

Comment

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Event Name	Proposed Submission (Reg 19) West Berkshire Local Plan Review 2022-2039
Comment by	Mr Paul Newman (32385)
Comment ID	PS659
Response Date	03/03/23 11:52
Consultation Point	Policy SP 15 Sites allocated for residential development in North Wessex Downs AONB (View)
Status	Processed
Submission Type	Web
Version	0.6
Bookmark	Newman, Paul

1. Do you consider the Local Plan Review is legally compliant?

Please see the guidance note for an explanation of what 'legally compliant' means

Yes

2. Do you consider the Local Plan Review is sound?

Please see the guidance notes for an explanation of what 'soundness' means.

The soundness of the LPR should be assessed against the following criteria from the National Planning Policy Framework (NPPF).

Please tick all that apply:

Positively Prepared: The plan provides a strategy which, as a minimum, seeks to meet the area's objectively assessed need and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where practical to do so and is consistent with achieving sustainable development. . Yes

Justified: the plan is an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence. . Yes

Effective: the plan is deliverable over the plan period and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground. . Yes

Consistent with national policy: the plan should enable the delivery of sustainable development in accordance with the policies of the NPPF. . Yes

Please give reasons for your answer

That no development has been allocated for Upper Basildon, where development can help provide new community facilities, employment opportunities, self build and custom housing and help sustain the existing facilities within the village.

An opportunity to make Upper Basildon more sustainable, by including an allocation for a new village shop and employment should have been considered.

An opportunity has been missed to allocate land in Upper Basildon where high existing house prices are keeping local people out of the local housing market. This can be fixed by the allocation of land for new development in Upper Basildon.

[The following attachments accompany the representations:

- . *PS659 Paul Newman – Accessibility & Sustainability*
- . *PS659 Paul Newman – Vision for Upper Basildon (Site 1)*
- . *PS659 Paul Newman – Upper Basildon Strategic Site Options]*

3. Do you consider the Local Plan Review complies with the Duty to Co-operate?

Please see the guidance note for an explanation of what 'Duty to Cooperate' means.

Yes

4. Proposed Changes

Please set out what change(s) you consider necessary to make the Local Plan Review legally compliant or sound, having regard to the tests you have identified above (Please note that non-compliance with the duty to co-operate is incapable of modification at examination).

You will need to say why this change will make the Local Plan Review legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

I wish to promote land in Upper Basildon for development as part of the Local Plan Review

5. Independent Examination

If your representation is seeking a change, do you consider it necessary to participate at the examination hearing session(s)? Yes

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary.

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

I wish to make representations to the Inspector about the omission of any development in Upper Basildon.

I would like the opportunity to put a case to make Upper Basildon more sustainable by the delivery of a local shop and employment.

6. Notification of Progress of the Local Plan Review

Do you wish to be notified of any of the following?

Please tick all that apply

The submission of the Local Plan Review for Independent Examination . Yes

The publication of the report of the Inspector appointed to carry out the examination . Yes

The adoption of the Local Plan Review . Yes

Attached file 1 [PS659 Paul Newman - Accessibility and Sustainability](#)

Attached file 2 [PS659 Paul Newman - Upper Basildon Strategic Site Options.pdf](#)

Attached file 3 [PS659 Paul Newman - Vision for Upper Basildon \(Site 1\).pdf](#)



Land south of Pangbourne Road, Upper Basildon
Accessibility Review and Sustainability Strategy
Client: The Upper Basildon Consortium

i-Transport Ref: ITL18654-001R

Date: 03 March 2023

Land south of Pangbourne Road, Upper Basildon Accessibility Review and Sustainability Strategy

Client: The Upper Basildon Consortium

i-Transport Ref: ITL18654-001R

Date: 03 March 2023

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL18654-001	For Submission	03/03/2023	SJH	SJ

File Ref: L:\PROJECTS\18000 SERIES\18654 - Land South of Pangbourne Lane, Upper Basildon\Admin\Report and Tech Notes\ITL18654-001R Accessibility Review and Sustainability Strategy.docx

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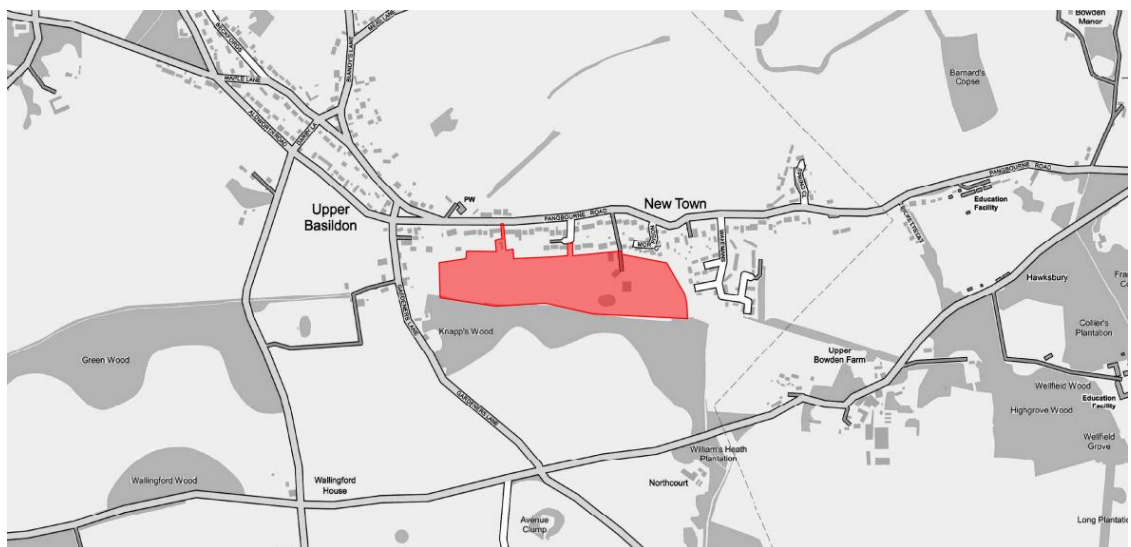
Appendices

APPENDIX A.	Site vision
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SECTION 1 Introduction

- 1.1.1 i-Transport LLP has been appointed by the Upper Basildon Consortium to provide highways and transport advice regarding the promotion of land to the South of Pangbourne Road in Upper Basildon, West Berkshire. The site is around 8ha in size and would comprise new homes, open space, a community building, a Multi-Use Games Area (MUGA) and various play spaces.
- 1.1.2 The site is located 3km southeast of Pangbourne, with Pangbourne Road to the north providing access to the site, as well as woodland and agricultural land to the south. The site location is shown in **Image 1.1**, as an extract of **Figure 1**.

Image 1.1: Site Location



Source: i-Transport

- 1.1.3 This report supports the promotion of the site through the proposed submission (Regulation 19) version of the West Berkshire Local Plan Review 2022-2039 (LPR) as part of a statutory Regulation 19 consultation open from 20 January 2023 until 3 March 2023.
- 1.1.4 A vision for the site has been prepared which is included in **Appendix A**. The site is being promoted in conjunction with a further site within Upper Basildon on land south of Aldworth Road. In combination the sites could include:
- New homes;
 - Open space and play area;
 - A community building;
 - A Multi-Use Games Area (MUGA)

- A children’s nursery (south of Aldworth Road site);
- A Community shop / post office / café (south of Aldworth Road site); and
- Small scale employment units

1.1.5 The vision for this site is extracted at **Image 1.2**

Image 1.2: Site vision



Source: Urban Perspectives

1.1.6 The remainder of this report is set out as follows:

- **Section 2** - Relevant national transport policy and guidance
- **Section 3** – Accessibility appraisal
- **Section 4** – Proposes a sustainable transport strategy; and
- **Section 5** – Summary

SECTION 2 Transport Policy Review

2.1 National Policy

National Planning Policy Framework

2.1.1 The revised NPPF was published in July 2021 and sets out the Government's planning policies and provides information on how these are expected to be applied. The NPPF confirms in paragraph 11 that at the forefront of planning is the '**presumption in favour**' of sustainable development.

