e) <u>b)</u> New non-residential development of 1000sqm gross floor area or more meet the BREEAM 'excellent' standards for water consumption.</p> <p>The above applies unless it can be clearly demonstrated that it would not be feasible on technical or viability grounds.</p> <p>Compliance with this policy <u>the BREEAM requirement</u> will require need to be demonstrated through the submission of final GSH certificates and a post construction BREEAM certificates as appropriate.</p> <p>Where new national standards exceed those set out above, the national standards will take precedence'.</p>	Updated policy wording to reflect the Governments withdrawal of the Code for Sustainable Homes and also to reflect the guidance on optional water efficiency standards as set out in the NPPG.
MM76	6.69	104	<p>'Climate Change has been identified as a key issue in the borough, particularly with regards to water resource issues. All new residential development has to meet the mandatory energy requirements of Code Level 3 and this will rise to Code level 4</p>	Updated supporting text to remove reference to the Code for Sustainable Homes, which has now

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
			with tightening of the Building Regulations (currently scheduled for 2013). However, the Building Regulations do not require compliance with other elements of the Code for Sustainable Homes such as water efficiency, materials and ecology. As set out in government guidance, Basingstoke and Deane Borough Council has the option to set additional technical requirements in their Local Plan on exceeding the minimum standard (125 litres per person per day) required by Building Regulations in respect of water efficiency. The tighter Building Regulations optional requirement is 110 litres per person per day which includes a fixed factor of water for outdoor use of 5 litres per person per day. There is a clear local need for this requirement for new dwellings'.	been withdrawn by Government.
MM77	6.70	104	'The North Hampshire Renewable Energy and Low Carbon Development Study concludes that setting requirements for Code Level 3 and 4 (which incorporates a water efficiency requirement equivalent to 105 litres per person per day for indoor use for all new homes and BREEAM 'very good' for non-residential development will encourages water efficient developments , and these should be able to be achieved without significantly onerous capital costs. will also ensure that Sustainable Urban Drainage Systems are installed in new development, helping to manage water locally and prevent downstream flooding. The council's Water Cycle Study (October 2009) concluded that 'the region is water stressed', and recommended firm implementation of these water efficiency standards in the Code for Sustainable Homes in order to manage demand on the water environment. The Environment	Updated supporting text to remove reference to the Code for Sustainable Homes, which has now been withdrawn by Government and to also reflect the NPPG on optional water efficiency standards.

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
			<u>Agency Water Stressed Areas Classification (2013) identifies that the water company areas for Southern Water, South East Water and Thames Water, who all supply water in the borough, are all seriously water stressed. Areas of serious water stress are those where household demand for water is (or is likely to be) a high proportion of the current effective rainfall available to meet that demand’.</u>	
MM78	EM9 – Implementation and Monitoring	105	<p>‘The policy will be implemented in line with the guidance set out in the Design and Sustainability SPD, which will be updated as necessary. This includes:</p> <ul style="list-style-type: none"> • a commitment from applicants that a particular level of the Code will be achieved at planning application submission stage • design stage assessment by accredited assessor • use of planning conditions • advice on and the determination of planning applications. <p>The policy will be monitored through ensuring submission of final Code certificates and post-construction BREEAM certificates and annual monitoring.’</p>	To remove reference to the Code for Sustainable Homes, which has now been withdrawn by Government.
MM79	Policy EP1	118	<p>Insert new text at the end of the policy:</p> <p><u>‘Development proposals for storage and distribution floorspace, outside of the existing Strategic Employment Areas, which come forward in advance of a subsequent DPD, will be permitted</u></p>	Updated Policy wording in order to respond to the Inspector’s note on Employment, requiring that EP1 be amended in

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
			<p><u>which are:</u></p> <p>g) <u>Able to successfully mitigate the landscape impact, which will include the provision of sufficient space for appropriate soft landscaping/green infrastructure, appropriate location of development within the site, and utilise a design, and layout of built form and use of materials in order to ensure that any landscape impacts are minimised;</u></p> <p>h) <u>Compatible with any neighbouring uses, including residential properties;</u></p> <p>i) <u>For the provision of high quality floorspace;</u></p> <p>j) <u>Well related to the strategic road network and easily accessible for HGV's;</u></p> <p>k) <u>Capable of being provided without having a severe highways impact;</u></p> <p>l) <u>Able to successfully mitigate the impact of the development on the character of nearby settlements; and</u></p> <p>m) <u>Able to demonstrate there is a proven need for the floorspace proposed.'</u></p>	order to address the potential for a storage and distribution site to come forward in the near future.
MM80	New paras after 7.11	118	<p><u>'The ELR suggests that the existing Strategic Employment Areas are unlikely to be able to accommodate all of the borough's requirements for new storage and distribution floorspace over the Plan period. Therefore, the council will make provision for additional storage and distribution floorspace through a subsequent DPD. Planning applications for additional storage and distribution floorspace, which come forward in advance of a subsequent DPD, will be assessed against the</u></p>	Updated supporting text providing an explanation for the new policy text in EP1.

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
			<p><u>requirements set out in policy EP1, as well as all other relevant policies.</u></p> <p><u>The stipulations set out in the policy respond to the specific planning issues associated with the provision of storage and distribution facilities. The nature of modern storage and distribution facilities are generally likely to result in some adverse impacts on local landscape character and visual amenity. It will be important to locate any built form within parts of the site that will minimise these impacts. The sympathetic design of built form, layout and materials used will also assist in minimising impacts on the local area. The size and scale of modern storage and distribution facilities will also generally require extensive soft landscaping/green infrastructure in order to minimise their impact on the character of the area.</u></p> <p><u>Accordingly, it is important to ensure that such sites allow sufficient space to provide for a suitable landscape scheme in accordance with the council's relevant policies (including EM1 - Landscape and EM10 - Delivering High Quality Development).</u></p> <p><u>Storage and distribution facilities can be difficult to reconcile with neighbouring uses, particularly residential development, owing to issues such as hours of operations. Therefore, such sites should be provided in a manner which successfully minimises impacts on neighbouring uses. Evidence demonstrates that such sites need to be high quality (ideally grade A space) in order to meet commercial requirements. Such sites rely on good access to the strategic road network (principally the M3 corridor) and need to be easily accessible for Heavy Goods Vehicles</u></p>	

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
			<u>(HGVs).</u>	
MM81	7.22	123	'The <u>2015 Retail Capacity Refresh</u> 2012 Retail Assessment Update estimated that the retail capacity for new (convenience and comparison goods) retail floorspace in the borough over the plan period would be approximately 30,000 <u>28,000</u> square metres, the majority of capacity being in comparison goods. The growth in convenience goods floorspace is estimated to be low, at less than 4,000 <u>3,000</u> square metres...'	Updated supporting text to refer to most recent retail study and the updated floorspace requirements within it
MM82	Policy EP4 (new criterion after d))	126	<u>'Are for a small-scale new business, provided it is not in an isolated location.'</u>	New policy criteria added in order to provide more support for the rural economy, in accordance with the Government's drive to support the rural economy.

