

BTN Manydown Standard

Basingstoke and Deane Borough Council published its draft “[Manydown Vision](#)” in 2014 and it has been summarised as:

“Combining the best features from Hampshire villages and towns with contemporary sustainable design, the vision’s key elements include: creating new attractive, sustainable and connected settlements that fit in well with existing neighbouring communities and will provide everyone with better amenities.”

[Basingstoke Transition Network](#) (BTN) has progressed this vision – further prompted by our Climate and Ecological Services Emergency – and is suggesting a development standard which embraces the following concepts: Thus, there will be clear evidence throughout of:

- Operationally, a carbon neutral – or ideally – carbon negative development.
- Coordinated delivery of hard and soft green infrastructure
- A biodiverse landscape which can readily be maintained as such
- Low energy usage and every effort to constrain levels of embedded energy
- Opportunities for individual or co-operative self-build
- Whole life value and future-proofed quality homes in diverse communities, attractive to residents.
- All delivered via the highest ethical standard of competing building contractors paying living wages.

BTN urges the various parties engaged in progressing this development to ensure that the massive sacrifice of this *substantial* hectareage of valuable green fields is at least rewarded with leading-edge, environmentally-conscious, quality housing and infrastructure. We thus seek:

1 Integrated mixed-use neighbourhoods

- 1.1. Integrated reduced need to travel walkable neighbourhoods ([15-minute City](#) principle), with mixed uses and community infrastructure, designed for people first. Each estate to provide “community infrastructure” (subject to catchment), including car free zones, local shops, pub, community hall, schools, performance space, wardened homes, non-ghettoed affordable housing, sport facilities, surgery, pharmacy, gym, equipped children’s play areas, cycle parking with inbuilt solar, allotments, pocket parks with shelters to engage children, adults and volunteers in exposure to and caring for nature.

2 Transport

- 2.1. Manydown will seek to provide genuine transport choice by making it easy to walk, cycle and use public transport.
- 2.2. A car club/s will be established as an alternative to car ownership.
- 2.3. Residential streets will be in the form of [Home Zones](#), designed to be attractive places to walk, cycle and play, with the needs of pedestrians, cyclists and public

transport prioritised whilst ensuring access for drivers. Car-free community plazas should be incorporated, where feasible.

- 2.4. Roads will always be designed to be attractive to walkers and cyclists.
- 2.5. A comprehensive pedestrian and cycle network within the development will integrate with existing local walking and cycling routes, providing attractive and easy connections to and from Manydown.
- 2.6. Dedicated cycle routes shall be such that they are suitable for all types of cycling including tandems, cargo bikes and cycles with trailers.
- 2.7. Existing nearby bus services will be enhanced and, where appropriate, new services established to create a good level of service to Basingstoke town centre and railway station and other key destinations including Overton and a potentially reopened Oakley rail station.
- 2.8. The neighbourhood centre spine road should have ready access to the existing Basingstoke ring-road.
- 2.9. Access points and routes for the proposed Basingstoke Mass Rapid Transit (MRT) network shall be provided and protected.
- 2.10. Routes shall be so designed that vehicular speeds can be readily maintained at a maximum of 20 mph throughout the settlement with priority for joined up and signed routes for walking and cycling.
- 2.11. There shall be generous provision of Zebra/Toucan crossings with dropped kerbs at locations where there is likely to be increased demand for pedestrians to cross carriageways.
- 2.12. Where minor roads access spine roads, pedestrians and cyclists on the spine road shall have priority over any vehicle joining.
- 2.13. Bus/MRT routes will be served with shelters and real-time information throughout.
- 2.14. Parking for community cars and possible future automatic pods shall be preserved.
- 2.15. Cycle and scooter parking at commercial, school and recreation centres shall be convenient for access to premises and provide safe covered locations.
- 2.16. Distribution hubs for the “Last Mile” delivery logistics shall be located throughout the settlement.
- 2.17. Public electric car charging points and space reserved for future autonomic pod services shall be provided.

3 Housing types

- 3.1. Development will provide a wide range of lifetime housing types and sizes embracing Parker Morris as a baseline standard. There will be apartments, terraces, townhouses, semi-detached and detached houses and bungalows arranged in small-scale interconnected enclaves – with an emphasis on good standards of external space/garden.
- 3.2. When provided, car parking spaces (where not within curtilages) will be close to the houses, with each household having an electric vehicle fast-charging point.
- 3.3. Additional unallocated parking space should be available on site for visitors.
- 3.4. Opportunities will be provided for self-commissioned, self-build, cohousing, homeworking units, extra-care homes and residential care facilities.