2.1.2 For development located in rural areas, it is necessary to undertake a pragmatic approach to reviewing the sustainability credentials of a site. This is recognised in the National Planning Policy Framework (NPPF) within Paragraph No.105 which notes that:

"...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken in account in both plan-making and decision-making."

2.1.3 Paragraph 110(a) also recognises that:

"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location" (our emphasis added).

2.1.4 Furthermore, within the NPPF, 'sustainable transport modes' are defined as the following:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport." (ref: NPPF Annex 2: Glossary Page 73)

2.2 Local Policy

2.2.1 West Berkshire Council is currently preparing planning policies in its LPR. The proposed submission version of the LPR 2023 contains the following strategic objectives relevant to new development and transport:

"Sustainable and Quality Development

To ensure provision of sustainable developments of high quality design, construction and efficiency (including land use) which contribute to an attractive, safe and accessible environment for all.

Transport

To make provision for transport networks that support sustainable growth in West Berkshire and to promote low emission transport choices."

2.3 Summary

2.3.1 The NPPF confirms that there is a presumption in favour of sustainable development. Taken together, national, and local transport planning policy requires new development to be accessible by a range of modes of transport including walking, cycling and public transport - given the type of development and its location. The NPPF notes that the opportunities to maximise sustainable transport solutions will vary between urban and rural areas - and this should be taken in account in plan-making.

2.3.2 It is also noteworthy that the NPPF recognises sustainable transport modes as including zero emission vehicles.

SECTION 3 Accessibility Appraisal

3.1 Introduction

3.1.1 This section sets out the existing sustainable transport conditions in the vicinity of the site, including opportunities for walking, cycling and public transport in this area, as well as detailing available local facilities and services.

3.2 Journey Purpose

3.2.1 In considering accessibility and promoting sustainable travel it is important to consider the reasons why future residents and visitors of the potential development will make journeys. The Department for Transport's (DfT) National Travel Survey identifies the proportion of all trips by purpose as set out in **Table 3.1**.

Table 3.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting/Business	18%
Education/Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2019 Edition

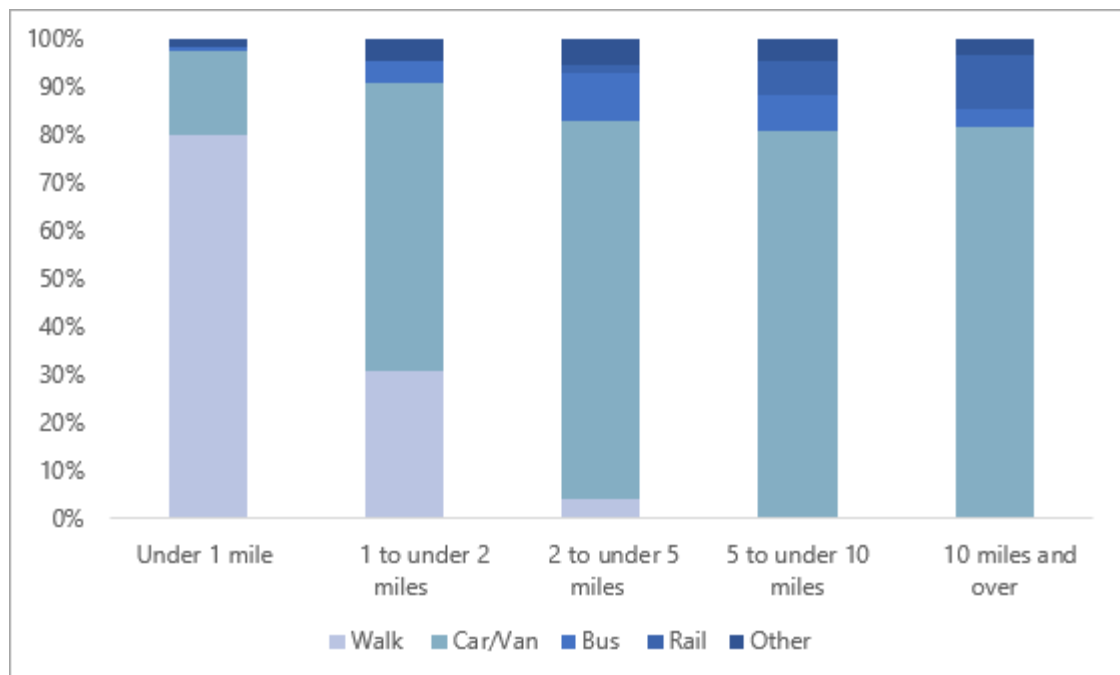
3.2.2 **Table 3.1** demonstrates that trips are made up of a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

3.2.3 This section therefore considers the opportunities to access local facilities and services by a choice of transport modes.

3.3 Walking and Cycling Distances

3.3.1 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths:

Image 3.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: National Travel Survey: England 2019

Walking

- 3.3.2 The vast majority (80%) of trips are undertaken on foot for journeys up to one mile. The data also shows that approximately 30% of journeys between one and two miles (3.2 km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to two miles.

Cycling

- 3.3.3 Paragraph 2.2.2 of the DfT Document LTN 01/20 'Cycle Infrastructure Design' discusses typical cycle trip distances and states that ***“Two out of every three personal trips are less than five miles (8km) in length –an achievable distance to cycle for most people, with many shorter journeys also suitable for walking”***.

3.4 Local Services and Facilities

- 3.4.1 The primary destinations for future residents within the local area are listed in **Table 3.2** and illustrated on **Figure 2** which includes facilities for education, leisure, retail, employment and health.

Table 3.2: Local Services and Facilities

Type	Name	Distance (m)	Within either 3.2km walk or 8km cycle distance
Education	Apricot Day Nursery	250	✓
	Upper Basildon Primary School	1,330	✓
	The Downs School (Secondary)	10,100	X
Health	Pangbourne Medical Practice	3,700	✓
	High Street Dental Practise - Pangbourne	3,400	✓
	Lloyds Pharmacy	3,500	✓
Retail	Upper Basildon Post Office	675	✓
	Co-Op Food - Pangbourne	3,500	✓
	Garlands Organic (Food Store)	3,600	✓
Train Station	Pangbourne Railway Station	3,700	✓
Employment	Pangbourne High Street	3,500	✓
Leisure	The Red Lion (Public House)	650	✓
	Upper Basildon Village Hall	3,700	✓

Source: Consultant's Estimates (Measured from the Centre of the site)