Changes to the Policies Map

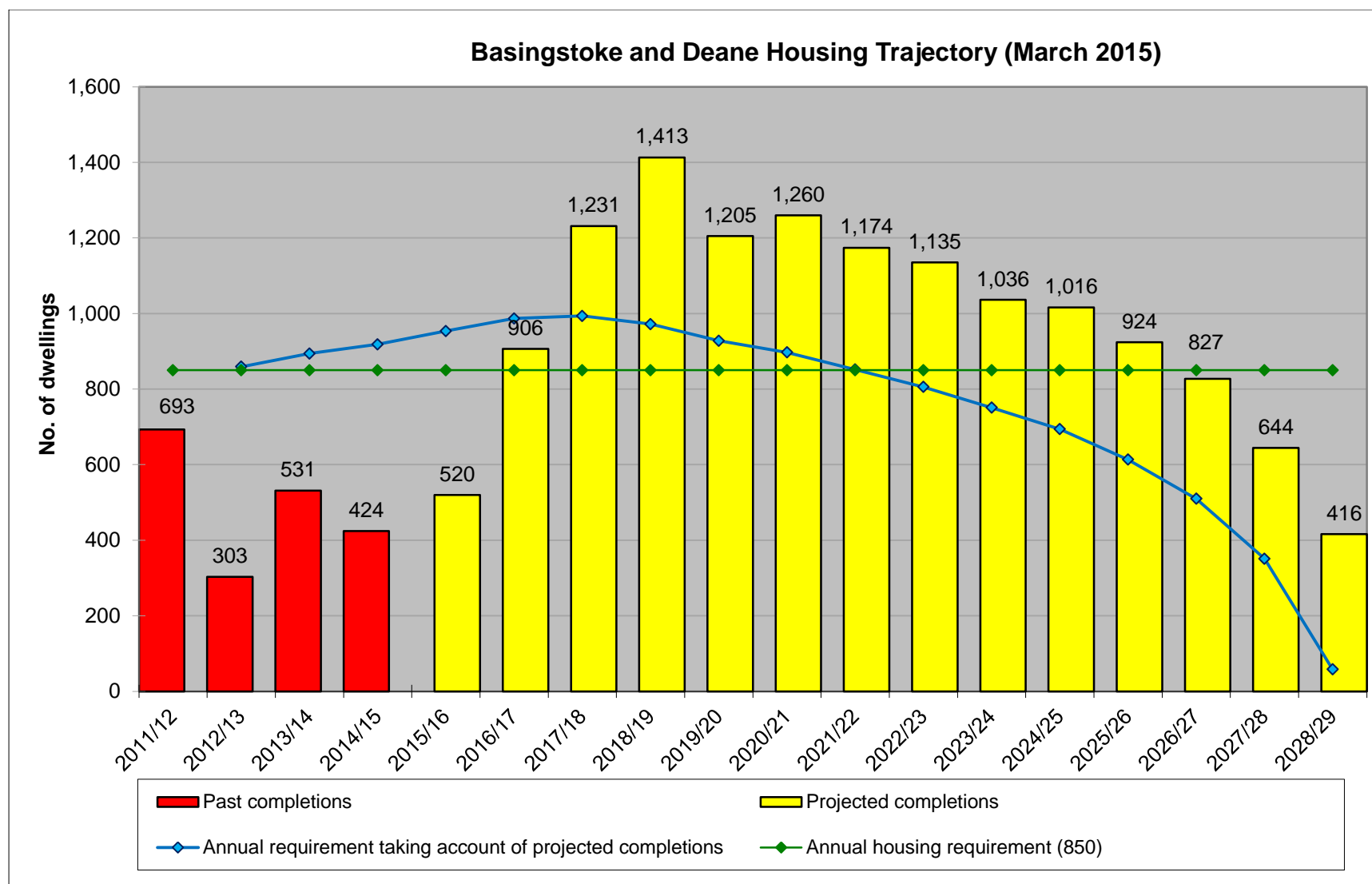
MM83	Inset No 1 – Basingstoke Town Area East and Chineham	Change to boundary of Proposed Site Allocation at Cufau de Lane (SS3.8) (see Appendix 3)	Extend the boundary of SS3.8 – Upper Cufau de Farm to include land to the north within the allocation. This is for landscape and appropriate open space
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			measures only, to ensure sufficient mitigation of the development on the surrounding area. Additional hatching added to this additional area to correspond with the proposed new criteria.
MM84	Inset No 1 – Basingstoke Town Area East and Chineham	Change to boundary of proposed site allocation at Redlands (SS3.7) (see Appendix 3)	Extend the boundary to include Redlands House within the allocation, in line with discussions at the hearings. This increases the yield of the site to approximately 165 units.

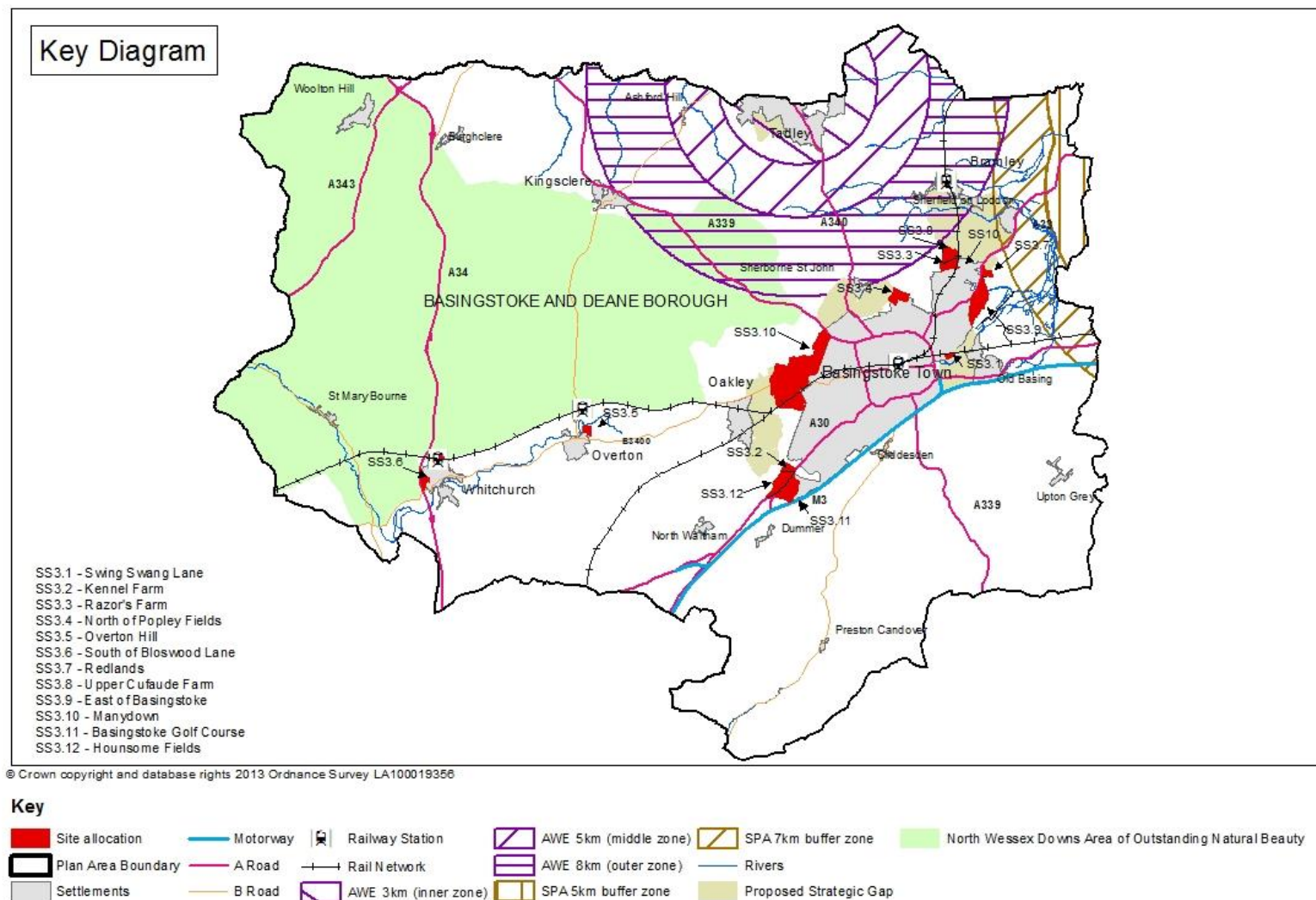
Further Main Modifications made Following Consultation on Proposed Modifications (February 2016)

Inspector Reference	Paragraph or Policy in Submission Local Plan	Page in Submission Local Plan	Description of change	Explanation of change
MM85	Before Policy SS3.11 - Inset Map changes	48	Updated inset map relating to Policies SS3.2, SS3.11 and SS3.12 (change ref. MM31) to include three crossing points across the A30 (see appendix 4 for updated map)	Updated inset map to show three crossing points, as requested through Hampshire County Council's representations submitted in response to the Proposed Modifications consultation.