4 Contemporary sustainable design

- 4.1. New homes will be built to recognised environmental standards of Passivhaus, or, as a minimum, [Housing Net Zero Operational](#) standards, with a view to significantly reducing future energy requirements and running costs. [Passivhaus Premium](#) should remain a target throughout).
- 4.2. Construction will embrace renewable, low resource-intensive materials with minimum possible embedded carbon, in a sustainable design.
- 4.3. Homes will be thermally well-insulated as the first step in energy conservation. They will use whole house Mechanical Ventilation and Heat Recovery ([MVHR](#)) and have regard to solar gain.
- 4.4. There will be an emphasis on achieving very high standards for water use, embracing rainwater collection and greywater recycling.
- 4.5. Locally sourced, modular construction shall be preferred, using sustainably produced construction materials.
- 4.6. The majority of electricity needs of each home, and of community buildings will be met by on-site, or nearby, generation via solar panels and battery storage, together with solar thermal hot water.
- 4.7. Heating/cooling will be via air source or ground source heat pumps, either individually or via a local community-owned heat network. There will be no fossil fuel gas on site.
- 4.8. Homes will be well-proportioned and, in many cases, adaptable to future changes of use (and Climate Change), whether for residents of different needs or to allow businesses to take root. On site garages shall provide car/bicycle parking with charging points and ideally a wet room with garden access.
- 4.9. Development shall incorporate Sustainable Drainage Systems ([SuDS](#)) to minimise the effects of development at Manydown on the quantity and quality of run-off and to manage the risk of flooding.
- 4.10. Every effort should be made to provide on-site sewage treatment.

5 Green space and biodiversity

- 5.1. Existing on-site biodiversity, including irreplaceable habitats, will be protected and enhanced. Habitats shall be connected and buffered, and any habitat losses compensated. A demonstrable net gain for biodiversity will be ensured.
- 5.2. There will be a biodiverse and seasonally engaging landscape with a wide mix of habitat related native species and high levels of tree cover. Also, the protection and biodiversity enhancement of the public spaces and Country Park, including all flora and fauna interdependencies throughout each site to encourage the management of rare beneficial species and increase bird populations, shall be assured.
- 5.3. There will be a wide range of interconnected natural green spaces varying in size and character, bringing the countryside into the town – ranging from the Country Park, to squares and pocket parks, allotments, gardens, community gardens and friendly play areas with natural landscape features.

- 5.4. Green roofs, walls and balconies will allow residents and visitors to enjoy street scenes and connect with the natural environment.
- 5.5. Suitable underpasses, overpasses and wildlife appropriate lighting shall ensure that wildlife can move around the site with minimal obstruction/harm from road barriers and traffic. All lighting throughout the site shall be designed to avoid scatter and impacts on wildlife.
- 5.6. Mature and semi-mature trees and woodland will be retained, such as those around Worting Village, to provide a fine setting for new development.
- 5.7. 'Green corridors' will connect areas of woodland and other habitats to each other and the surrounding countryside, North Wessex AONB, and on the southern part of the site important field boundaries, nearby sites and adjoining corridors will be taken account of in the design. There will be public footpaths connecting to the Country Park and onwards to the AONB.
- 5.8. The design brief will include provision for proper ecological management of sites (with residential input). Ongoing wardenship of habitats and green spaces shall be assured, with a constant endeavour to provide "access to nature" embedded and sufficient funding assets to assure this..
- 5.9. Planning of green infrastructure will take into account likely future effects of Climate Change on weather patterns drought flooding and swirling soil erosion.

6 Community

- 6.1. Both Social Development and Community Engagement are essential to generate pride and ownership, overcoming isolation and ghettoisation to grow diverse and cohesive communities, which can self-manage and save help local authorities/NGOs resources in the maintenance running costs of an estate, whilst benefitting homes and wildlife.
- 6.2. When people arrive/move in, they are automatically enrolled and briefed about managing their local spaces in planting/weeding/cutting and monitoring/reporting to "Wildlife Groups".
- 6.3. Each new community "enclave" is then encouraged to build their own community "space" at each pocket park, for that community to ultimately run/maintain for playgroups, etc., using natural building materials, providing a practical learning experience for children and fostering teamwork in adults.
- 6.4. All community and shopping centres shall have provision for recycling and ideally also re-purposing/re-use.
- 6.5. There shall be widespread provision of composting and/or food waste collection.
- 6.6. There shall be public toilets available at the shopping and community centres.
- 6.7. Heritage features such as Ancient Monuments shall be preserved – where appropriate in enhanced settings and with information boards and possibly linked trails.