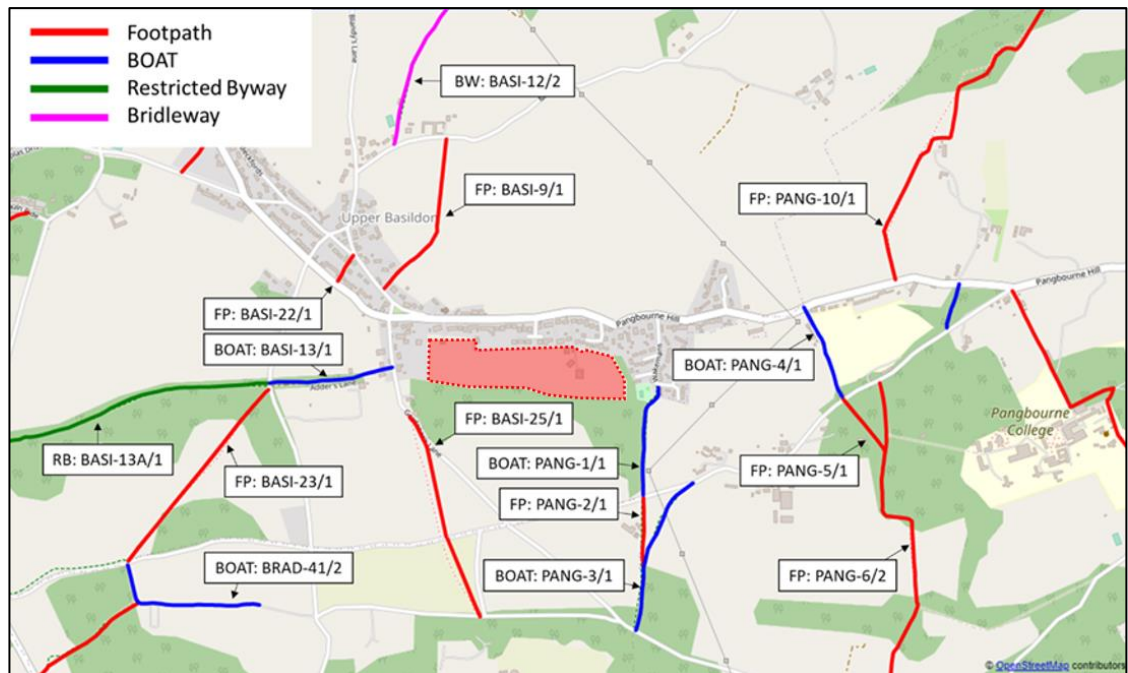
Walking opportunities

3.4.2 There are a number of local facilities in Upper Basildon itself which are within walking distance, including:

- Apricot Day Nursery (250m);
- Red Lion Pub (650m);
- Stephen's Church, including twice weekly "pop up" Post Office (675m); and
- Basildon Primary School (1,130m);

3.4.3 In addition to the above the site provides access to an extensive local Public Right of Way (PRoW) network. The PRoW network within the vicinity of the site is illustrated in **Image 3.2** below.

Image 3.2: Local Public Rights of Way



Source: OpenStreetMap with i-Transport Annotations

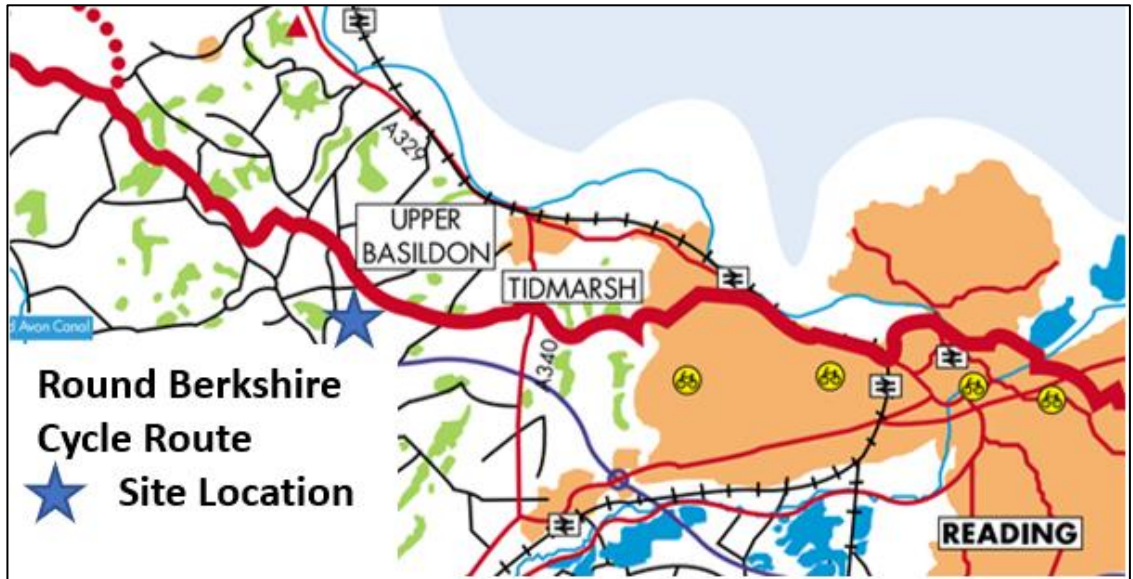
- 3.4.4 To the north, footpath 'BASI-9/1' provides northward connections to Mead Lane and Blandy's Lane, with further rights of way such as the 'BASI-22/1' footpath and 'BASI-12/2' bridleway supporting movement throughout the village centre.
- 3.4.5 Footpath 'PANG-10/1' also provides a connection northeast towards Pangbourne town centre and the railway station.
- 3.4.6 Eastward connections are also supported by footpaths 'PANG-12/1, 6/2, 5/1' and the 'PANG 4/1' BOAT. These provide alternative routes between Upper Basildon and Pangbourne college, in particular.
- 3.4.7 To the west, connections are provided by routes towards Ashampstead including BOAT 'BASI-13/1' and footpath 'BASI-23/1'.
- 3.4.8 Overall walking accessibility within a 3.2km isochrone from the site is illustrated on **Figure 2**.

Cycling opportunities

- 3.4.9 Pangbourne Road and the wider highway network in Upper Basildon is lightly trafficked and experiences low-speeds, meaning that on-carriageway cycling is a viable option locally. It is also relevant that Upper Basildon is on the route of the *Round Berkshire Cycle Route* providing a designated cycle route Pangbourne (approx. 3km), Pangbourne Railway Station (approx. 3.5km) and Tilehurst/Reading (8km).

3.4.10 An extract of the *Round Berkshire Cycle Route* and site location is shown on **Image 3.3** below.

Image 3.3: Extract of the Round Berkshire Cycle Route



Source: Round Berkshire Cycle Route

3.4.11 Overall cycle accessibility within an 8km isochrone from the site is illustrated on **Figure 2**.

3.5 Public Transport Opportunities

3.5.1 The nearest bus stops to the site are located on Pangbourne Road, approximately 100m to the east of site. These stops are served by the 143 Oxford Bus Company service, which travels in both directions between Reading, Pangbourne, Upper Basildon and Goring. A summary of the service frequency is provided in **Table 3.3**.

Table 3.3: Bus Route and Frequencies

Service	Route	Service Frequency		
		Mon-Fri	Saturdays	Sundays
143	Reading -Pangbourne - Upper Basildon-Goring	11:01, 13:01, 18:07	Every two hours between 09:31 and 17:02	-

Source: Bustimes.org

3.5.2 Pangbourne railway station is operated by Great Western Railway and is situated approximately 3.5km from the site. The station is accessible in 10-15 minutes by cycle and benefits from 18 cycle storage spaces.

- 3.5.3 The station provides frequent journeys towards Didcot Parkway, London Paddington, and Reading. Reading Station provides regular national services as well as access to the Elizabeth Line for journeys into and across central London. A summary of the key destinations and services provided at Pangbourne station is summarised in **Table 3.4**.

Table 3.4: Key Rail Destinations – Pangbourne

Destination	Typical Weekday Frequency		Average Journey Duration
	Peak	Off-Peak	
Reading	Half Hourly Service	Half Hourly Service	10 minutes
Didcot Parkway	Half Hourly Service	Half Hourly Service	18 minutes
London Paddington	Hourly Service	Hourly Service	72 minutes

Source: National Rail Enquires

3.6 Summary

- 3.6.1 As demonstrated in **Table 3.2**, a large range of local facilities are accessible within reasonable (8km) cycling distance, including education, retail, leisure and employment opportunities.
- 3.6.2 The transport sustainability of the site has been reviewed. There is a good range of local services and facilities within a 3.2km walking distance of the site (i.e. the distance that a significant amount of people will walk). Good cycle access is also be provided through the existing *Round Berkshire Cycle Route* which passes the site. Therefore, residents and visitors to this site will have a genuine opportunity to walk and cycle to everyday services and facilities.
- 3.6.3 Existing bus stops are located close to the site and provide opportunities for bus travel to destinations including Reading. Pangbourne rail station is located approximately 3.2km from the site with regular rail services being provided to larger service centres such as Reading and London. Access to these destinations will fulfil a number of journey purposes for future residents.