MM86	4.47	50	<p>‘..... It will be necessary to take into account completions to date, in addition to the housing trajectory to form a view on this matter, which will influence the delivery of sites in the later phase of the plan period. <u>The borough’s housing trajectory, at March 2015, is shown below.</u> A review of the plan will be triggered where additional allocations are necessary for the borough’s housing needs to be met, for example, as a result of the non-delivery or delayed delivery of a greenfield allocation’.</p> <p><u>Housing trajectory added below paragraph 4.47</u> (See below for housing trajectory)</p>	To provide additional information in relation to the borough’s housing trajectory.
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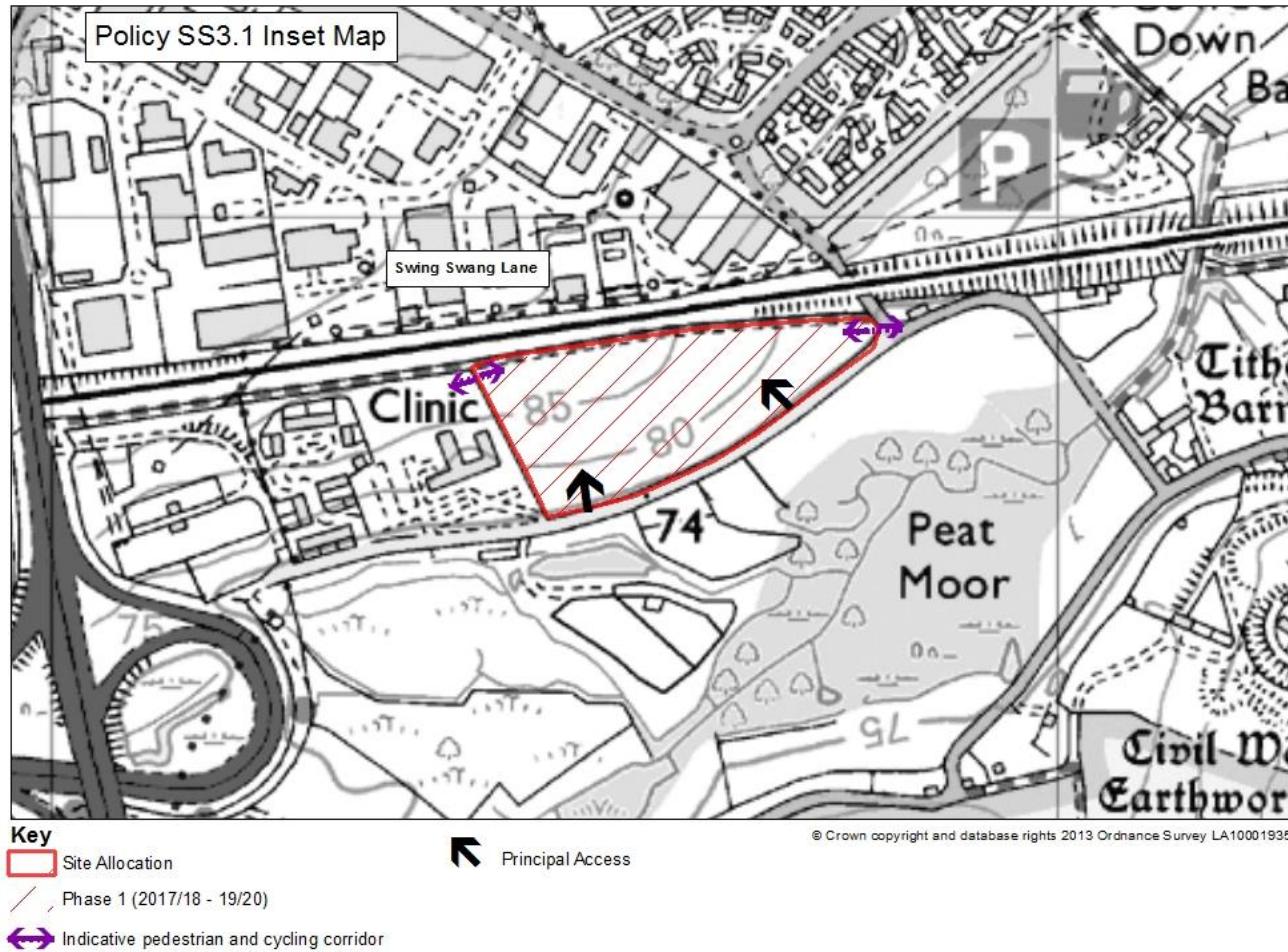
Appendix 1: Key Diagram



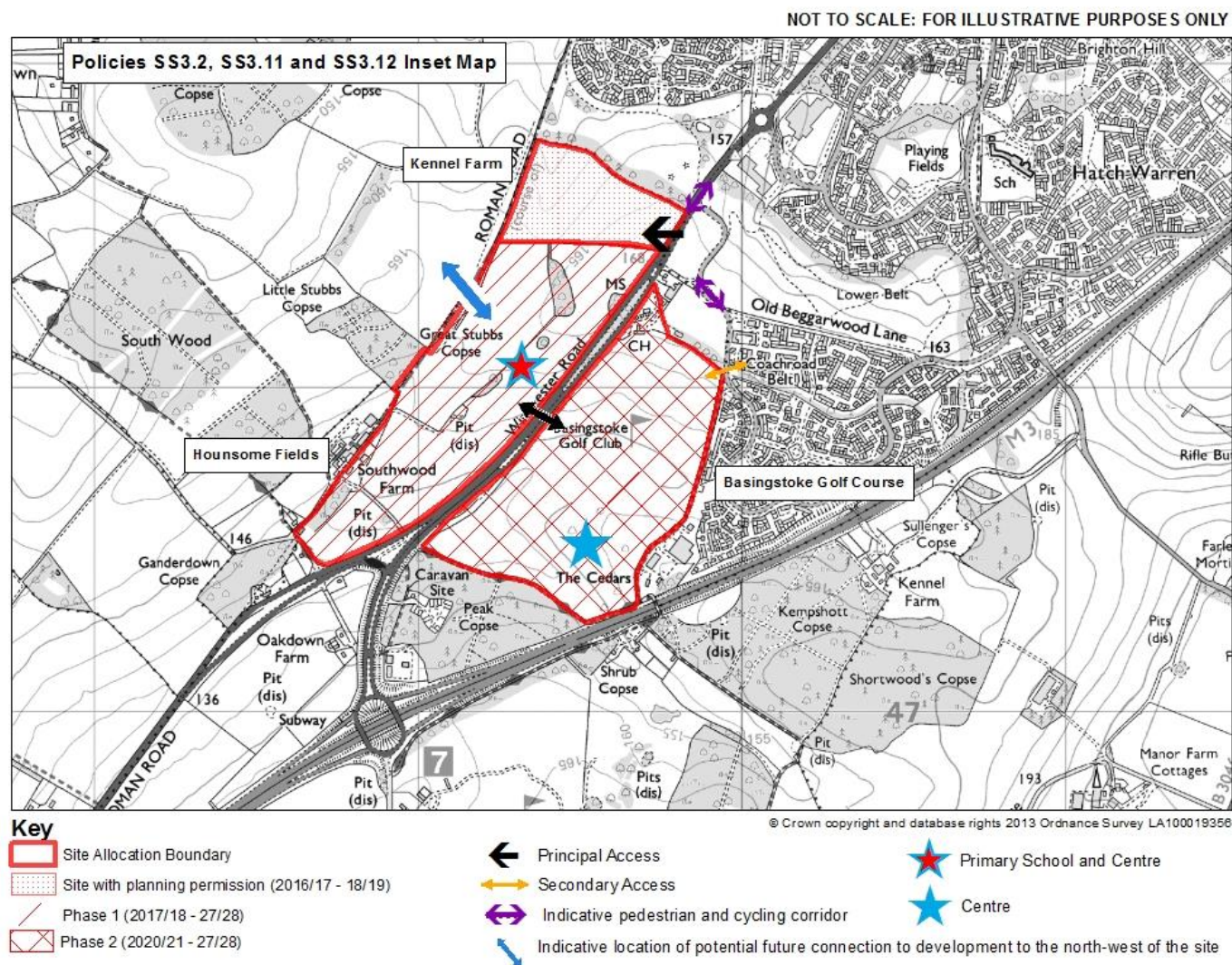
Appendix 2: Inset Maps

Policy SS3.1 (Swing Swang Lane)

