

FREEHOLD SALE ON AN UNCONDITIONAL BASIS OR SUBJECT TO PLANNING

A brownfield development site extending to approximately 0.43 hectares (1 acres), which has the benefit of a positive Pre-App in relation to the principle of development.



BACKGROUND

Our client, Network Rail, own the land edged red on the enclosed plan, which they identified as being surplus to requirements. It is intended to sell the freehold of the site, either on an unconditional basis, or subject to planning permission, with the benefit of a Pre-App with Basingstoke & Deane Borough Council and a suite of technical reports already undertaken.

SITE DESCRIPTION

The site measures approximately 0.43 hectares (1 acres) and is located 200m north of Basingstoke Railway Station and 200m to the east of Vyne Road between the station car parks. Great Western Cottages are accessed via an existing road which leads into numerous car parks for Basingstoke Railway Station, as well as onto surrounding roads such as Chapel Hill, Vyne Road, Alencon Link and to the Eastrop Roundabout.

The railway line and station are located to south of the site with a multi-storey car park for the station adjacent to the southern boundary. The site is bounded to the north by Great Western Cottages, which consist of four two storey dwellings; and by trees to the east and west. The site is level and has a number of self-set trees of various ages and areas of greenspace. It is understood that a public Right of Way runs adjacent to the westernmost edge of the site. The site is considered to be Sui Generis in terms of its planning use under the Use Classes Order 1985.

Please note that in addition to the site there is a commercial building adjacent to the entrance to the multi-storey car park, which is locally listed, and currently subject to a lease which Network Rail will consider including as part of the proposed sale.

LOCAL PLAN

The Local Plan for Basingstoke and Deane (2011 to 2029) was formally adopted in May 2016 and represents the strategic planning policy document covering the whole of the Borough. The most relevant policies contained within the Local Plan in respect of this site are considered to be Policy SD1 - Presumption in Favour of Sustainable Development, Policy SS1 - Scale and Distribution of New Housing, Policy CN1 - Affordable Housing and Policy CN3 - Housing Mix for Market Housing.

There is a current target for 15,300 houses to be built within the Borough between 2011 and 2029. As of 2014, 1,951 houses had been built. A further 4,668 had planning permission at the time of the plan adoption and a further 6,741 had been identified (550 from small windfall sites).

Policy SS1 – Scale and Distribution of New Housing states that the Borough will permit development and redevelopment within the defined Settlement Policy Boundaries ‘which contribute to social, economic and environmental well-being’. The proposal is to develop this currently unused site to contribute towards the Borough’s housing target is therefore considered to follow Policy SS1.

Policy CN3 – Housing Mix for Market Housing states that development will be permitted where there is a mixture of housing types and sizes to address local requirements and is appropriate for the local area in terms of location and design. A proposal should seek a range of 1, 2 and 3 bedroom dwellings with a mixture of flats and houses which will positively address the existing dwellings to the north. A range of storeys and orientations of the proposed dwellings will enable various sizes of dwellings to be provided.

Policy CN9 – Transport states that development proposals will be permitted that:

- a) Integrate into existing movement networks;
- b) Provide safe, suitable and convenient access for all potential users;
- c) Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision; and
- d) Do not result in inappropriate traffic generation or compromise highway safety.

Given the proximity of the site to Basingstoke Railway Station it is considered that the site is in a highly sustainable location and a significant percentage of journeys by future occupants of the scheme will be made by train, bus, cycle or on foot. Notwithstanding the alternatives to car journeys a scheme will provide, it is also proposed that there should be sufficient on-site parking from the existing vehicular access to the south, which it is intended will be widened and improved.

In addition to the above policies Policy CM4 – Biodiversity, Geodiversity & Nature Conservation of the Local Plan is considered to be relevant to this proposal as it states that ‘development proposals will only be permitted if significant harm to biodiversity and/or geodiversity resulting from a development can be avoided or, if that is not possible, adequately mitigated’.

Basingstoke and Deane Borough Council (BDBC) adopted its Community Infrastructure Levy (CIL) and supporting policies in March 2018 and it came into effect in June 2018. The site falls within CIL Charging Zone 3 - Basingstoke and Tadley, where new residential development will be charged at £140 per sq. m.

The site is within Flood Zone 1, which means it is at low risk from fluvial flooding. The River Loddon is approximately 300m south of the site and is culverted as it runs through the centre of Basingstoke.

Although not within it, the site is located close to the southeast corner of the South View Conservation Area. The Pre-App proposal was designed to ensure that it does not have a detrimental impact upon the character or appearance of the special architectural or historic interest of the South View Conservation Area, including minimising its impact upon views into and out.

PLANNING POSITION

A Pre-App was undertaken by Network Rail in May 2019, which concluded that the principle of development in this location is considered acceptable; though a reduction in unit numbers is likely to be required.

The proposed development submitted was for:

- 20no. residential dwellings comprising 6no. 1b flats, 8no. 2b flats and 6no. 3b houses
- 27no. car parking spaces
- Convert a locally listed building to the south west of the site for either residential or commercial use

TECHNICAL REPORTS

Our client has undertaken a number of investigative reports in support of the Pre-Application, copies of which are appended to this prospectus. These include:

- Ground Investigation Report
- Topographical Survey
- Arboricultural Survey
- Drainage Assessment
- Ecological Appraisal
- Underground Services Report
- Planning Appraisal
- Access Appraisal

It is expected that applicants will have regard to this information to inform their response.

SOFT MARKET TESTING RESPONSES

Submissions are invited from prospective development partners on a Conditional or Unconditional basis for the land, details of which should include:

- Offer sum.
- The length and type of the agreement you propose including any extension periods you may require.
- Type of scheme proposed including an accommodation schedule.
- Proposed planning strategy to optimise the development of the land, giving consideration to the Pre-App feedback already obtained.
- An allowance and undertaking for our client's professional fees and surveyor's costs to secure the opportunity.
- Considerations for any potential abnormal costs based on the technical information provided.
- Any mechanisms resulting in an enhanced payment to the landowner by way of overage.
- The availability and source of funding to implement and follow through the strategy throughout the period of the proposed agreement, with evidence.
- Details of expertise and track record in the development of land of a similar scale, together with details of the project management team and any external professionals.
- Any other relevant information or proposals to be considered.

Please note that a purchaser will be required to enter into asset protection agreement(s) with Network Rail prior to carrying out any works on site. Further information can be made available on request.

DEADLINE

Responses should be made via email to ryan.harris@carterjonas.co.uk and received by **12 noon, 20 November 2019**.

ADDITIONAL INFORMATION

For further information please contact:

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