SECTION 4 Sustainable Transport Strategy

4.1 Introduction

4.1.1 The sustainable transport strategy for the proposed development adopts the following hierarchy:

- 1 Minimise trip making;
- 2 Contain trips within the site;
- 3 Facilitate walking and cycling; and
- 4 Mitigate traffic impact.

4.2 Minimise trip making

4.2.1 One of the long-term effects of the Covid-19 pandemic has been a change in how we work. Many people are working more flexibly and more remotely than previously:¹

“Workers were asked about their future plans in February 2022, after government guidance to work from home when possible was lifted in England and Scotland. More than 8 in 10 workers who had to work from home during the coronavirus pandemic said they planned to hybrid work.”

4.2.2 The new homes on the site will be designed to facilitate home working, e.g. through ensuring that there is a segregated, comfortable, well ventilated and lit work space. High speed broadband will also be an integral part of facilitating this and securing this will be a key priority for the development.

4.2.3 The pandemic has also accelerated the shift to on-line shopping. The development will be designed to accommodate shopping deliveries, including making provision for delivery vehicles. Opportunities for those who cannot be at home for deliveries include:

- Communal parcel lockers to allow deliveries to be made securely and collected later;
- There is also the opportunity for click-and-collect grocery lockers, which include temperature-controlled areas to accommodate chilled and frozen food; and
- New homes can be designed to include parcel boxes.

¹ Ref:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/isahybridworkingheretostay/2022-05-23>

Image 4.1: Parcel Lockers

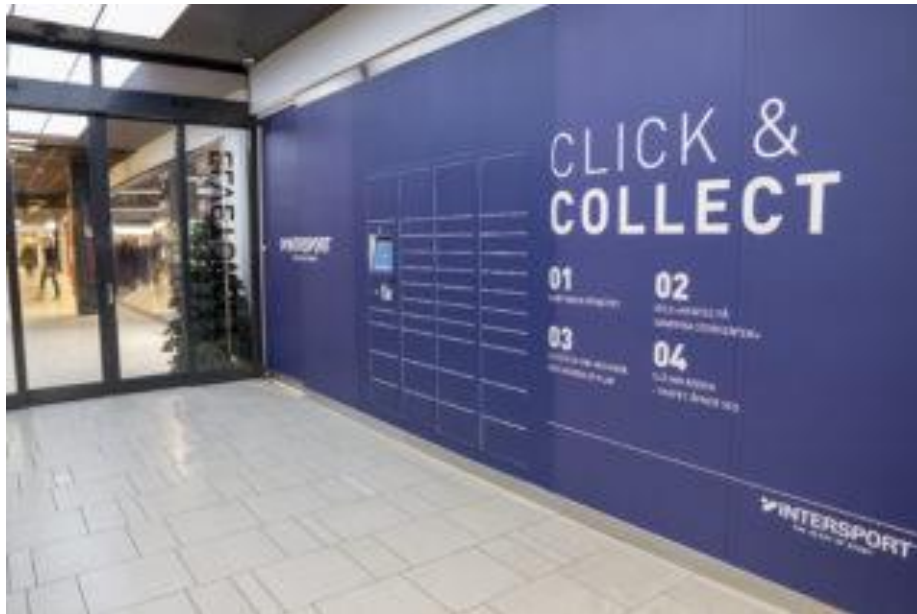


Image 4.2: Click-and-Collect Grocery Lockers



4.3 **Contain trips**

- 4.3.1 Whilst there is a good range of facilities and services in the local area, it will be important that the development brings forward additional facilities to offer new residents greater opportunity to travel locally on foot and by bicycle.
- 4.3.2 A development on this site (and an associated site in Upper Basildon being promoted by the same landowner – report reference ITL18655-001) is of a scale where the following could be delivered to maximise the containment of trips:

- Post office / shop – c.9% of journeys relate to ‘personal’ which includes personal business related journeys;
- Café / MUGA / Community Hall – c.26% of journeys relate to leisure;
- Children’s nursery – c.13% of journeys relate to education;
- On site mobility hub (details below); and
- Publicly accessible open space – helping to contain leisure and ‘just walk’ journeys.

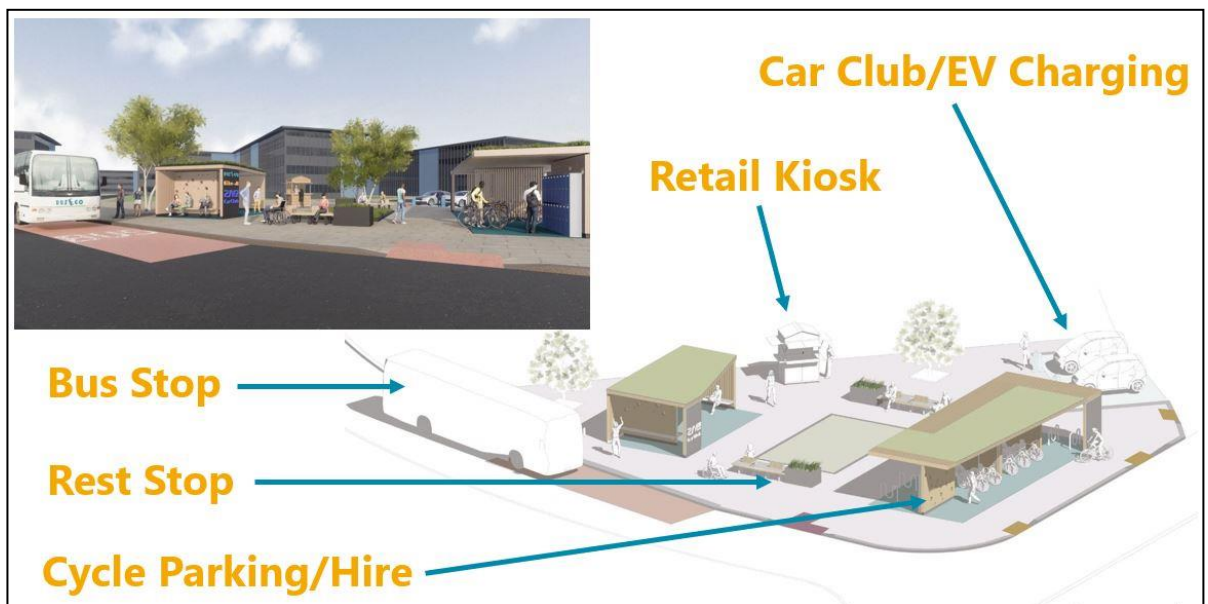
4.3.3 The site (and the associated site – report reference ITL18655-001) can deliver some of its own facilities to enable containment of trips and enhancing the opportunity for local trips by existing residents, including the potential to deliver employment, retail, and community facilities. These potential developments on the site(s) would enable containment of some journey purposes on-site (for new residents) and trips for existing residents of Upper Basildon.

Mobility hub

4.3.1 Mobility Hubs are defined by CoMoUk as being:

“highly visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm and, where relevant, enhanced community facilities. The redesign and reallocation of space from the private car is intended to enhance the experience of travellers as well as benefitting local residents and businesses. The concept has been applied to the streetscape in many European and North American cities and is now being replicated in the UK”.

Image 4.3 Mobility Hub Example



Source: Como.org.uk with i-Transport labels

4.3.2 A mobility hub presents an opportunity for a range of sustainable travel measures to be brought together so that they can be easily accessed by residents, and act as a 'one stop shop' for sustainable travel needs. An on-site mobility hub in this location can also help promote Upper Basildon and its role within the *Round Berkshire Cycle Route* and it can include a range of measures e.g.:

- Access to a local Car Club;
- Electric vehicle charging;
- Bike repair / Cycle hire;
- Access to public transport services; and
- Parcel drop and storage.