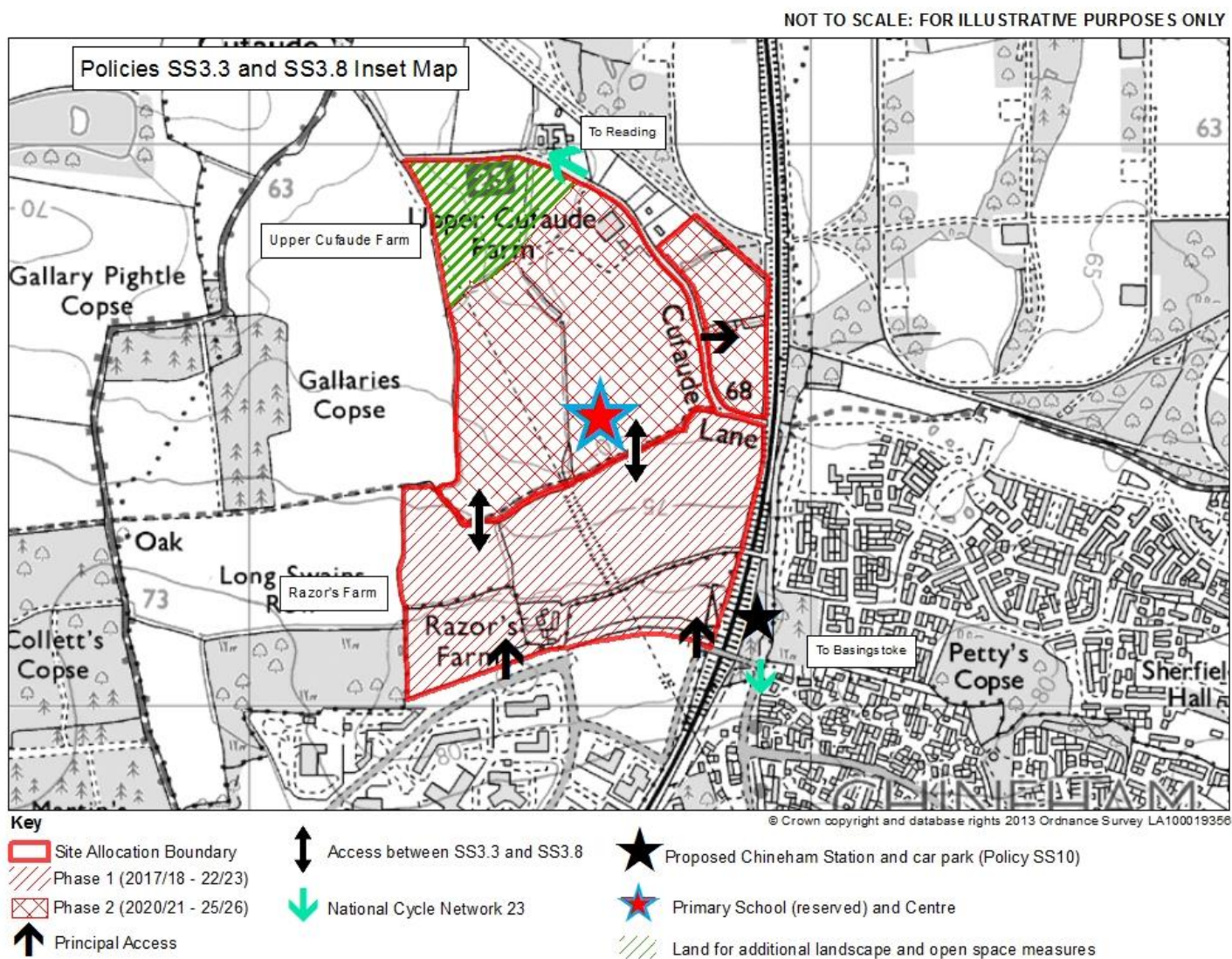
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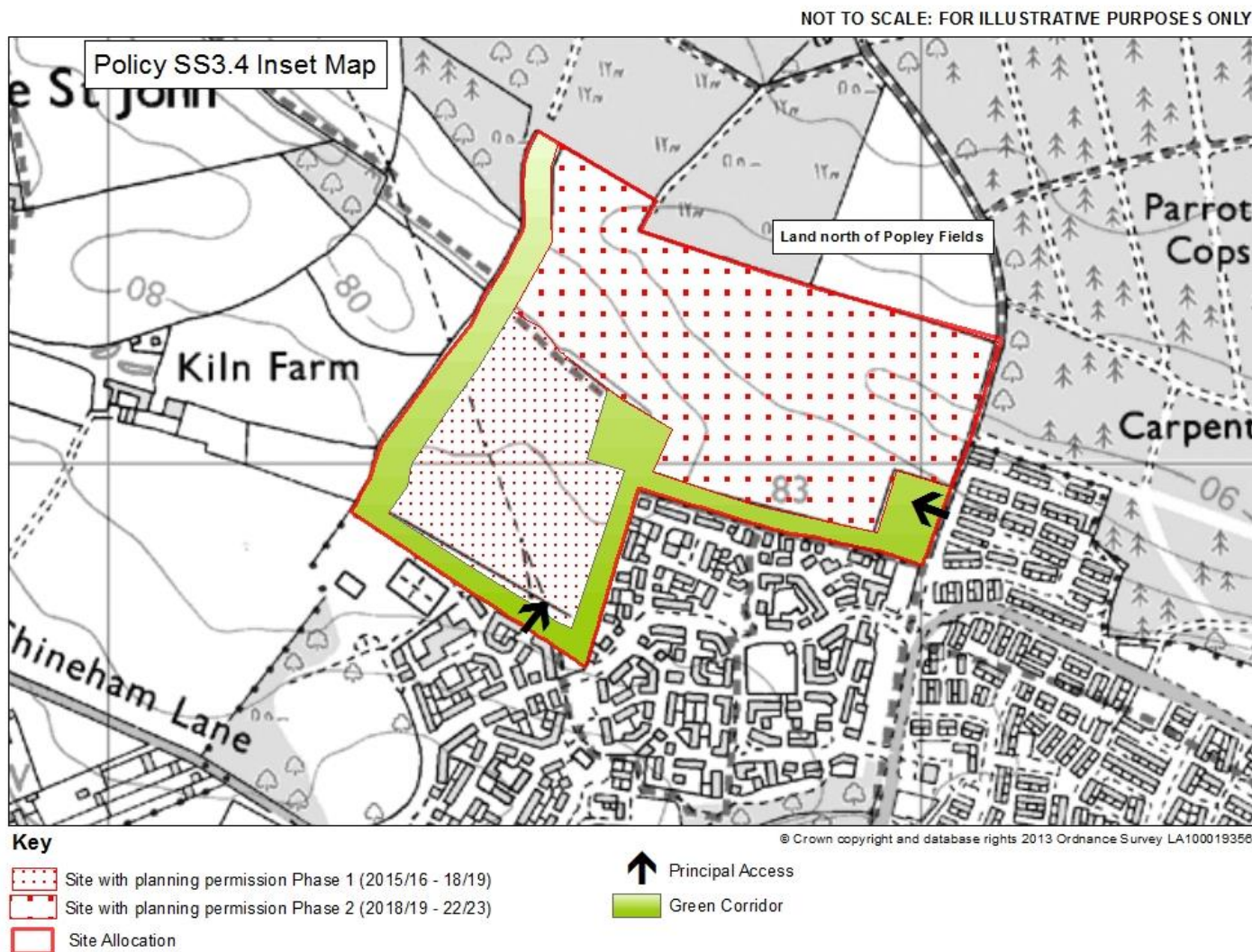
Policy SS3.2 (Kennel Farm), SS3.11 (Basingstoke Golf Course, SS3.12 (Hounsome Fields)



Policy SS3.3 (Razor's Farm) and SS3.8 (Upper Cufaude Farm)