4.4 **Mitigate traffic impacts**

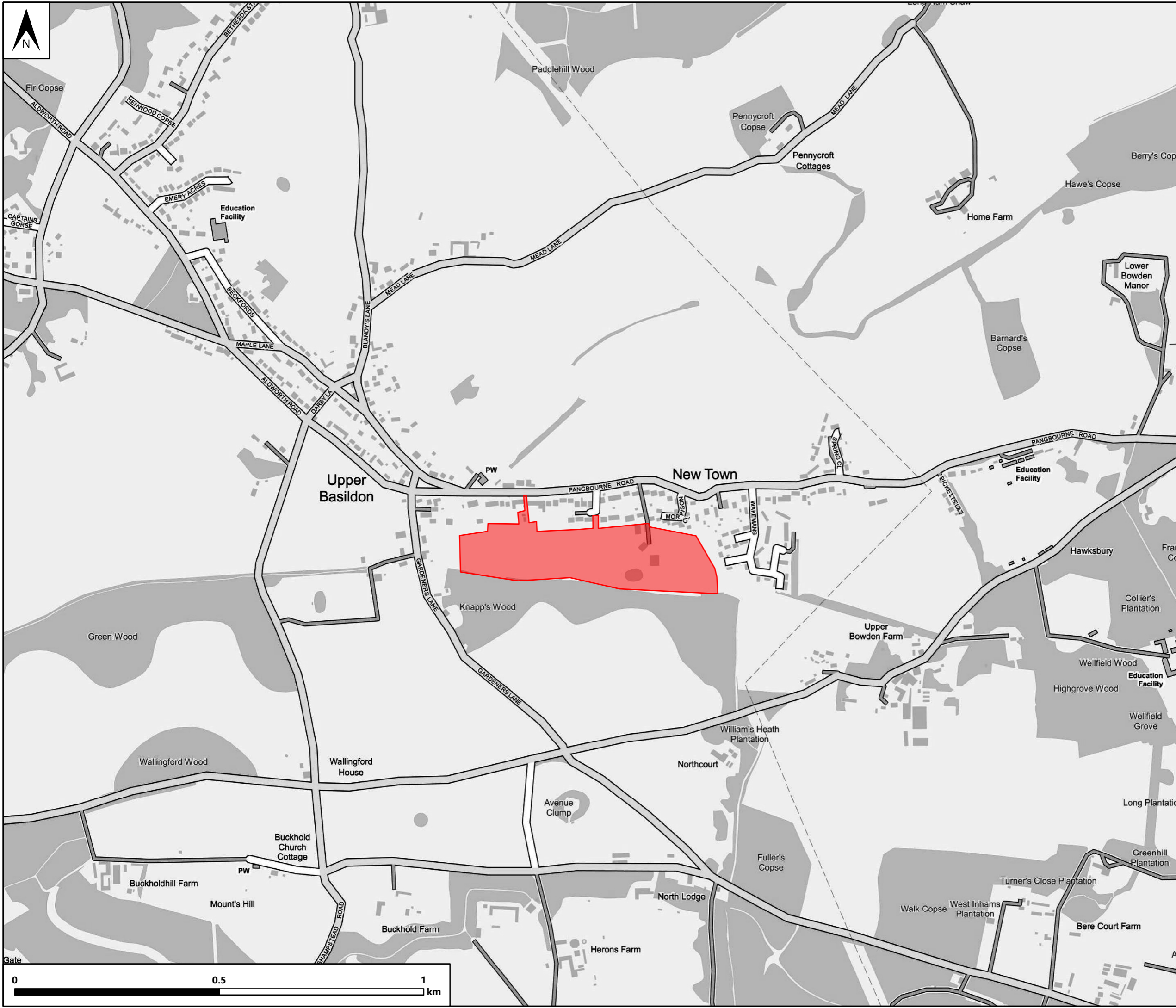
4.4.1 The transport strategy for this site is to minimise trip making, then contain trips and next facilitate non-car travel for those journeys that are made off-site. The scale of the development provides the opportunity for this to be successful. Mitigating traffic impacts will be the final consideration only once those three options of been exhausted.

SECTION 5 **Summary**

- 5.1 The site is located in a sustainable location where a number of important local facilities are available within the village itself.

- 5.2 The scale of development achievable can build on the locational advantages of the site to bring forward a sustainable transport strategy that will help minimise the need to travel; contain trips within the site; promote sustainable travel, minimise traffic impact and deliver material improvements to the benefit of the existing community.

FIGURES



Key

■ Site Boundary

Additional data sourced from WBCC

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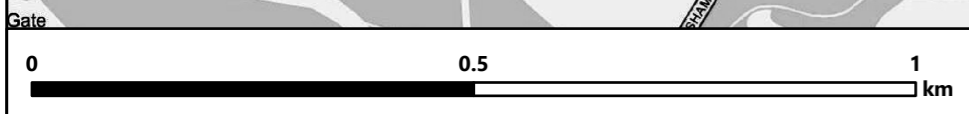
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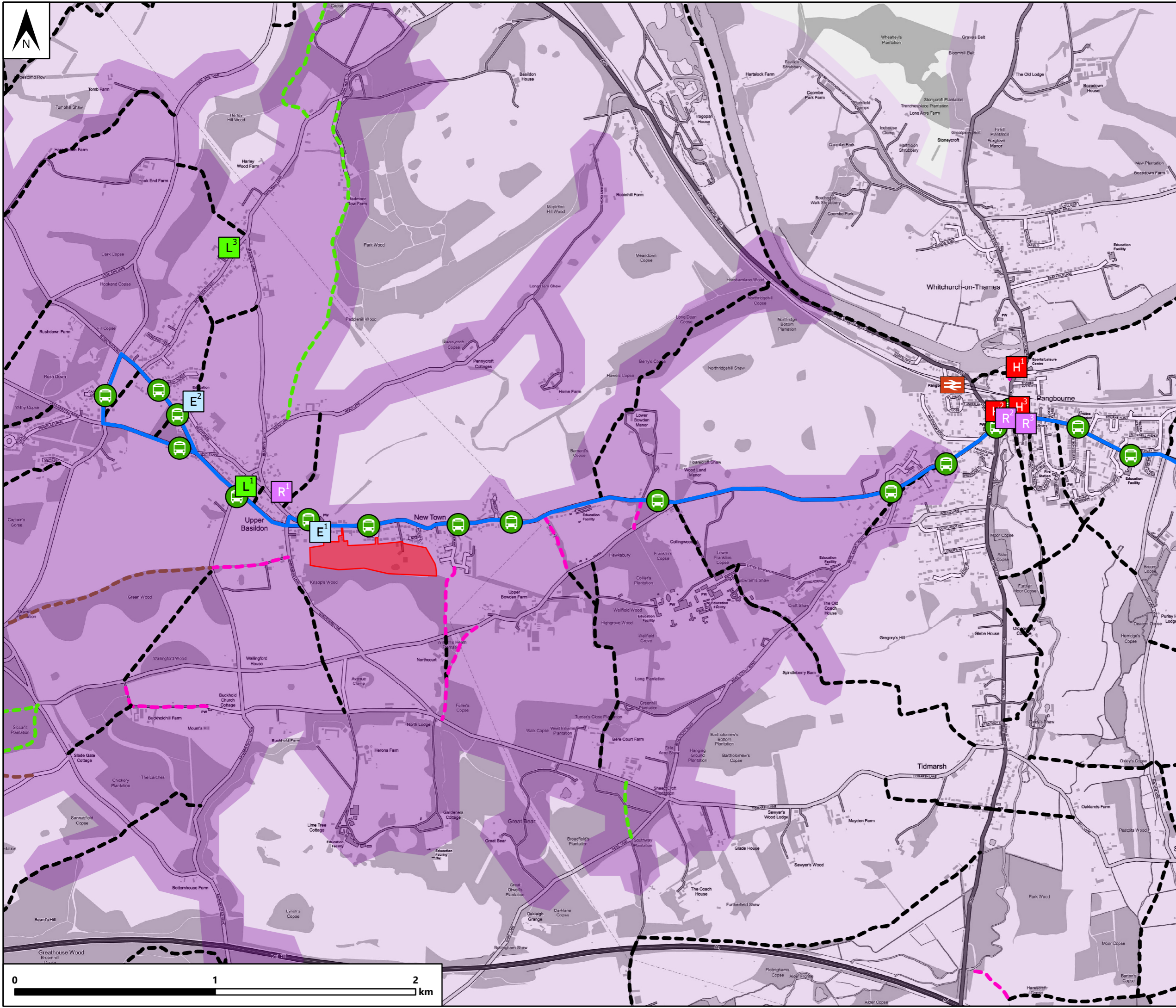
www.i-transport.co.uk