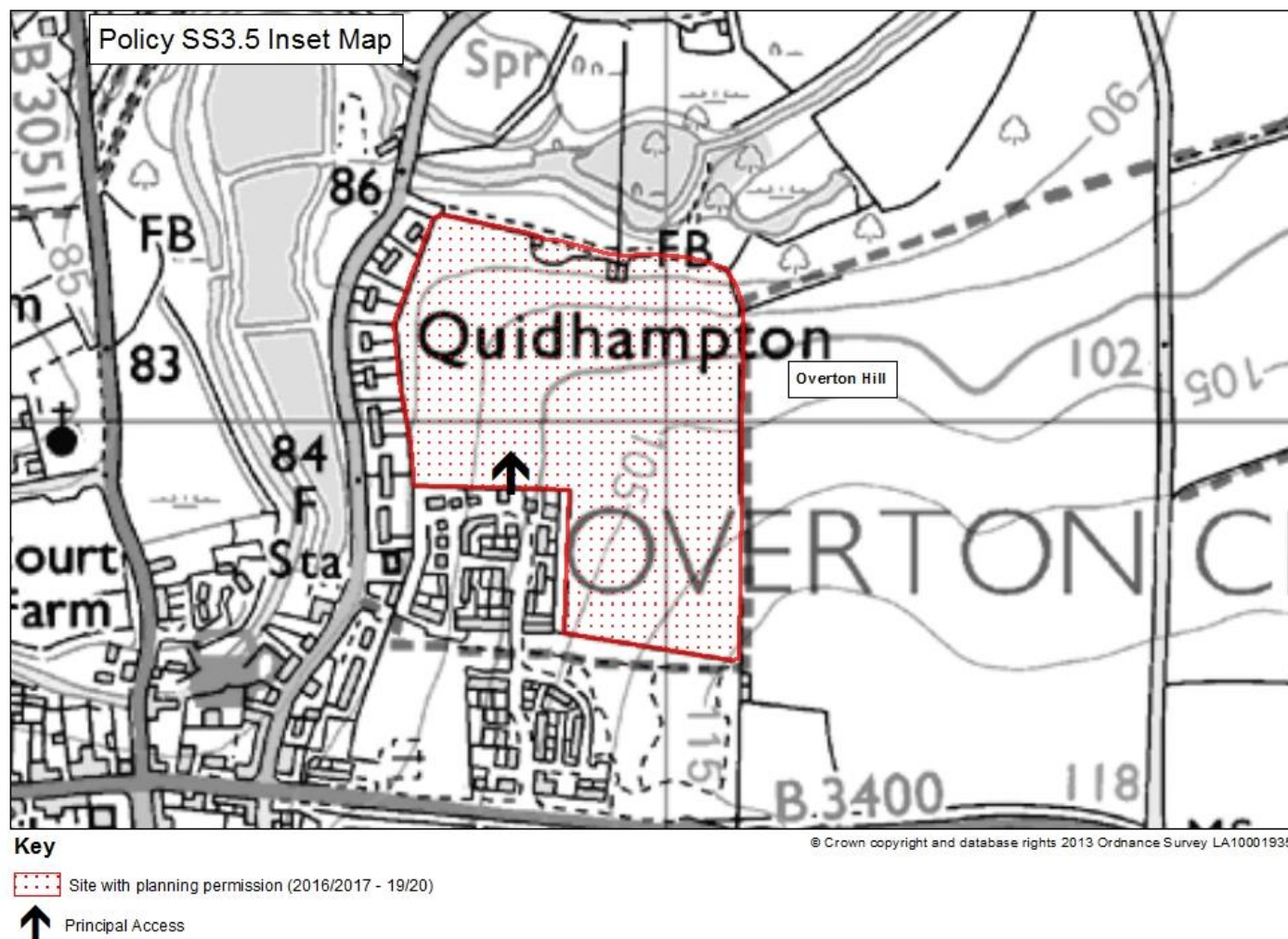


Policy SS3.4 (North of Popley Fields)



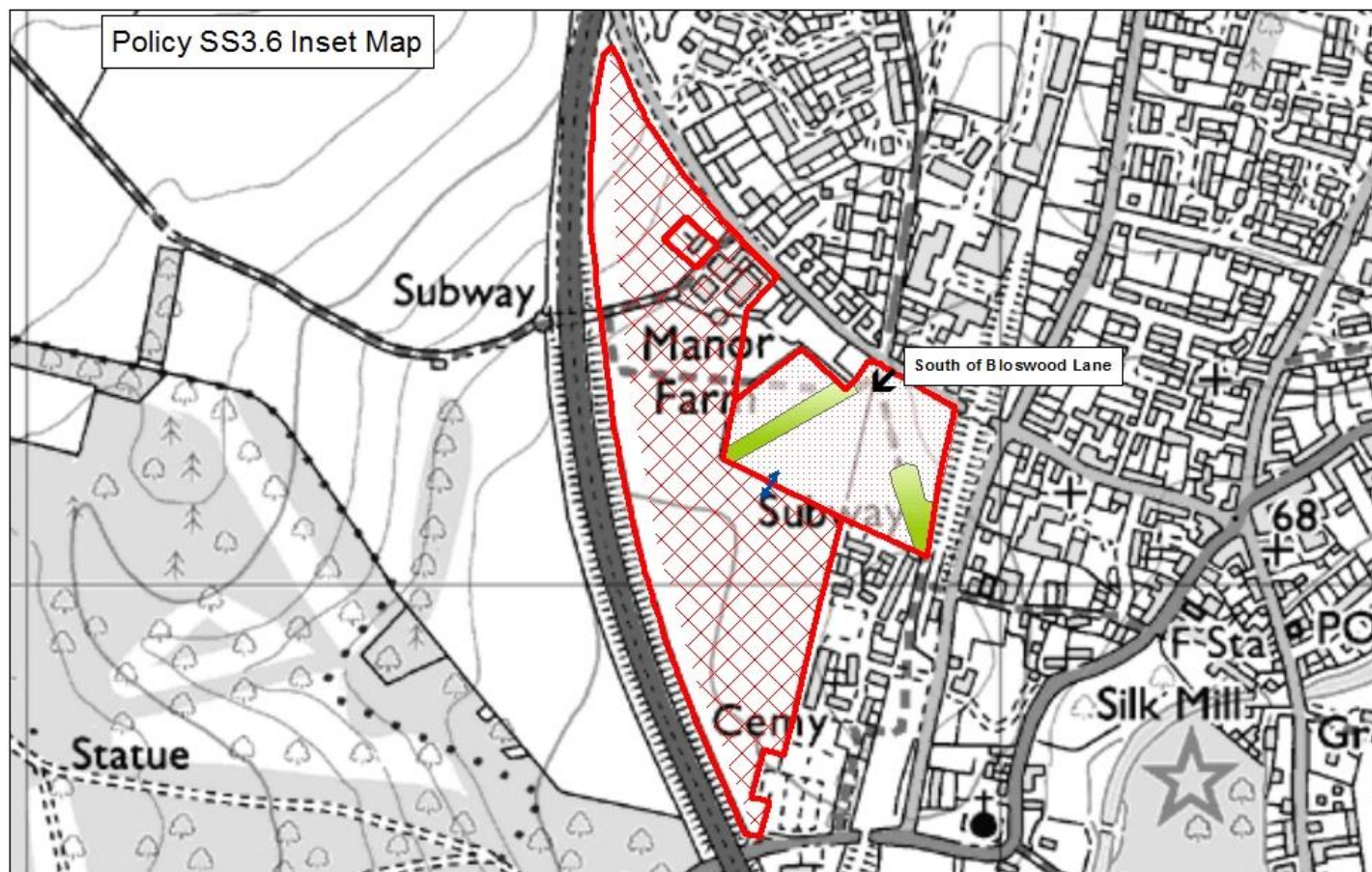
Policy SS3.5 (Overton Hill)

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY







Policy SS3.6 (South of Blosswood Lane/ Manor Farm, Whitchurch)



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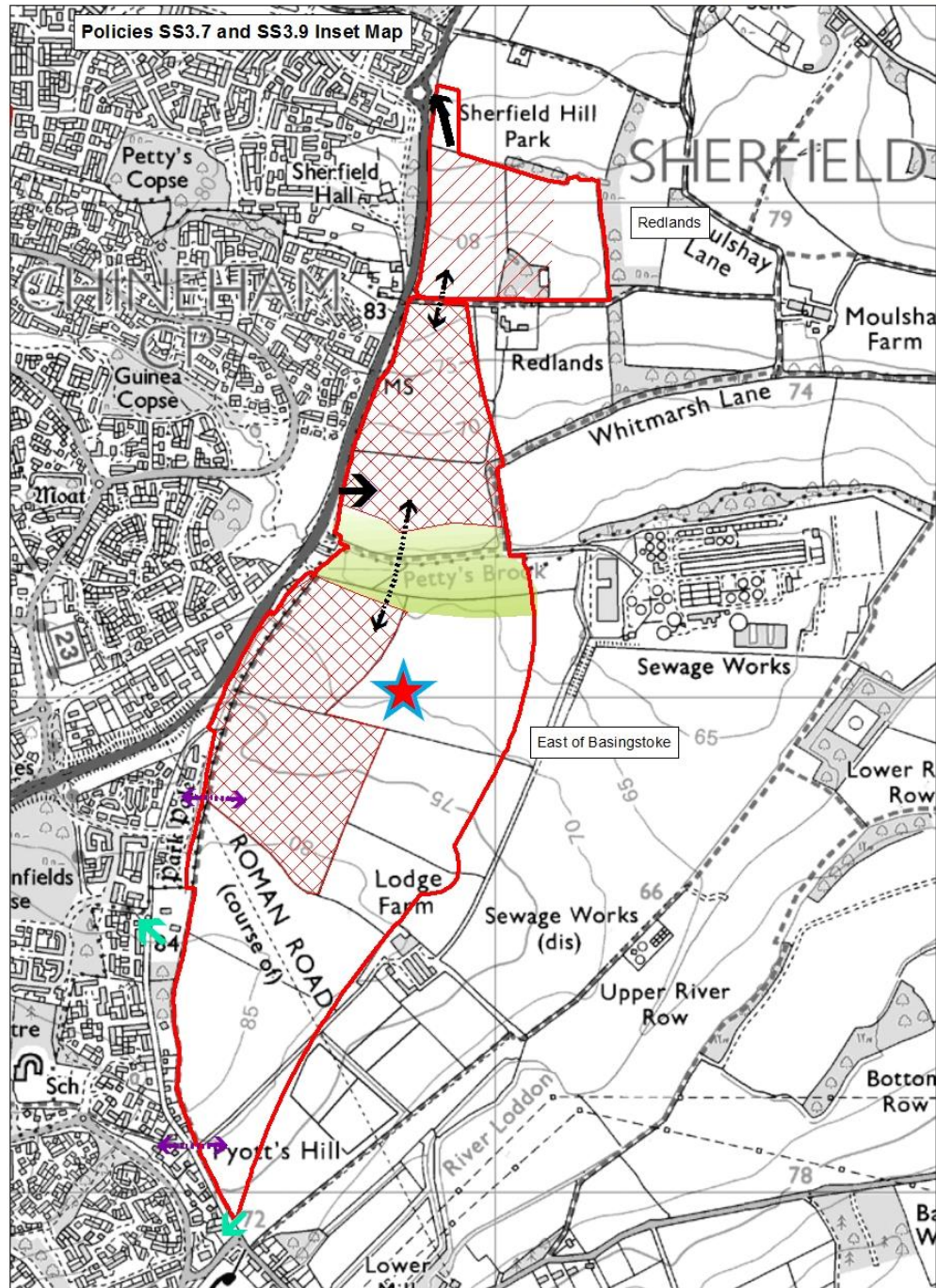
Key

-  Site with planning permission (2017/18 - 18/19)
-  Phase 2 (2020/21 - 21/22)
-  Site Allocation Boundary
-  Principal Access

-  Green Corridor
-  Access between sites

Policy SS3.7 (Redlands) and SS3.9 (East of Basingstoke)

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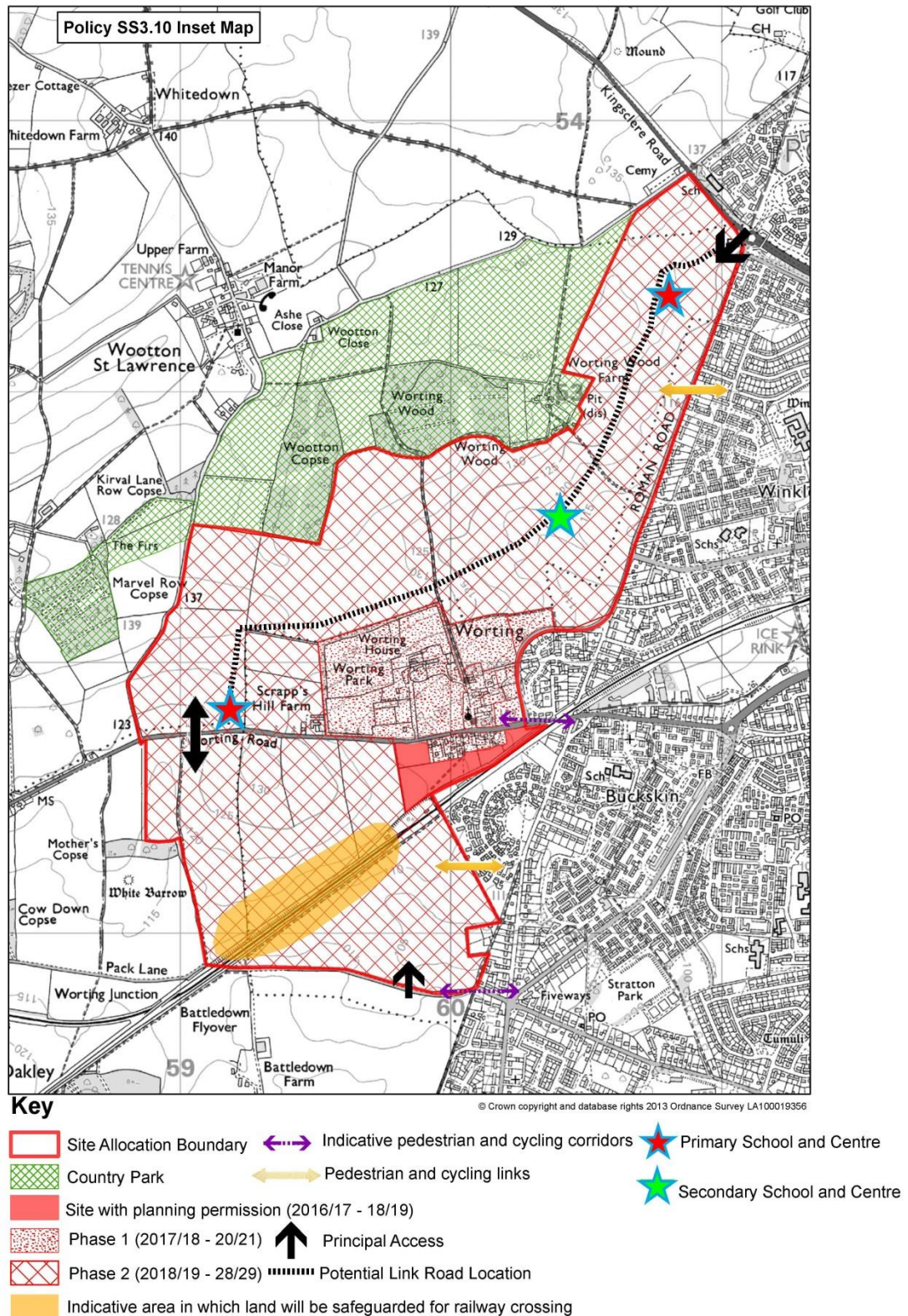


Key

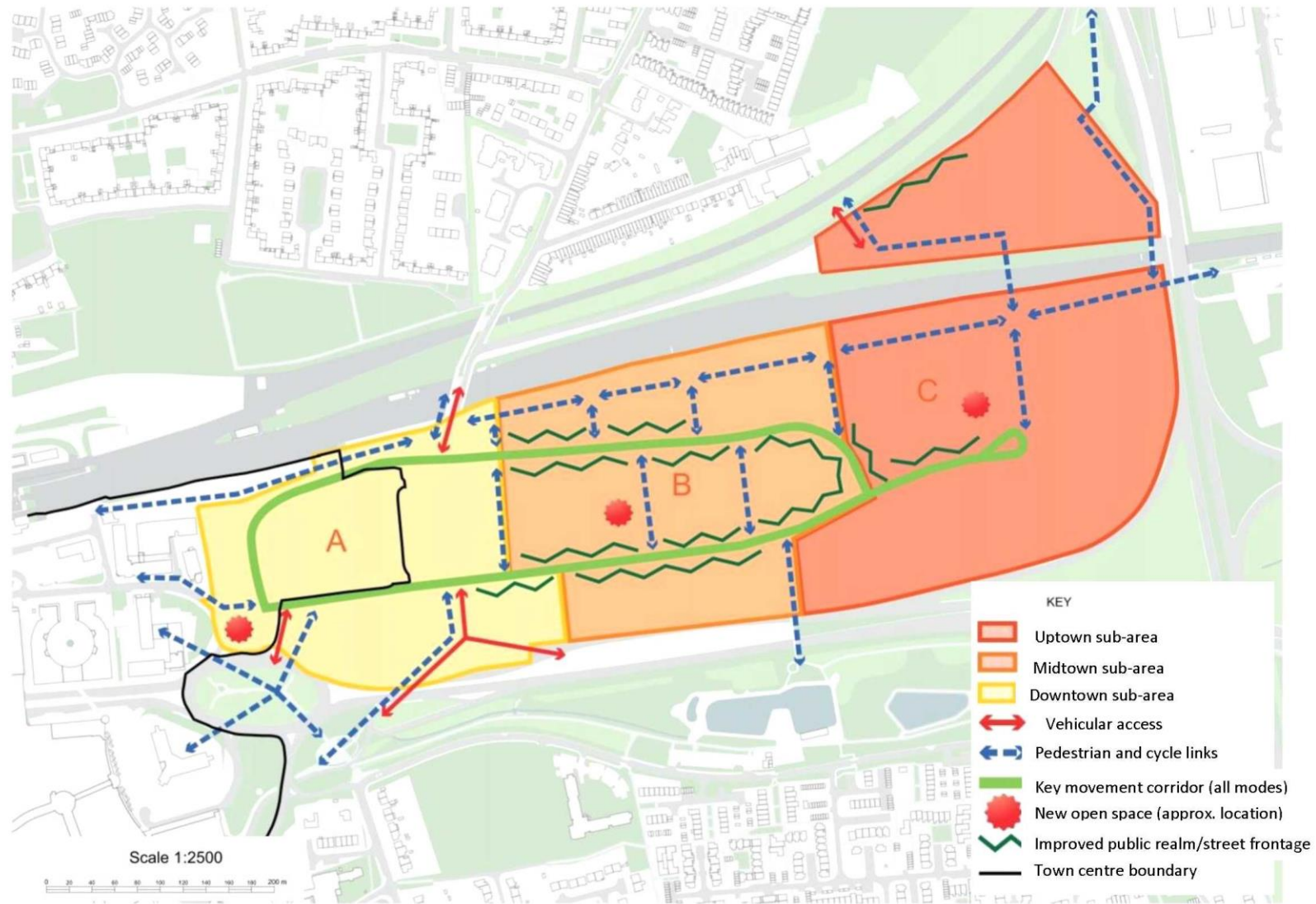
- Site Allocation Boundary
- Phase 1 (2017/18 - 21/22)
- Phase 2 (2018/19 - 22/23)
- ➡ Principal Access
- ↔ Access between SS3.7 and SS3.9, and SS3.9 parcels
- ↔ Indicative pedestrian and cycling access
- ★ Primary School (reserved) and Centre
- Green Corridor
- ➡ National Cycle Network 23