Title: **Site Location Plan**

Project: **Land South of Pangbourne Road**

Project Number: ITL18654	Figure Number: Figure 1	Revision: -
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- Key**
- Site Boundary
 - 8km Catchment
 - 3.2km Catchment
 - Footpath
 - BOAT
 - Bridleway
 - Restricted Byway
 - 143 Bus Route
 - Bus Stops
 - Pangbourne Railway Station
 - E¹ Apricot Day Nursery
 - E² Upper Basildon Primary School
 - L¹ The Red Lion Inn (Public House)
 - L² Upper Basildon Village Hall
 - R Upper Basildon Post Office
 - R¹ Co-Op Food Pangbourne
 - R² Garlands Organic Food Store
 - R³ Garlands Organic Food Store
 - H¹ Pangbourne Medical Practice
 - H² High Street Dental Practice
 - H³ Lloyds Pharmacy

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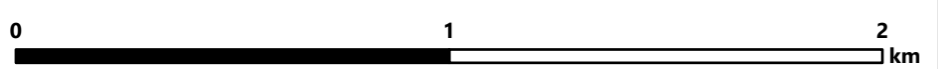
Tel: 020 3705 9215

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Title: **Facilities Plan**

Project: **Land South of Pangbourne Road**

Project Number: ITL18654	Figure Number: Figure 2	Revision: -
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APPENDIX A. Site Vision

A Vision for Upper Basildon

Site 2

The site consists of a series of paddocks to the south of Pangbourne Road and measures approximately 8.43 ha / 20.83 ac in size.

The site can be accessed from the adoptable highway of Knappswood Close where a space has been retained within the building line for this purpose. If required, a secondary point of access for pedestrians or emergency vehicles could be provided as shown. The existing access serving Knapp's Wood Farm could be stopped up as indicated to prevent through traffic and a new access provided via the internal road network.

There is an opportunity to provide a significant residential development in a well screened location immediately adjacent to the settlement boundary and visually contained by Knapp's Wood to the south.

Alongside a mix of open market and affordable dwellings, there is an opportunity to provide public open space and facilities in the form of a new community building. This is shown located towards the centre of the site to act as a focal point for the development upon arrival into the site, and could consist of a multi-purpose sports hall alongside a smaller hall / community meeting rooms designed to provide an accessible and welcoming space for new and existing residents of the village.

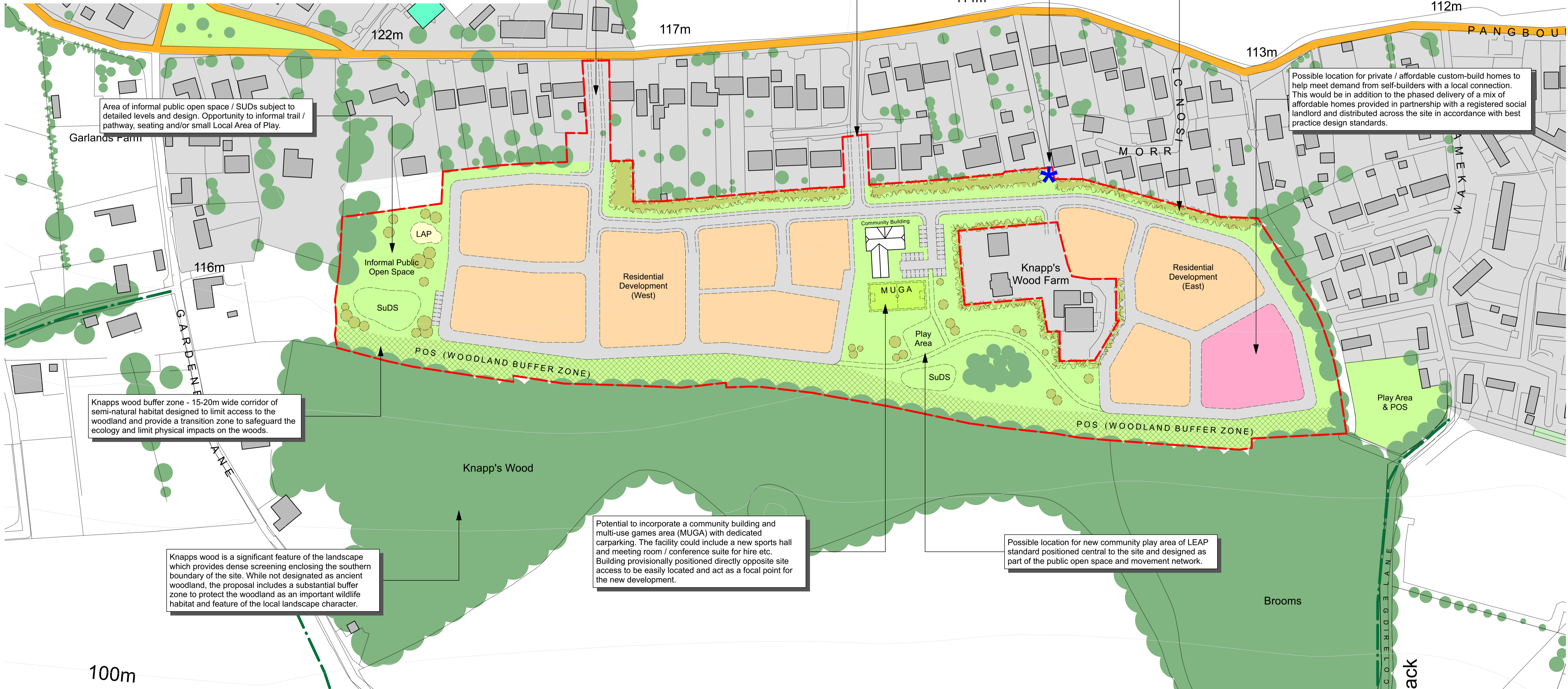
Alongside the community building, the proposal shows the possibility of including a multi-use games area and children's play area set within a

central open space which incorporates the existing stand of mature trees. A second area of informal public open space is located along the western boundary, and could include a local area of play (LAP) alongside possible SuDS features and landscaping. Alternatively uses could include space for a community allotment / orchard if this was considered desirable.