Policy SS3.10 (Manydown)

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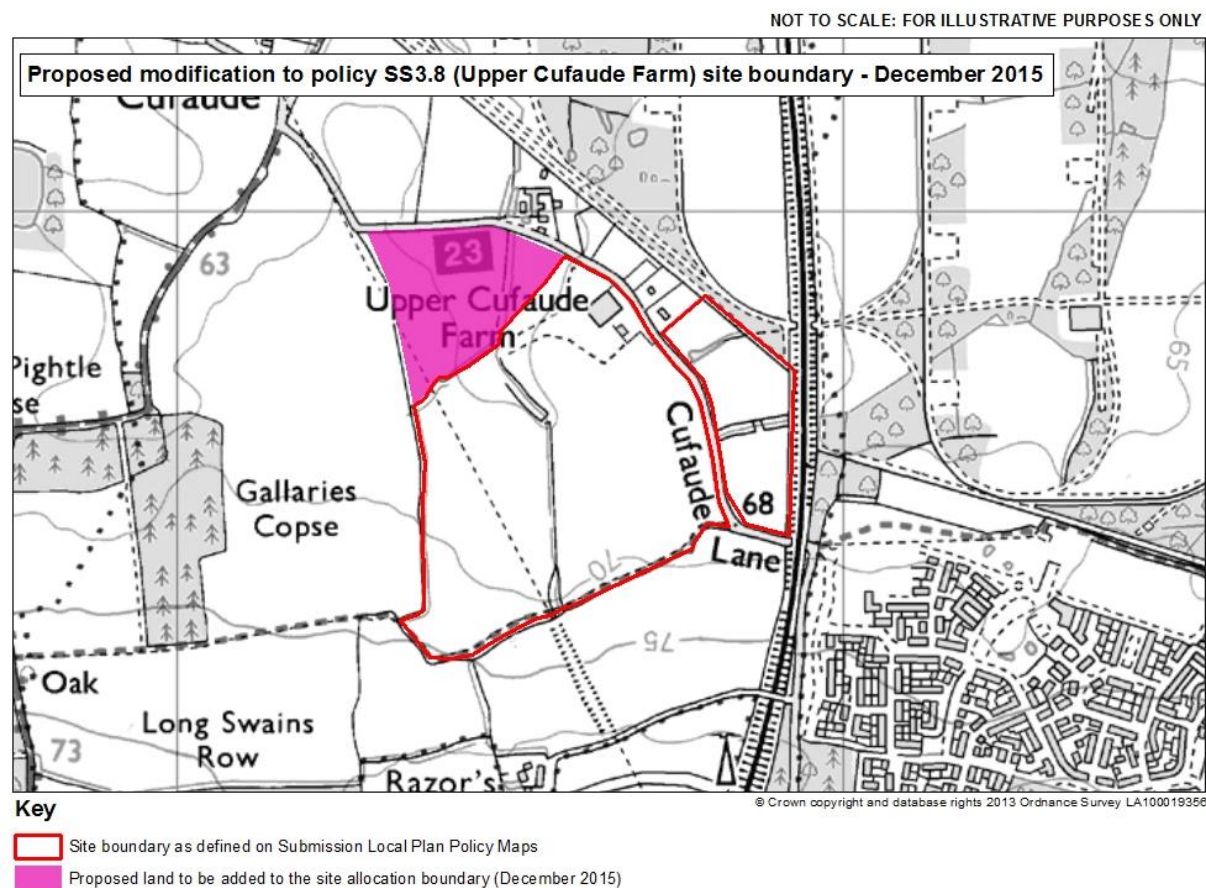


Policy SS8 (Basing View)



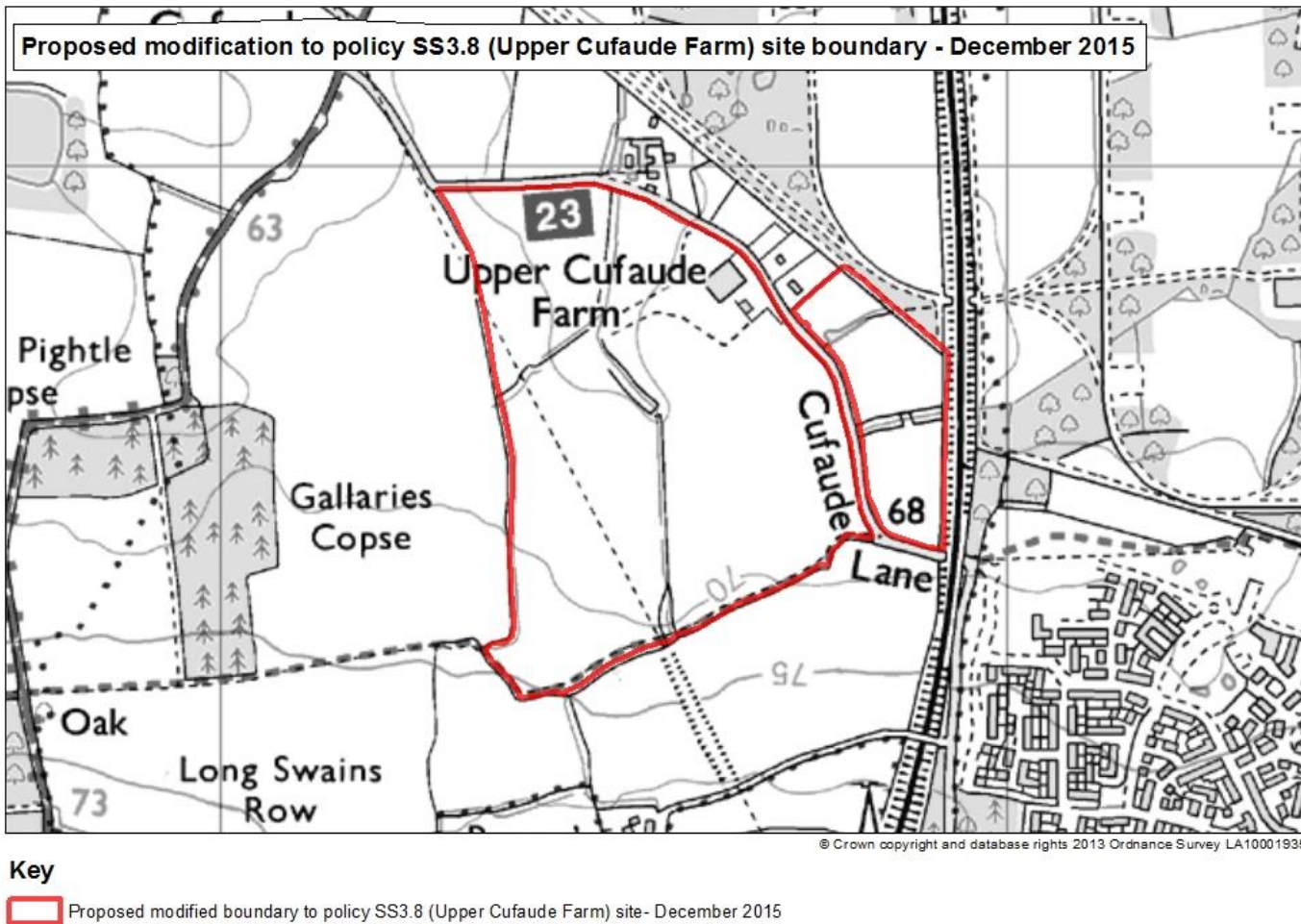
Appendix 3: Changes to Policy Maps

Map showing change to boundary of Upper Cufaude Farm (SS3.8)