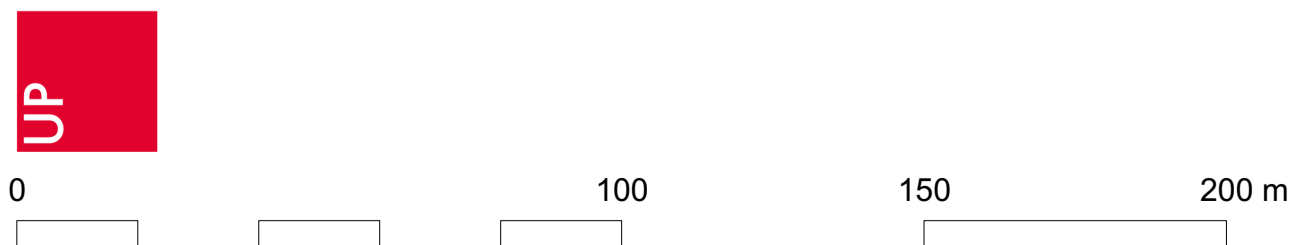
A continuous woodland buffer zone is indicated alongside the southern boundary which would consist of suitable semi-natural habitats designed to discourage activities that could conflict with maintaining the ecology of the area and prevent physical harm to the woodland during the site construction phase. Elsewhere and adjacent to sensitive site boundaries, space has been set aside for appropriate scale native tree and shrub planting to supplement existing hedgerows and protect the privacy and amenity of neighbouring plots.

The proposal indicates a possible area that could be allocated to self/custom builders who wish to design their own home. Alternatively, space could be made available in several parts of the site to enable the phased delivery of custom build plots for private and affordable ownership.

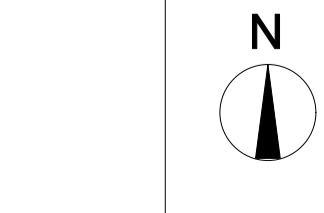
The balance of the site is shown as being capable of residential development that would include a proportion of affordable homes to help meet the local housing needs of the village in accordance with the West Berkshire Strategic Housing Market Assessment.



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- Proposed site boundary
- Community service / facility
- Proposed residential use
- Existing built form
- Existing vegetation (indicative)
- Proposed self/custom build plots
- Public right of way
- Proposed vegetation (indicative)
- Proposed public open space
- Listed building
- Principal highway network
- Woodland buffer zone



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A Vision for Upper Basildon

Site 1

The site consists of a series of paddocks to the south of Pangbourne Road and measures approximately 8.43 ha / 20.83 ac in size.

The site can be accessed from the adoptable highway of Knappswood Close where a space has been retained within the building line for this purpose. If required, a secondary point of access for pedestrians or emergency vehicles could be provided as shown. The existing access serving Knapp's Wood Farm could be stopped up as indicated to prevent through traffic and a new access provided via the internal road network.

There is an opportunity to provide a significant residential development in a well screened location immediately adjacent to the settlement boundary and visually contained by Knapp's Wood to the south.

Alongside a mix of open market and affordable dwellings, there is an opportunity to provide public open space and facilities in the form of a new community building. This is shown located towards the centre of the site to act as a focal point for the development upon arrival into the site, and could consist of a multi-purpose sports hall alongside a smaller hall / community meeting rooms designed to provide an accessible and welcoming space for new and existing residents of the village.

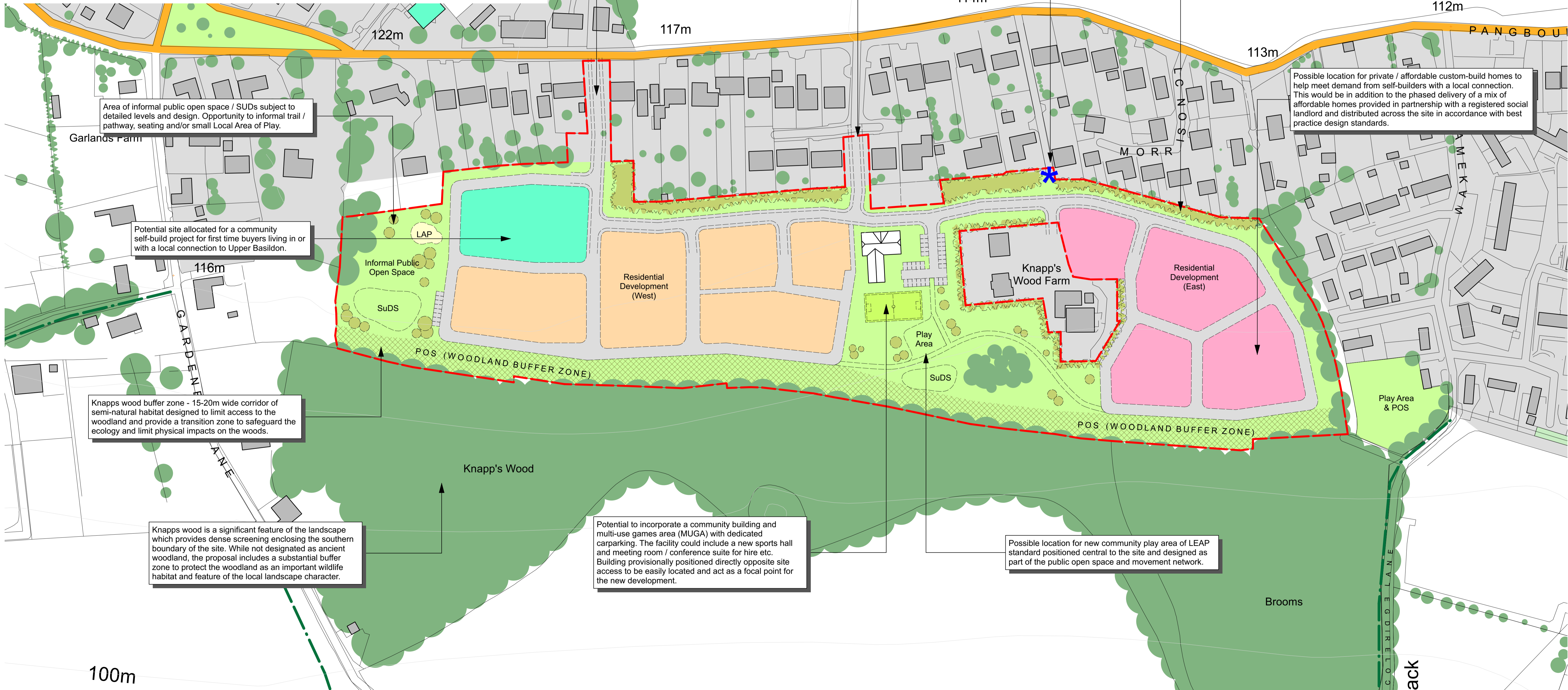
Alongside the community building, the proposal shows the possibility of including a multi-use games area and children's play area set within a

central open space which incorporates the existing stand of mature trees. A second area of informal public open space is located along the western boundary, and could include a local area of play (LAP) alongside possible SuDS features and landscaping. Alternatively uses could include space for a community allotment / orchard if this was considered desirable.

A continuous woodland buffer zone is indicated alongside the southern boundary which would consist of suitable semi-natural habitats designed to discourage activities that could conflict with maintaining the ecology of the area and prevent physical harm to the woodland during the site construction phase. Elsewhere and adjacent to sensitive site boundaries, space has been set aside for appropriate scale native tree and shrub planting to supplement existing hedgerows and protect the privacy and amenity of neighbouring plots.

The proposal indicates a possible area that could be allocated to self/custom builders who wish to design their own home. In addition, the plan allocates land for a potential community-led self-build project for first time buyers and those living within or having a local connection to Upper Basildon.

The balance of the site is shown as being capable of residential development that would include a proportion of affordable homes to help meet the local housing needs of the village in accordance with the West Berkshire Strategic Housing Market Assessment.



Potential for secondary / emergency site access facilitated by the removal of the property 'Timberley' Alternative for a pedestrian only connection with house remaining in place, subject to detailed design.

Primary site access could be taken from the adopted highway of Knappswood Close.

Existing access to Knapp's Wood Farm and recently constructed homes to be closed at this point * and reprovided from new highway network.

Continuous belt of native tree and shrub planting to supplement existing boundary vegetation and provide enclosure to the rear gardens of neighbouring properties.

Possible location for private / affordable custom-build homes to help meet demand from self-builders with a local connection. This would be in addition to the phased delivery of a mix of affordable homes provided in partnership with a registered social landlord and distributed across the site in accordance with best practice design standards.

Area of informal public open space / SuDS subject to detailed levels and design. Opportunity to informal trail / pathway, seating and/or small Local Area of Play.

Potential site allocated for a community self-build project for first time buyers living in or with a local connection to Upper Basildon.

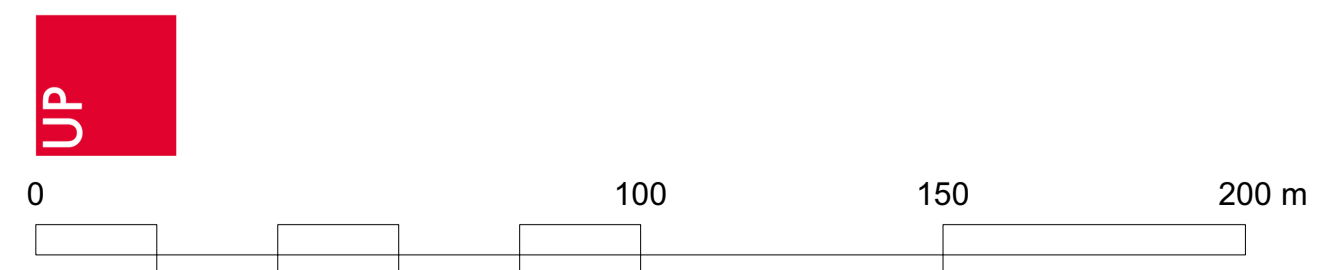
Knapp's wood buffer zone - 15-20m wide corridor of semi-natural habitat designed to limit access to the woodland and provide a transition zone to safeguard the ecology and limit physical impacts on the woods.

Knapp's wood is a significant feature of the landscape which provides dense screening enclosing the southern boundary of the site. While not designated as ancient woodland, the proposal includes a substantial buffer zone to protect the woodland as an important wildlife habitat and feature of the local landscape character.

Potential to incorporate a community building and multi-use games area (MUGA) with dedicated carparking. The facility could include a new sports hall and meeting room / conference suite for hire etc. Building provisionally positioned directly opposite site access to be easily located and act as a focal point for the new development.

Possible location for new community play area of LEAP standard positioned central to the site and designed as part of the public open space and movement network.

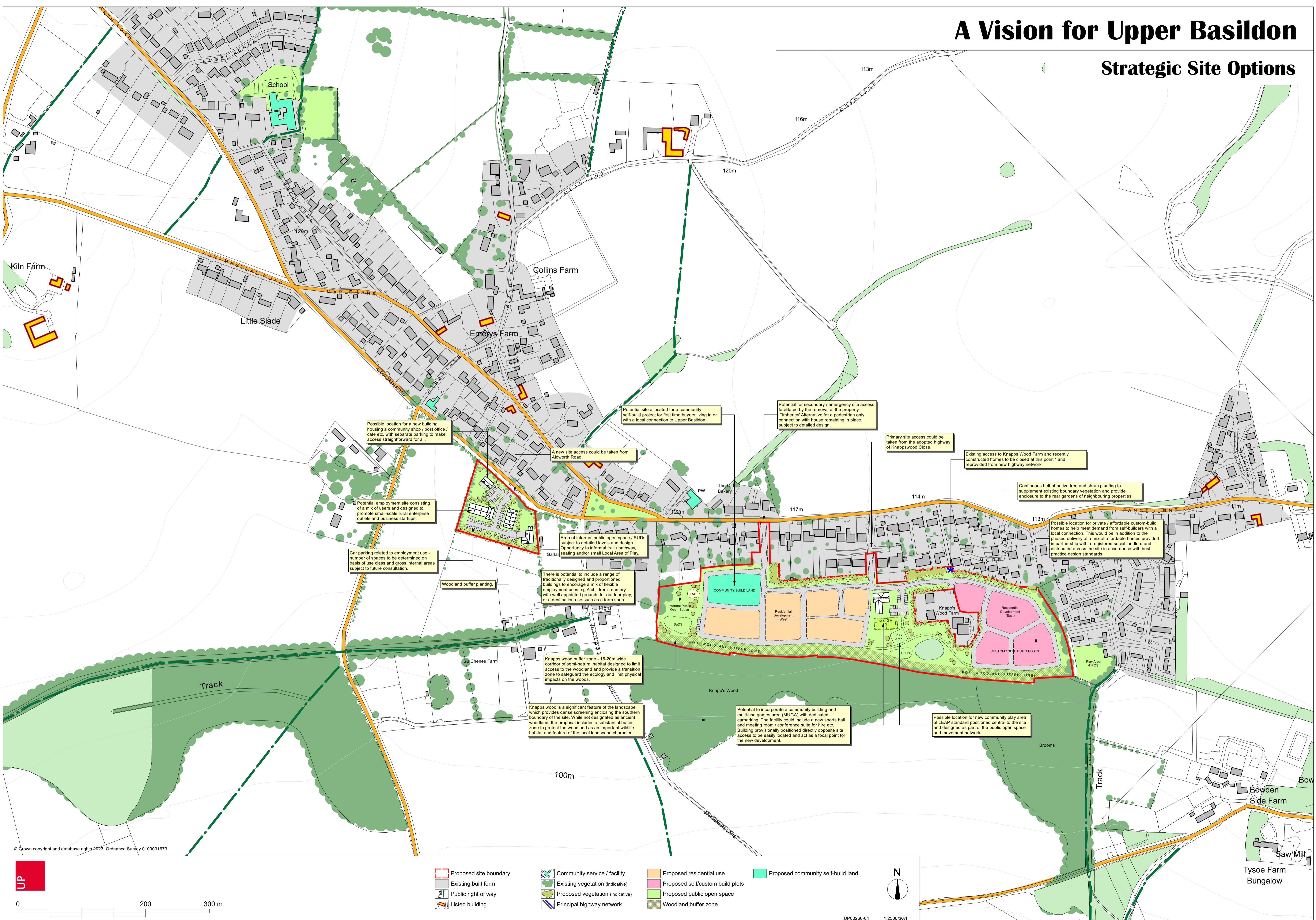
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- Proposed site boundary
- Community service / facility
- Proposed residential use
- Proposed community self-build land
- Existing built form
- Existing vegetation (indicative)
- Proposed self/custom build plots
- Proposed public open space
- Public right of way
- Proposed vegetation (indicative)
- Woodland buffer zone
- Listed building
- Principal highway network

A Vision for Upper Basildon

Strategic Site Options



Possible location for a new building housing a community shop / post office / cafe etc. with separate parking to make access straightforward for all.

Potential site allocated for a community self-build project for first time buyers living in or with a local connection to Upper Basildon.

Potential for secondary / emergency site access facilitated by the removal of the property 'Timberley' Alternative for a pedestrian only connection with house remaining in place, subject to detailed design.

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Potential employment site consisting of a mix of users and designed to promote small-scale rural enterprise outlets and business startups.

Car parking related to employment use - number of spaces to be determined on basis of use class and gross internal areas subject to future consultation.

Area of informal public open space / SUDs subject to detailed levels and design. Opportunity to informal trail / pathway, seating and/or small Local Area of Play.

There is potential to include a range of traditionally designed and proportioned buildings to encourage a mix of flexible employment uses e.g. A children's nursery with well appointed grounds for outdoor play, or a destination use such as a farm shop.

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	Proposed site boundary	Community service / facility	Proposed residential use	Proposed community self-build land
	Existing built form	Existing vegetation (indicative)	Proposed self/custom build plots	Proposed public open space
Public right of way	Proposed vegetation (indicative)	Principal highway network	Woodland buffer zone	
Listed building				