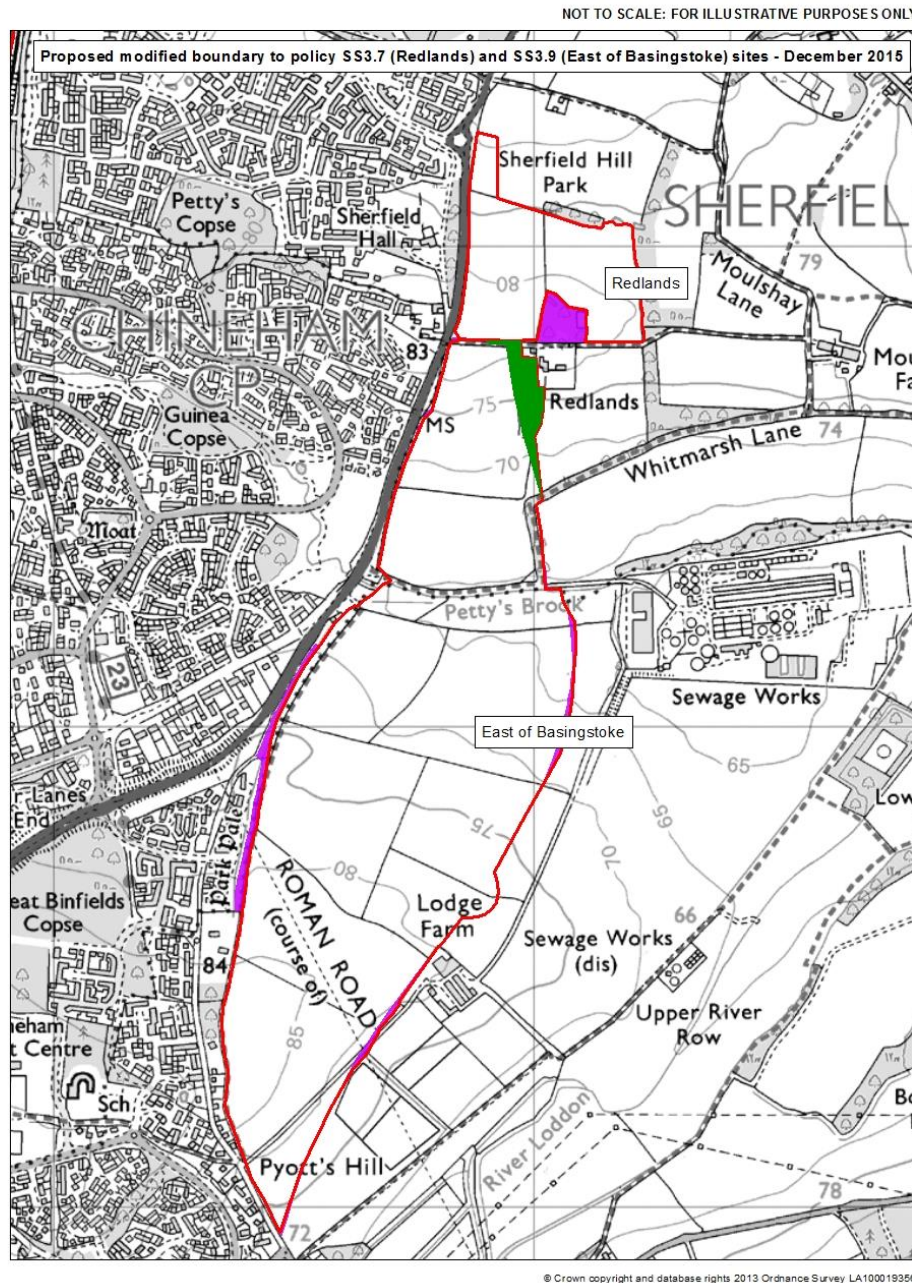
Showing difference between Policy SS3.8 submission site boundary and the proposed modification (December 2015).

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Modified boundary for Upper Cufaude Farm site (policy SS3.8) (as proposed, December 2015)

Map showing changes to boundary of Redlands (SS3.7) and East of Basingstoke (SS3.9)

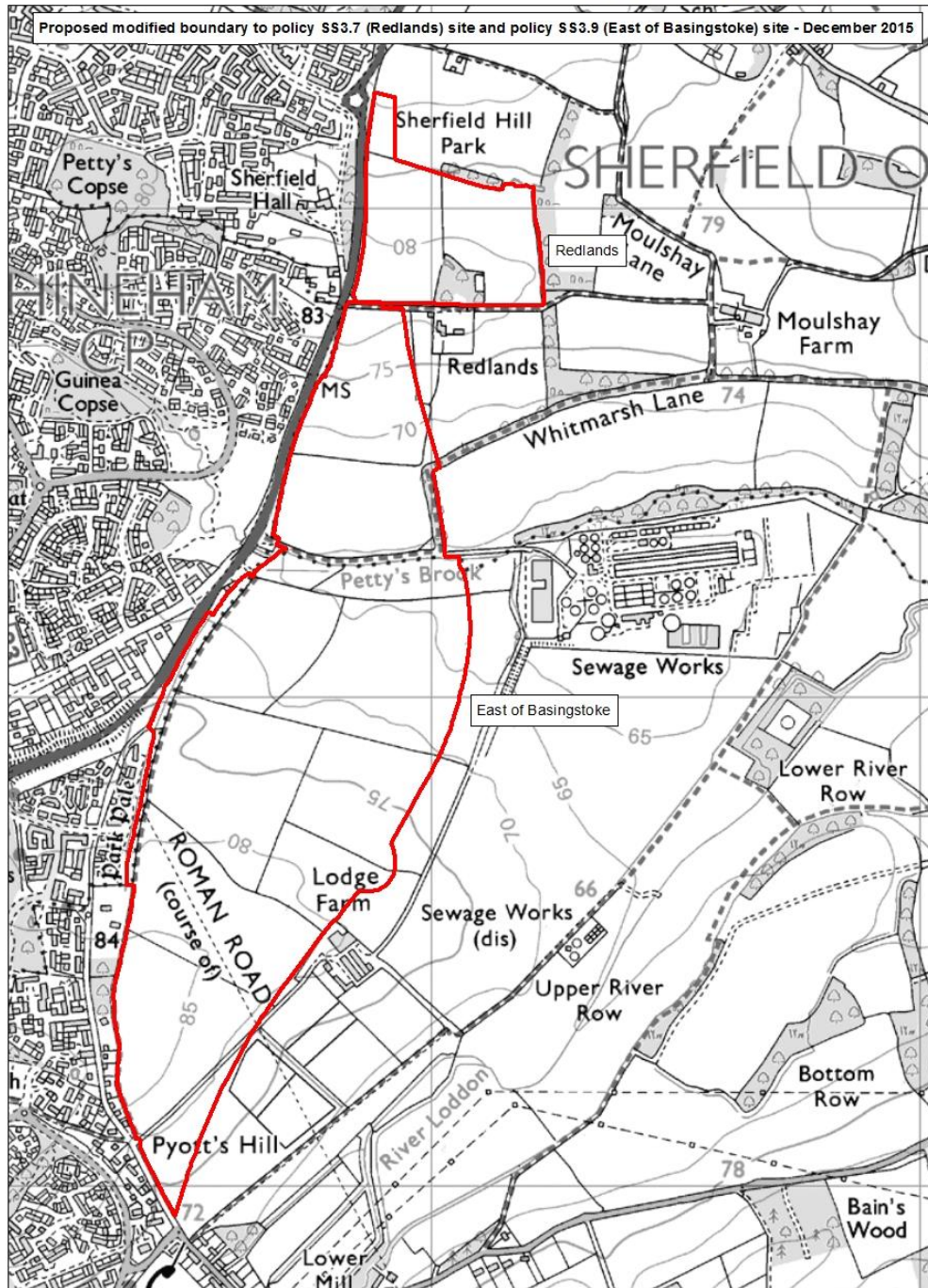


Key

- Site boundary as defined on Submission Local Plan Policy Maps
- Proposed land to be added to the site allocation boundary (December 2015)
- Proposed land to be removed from the site allocation boundary (December 2015)

Showing difference between Policy SS3.7 and Policy SS3.9 submission site boundaries and the proposed modifications (December 2015).

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Key

Proposed modified boundary to policy SS3.7 (Redlands) and policy SS3.9 (East of Basingstoke) - December 2015

Modified boundary for Redlands site (policy SS3.7) and East of Basingstoke site (policy SS3.9) (as proposed December 2015)

Appendix 4: Further Changes to Inset Maps

